The Great Grid Upgrade

Sea Link

Sea Link

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March 2025	A	Final	For DCO Submission
April 2026	B	Final	Updated to include results of junction capacity modelling

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 Suffolk Onshore Scheme comprises:

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed as part of the Proposed Project.
- A high voltage alternating current (HVAC) underground cable of approximately 1.9 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW high voltage direct current (HVDC) converter station (including permanent access from the B1121 and a new bridge over the River Fromus) up to 28m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, similar small scale operational plant, or other roof treatment) near Saxmundham.
- A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham and a transition joint bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

1.2 Report Scope and Purpose

1.2.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.2.7.A Appendix 2.7.A Suffolk 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 Suffolk 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** of the Environmental Statement (ES). **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is also supported by **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk (Outline CTMTP – Suffolk)**, as well as **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk (Outline PRoWMP – Suffolk)**. 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 **Annexes C and D**, which has been carried out for three junctions within the Suffolk study area at the request of the Examining Authority (First Written Question 1TT11) and following further consultation with Suffolk County Council (SCC) Highways.

1.2.4 This TAN has been informed by consultation with SCC 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 6.2.2.7 Part 2 Suffolk 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 6.2.2.7 Part 2 Suffolk 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 SCC Highways on 9 June 2023 when it was proposed to incorporate the majority of the TA within **Application Document 6.2.2.7 Part 2 Suffolk 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 SCC Highways who subsequently confirmed by email (on 17 July 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, SCC recommended that agreement should be sought regarding **Application Document 7.5.1.1 Outline CTMTP – Suffolk** which was subsequently reviewed during a transport thematic meeting on 28 February 2024.

2.1.2 Comments were received from SCC Highways and National Highways during Statutory Consultation which 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 SCC Highways and East Suffolk Council (ESC) on 28 February 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 6.2.2.7 Part 2 Suffolk 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 Suffolk Onshore Scheme. The approach for **Application Document 7.5.1.1 Outline CTMTP – Suffolk** has been agreed with SCC.

3. Transport Assessment Guidelines

3.1.1 **Application Document 6.2.2.7 Part 2 Suffolk 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 it 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 6.2.2.7 Part 2 Suffolk 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*."

An assessment of the impacts and likely significant effects, along with the embedded mitigation designed to minimise any impacts from the outset, is provided in Sections 7.9 and 7.8 respectively in **Application Document 6.2.2.7 Part 2 Suffolk 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).*"

3.1.4 An assessment of the impacts and likely significant effects, along with the embedded mitigation designed to minimise any impacts from the outset, is provided in Sections 7.9 and 7.8 respectively in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

3.1.5 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."

3.1.6 Section 9 of the National Planning Policy Framework (NPPF) provides details of the elements of the NPPF that are relevant to **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and where these are covered, whilst **Application Document 7.5.1.1 Outline CTMTP – Suffolk** outlines the measures of implementing sustainable travel in the construction phase as well as road safety considerations in Section 7.

3.1.7 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 SCC Highways to agree the scope of the Traffic and Transport chapter and the approach for the supporting deliverables are held in **Application Document 6.3.2.7.B Appendix 2.7.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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and Section 7 of this TAN.

3.1.8 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 6.2.2.7 Part 2 Suffolk 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 Suffolk Onshore Scheme. This TAN has been informed by consultation with SCC 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.2 Regulatory and Planning Context;
  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, Section 4 Best Practice and Policy; and
  - 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.3 Scoping Opinion and Consultation (supported by **Application Document 6.3.2.7.B Appendix 2.7.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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions;
  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, Section 2 Existing Conditions; and
  - **Application Document 6.4.2.7.4 Walking and Cycling Routes** (including PRoW) and **Application Document 6.4.2.7.6 Road Link and Road Junction Receptors**.
- Collision review:
  - **Application Document 6.2.2.7 Part 2 Suffolk 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 6.2.2.7 Part 2 Suffolk 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 7.5.1.1 Outline CTMTP – Suffolk**, 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions (supported by **Application Document 6.3.2.7.D Appendix 2.7.D Baseline Traffic Movements**); and

  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, Section 3 Future Highway Network.

- Trip attraction and distribution including construction vehicle routing:

  - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.2.7.E Appendix 2.7.E Construction Worker Trip Distribution**, **Application Document 6.3.2.7.F Appendix 2.7.F Saturday Trip Generation Tables** and **Application Document 6.3.2.7.G Appendix 2.7.G Traffic Flow Diagrams**);

  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, 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 6.4.2.7.2 HGV Routing Plan** and **Application Document 6.4.2.7.3 Abnormal Load Routing Plan**.

- Cumulative development:

  - **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk 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 6.2.2.7 Part 2 Suffolk 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 6.2.2.7 Part 2 Suffolk 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 7.5.1.1 Outline CTMTP – Suffolk**, Section 2 Existing Conditions and Section 7 Management and Mitigation; and
  - **Application Document 7.5.9.1 Outline PRoWMP – Suffolk** (full document).
- Highway assessment – **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.2.7.H Appendix 2.7.H Preliminary Highway Impact Assessment and Application Document 6.3.2.7.J Appendix 2.7.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 6.2.2.7 Part 2 Suffolk 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 Suffolk study area; namely at the A12/ B1121 Main Road priority junction to the south of Saxmundham, as well as at the A1094 Aldeburgh Road/ B1121 Aldeburgh Road and the A1094 Aldeburgh Road/ B1069 Snape Road priority junctions at the request of the Examining Authority (First Written Question 1TT11) and following meetings with SCC Highways and ESC on 22 January 2026, 24 February 2026 and 30 March 2026. These three junctions represent those which will be used by the vast majority of construction traffic generated from the Proposed Project in Suffolk. The results are presented within Section 10 and **Annexes C and D** of this TAN;
- Access layouts, visibility splays and vehicle swept paths – details of these are provided in **Application Document 7.5.1.1 Outline CTMTP – Suffolk** and **Application Document 2.13.1 Design and Layout Drawings – Suffolk**.
- Mitigation:
  - **Application Document 6.2.2.7 Part 2 Suffolk 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 7.5.1.1 Outline CTMTP – Suffolk**, 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 7.5.9.1 Outline PRoWMP – Suffolk** (full document).

- Conclusion – **Application Document 6.2.2.7 Part 2 Suffolk 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 Suffolk Onshore Scheme (2028), 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 6.2.2.7 Part 2 Suffolk 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 SCC 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. As such, there will be no material impact on the local highway network from the Proposed Project. Nonetheless, the Applicant has undertaken junction capacity modelling for three junctions within the Suffolk study area; namely the A12/ B1121 Main Road priority junction to the south of Saxmundham; as well as at the A1094 Aldeburgh Road/ B1121 Aldeburgh Road and the A1094 Aldeburgh Road/ B1069 Snape Road priority junctions following the request of the Examining Authority to carry out junction capacity modelling at critical junctions (First Written Question 1TT11). These three junctions represent those which will be used by the vast majority of construction traffic generated from the Proposed Project in Suffolk. The scope of the modelling was presented at meetings with SCC Highways and ESC on 22 January 2026, 24 February 2026 and 30 March 2026. The results are presented within Section 10 and **Annexes C and D** of this TAN.

5.1.3 It is acknowledged that at Deadline 4 of the Examination, SCC made a submission to the Examining Authority titled ‘Answers to Examining Authority Questions Round 1’. The submission included Appendix A (Traffic Assessment), which identifies 14 junctions for consideration as part of the junction modelling exercise, including seven junctions along the A12 which fall outside of the Suffolk study area. The three junctions which have been taken forward for detailed analysis within the Suffolk study area will accommodate the construction traffic associated with the Proposed Project travelling to/ from the A12, with circa 50% using the B1121 Main Road to the south of Saxmundham and the other 50% using the A1094 Aldeburgh Road. These are therefore considered to be the critical junctions to be modelled, in keeping with the Examining Authority’s request. It is not considered that additional junction modelling is required for the other four junctions within the Suffolk study area for the following reasons:

- A1094/ B1122 Leiston Road/ Church Farm Road Roundabout – this part of the network does not form a main construction route for the Proposed Project. There will be a maximum of 10 daily HGV movements through this junction, as well as fewer than 30 vehicle movements per hour during the network and development (shoulder)

peak hours. Therefore, this does not meet the 30-vehicle movement threshold originally defined within the (now withdrawn) Department for Transport (DfT) Transport Assessment Guidance (2007), as a "starting point for discussions" in terms of whether the impact of a development on the operation of a given junction should be assessed during the peak hours. In addition **Application Document 7.5.1.1 Outline CTMTP – Suffolk** will include a cap of ten daily HGV movements through this junction, to minimise the potential impacts of construction traffic at this location.

- B1121 Main Road/ B1119 Church Hill Signalised Junction – this part of the network does not form a main construction route for the Proposed Project. There will be a maximum of four daily HGV movements through this junction, as well as fewer than 30 vehicle movements per hour during the network and development (shoulder) peak hours. Therefore, this does not meet the 30-vehicle movement threshold mentioned above. In addition **Application Document 7.5.1.1 Outline CTMTP – Suffolk** includes a cap of ten daily HGV movements through this junction, to minimise the potential impacts of construction traffic at this location.
- A12/ B1119 Junction – whilst some HGVs will pass through (i.e. travel 'straight ahead' at) the A12/ B1119 junction at Saxmundham (i.e. those arriving or departing to the north), no HGVs will turn to/ from the B1119 via this junction as the B1119 does not form a construction route. Any HGVs on this part of the network will travel north-south along the A12, without the need to turn or interact with other vehicles at this junction. The majority of HGVs (85%) are also expected to travel to/ from the A12 to the south as identified in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and will access the Suffolk Onshore Scheme via the A12/ B1121 Main Road junction or the A12/ A1094 junction to the south of Saxmundham, without passing through the A12/ B1119 junction. Therefore, the A12/ B1119 junction is not expected to be adversely affected by HGV traffic associated with the Proposed Project, given that the majority of HGVs will not pass through this junction and those that do, will not turn to/ from the B1119. Similarly, construction workers will not be expected to use the B1119, as they will also access the Suffolk Onshore Scheme via the A12/ B1121 Main Road junction to the south of Saxmundham or the A12/ A1094 junction.
- A12/ Carlton Road Junction – the same rationale applies as above for the A12/ B1119 junction. This junction was also not assessed as a receptor within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** on this basis.

5.1.4 Further to the above, it is not considered that additional junction modelling is required for the other seven junctions along the A12, given these junctions fall outside of the (agreed) Suffolk study area and did not form part of the assessment work within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The junction modelling includes the A12/ B1121 Main Road junction to the south of Saxmundham, which represents one of the two key A12 junctions to be used by construction traffic. The A12/ A1094 junction represents the other key A12 junction to be used by the Proposed Project, although junction modelling is not required (as agreed with SCC) given this junction has recently been upgraded to a roundabout (which opened on 30 March 2026).

5.1.5 The following observations are also made with respect to the junction modelling which has been carried out:

- For the assessment of Driver Delay, peak construction traffic through 13 of the 14 junctions within the Suffolk Onshore Scheme study area (based on the busiest day) is forecast to be Negligible or Small in magnitude and Negligible in significance. The assessment of Driver Delay for the remaining junction; the A1094 Aldeburgh Road/ B1069 Snape Road junction, is expected to be Small in magnitude and Minor in significance. Junction modelling has been carried out for the A1094 Aldeburgh Road/ B1069 Snape Road junction.
- Future Baseline flows (2028) during the AM network peak (8am-9am) without construction traffic will be higher than the total traffic flows during the AM development peak (the busiest hour of construction traffic, 7am-8am) with construction traffic for 11 of the 14 junctions within the study area (all junctions except the A12/ A1094, A1094 Aldeburgh Road/ B1121 Aldeburgh Road and A1094 Aldeburgh Road/ B1069 Snape Road junctions). The same is true for all 14 junctions when comparing the PM network peak (5pm-6pm) without construction traffic to the PM development Peak (6pm-7pm) with construction traffic. Junction modelling has been carried out for the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction and the A1094 Aldeburgh Road/ B1069 Snape Road junction. The A12/ A1094 junction has recently been upgraded to a roundabout and no junction modelling is required.
- Average levels of construction traffic during the 2028 peak year will be around 40-50% lower than the busiest day in 2028. As presented in Plate 5.1 of **Application Document 7.5.1.1 Outline CTMTP – Suffolk** the busiest period (92-100% of peak levels) will last for one month of the overall construction programme. Therefore, the scope of the junction modelling is considered to be appropriate, focussing on the key junctions to be used by construction traffic within the study area, rather than locations further afield where construction traffic will be dissipated and any potential impacts will be short-term.
- Furthermore, there will be fewer than 30 construction vehicle trips passing through 12 of the 14 junctions within the study area during both the AM network peak (8am-9am) and PM network peak (5pm-6pm) during the busiest day of the programme. Therefore, this does not meet the 30-vehicle movement threshold originally defined within the (now withdrawn) DfT Transport Assessment Guidance (2007), as a “starting point for discussions” in terms of whether the impact of a development on the operation of a given junction should be assessed during the peak hours. Whilst there will be more than 30 construction vehicle trips passing through the A12/ A1094 junction and A12/ B1121 Main Road junction to the south of Saxmundham during the AM network peak (8am-9am), these represent increases of around 3% compared to the Future Baseline, and there will again be fewer than 30 construction vehicle trips during the PM network peak (5pm-6pm). Nonetheless, junction modelling has been carried out for the A12/ B1121 Main Road junction to the south of Saxmundham. The A12/ A1094 junction has recently been upgraded to a roundabout and no junction modelling is required.
- The assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** included a sensitivity test for the A12, including a ‘A12 South’ scenario where 63% of staff/ LGVs and 85% HGVs would travel to/ from the south, and a ‘A12 North’ scenario where 50% of staff/ LGVs and 50% HGVs would travel to/ from the north. Therefore, the previous assessment work relating to the A12 is robust. In addition, construction traffic travelling via the A12 to the south and the A1094 Aldeburgh Road will not pass through the A12/ B1121 Main Road junction to the south of Saxmundham. Therefore, the junction modelling of the A12/ B1121

Main Road junction is based on the 50-50 north/ south split (rather than the higher proportion to/ from the south) to capture the worst-case scenario.

5.1.6 Furthermore, the assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and the junction modelling is based on the peak day of construction traffic for the respective junctions. Plate 5.1 within **Application Document 7.5.1.1 Outline CTMTP – Suffolk** demonstrates that the peak day of 638 total movements (319 arrivals, 319 departures) is around twice the level of construction traffic expected on a typical (average) day.

5.1.7 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**).

5.1.8 The **Application Document 6.2.2.7 Part 2 Suffolk 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline CTMTP – Suffolk** and **Application Document 7.5.9.1 Outline PRoWMP – Suffolk** is considered to be necessary.

5.1.9 The cumulative assessment work is reported in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** provides a summary of the Personal Injury Accident (PIA) data obtained from SCC 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 A12, South of A1094 (S-RL1)

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

6.2.2 Of the nine collisions, seven involved cars only, one involved a motorcyclist and pedestrian, and one involved a car and Heavy Goods Vehicle (HGV). The collision involving the motorcyclist and pedestrian was the only collision which resulted in serious injury on this link, after the pedestrian stepped out into the path of an oncoming motorcycle when attempting to cross the A12 in-between stationary traffic.

6.2.3 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link itself. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

6.3 A12, North of B1121 Main Road Northern Junction (S-RL4)

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

6.3.2 Of the seven collisions, four involved cars only, one involved a motorcyclist and HGV, one involved a car and a cyclist, and the remaining collision involved HGVs only. The causation factors relating to the three serious collisions included a failure to look properly (motorcyclist), a vehicle following too close (car) and distraction in the vehicle (car).

6.3.3 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 high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

6.4 B1119 Church Street, East of B1121 Main Road (S-RL7)

6.4.1 A total of seven collisions occurred on this link for the most recently available five-year period, all of which were slight in severity. Of these, four involved cars only, two involved a motorcyclist only and the remaining collision involved a small van/ goods vehicle. The collision involving the van involved impairment by alcohol, and the two collisions involving a motorcyclist were both at least partly attributed to the motorcyclist travelling too fast for the conditions.

6.4.2 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 high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

6.5 B1122 Leiston Road, between A1094 Aldeburgh Road and Aldringham Lane (S-RL13)

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

6.5.2 Of the seven collisions, five involved cars only, one involved a motorcyclist only and one involved a car and a cyclist. The collision involving the motorcyclist was the one serious collision recorded on this link, which was attributed to a deer entering the carriageway and colliding with a vehicle ahead of the motorcyclist, which caused the motorcyclist to become unseated. The collision involving the car and cyclist was attributed to the car not displaying their lights at night and/ or travelling in poor visibility.

6.5.3 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 high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

6.6 A12/ A1094 Junction (S-RJ1)

6.6.1 A total of eight collisions were recorded at this junction for the most recently available five-year period, four of which were slight in severity and four were slight in severity.

6.6.2 Of the eight collisions, seven involved cars only and one involved a car and minibus. The collision involving the car and minibus (slight in severity) was attributed to the car driver failing to look properly when approaching the junction, causing them to collide with the minibus in front of them. The four serious collisions all involved cars only and were attributed to a range of factors including a driver failing to look properly, a vehicle moving into the path of another vehicle, a poor turn or manoeuvre and a driver failing to judge another vehicle's speed.

6.6.3 Overall, there were no common causation factors of the collisions recorded on this junction to suggest there are safety concerns with the junction. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

6.7 A12/ B1119 Junction (S-RJ3)

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

6.7.2 Of the six collisions, four involved cars only, one involved an HGV and car, and one involved a motorcyclist and car. The collision involving the car and motorcyclist was serious in severity and was at least in part attributed to a failure to look properly and dazzling headlights. The second serious collision involved a car and HGV and was at least in part attributed to impairment by drugs and distraction in a vehicle. The third serious collision involved two cars and was in part attributed to the road layout, but also a driver's failure to judge the other vehicle's path or speed and a resulting poor turn or manoeuvre.

6.7.3 Overall, there were no common causation factors of the collisions recorded on this junction to suggest there are safety concerns with the junction. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk 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 Suffolk 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 Suffolk Onshore Scheme, the nearest SRN junction is the Seven Hills Interchange, Junction 58 of the A14(T) (circa 27 km to the south of the Order limits) which includes a link to the southern point of the non-trunk portion of the A12. Therefore, this area falls a significant distance beyond the Order Limits and has not been assessed as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** for the Suffolk Onshore Scheme.

7.3.2 In comments received by email on 21 October 2024, National Highways requested evidence of how the Suffolk Onshore Scheme may affect the nearest SRN junction (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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

7.3.3 Table 7.1 below presents the forecast peak daily construction movements for the Suffolk Onshore Scheme (as presented within **Application Document 6.2.2.7 Part 2 Suffolk 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 total construction vehicle movements (all accesses, weekday profile, 2028)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	218	0	3	2	0	0	221	2	223
08:00-09:00	0	0	3	3	8	8	11	11	22
09:00-10:00	0	0	3	3	8	8	11	11	22
10:00-11:00	0	0	2	3	8	8	10	11	21
11:00-12:00	0	0	3	2	7	7	10	9	19
12:00-13:00	0	0	3	3	7	7	10	10	20
13:00-14:00	0	0	3	3	7	7	10	10	20
14:00-15:00	0	0	2	3	7	7	9	10	19
15:00-16:00	0	0	3	2	7	7	10	9	19
16:00-17:00	0	0	3	3	5	5	8	8	16
17:00-18:00	0	0	3	3	4	4	7	7	14
18:00-19:00	0	218	2	3	0	0	2	221	223
Total	**218**	**218**	**33**	**33**	**68**	**68**	**319**	**319**	**638**

7.3.4 In order to identify peak daily construction vehicle trips on the SRN (Seven Hills Interchange), trip distributions were derived and then applied to the peak daily trip generations for the Suffolk 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The associated calculations and resulting distribution for construction workers for the SRN (Seven Hills Interchange) is provided in **Annex B** (note, this has also been adopted for LGVs).

7.3.5 The distribution of HGVs 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 A12 to the south (i.e. towards the Seven Hills Interchange). This is because this part of the highway network ultimately serves the majority of Essex, Suffolk and routes to/from London and further afield.

7.3.6 Further details of the methodology and calculations are provided in **Application Document 6.3.2.7.E Appendix 2.7.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 6.3.2.7.G Appendix 2.7.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	A12/ A14 Junction 58 (Seven Hills Interchange)	Non-SRN	Total
HGV	85%	15%	100%
LGV	45%	55%	100%
Staff	45%	55%	100%

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 below which are for the busiest day of the programme for the Suffolk Onshore Scheme.

Table 7.3 Forecast peak daily construction vehicle movements at the Seven Hills Interchange

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	99	0	2	1	0	0	101	1	102
08:00-09:00	0	0	2	2	7	7	9	9	18
09:00-10:00	0	0	2	2	7	7	9	9	18
10:00-11:00	0	0	1	2	7	7	8	9	17
11:00-12:00	0	0	1	1	6	6	7	7	14
12:00-13:00	0	0	1	1	6	6	7	7	14
13:00-14:00	0	0	1	1	6	6	7	7	14
14:00-15:00	0	0	1	1	6	6	7	7	14
15:00-16:00	0	0	1	1	6	6	7	7	14
16:00-17:00	0	0	1	1	4	4	5	5	10
17:00-18:00	0	0	1	1	3	3	4	4	8
18:00-19:00	0	99	1	1	0	0	1	100	101
Total	**99**	**99**	**15**	**15**	**58**	**58**	**172**	**172**	**344**

7.3.9 It is evident from Table 7.3 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 7.5.1.1 Outline CTMTP – Suffolk**.

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 Suffolk Onshore Scheme and the SRN, shown in Plate 7.1 below.

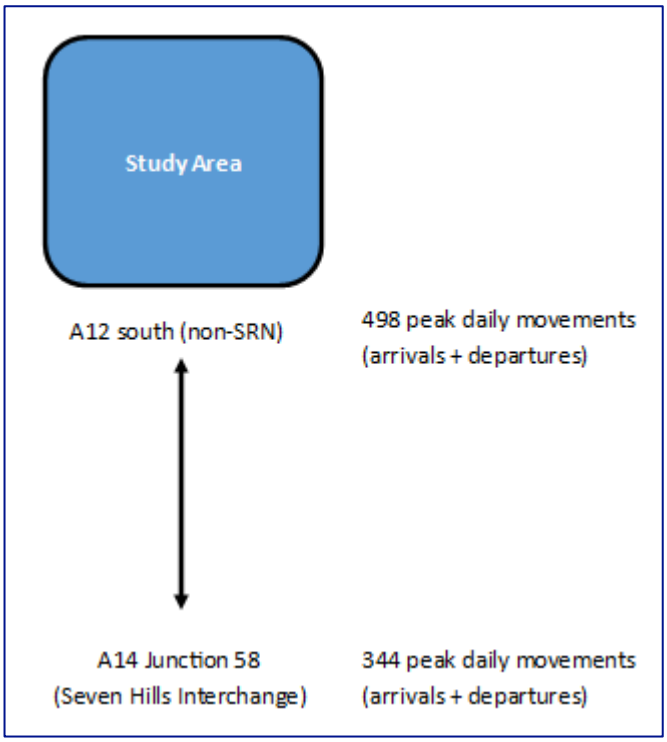

Plate 7.1 Forecast peak daily trips between the study area and SRN

7.3.11 The above shows that there will be fewer construction vehicle trips on the SRN than the levels assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** for the local highway network within the study area. Therefore, based on the main assessment in **Application Document 6.2.2.7 Part 2 Suffolk 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 the A14(T) are similarly not expected to have an impact on the SRN.

8. Permanent Access Points

8.1.1 For the Suffolk Onshore Scheme, there will be two permanent (operational) access points to allow for the future maintenance of the Substation and the Converter Station.

8.1.2 In order to access Friston Substation, a permanent access will be provided at S-BM07 on the B1121 Saxmundham Road. For accessing the Saxmundham Converter Station, the permanent access will be provided at S-BM09 (a retained construction access point) on the eastern side of the B1121 Main Road which would serve a route that uses a proposed bridge over the River Fromus towards the Converter Station. Further details of these access points are provided within the **Application Document 7.5.1.1 Outline CTMTP – Suffolk**.

8.1.3 Two alternative potential permanent access points have been identified in the event that the B1121 Main Road access (S-BM09) and bridge over the River Fromus is not retained after the construction phase, from which a single option would then be selected. The access point would be taken from the B1119 to the west of Workhouse Lane and Fristonmoor Lane and are designated as S-BM14 (western option) and S-BM15 (eastern option).

8.1.4 Several permanent (operational) monitoring access routes will also be used by light vehicles to access the Order Limits for the full lifespan of the project, including for monitoring purposes and to access parcels of land for ecological mitigation and enhancement. An access point, designated as S-BM16 will be provided to the south of the A1094 Aldeburgh Road for monitoring purposes. It is proposed that the design of the access, including visibility improvement and warning signs to advise road users of the access will be subject to discussion and agreement with SCC Highways.

8.1.5 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.

8.1.6 The bellmouth locations mentioned above are shown on **Application Document 6.4.1.4.7 Suffolk Onshore Scheme Traffic Routes During Construction and Operation**. Bellmouth layouts for permanent (operational) access points S-BM14 and S-BM15 on the B1119 (for potentially accessing the Converter Station if S-BM09 is not retained) and S-BM16 to access land to the south of the A1094 Aldeburgh Road are provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk**.

9. Cumulative Developments

9.1 Introduction

9.1.1 The assessment of cumulative developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk 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:

- The Sizewell C – Main Development Site (ID1) – construction phase;
- East Anglia ONE North Offshore Windfarm (ID5) – construction phase;
- East Anglia TWO Offshore Windfarm (ID6) – construction phase;
- High Lodge Leisure (ID221) – operational phase;
- Residential Development, Brightwell Lakes (ID240) – operational phase;
- Residential Development, Darsham Station (ID245) – operational phase;
- LionLink Offshore Interconnector (ID287) – construction phase; and
- Sizewell A Power Station (ID305) – construction phase.

9.1.2 Further details relating to the above developments in terms of the phases assessed, associated trip generations/ distributions and any PRoW considerations are provided below. The overall trip generation tables for all of the cumulative schemes combined are contained within **Application Document 6.3.2.13.B Appendix 2.13.B Suffolk Cumulative Traffic Flows**.

9.1.3 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 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

9.2 The Sizewell C – Main Development Site (ID1)

9.2.1 The Sizewell C – main development site (ID1) is located circa 2 km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of the Sizewell C – main development site (ID1) includes construction traffic during the peak construction phase. The trip generation forecasts have been taken from the Consolidated Transport Assessment which informed the DCO submission, including Tables 8.7 and 8.8 which identified forecast traffic flows across the network during the peak construction phase for the weekday peak hours and across the day. These vehicle trips also include other elements of Sizewell C during the construction phase, including the Northern park and ride (ID296) and Southern park and ride (ID297). The proportion of HGV movements has been estimated by comparing the HGV trip generation (Table 7.4) with the overall trip generation (Tables 7.2 to 7.6 combined) for the various periods.

9.2.2 To provide a robust cumulative assessment, it has been assumed that construction traffic associated with the Sizewell C main development site (ID1) and the Proposed

Project would use the A12 instead of the A12 Bypass (ID292) which is proposed as part of Sizewell C. In addition, any forecast decreases in vehicle trips on the surrounding highway network as a result of the A12 Bypass (ID292) and the Sizewell Link Road (ID295) have not been considered. The HGV trips considered in the assessment of the Sizewell C main development site (ID1) also exclude any rail freight upgrades relating to Sizewell C Rail (ID298) and the associated reduction in HGV movements.

9.2.3 In terms of the walking and cycling network, the Sizewell C – main development site (ID1) is expected to result in the permanent closure/ diversion of part of the King Charles III England Coast Path (based on the Access and Rights of Way Plans). Therefore, potential cumulative impacts to the King Charles III England Coast Path as a result of Sizewell C – main development site (ID1) and the Proposed Project have been considered. Otherwise, no cumulative impacts are expected to the walking and cycling network including PRoW based on the differing Order Limits for each scheme.

9.2.4 In view of the above it is considered that a robust assessment has been carried out for the Sizewell C – main development site (ID1) by considering additional vehicle trips associated with the peak construction phase of the development which include other elements of Sizewell C, as well as potential impacts on the walking and cycling network.

9.3 East Anglia ONE North Offshore Windfarm (ID5)

9.3.1 The East Anglia ONE North Offshore Windfarm (ID5) shares parts of the Order Limits with the Suffolk Onshore Scheme. The trip generation forecasts in terms of daily movements (including total vehicles and HGVs) across the highway network have been taken from the traffic flow diagram held in Appendix 26.16 of Chapter 26 Traffic and Transport of the Environmental Statement which informed the DCO submission.

9.3.2 To estimate construction vehicle movements during the peak hours, it has been assumed that all staff vehicles/ non-HGVs would arrive during the AM peak hour and all staff vehicles/ non-HGVs would depart during the PM peak hour to provide a robust assessment.

9.3.3 In terms of the walking and cycling network, the East Anglia ONE North Offshore Windfarm (ID5) is expected to result in the following PRoW impacts which fall within the Order Limits of the Proposed Project, based on the Outline Public Rights of Way Strategy for the East Anglia ONE North Offshore Windfarm (ID5):

- Several temporary closures/ diversions of PRoW E-354/001/0 (S-P6);
- A temporary closure/ diversion of PRoW E-354/007/A (S-P8);
- A permanent closure/ diversion of PRoW E-354/006/0 (S-P9), as well as several temporary closure/ diversions of this PRoW;
- A permanent closure/ diversion of PRoW E-260/017/0 (S-P10), as well as several temporary closure/ diversions of this PRoW; and
- A temporary closure/ diversion of PRoW E-260/016/0 (S-P12).

9.3.4 Therefore, potential cumulative impacts to these PRoW as a result of East Anglia ONE North Offshore Windfarm (ID5) and the Proposed Project have been considered and will need to be coordinated in order to avoid any significant cumulative effects.

9.3.5 In view of the above it is considered that a robust assessment has been carried out for the East Anglia ONE North Offshore Windfarm (ID5) by considering additional vehicle

trips associated with the peak construction phase of the development, as well as potential impacts on the walking and cycling network.

9.3.6 The final Stage 4 assessment considers the Proposed Project alongside all cumulative developments including both East Anglia ONE North Offshore Windfarm (ID5) and East Anglia TWO Offshore Windfarm (ID6). The cumulative traffic flows for East Anglia ONE North Offshore Windfarm (ID5) and East Anglia TWO Offshore Windfarm (ID6) combined have been taken from Appendix 26.25 of Chapter 26 Traffic and Transport of the Environmental Statement which informed the DCO submission for East Anglia ONE North Offshore Windfarm (ID5).

9.4 East Anglia TWO Offshore Windfarm (ID6)

9.4.1 The East Anglia TWO Offshore Windfarm (ID6) shares parts of the Order Limits with the Suffolk Onshore Scheme. The trip generation forecasts in terms of daily movements (including total vehicles and HGVs) across the highway network have been taken from the traffic flow diagram held in Appendix 26.16 of Chapter 26 Traffic and Transport of the Environmental Statement which informed the DCO submission.

9.4.2 To estimate construction vehicle movements during the peak hours, it has been assumed that all staff vehicles/ non-HGVs would arrive during the AM peak hour and all staff vehicles/ non-HGVs would depart during the PM peak hour to provide a robust assessment.

9.4.3 In terms of the walking and cycling network, the East Anglia TWO Offshore Windfarm (ID6) is expected to result in the following PRoW impacts which fall within the Order Limits of the Proposed Project, based on the Outline Public Rights of Way Strategy for the East Anglia TWO Offshore Windfarm (ID6):

- Several temporary closures/ diversions of PRoW E-354/001/0 (S-P6);
- A temporary closure/ diversion of PRoW E-354/007/A (S-P8);
- A permanent closure/ diversion of PRoW E-354/006/0 (S-P9), as well as several temporary closure/ diversions of this PRoW;
- A permanent closure/ diversion of PRoW E-260/017/0 (S-P10), as well as several temporary closure/ diversions of this PRoW; and
- A temporary closure/ diversion of PRoW E-260/016/0 (S-P12).

9.4.4 Therefore, potential cumulative impacts to these PRoW as a result of East Anglia TWO Offshore Windfarm (ID6) and the Proposed Project will need to be coordinated in order to avoid any significant cumulative effects.

9.4.5 In view of the above it is considered that a robust assessment has been carried out for the East Anglia TWO Offshore Windfarm (ID6) by considering additional vehicle trips associated with the peak construction phase of the development, as well as potential impacts on the walking and cycling network.

9.4.6 The final Stage 4 assessment considers the Proposed Project alongside all cumulative developments including both East Anglia TWO Offshore Windfarm (ID6) and East Anglia ONE North Offshore Windfarm (ID5). The cumulative traffic flows for East Anglia TWO Offshore Windfarm (ID6) and East Anglia ONE North Offshore Windfarm (ID5) have been taken from Appendix 26.25 of Chapter 26 Traffic and Transport of the

Environmental Statement which informed the DCO submission for East Anglia TWO Offshore Windfarm (ID6).

9.5 High Lodge Leisure (ID221)

9.5.1 The High Lodge Leisure (ID221) site is located circa 7 km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of High Lodge Leisure (ID221) includes operational traffic on the assumption that this development would be fully constructed/ built out during the construction phase of the Proposed Project. The trip generation and distribution in terms of peak hour and daily forecasts (both total vehicles and HGVs) has been taken from Table 5.12 of the Transport Assessment. It has been assumed that all trips assigned to the A12 South would travel through the study area to provide a robust assessment. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRoW) are expected.

9.6 Residential Development, Brightwell Lakes (ID240)

9.6.1 The Residential Development, Brightwell Lakes (ID240) site is located circa 21km to the south of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of Residential Development, Brightwell Lakes (ID240) includes operational traffic on the assumption that this development would be fully constructed/ built out during the construction phase of the Proposed Project. The trip generation and distribution in terms of peak hour and daily forecasts (total vehicles) has been taken from Figure 8n of the Transport Assessment, and then Table 7.4 of the Internalisation Supplementary Summary Note (which informed the Transport Assessment) in terms of trips assigned to the A12 North i.e. those trips which could potentially pass through the study area. It has been assumed that all trips assigned to the A12 North would travel through the study area to provide a robust assessment. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRoW) are expected.

9.7 Residential Development, Darsham Station (ID245)

9.7.1 The Residential Development, Darsham Station (ID245) site is located circa 6 km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of Residential Development, Darsham Station (ID245) includes operational traffic on the assumption that this development would be fully constructed/ built out during the construction phase of the Proposed Project. The trip generation and distribution in terms of peak hour and daily forecasts (total vehicles) has been taken from Tables 5 and 6 of the Transport Assessment. It has been assumed that all trips assigned to the A12 South and B1122 Southeast would travel through the study area to provide a robust assessment. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRoW) are expected.

9.8 LionLink Offshore Interconnector (ID287)

9.8.1 The LionLink Offshore Interconnector (ID287) shares parts of the Order Limits with the Suffolk Onshore Scheme. The cumulative assessment of the LionLink Offshore Interconnector (ID287) includes peak construction traffic associated with the converter station, based on equivalent forecasts for the Proposed Project based on peak

construction movements for Saxmundham Converter Station. This information has been used to allow a cumulative assessment to be carried out, in the absence of any details on forecast construction vehicle trips for the LionLink Offshore Interconnector (ID287) itself, given that DCO has yet to be submitted for this development.

9.8.2 The forecasts for the LionLink Offshore Interconnector (ID287) have been based on peak construction vehicle movements at the B1121 Main Road access point (S-BM09) for the Proposed Project, which includes construction vehicles associated with the construction of Saxmundham Converter Station. This includes peak hour movements based on the worst-case development peak hours of 7am-8am and 6pm-7pm, as well as daily movements. This equates to 64 vehicle movements (all arrivals) during the AM peak, 63 vehicle movements (all departures) during the PM peak and 310 vehicle movements (155 arrivals + 155 departures) across the day including 176 HGV movements (88 arrivals + 88 departures). The same trip distribution has been adopted as the Proposed Project in terms of assigning construction vehicle trips across the highway network.

9.8.3 In terms of the walking and cycling network, the LionLink Offshore Interconnector (ID287) has the potential to affect the following PRoW which fall within the Order Limits of the Proposed Project:

- A temporary closure/ diversion of PRoW E-491/006/0 (S-P14);
- A permanent closure/ diversion of PRoW E-491/005/0 (S-P15); and
- A temporary closure/ diversion of PRoW E-460/023/0 (S-P17).

9.8.4 Therefore, potential cumulative impacts to these PRoW as a result of the LionLink Offshore Interconnector (ID287) and the Proposed Project will need to be coordinated in order to avoid any significant cumulative effects. A Converter Station Colocation Masterplan (Doc Ref: 22892-8011-03) has been prepared by Corstorphine & Wright Ltd accordingly which sets out the following considerations relating to PRoW as a result of the converter station sites associated with the Proposed Project and the LionLink Offshore Interconnector (ID287) in order to minimise adverse or repeated impacts on the PRoW network and to provide benefits to the public:

- PRoW diversions relating to the three converter station sites have been designed and co-ordinated to minimise additional journey distances, re-join existing routes and improve route connectivity by delivering new routes;
- The permanent diversions have been embedded into the master planning of the site (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions; and
- Land has been safeguarded so that new PRoW routes can be provided by each project when these come forward to enhance the network/ open access across the countryside, which is an approach welcomed by SCC.

9.8.5 In view of the above it is considered that a robust assessment has been carried out for the LionLink Offshore Interconnector (ID287) by considering additional vehicle trips associated with the construction of the associated converter station (based on peak forecasts for the Proposed Project), as well as potential impacts on the walking and cycling network. A Converter Station Colocation Masterplan (Doc Ref: 22892-8011-03) has been prepared to minimise adverse or repeated impacts on the PRoW network as a result of the Proposed Project and the LionLink Offshore Interconnector (ID287).

9.9 Sizewell A Power Station (ID305)

9.9.1 The Sizewell A Power Station (ID305) site is located circa 5km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of Sizewell A Power Station (ID305) includes construction traffic (both total vehicles and HGVs) based on the trip generation and distribution forecasts within Tables 5.4 and 5.5 of the Transport Statement for the weekday peak hours and across the day. To provide a robust assessment and in keeping with the vehicle distribution assumed for both Sizewell C and the Proposed Project, it has been assumed that 85% HGVs would travel along the A12 South and through the study area. The distribution of construction workers has been based on Table 5.5 and Figure 5.1 based on the car routes shown. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRoW) are expected.

9.10 Conclusion

9.10.1 The assessment of cumulative developments within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk 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 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk 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 Suffolk 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, these will be coordinated with other cumulative developments where necessary (as identified above and within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**) to reduce the potential for significant cumulative effects.

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 discussed with SCC Highways during formal meetings on 22 January 2026, 24 February 2026 and 30 March 2026. The following junctions have been modelled as presented:

- A12/ B1121 Main Road (south of Saxmundham) Junction (S-RJ2);
- A1094 Aldeburgh Road/ B1121 Aldeburgh Road Junction (S-RJ9); and
- A1094 Aldeburgh Road/ B1069 Snape Road Junction (S-RJ10).

10.1.2 The Suffolk Onshore Scheme is expected to result in the highest levels of construction traffic along the A12 and then the B1121 Main Road for site access S-BM09 and the A1094 Aldeburgh Road and B1069 Snape Road for site accesses S-BM03 and S-BM04. Therefore, these three junctions have been included in the junction capacity modelling. Further details relating to the scope of the junction modelling are set out within Section 5 of this TAN.

10.1.3 This section provides a summary of the junction modelling results.

10.2 Methodology

10.2.1 The junction capacity modelling has been undertaken using the appropriate industry-standard software. This comprises PICADY for priority junctions, 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 90-minute AM and PM peak 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. From this, the PICADY model for the A1094 Aldeburgh Road/ B1069 Snape Road has then been calibrated by applying capacity adjustments to the B1069 Snape 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. These calibration adjustments are shown within the model output file for this junction in **Annex C**. No calibration adjustments were necessary for the other two junction models with minimal levels of queuing observed.

10.2.3 To determine how closely the Base (2024) models reflect the observed queuing data, the Geoffrey E. Havers (GEH) statistic has been calculated, which is a formula used in traffic modelling as a measure of correlation between two datasets. This approach was also adopted for the junction modelling detailed in **Application Document 6.3.3.7.A Appendix 3.7.A Kent Transport Assessment Note**. 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 equivalent junction assessments in Kent:

- 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 PICADY results Tables (held within **Annexes C and D**) 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 PICADY 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

Main Assessment

10.3.1 The following scenarios have been modelled for each junction:

- 2024 Observed Baseline;
- 2028 Future Baseline (TEMPro background growth);
- 2028 Future Baseline + Proposed Project (busiest day);
- 2028 Future Baseline + Cumulative Development; and
- 2028 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 2028 Baseline traffic flows have been extracted from **Application Document 6.3.2.7.D ES Appendix 2.7.D Baseline Traffic Movements [APP-125]** 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 6.3.2.7.G ES Appendix 2.7.G Traffic Flow Diagrams [APP-128]** derived from 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**.

Sensitivity Test

10.3.5 The Baseline traffic flows which have informed **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** are based on an agreed survey methodology with SCC Highways and are considered to be appropriate for the purposes of the assessment work. The assessment adopts worst-case assumptions for construction traffic volumes, which provides a robust basis for impact evaluation by considering the busiest day of the construction programme. Therefore, whilst seasonal fluctuations in Baseline traffic levels are acknowledged, the methodology adopted for the assessment work is considered to be sound by adopting peak construction traffic levels, rather than average or seasonal construction traffic levels which would be lower. The assessment within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** also adopts peak traffic flows for cumulative schemes to provide a worst-case assessment, which has also informed the junction modelling. SCC Highways considers the cumulative assessment/ modelling scenarios to be their main area of interest, rather than baseline flow variations due to seasonality.

10.3.6 Notwithstanding the above and following the further meeting held with SCC Highways on 30 March 2026, a Sensitivity Test has been carried out as part of the junction modelling to account for a potentially higher Baseline at other times of the year. A seasonality factor has been calculated based on the COBA Manual, which is a Department for Transport (DfT) publication, taken from Design Manual for Roads and Bridges (DMRB), Volume 13 Economic Assessment of Road Schemes. The following approach has been taken:

- The Baseline traffic surveys were carried out in January and February 2024.
- No long-term traffic data (three week's continuous August data, compared to same in May/ June or October data) is readily available for the A12, A1094 or B1121 Main Road to calculate a Seasonality Index value (SI). Therefore, the SI has been based on the Non Built-up Principal network classification, which is the most representative road type of the modelled junctions, and experiences a greater range in traffic seasonality than the Built-up Principal network classification.

- Adopting the typical default SI of 1.10 for the Non Built-up Principal network classification would result in a 5-15% uplift (range) to be applied to the January/ February Baseline traffic flows, to reflect average conditions across the year. This indicates that the surveyed traffic flows are already representative of neutral conditions, falling within typical levels of daily traffic flow fluctuation.
- Nonetheless and for robustness, if a higher SI of 1.20 was adopted to reflect a greater degree of variation in seasonal traffic flows across the year in Suffolk for example, then this would result in a 12-21% uplift (range) to be applied to the January/ February Baseline traffic flows, to reflect higher traffic flows at other times of the year.
- Therefore and as a worst-case, a 21% uplift has been applied to the 2024 Baseline traffic flows as a Sensitivity Test, for the purposes of the junction modelling only. This factor is at the top of the identified range (above) and is considered to be both appropriate and robust for the purposes of the junction capacity modelling.
- The higher 2024 Baseline traffic flows have been carried through to all scenarios that have been modelled for the purposes of the Sensitivity Test. No further model calibration is considered to be necessary under the Sensitivity Test given that the modelled queues increase above those which were originally surveyed.

10.3.7 The junction capacity modelling outputs for the Sensitivity Test of each junction are held within **Annex D**.

10.3.8 The original assessment work within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** remains unchanged, given that the adoption of higher Baseline traffic flows would reduce proportional impacts resulting from the Proposed Project, leading to lower levels of magnitude (change) being recorded and a less robust assessment of potential traffic and transport impacts with regard to IEMA 2023 guidelines. Had higher Baseline traffic flows been adopted to incorporate seasonal fluctuations during the summer for example, then the percentage increases as a result of forecast construction traffic associated with the Proposed Project would have been lower than what was reported and assessed for the relevant assessment criteria in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, resulting in fewer potential impacts being identified.

10.4 A12/ B1121 Main Road Junction (South of Saxmundham)

Traffic Flow Summary

10.4.1 The total forecast traffic flows through the A12/ B1121 Main Road (South) junction are presented in **Table 10.1**. The “Development Peaks” represent the shoulder peak time periods when construction traffic flows from the Proposed Project will be at their highest level. These figures exclude the Sensitivity Test (which only affects the 2028 baseline flows) given that the proportional changes associated with the Proposed Project and the cumulative developments would be lower in this scenario.

Table 10.1 Forecast change in traffic flows through the A12/ B1121 Main Road (South) Junction

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)
2028 Base	1,004	1,186	945	569
Proposed Project (Busiest Day)	177	36	19	175
Total	1,180	1,221	964	744
% Increase	**17.6%**	**3.0%**	**2.0%**	**30.8%**
Cumulative Developments	333	307	288	356
Total (with 2028 Base)	1,337	1,493	1,233	925
% Increase	**33.2%**	**25.9%**	**30.5%**	**62.6%**
Proposed Project + Cumulative Developments	509	342	307	531
Total (with 2028 Base)	1,513	1,528	1,252	1,100
% Increase	**50.8%**	**28.9%**	**32.5%**	**93.4%**

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 3% and a 2% increase in traffic levels through the A12/ B1121 Main Road (South) junction during each of the network peak hours (8am-9am; and 5pm-6pm), when compared to 2028 Base (Do Minimum);
- There will be fewer than the standard threshold for assessment of 30 additional traffic movements through the A12/ B1121 Main Road (South) junction 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 2028 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 10% (AM network peak) and 6% (PM network peak) of the total forecast increase in traffic through the A12/ B1121 Main Road (South) junction when this is combined with cumulative development traffic. This shows that the majority of the forecast increases are attributed to cumulative schemes.

10.4.3 Further to the above, average construction traffic levels (from the Proposed Project) through the A12/ B1121 Main Road (South) junction associated with access S-BM09 during the peak construction phase (2028) will be around 46% lower than the assessed

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 geometry of the A12/ B1121 Main Road (South) junction has been taken from OS mapping and satellite imagery of the junction, with measurements made within AutoCAD.

10.4.5 Following an initial review of the 2024 Baseline modelling results for the AM and PM network peaks and a comparison against the observed queue lengths, no calibration adjustments were necessary as a GEH of <2 had already been achieved, with minimal queuing at the junction.

10.4.6 The PICADY results for the A12/ B1121 Main Road (South) junction are presented in **Annex C**. The PICADY results for the Sensitivity Test of the A12/ B1121 Main Road (South) junction (with higher Baseline traffic flows to reflect seasonal variation) are presented in **Annex D**.

10.4.7 The results show that when comparing the 2028 Base scenarios with and without the Proposed Project (excluding cumulative development traffic), that all the arms of the junction are expected to fall well within practical capacity (RFC value of less than 0.85) during all modelled time periods. These findings are the same when carrying out the Sensitivity Test.

10.4.8 The results show that when comparing the 2028 Base scenarios with and without the Proposed Project (including cumulative development traffic), that all the arms of the junction are expected to fall well within practical capacity (RFC value of less than 0.85) during all modelled time periods. These findings are the same when carrying out the Sensitivity Test.

10.4.9 In summary, the A12/ B1121 Main Road (South) junction is expected to operate well within capacity during the peak construction year (2028) with and without the Proposed Project.

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 associated with access S-BM09 during the peak construction phase (2028) 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 The assessment of Driver Delay at this junction within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** was similarly based on construction traffic during the peak construction phase and did not identify the potential for significant effects to arise. The findings of this assessment are considered to be both valid and robust.

10.5 A1094 Aldeburgh Road/ B1121 Aldeburgh Road Junction

Traffic Flow Summary

10.5.1 The total forecast traffic flows through the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction are presented in **Table 10.2**. These figures exclude the Sensitivity Test

(which only affects the 2028 baseline flows) given that the proportional changes associated with the Proposed Project and the cumulative developments would be lower in this scenario.

Table 10.2 Forecast change in traffic flows through the A1094 Aldeburgh Road/ B1121 Aldeburgh Road Junction

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)
2028 Base	747	840	753	458
Proposed Project (Busiest Day)	139	29	16	138
Total	886	869	769	596
% Increase	**18.6%**	**3.5%**	**2.1%**	**30.2%**
Cumulative Developments	144	144	184	184
Total (with 2028 Base)	890	984	937	642
% Increase	**19.2%**	**17.1%**	**24.4%**	**40.2%**
Proposed Project + Cumulative Developments	283	173	200	322
Total (with 2028 Base)	1,029	1,013	953	780
% Increase	**37.8%**	**20.5%**	**26.6%**	**70.4%**

10.5.2 The results from **Table 10.2** indicate the following:

- Construction traffic associated with the Proposed Project (busiest day) will result in a 3.5% and a 2.1% increase in traffic levels through the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction during each of the network peak hours (8am-9am; and 5pm-6pm), when compared to 2028 Base (Do Minimum);
- There will be fewer than the standard threshold for assessment of 30 additional traffic movements through the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction as a result of peak construction traffic during the AM and PM network peaks;
- Total traffic levels with peak construction traffic during the PM development peak hour (6pm-7pm) will be below 2028 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 17% (AM network peak) and 8% (PM network peak) of the total forecast increase in traffic through the A1094 Aldeburgh Road/ B1121

Aldeburgh Road junction when this is combined with cumulative development traffic. This shows that the majority of the forecast increases are attributed to cumulative schemes.

10.5.3 Further to the above, average construction traffic levels from the Proposed Project through the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction associated with accesses S-BM03 and S-BM04 during the peak construction phase (2028) will be around 55% lower than the assessed 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 geometry of the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction has been taken from OS mapping and satellite imagery of the junction, with measurements made within AutoCAD.

10.5.5 Following an initial review of the 2024 Baseline modelling results for the AM and PM network peaks and a comparison against the observed queue lengths, no calibration adjustments were necessary as a GEH of <2 had already been achieved, with minimal queuing at the junction.

10.5.6 The PICADY results for the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction are presented in **Annex C**. The PICADY results for the Sensitivity Test of the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction (with higher baseline traffic flows to reflect seasonal variation) are presented in **Annex D**.

10.5.7 The results show that when comparing the 2028 Base scenarios with and without the Proposed Project (excluding cumulative development traffic), that all the arms of the junction are expected to fall well within practical capacity (RFC value of less than 0.85) during all modelled time periods. These findings are the same when carrying out the Sensitivity Test.

10.5.8 The results show that when comparing the 2028 Base scenarios with and without the Proposed Project (including cumulative development traffic), that all the arms of the junction are expected to fall well within practical capacity (RFC value of less than 0.85) during all modelled time periods. These findings are the same when carrying out the Sensitivity Test.

10.5.9 In summary, the A1094 Aldeburgh Road/ B1121 Aldeburgh Road junction is expected to operate well within practical capacity during the peak construction year (2028) with and without the Proposed Project.

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 associated with accesses S-BM03 and S-BM04 during the peak construction phase (2028) will also be around 55% 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 The assessment of Driver Delay at this junction within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** was similarly based on construction traffic during the peak construction phase and did not identify the potential for significant effects to arise. The findings of this assessment are considered to be both valid and robust.

10.6 A1094 Aldeburgh Road/ B1069 Snape Road Junction

Traffic Flow Summary

10.6.1 The total forecast traffic flows through the A1094 Aldeburgh Road/ B1069 Snape Road junction are presented in **Table 10.3**. These figures exclude the Sensitivity Test (which only affects the 2028 Baseline flows) given that the proportional changes associated with the Proposed Project and the cumulative developments would be lower in this scenario.

Table 10.3 Forecast change in traffic flows through the A1094 Aldeburgh Road/ B1069 Snape Road Junction

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)
2028 Base	737	843	742	452
Proposed Project (Busiest Day)	139	29	16	138
Total	876	872	758	590
% Increase	**18.8%**	**3.4%**	**2.2%**	**30.6%**
Cumulative Developments	158	158	198	198
Total (with 2028 Base)	895	1,001	940	650
% Increase	**21.4%**	**18.7%**	**26.7%**	**43.9%**
Proposed Project + Cumulative Developments	297	187	214	336
Total (with 2028 Base)	1,034	1,030	956	788
% Increase	**40.2%**	**22.1%**	**28.9%**	**74.4%**

10.6.2 The results from **Table 10.3** indicate the following:

- Construction traffic associated with the Proposed Project (busiest day) will result in a 3.4% and a 2.2% increase in traffic levels through the A1094 Aldeburgh Road/ B1069 Snape Road junction during each of the network peak hours (8am-9am; and 5pm-6pm), when compared to 2028 Base (Do Minimum);
- There will be fewer than the standard threshold for assessment of 30 additional traffic movements through the A1094 Aldeburgh Road/ B1069 Snape Road junction as a result of peak construction traffic during the AM and PM network peaks;

- Total traffic levels with peak construction traffic during the PM development peak hour (6pm-7pm) will be below 2028 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 16% (AM network peak) and 8% (PM network peak) of the total forecast increase in traffic through the A1094 Aldeburgh Road/ B1069 Snape Road junction when this is combined with cumulative development traffic. This shows that the majority of the forecast increases are attributed to cumulative schemes.

10.6.3 Further to the above, average construction traffic levels through the A1094 Aldeburgh Road/ B1069 Snape Road junction associated with accesses S-BM03 and S-BM04 during the peak construction phase (2028) will be around 55% lower than the assessed 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 geometry of the A1094 Aldeburgh Road/ B1069 Snape Road junction has been taken from the capacity modelling carried out for this junction as part of the Sizewell C DCO (PINS Ref: EN010012) from Appendix 9C of the Transport Assessment.

10.6.5 Following an initial review of the 2024 Baseline modelling results for the AM and PM network peaks, the PICADY model has been calibrated by applying capacity adjustments to the minor am (B1069 Snape Road), 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 PICADY results for the A1094 Aldeburgh Road/ B1069 Snape Road junction are presented in **Annex C**. The PICADY results for the seasonality Sensitivity Test of the A1094 Aldeburgh Road/ B1069 Snape Road junction (with higher baseline traffic flows to reflect seasonal variation) are presented in **Annex D**.

10.6.7 The results show that when comparing the 2028 Base scenarios with and without the Proposed Project (excluding cumulative development traffic), that the minor arm of the junction (B1069 Snape Road) is expected to operate within its theoretical capacity (RFC value of between 0.85 and 1.0) during the AM and PM network peak hours and within its practical capacity (RFC value of less than 0.85) during the AM and PM development peak hours. When carrying out the Sensitivity Test, the minor arm of the junction (B1069 Snape Road) is expected to exceed theoretical capacity (RFC value of more than 1.0) during the AM and PM network peak hours with and without the Proposed Project, as well as during the AM development peak hour with the Proposed Project (having almost reached practical capacity without the Proposed Project). The main A1094 arms of the junction are expected to operate well within practical capacity (RFC value of less than 0.85) with and without the Proposed Project during all modelled time periods, including when carrying out the Sensitivity Test.

10.6.8 The results show that when comparing the 2028 Base scenarios with and without the Proposed Project (including cumulative development traffic), that the minor arm of the junction (B1069 Snape Road) is expected to exceed theoretical capacity (RFC value of more than 1.0) during the AM and PM network peak hours. During the AM development

peak, the B1069 Snape Road arm of the junction is expected to operate within its theoretical capacity (RFC value of between 0.85 and 1.0) with and without the Proposed Project. During the PM development peak, the B1069 Snape Road arm of the junction is expected to exceed theoretical capacity (RFC value of more than 1.0) when including cumulative development traffic with the Proposed Project. When carrying out the Sensitivity Test, the minor arm of the junction (B1069 Snape Road) is expected to exceed theoretical capacity (RFC value of more than 1.0) during all modelled time periods both with and without the Proposed Project. The main A1094 arms of the junction are expected to operate well within practical capacity (RFC value of less than 0.85) with and without the Proposed Project during all modelled time periods, including when carrying out the Sensitivity Test.

10.6.9 In summary, the A1094 Aldeburgh Road/ B1069 Snape Road junction is expected to operate over capacity during the peak construction year (2028) with and without the Proposed Project. The junction modelling undertaken as part of Sizewell C also showed this junction to operate over practical capacity (RFC value of more than 0.85) between 7am-8am and 3-4pm, as well as over theoretical capacity (RFC value of more than 1.0) between 5pm-6pm, during the peak construction phase (2028) of Sizewell C.

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. Although it is acknowledged that congestion and delays will increase, the junction will already be operating over capacity without the Proposed Project and the modelling software is not well suited to model the impact of additional traffic on approaches already operating above theoretical capacity, tending to exaggerate the resultant increase in queue lengths. The modelling has been carried out for the single busiest day in terms of construction traffic levels associated with the Proposed Project, which also includes an element of double-counting of trips under the cumulative scenarios associated with the construction of Friston substation (i.e. EA1N/ EA2). Average construction traffic levels associated with accesses S-BM03 and S-BM04 during the peak construction phase (2028) will be around 55% lower through this junction than the levels modelled for the busiest day, reducing the potential for impacts to arise as a result of the Proposed Project.

10.6.11 Notwithstanding the above, it is proposed to adopt the same additional mitigation as that adopted by the East Anglia ONE North and East Anglia TWO projects at the A1094/ B1069 junction, to manage construction worker traffic movements through this junction to reduce potential impacts. This would involve managing construction workers associated with accesses S-BM03 and S-BM04 during the AM development peak hour (7am-8am) and the PM development peak hour (6pm-7pm) to reduce potential impacts along the A1094 and B1069 (via the junction) at these times. This additional mitigation will be secured within **Application Document 7.5.1.1 Outline CTMTP – Suffolk**. As there will be fewer than 30 construction vehicles through the A1094 Aldeburgh Road/ B1069 Snape Road junction during the network peak hours as a result of the Proposed Project, no additional mitigation is considered to be necessary at these times.

10.6.12 Lastly, the assessment of Driver Delay at this junction within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** was similarly based on construction traffic during the peak construction phase and did not identify the potential for significant effects to arise. The findings of this assessment are considered to be both valid and robust, with the additional mitigation identified.

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 A12/ B1121 Main Road (South), A1094 Aldeburgh Road/ B1121 Aldeburgh Road and the A1094 Aldeburgh Road/ B1069 Snape Road junctions, as presented to SCC Highways during several meetings between January and March 2026.

10.7.2 The junction modelling has been undertaken using the appropriate industry-standard software PICADY for priority junctions, 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 PICADY model for the A1094 Aldeburgh Road/ B1069 Snape Road junction has then been calibrated by applying capacity adjustments to the minor arm (B1069 Snape Road), 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 modelled queues closely matched the observed queues for the other two junctions without any calibration adjustments being necessary. Five scenarios have been assessed for each junction (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. A Sensitivity Test has also been carried out as part of the junction modelling to account for potentially higher Baseline traffic levels at other times of the year, following a meeting with SCC Highways in March 2026.

10.7.3 To provide some context, construction traffic associated with the Proposed Project (busiest day) will result in a maximum 3.5% increase in traffic levels through each of the three junctions during the network peak hours, when compared to 2028 Base (Do Minimum). There will also be fewer than 30 additional traffic movements through the three junctions as a result of peak construction traffic during the AM and PM network peak except for the A12/ B1121 Main Road (South) junction with 36 vehicles in the AM network peak. Construction traffic associated with the Proposed Project (busiest day) represents between 10-17% (AM network Peak) and between 6-8% (PM network peak) of total forecast increases in traffic through the three junctions when this is combined with cumulative development traffic, which shows that the majority of the forecast increases are attributed to cumulative schemes.

10.7.4 In summary, the A12/ B1121 Main Road (South) and A1094 Aldeburgh Road/ B1121 Aldeburgh Road junctions are expected to operate within practical capacity during the peak construction year (2028) with and without the Proposed Project across all assessed time periods, including under the Sensitivity Test. The A1094 Aldeburgh Road/ B1069 Snape Road junction is expected to operate over capacity during the peak construction year (2028) with and without the Proposed Project, with a similar outcome under the Sensitivity Test. Additional mitigation has been identified for the A1094 Aldeburgh Road/ B1069 Snape Road junction, to manage construction workers associated with accesses S-BM03 and S-BM04 during the AM development peak hour (7am-8am) and the PM development peak hour (6pm-7pm) to reduce potential impacts along the A1094 and B1069 (via the junction) at these times, secured within **Application Document 7.5.1.1 Outline CTMTP – Suffolk**.

10.7.5 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 junctions which have been modelled. Although it is acknowledged that congestion and delays will increase at the A1094 Aldeburgh Road/ B1069 Snape Road junction, this junction will

already be operating over capacity without the Proposed Project and the modelling has been carried out for the single busiest day in terms of construction vehicle trips, including an element of double-counting for the construction of Friston substation (i.e. EA1N/ EA2).

10.7.6 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. Average construction traffic levels through the three junctions during the peak construction phase (2028) will also be between 46-55% 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. No potential for significant effects have been identified with respect to Driver Delay at junctions within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport [APP-054]** based on peak construction traffic forecasts and these findings are considered to be both valid and robust, with the additional mitigation identified at the A1094 Aldeburgh Road/ B1069 Snape Road junction.

11. Summary

11.1.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.2.7.A Appendix 2.7.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 Suffolk 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 SCC 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 the A14(T) than the levels assessed within **Application Document 6.2.2.7 Part 2 Suffolk 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, as well as within **Application Document 7.5.9.1 Outline PRoWMP – Suffolk** 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 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on the developments summarised within this TAN.

11.1.6 The junction capacity assessments carried out pursuant to discussions with SCC 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 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport [APP-054]** are valid and robust. The A12/ B1121 Main Road (South) and A1094 Aldeburgh Road/ B1121 Aldeburgh Road junctions are expected to operate within capacity with and without the Proposed Project. Whilst the A1094 Aldeburgh Road/ B1069 Snape Road junction is expected to operate over capacity, this is the case both with and without the Proposed Project. Additional mitigation has nonetheless been identified to manage construction worker traffic through this junction which will be secured within **Application Document 7.5.1.1 Outline CTMTP – Suffolk**.

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

Total Casualties (175)
Fatal (1)
Serious (46)
Slight (128)

Colour-coding by SEVERITY
Total Accidents (117)
Fatal (1)
Serious (36)
Slight (80)
Damage Only (0)

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Suffolk County Council

DRAWING TITLE

Location Plan - East Suffolk

SCALE	**1 : 53100**
DATE	**22/01/2024**
DRAWING No.	
DRAWN BY	

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

18349045 14/11/2018 Wednesday Time 1445 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND COLLIDED WITH PEDESTRIAN.

Occurred on LONDON ROAD A12 AT JN WITH MIDDLETON B1122

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 77 Breath test Driver not contacted
Vehicle direction SW to NE

Journey Purpose: 6

Casualty Reference: 1 Age: 53 Male Pedestrian Severity: Slight
Pedestrian Direction: Unknown
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

18349331 16/11/2018 Friday Time 2000 Vehicles 1 Casualties 3 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND FAILED TO SUCCESSFULLY NEGOTIATE A LEFT HAND BEND. V1 LOST CONTROL AND LEFT THE CARRIAGEWAY, LANDING IN A DITCH.

Occurred on LEISTON ROAD B1119

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	Very Likely
4th:	Poor turn or manoevre	Vehicle 1	Very Likely
5th:	Loss of control	Vehicle 1	Very Likely
6th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely

Vehicle Reference 1 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 17 Breath test Negative
Vehicle direction N to S

Journey Purpose: 6

Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 16 Male Passenger Severity: Slight

Casualty Reference: 3 Age: Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

18352626 01/12/2018 Saturday Time 1125 Vehicles 3 Casualties 1 Serious
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 DRIFTS/SWERVES INTO OPPOSING CARRIAGEWAY COLLIDING WITH V2. DEBRIS FROM COLLISION DAMAGES WINDSCREEN OF V3 TRAVELLING BEHIND V2.

Occurred on SAXMUNDHAM A12 NEAR JN WITH RENDHAM ROAD B1119

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Other Vehicle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Negative
Vehicle direction SE to N

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 ton Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 56 Breath test Negative
Vehicle direction N to S

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 44 Male Passenger Severity: Serious

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 32 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

18353149 03/12/2018 Monday Time 0015 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND LOST CONTROL ON A RIGHT HAND BEND, LEFT CARRIAGEWAY AND ENTERED A DITCH.

Occurred on LEISTON ROAD (B1119) 500 METRES EAST OF JUNCTION WITH CHURCH HILL (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 34 Breath test Negative
Vehicle direction S to NE

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

18811482 07/12/2018 Friday Time 1150 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V2 STATIONARY ON NEARSIDE OF CARRIAGEWAY. V2 HAD BROKEN DOWN WITH HAZARD WARNING LIGHTS ON. V1

Occurred on (B1121) 137 METRES FROM JUNCTION WITH BIGSBYS CORNER (B1121)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Breath test Driver not contacted
Vehicle direction S to N

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 33 Breath test Driver not contacted
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

18354289 12/12/2018 Wednesday Time 1130 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 WAS REVERSING SLOWLY. C1 WAS BEHIND THE VEHICLE. PEDESTRIAN BANGED ON WINDOW OF V1 TO STOP IT. C1 FELL TO THE GROUND. BELIEVED V1 DID NOT MAKE CONTACT WITH C1.

Occurred on WAITROSE CAR PARKCHURCH STREET

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Reversing
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 76 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 83 Female Pedestrian Severity: Slight
Pedestrian Direction: Unknown
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

18355139 19/12/2018 Wednesday Time 1155 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V2 WAS TRAVELLING ALONG THE CARRIAGEWAY IN FRONT OF V1. V2 TURNED RIGHT INTO A BUSINESS PREMISES AND V1 COLLIDED WITH THE REAR OF V2.

Occurred on ABBEY ROAD (B1122)

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Other Vehicle Going ahead other
Skidded
First point of impact Front Age of Driver 66 Breath test Negative
Vehicle direction S to E

Journey Purpose: Other/Not known

Vehicle Reference 2 Motorcycle over 500cc Turning right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 23 Breath test Negative
Vehicle direction S to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19817669 16/02/2019 Saturday Time 1530 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS BRAKED HARD DUE TO STATIONARY VEHICLES AHEAD AND THEN SUDDENLY GONE ACROSS ONTO THE OPPOSITE SIDE OF THE ROAD AND COLLIDED WITH V2 TRAVELLING IN THE OPPOSITE DIRECTION.

Occurred on SAXMUNDHAM ROAD (A1094) - 29 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Road layout (eg bend, hill crest)	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Other Vehicle Going ahead other
Skidded
First point of impact Offside Age of Driver 24 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Serious

Casualty Reference: 2 Age: 14 Male Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19822416 20/02/2019 Wednesday Time 1456 Vehicles 4 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Roundabout
V2 WAS TRAVELLING ON THE ROUNDABOUT WHEN IT WAS STRUCK BY V1 AS IT JOINED THE ROUNDABOUT. V2 LOST CONTROL AND ENTERED THE CAR PARK COLLIDING WITH V3 (PARKED). V3 WAS PUSHED INTO V4 (PARKED). DRIVER OF V3 WAS ON FOOT RETURNING TO V3 AND WAS CAUGHT BETWEEN
V3 AND V4.

Occurred on SAXMUNDHAM ROAD (A1094) AT JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front
Vehicle direction SE to N
Age of Driver 72 Breath test Negative
Journey Purpose: Other/Not known

Vehicle Reference 2 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back
Vehicle direction E to NW
Age of Driver 92 Breath test Negative
Journey Purpose: Other/Not known

Vehicle Reference 3 Car
Parked
No skidding, jack-knifing or overturning
First point of impact Offside
Vehicle direction Park to Parked
Age of Driver 49 Breath test Not requested
Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

Vehicle Reference 4 Car
Parked
No skidding, jack-knifing or overturning
First point of impact Offside
Vehicle direction Park to Parked
Age of Driver 50 Breath test Not requested
Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19830520 30/03/2019 Saturday Time 1328 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 DRIVING DOWN ROAD. AS V1 APPROACHED A PARKED CAR DRIVER NOTICED I/P RUN OUT. V1 WENT INTO THE I/P
CAUSING SLIGHT BLEEDING FROM NOSE & FACIAL INJURIES. DRIVER OF V1 STOPPED & GOT OUT OF VEHICLE & S CALLED.

Occurred on UNNAMED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Other	Vehicle 1	Very Likely
3rd:	Failed to look properly	Casualty 1	Possible
4th:	Careless/Reckless/In a hurry	Casualty 1	Possible
5th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
6th:			

CHILD RAN OUT IN FRONT OF VAN

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 56 Breath test Negative
Vehicle direction S to N

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 3 Male Pedestrian Severity: Slight
Pedestrian Direction: Unknown
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19840318 07/05/2019 Tuesday Time 1155 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 WAS PULLING OUT OF A DRIVEWAY WITH RESTRICTED VIEW. DURING THE MANOEUVRE V2 HAS TRAVELLED LONG THE CARRIAGEWAY AND SLOWED FOR THE BEND BUT COLLIDED WITH V1.

Occurred on ALDEBURGH ROAD (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Buildings, road signs, street furniture	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Turning right
No skidding, jack-knifing or overturning
First point of impact Offside
Vehicle direction N to NW
Age of Driver 73 Breath test Negative
Journey Purpose: Other/Not known

Vehicle Reference 2 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside
Vehicle direction NW to SE
Age of Driver 82 Breath test Not provided (medical)
Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 82 Female Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19841935 09/05/2019 Thursday Time 1453 Vehicles 2 Casualties 1 Serious
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions Oil or Diesel Road Type Single 2 lanes
V1 (MOTORCYCLE) WAS FILTERING THROUGH TRAFFIC. V2 WAS TRAVELLING IN THE SAME DIRECTION AS V1 AND INDICATED TO TURN RIGHT. V1 COLLIDED WITH V2.

Occurred on MAIN ROAD (A12) (A12) AT JUNCTION WITH TOWN FARM LANE

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Spray from other vehicles	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle - unknown cc Overtaking nearside
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 73 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Serious

Vehicle Reference 2 Goods vehicle - unknown weight Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Breath test Negative
Vehicle direction S to E

Journey Purpose: Journey as part of work

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19842325 14/05/2019 Tuesday Time 1420 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
SINGLE VEHICLE RTC - V1 WAS TRAVELLING ALONG THE CARRIAGEWAY, HIT THE KERB, LOST CONTROL AND CRASHED THROUGH A METAL FENCE.

Occurred on STATION ROAD (A12) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Breath test Negative
Vehicle direction S to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 83 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19843231 16/05/2019 Thursday Time 1830 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 (PEDAL CYCLE) WAS TRAVELLING ALONG THE CARRIAGEWAY WITHOUT HOLDING THE HANDLEBARS. V2 WAS TRAVELLING TOWARDS V1 FROM THE OPPOSITE DIRECTION. D1 THEN ATTEMPTED TO PUT HANDS ONTO HANDLEBARS BUT MISSED AND FELL OFF. V2 SWERVED AROUND V1 AND CHECKED MIRRO
RS. D1 WALKED OFF SO V2 DROVE AWAY.

Occurred on MILL ROAD - 57 METRES FROM JUNCTION WITH MILL RISE

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 14 Breath test Not applicable
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 14 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 24 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19854670 06/06/2019 Thursday Time 1200 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 (PEDAL CYCLE) WAS TRAVELLING ALONG THE CARRIAGEWAY AND HEARD V1 BEHIND. AS V1 PASSED V2 IT CLIPPED D2 CAUSING HIM TO FALL OFF. V1 FAILED TO STOP.

Occurred on ABBEY ROAD (B1122) NEAR JUNCTION WITH ALDHURST FARM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test
Vehicle direction N to S

Journey Purpose: 6

Vehicle Reference 2 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 59 Breath test Not applicable
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19854078 30/06/2019 Sunday Time 0930 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
PEDESTRIAN WALKING IN ROAD WITH THE TRAFFIC HAS BEEN HIT FROM BEHIND BY V1.

Occurred on FRIDAY STREET (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
3rd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
4th:	Other	Casualty 1	Very Likely
5th:			
6th:			

WALKING WITH TRAFFIC

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 74 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 59 Male Pedestrian Severity: Serious
Pedestrian Direction: E
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19872835 11/07/2019 Thursday Time 1139 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
RIDER OF HORSE WAS THOWN OFF HORSE DUE TO TRACTOR REVVING ITS ENGINE NEAR A GROUP OF HORSES AND RIDERS.

Occurred on YOXFORD ROAD (B1122) - 125 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 2	Very Likely
2nd:	Animal or object in carriageway	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Agricultural vehicle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 35 Breath test Not applicable
Vehicle direction NW to E

Journey Purpose: Journey as part of work

Vehicle Reference 2 Ridden horse Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 72 Breath test
Vehicle direction W to SE

Journey Purpose: 6

Casualty Reference: 1 Age: 72 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19864075 15/07/2019 Monday Time 1053 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 APPROACHED A SLOW MOVING WORKS VEHICLE AND MOVED OUT TO OVERTAKE WHEN V1 BEHIND V2 HAS ALSO

Occurred on ALDEBURGH ROAD (A1094) - 196 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Overtaking moving vehicle O/S
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver Breath test
Vehicle direction SE to NW

Journey Purpose: 6

Vehicle Reference 2 Car Overtaking stat vehicle O/S
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 72 Breath test Driver not contacted
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 72 Female Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19874302 15/07/2019 Monday Time 1809 Vehicles 2 Casualties 4 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 IS STATIONARY ON THE MAIN CARRIAGEWAY AT A JUNCTION WAITING TO TURN RIGHT.. V1 HAS TRAVELLED UP

Occurred on ALDEBURGH ROAD (B1121) NEAR JUNCTION WITH FARNHAM ROAD (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 29 Breath test Negative
Vehicle direction SE to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 48 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 48 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 9 Male Passenger Severity: Slight

Casualty Reference: 4 Age: 6 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19879316 24/07/2019 Wednesday Time 1300 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 PULLED OUT OF JUNCTION AND COLLIDED WITH PEDAL CYCLIST. V2 CYCLIST SUSTAINED MINOR INJURIES AND VEHICLE DAMAGE. DRIVER OF V1 CHECKED ON DRIVER OF V1 BUT DID NOT EXCHANGE DETAILS AND DROVE OFF. POLICE WERE NOT CALLED TO THE SCENE, REPORT MADE OVER
PHONE BY V2'S PARENT.

Occurred on CHURCH STREET (B1119) - 23 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 81 Breath test Not requested
Vehicle direction N to SW

Journey Purpose: 6

Vehicle Reference 2 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Breath test Not applicable
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19889746 15/08/2019 Thursday Time 1429 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions Permanent road signing defective or obscured Road Type Single 2 lanes
TWO VEHICLES TRAVELLING ALONG A SINGLE CARRIAGEWAY, V2 BEGINS TO MAKE A RIGHT HAND TURN BUT V1 WHO'S BEHIND HAS A FLY BUZZING IN HER VISION DISTRACTING HER AND COLLIDES INTO THE REAR OF V2.

Occurred on MAIN ROAD (A12) NEAR JUNCTION WITH TINKER BROOK

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Inadequate/Masked signs or road markings	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 67 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19892720 19/08/2019 Monday Time 1128 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS HIT THE KERB AND FALLEN OFF VEHICLE.

Occurred on HIGH STREET (A1120)

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 80 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 80 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 69 Breath test Not requested
Vehicle direction NW to SE

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19899509 27/08/2019 Tuesday Time 2121 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V1 VEERED ONTO OPPOSITE SIDE OF THE ROAD, V2 TRIED TO GET OUT OF THE WAY TO THE SIDE OF THE VERGE BUT COLLISION OCCURRED.

Occurred on FARNHAM ROAD (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 81 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 81 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 65 Male Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Breath test Negative
Vehicle direction W to E

Journey Purpose: Commuting to/from work

Casualty Reference: 3 Age: 31 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19899065 27/08/2019 Tuesday Time 1015 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 HAD BEEN WAITING AT A JUNCTION TO JOIN TRAFFIC WHEN V1 HAD SUDDENLY USED BRAKES, CAUSING COLLISION INTO REAR OF V2 CAUSING SUPERFICIAL DAMAGE TO THE REAR BRAKE LIGHT.

Occurred on MAIN ROAD (A12) (A12) AT JUNCTION WITH B1121

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 17 Breath test Not requested
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 28 Breath test Driver not contacted
Vehicle direction Park to Parked

Journey Purpose: Commuting to/from work

Casualty Reference: 2 Age: 28 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19875729 07/09/2019 Saturday Time 1325 Vehicles 1 Casualties 4 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 LOST CONTROL POTENTIALLY DUE TO MEDICAL ISSUES AND COLLIDED WITH A TELEGRAPH POLE.

Occurred on ABBEY ROAD (B1122) - 21 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 67 Breath test Not provided (medical)
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Serious

Casualty Reference: 2 Age: Female Passenger Severity: Serious

Casualty Reference: 3 Age: 73 Male Passenger Severity: Slight

Casualty Reference: 4 Age: 69 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19917450 08/09/2019 Sunday Time 0744 Vehicles 2 Casualties 4 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS BEEN TOO CLOSE TO V2. V2 HAS STOPPED DUE TO ANOTHER CAR WHICH HAD STOPPED IN FRONT OF HIM, WHERE V1 HAS GONE INTO THE BACK.

Occurred on MAIN ROAD (A12) - 27 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car
Stopping
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 47 Breath test Negative
Vehicle direction SW to NE
Journey Purpose: Other/Not known

Vehicle Reference 2 Car
Stopping
No skidding, jack-knifing or overturning
First point of impact Back
Age of Driver 47 Breath test Negative
Vehicle direction SW to NE
Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 35 Male Passenger Severity: Slight

Casualty Reference: 3 Age: 38 Male Passenger Severity: Slight

Casualty Reference: 4 Age: 41 Male Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19905571 17/09/2019 Tuesday Time 1720 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 HAS MOVED ACROSS INTERSECTION AS VEHICLE 2 IS APPROACHING. VEHICLE 1 HAS MOVED IN THE PATH OF VEHICLE 2. VEHICLE 2 HAS BRAKED AND STRUCK THE NEARSIDE OF V1.

Occurred on MAIN ROAD (A12) (A1094) AT JUNCTION WITH MAIN ROAD (A12) (A12)

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside
Age of Driver 50 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 74 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 66 Female Passenger Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19911615 30/09/2019 Monday Time 1510 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V01 WAS PULLING OUT TURNING RIGHT. V02 WAS TRAVELLING NORTH WHEN V01 FAILED TO SEE THEM CAUSING V02 TO COLLIDE WITH THE SIDE OF V01.

Occurred on ABBEY ROAD (B1122) AT JUNCTION WITH ALDHURST FARM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 57 Breath test Negative
Vehicle direction W to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Driver not contacted
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19912711 03/10/2019 Thursday Time 1155 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V01 WAS WAITING TO TURN RIGHT AT JUNCTION AND BELIEVED HAD TIME/CLEAR ROUTE TO TURN ACROSS BUSY LANE. V01 CULLIDED WITH V2 CAUSING DAMAGE AND INJURY.

Occurred on MAIN ROAD (A12) (A12) AT JUNCTION WITH FRIDAY STREET (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:	Vehicle blind spot	Vehicle 1	Possible

Vehicle Reference 1 Car
Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 55 Breath test Negative
Vehicle direction S to E

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight

Casualty Reference: 3 Age: 54 Female Passenger Severity: Slight

Vehicle Reference 2 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 52 Breath test Negative
Vehicle direction N to S

Journey Purpose: Journey as part of work

Casualty Reference: 2 Age: 52 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19915109 10/10/2019 Thursday Time 2005 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V01 WAS APPROACHING A JUNCTION AND FAILED TO JUDGE V02'S SPEED AND V01 HAS EMERGED INTO MAJOR ROAD,

Occurred on A12 AT JUNCTION WITH RENDHAM ROAD (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 63 Breath test Negative
Vehicle direction E to N

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 65 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 57 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19914902 17/10/2019 Thursday Time 1935 Vehicles 2 Casualties 2 Slight
Other Road surface Wet/Damp Darkness: street lighting unknown
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 HAS MISJUDGED SHARP LEFT HAND BEND, V1 HAS BRAKED AND VEERED INTO OPPOSITE CARRIAGEWAY,

Occurred on B1122 AT JUNCTION WITH EASTBRIDGE ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Breath test Negative
Vehicle direction E to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23 Breath test Negative
Vehicle direction S to E

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 23 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19922231 18/10/2019 Friday Time 1000 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V001 TRAVELLING SOUTHBOUND ON A12 HAS ENTERED LEFT HAND BEND AND, FOR UNKNOWN REASONS, HAS ENTERED ONTO INCORRECT SIDE OF THE CARRIAGEWAY, COLLIDING WITH V002 TRAVELLING IN OPPOSITE DIRECTION.

Occurred on BROOK STREET (A12) AT JUNCTION WITH HIGH STREET (A1120)

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 82 Breath test Negative
Vehicle direction E to SW

Journey Purpose: 6

Casualty Reference: 1 Age: 82 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 80 Female Passenger Severity: Serious

Vehicle Reference 2 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Negative
Vehicle direction W to E

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19924702 14/11/2019 Thursday Time 0810 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 AND V2 TRAVELLING IN OPPOSITE DIRECTIONS. V1 HAS FAILED TO NEGOTIATE THE BEND PROPERLY AND HAS VEERED ONTO THE WRONG SIDE OF THE ROAD MAKING CONTACT WITH THE O/S OF V2.

Occurred on STATION ROAD (A12) - 75 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
4th:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 41 Breath test Driver not contacted
Vehicle direction NE to W

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 41 Breath test Driver not contacted
Vehicle direction W to NE

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19927765 01/12/2019 Sunday Time 0630 Vehicles 2 Casualties 2 Serious
Other Road surface Frost/Ice Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 HAS APPROACHED JUNCTION, ON SLOWING DOWN VEHICLE, THE BRAKES HAVE LOCKED ON, ACTIVATING ABS, CAUSING IT TO SLIDE ON THE WET, ICY CARRIAGEWAY DIRECTLY INTO THE PATH OF VEHICLE 2.

Occurred on FARNHAM ROAD (A1094) NEAR JUNCTION WITH CHURCH ROAD (B1069)

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Skidded
First point of impact Front Age of Driver 37 Breath test Negative
Vehicle direction to

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 43 Breath test Negative
Vehicle direction to

Journey Purpose: Commuting to/from work

Casualty Reference: 2 Age: 43 Female Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19908881 05/12/2019 Thursday Time 1830 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
V1 HAS EMERGED FROM JUNCTION ONTO THE MAIN ROAD INTO THE PATH OF V2.

Occurred on A12 AT JUNCTION WITH RENDHAM ROAD (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 80 Breath test Negative
Vehicle direction E to N

Journey Purpose: Other/Not known

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Overturned
First point of impact Front Age of Driver 20 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19932424 11/12/2019 Wednesday Time 1709 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
IT APPEARS V01 HAS SWERVED INTO THE VERGE TO ITS NEARSIDE ON 60MPH ROAD. AS IT HAS DROPPED OFF THE VERGE THE BACK END HAS COVERED BOTH LANES ON TOWARDS ONCOMING VEHICLE. VEHICLES HAVE COLLIDED AT HIGH SPEED. BOTH VEHICLE DRIVERS HAVE GOT OUT OF THEIR VEH
ICLES VEFORE V01 HAS IGNITED AND BURNT OUT.

Occurred on SNAPE ROAD (B1069) - 181 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Skidded
First point of impact Nearside Age of Driver 23 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 45 Breath test Negative
Vehicle direction NE to SW

Journey Purpose: Journey as part of work

Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19933848 15/12/2019 Sunday Time 1200 Vehicles 3 Casualties 4 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 3 HAS INDICATED TO TURN LEFT AND HAS SLOWED TO A STOP DUE TO BEING LOST. VEHICLE 2, BEHIND HAS SLOWED AND MOVED TO THE OFFSIDE IN ORDER TO DRIVE AROUND. VEHICLE 1 HAS NOT NOTICED MANOEVRES AHEAD AND HAS DRIVEN INTO THE REAR OF V2 AND THEN INTO REAR OF V3.

Occurred on MAIN ROAD (A12) (A12) - 135 METRES FROM JUNCTION WITH CARLTON ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 34 Breath test Negative
Vehicle direction to

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight

Casualty Reference: 4 Age: 4 Female Passenger Severity: Slight

Vehicle Reference 2 Car
First point of impact Age of Driver 54 Breath test Negative
Vehicle direction to

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 54 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 80 Female Passenger Severity: Slight

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 57 Breath test Negative
Vehicle direction to

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19936096 20/12/2019 Friday Time 2356 Vehicles 3 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 HAS COLLIDED WITH VEHICLES 2 AND 3, WHICH WERE PARKED ON NEARSIDE OF ROAD.

Occurred on LEISTON ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 39 Breath test Positive
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car
Parked
No skidding, jack-knifing or overturning
First point of impact Offside
Age of Driver 47 Breath test Not applicable
Vehicle direction Park to Parked

Journey Purpose: Other/Not known

Vehicle Reference 3 Car
Parked
No skidding, jack-knifing or overturning
First point of impact Back
Age of Driver Breath test Not applicable
Vehicle direction Park to Parked

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19936533 23/12/2019 Monday Time 1815 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 WAITING AT JUNCTION TO JOIN DUAL CARRIAGEWAY AND HAS PULLED-OUT INTO THE PATH OF VEHICLE 2, CAUSING A COLLISION.

Occurred on MAIN ROAD (KELSALE) (B1121) NEAR JUNCTION WITH MAIN ROAD (A12) (A12)

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 56 Breath test Negative
Vehicle direction E to N

Journey Purpose: Other/Not known

Casualty Reference: 3 Age: 21 Female Passenger Severity: Slight

Vehicle Reference 2 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 67 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 67 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 30 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

19940737 25/12/2019 Wednesday Time 2055 Vehicles 1 Casualties 1 Slight
Unknown Road surface Frost/Ice Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
VEHICLE WAS PROCEEDING ALONG THE B1119 TOWARDS SAXMUNDHAM FROM LEISTON. IT SKIDDED, FLIPPED OVER AND LANDED ON THE NEARSIDE AND ROOF IN A DITCH EXPELLING THE OCCUPANT BEFORE COMING TO REST ON THE DRIVER.

Occurred on LEISTON ROAD (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Skidded and overturned
First point of impact Did not impact Age of Driver 32 Breath test Positive
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20919345 10/01/2020 Friday Time 1721 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V1 TURNED RIGHT OUT OF JUNCTION INTO THE PATH OF V2 WHICH WAS TRAVELLING NORTH.

Occurred on MAIN ROAD (A12) (A12) AT JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 65 Breath test Negative
Vehicle direction W to S

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 65 Male Driver/rider Severity: Serious

Vehicle Reference 2 Other Vehicle Going ahead other
Skidded
First point of impact Front Age of Driver 69 Breath test Negative
Vehicle direction S to N

Journey Purpose: Commuting to/from work

Casualty Reference: 2 Age: 69 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20942116 20/02/2020 Thursday Time 1837 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 HAS BEEN TRAVELLING ALONG CARRIAGEWAY AND HAS SWERVED TO AVOID VEHICLE 2 (CYCLE) BUT HAS CLIPPED V2 WITH WING MIRROR. RIDER 2 HAS FALLEN OFF.

Occurred on ALDEBURGH ROAD (B1122) - 65 METRES FROM JUNCTION WITH THORPE ROAD (B1353)

Causation

	Factor:	Participant:	Confidence:
1st:	Not displaying lights at night or in poor visibility	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 79 Breath test Not requested
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Vehicle Reference 2 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 35 Breath test Not applicable
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20946056 03/03/2020 Tuesday Time 0853 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 2 HAS INDICATED TO TURN RIGHT AT A JUNCTION WHEN VEHICLE 1 HAS A APPROACHED FROM THE REAR, FAILING TO STOP AND HITTING THE REAR RIGHT SIDE OF V2.

Occurred on LEISTON ROAD (B1122) AT JUNCTION WITH POTTERS STREET

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Breath test Negative
Vehicle direction S to N

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 20 Breath test Negative
Vehicle direction S to E

Journey Purpose: Journey as part of work

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20945116 22/03/2020 Sunday Time 1442 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 STOPS AT A T JUNCTION, WAITING TO TURN RIGHT. VEHICLE 2 (ELECTRIC SCOOTER) PULLS UP TO JUNCTION ON NEARSIDE OF V1. ONCE JUNCTION HAS CLEARED V1 TURNS RIGHT, DURING WHICH V2 HAS MAINTAINED SAME POSITION AND COURSE AS V1. VEHICLE 2 HAS TH
ALLEN (UNKNOWN REASON) AND STRIKES SIDE OF CAR.

Occurred on HIGH STREET (A1094) - 27 METRES FROM JUNCTION WITH WENTWORTH ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 42 Breath test Negative
Vehicle direction W to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Electric Motorcycle Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Negative
Vehicle direction W to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20950102 04/05/2020 Monday Time 1535 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
C1 HAS BEEN HIT BY V1. V1 HAS FAILED TO STOP. C1 HAS CUTS & BRUISES.

Occurred on THORPE ROAD (B1353) NEAR JUNCTION WITH ALDEBURGH ROAD (B1122)

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car

First point of impact Age of Driver 74 Breath test Driver not contacted
Vehicle direction to

Journey Purpose: 6

Casualty Reference: 1 Age: 15 Male Pedestrian Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20953247 15/05/2020 Friday Time 1205 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 MOTORCYCLE HAS COME ROUND 'S' BEND ON WRONG SIDE OF ROAD AND COLLIDED WITH OFFSIDE OF V2 CAUSING DAMAGE TO BUMPER AND HEADLIGHTS. IN THE FOLLOWING DAYS OF THE ACCIDENT VAN DRIVER HAS HAD WHIPLASH INJURIES AND SO FELT THAT ACCIDENT SHOULD BE REPORTED.

Occurred on SAXMUNDHAM ROAD (B1119) (B1119) AT JUNCTION WITH GROVE ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Breath test Driver not contacted
Vehicle direction to

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 52 Breath test Driver not contacted
Vehicle direction to

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20953230 16/05/2020 Saturday Time 0938 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 HAS TRAVELLED ALON CARRIAGEWAY AND HAS TURNED RIGHT TO GO INTO A CARPARK. DRIVER 1 HAS FAILED TO SEE TWO ONCOMING CYCLISTS AND HAS PULLED DIRECTLY INFRONT OF THEM, RESULTING IN VEHICLE 2
GROUND.

Occurred on CHURCH STREET (B1119) - 21 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 68 Breath test Negative
Vehicle direction W to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Breath test Not applicable
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20960098 20/06/2020 Saturday Time 1330 Vehicles 1 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
THE DRIVER OF VEHICLE 1 HAS LOST CONTROL OF VEHICLE AND COLLIDED WITH A ROAD SIGN, THE VEHICLE HAS THEN ROLLED ONTO ITS SIDE.

Occurred on MAIN ROAD (A12) - 148 METRES FROM JUNCTION WITH TINKER BROOK

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Overturned
First point of impact Nearside Age of Driver 31 Breath test Negative
Vehicle direction S to N

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 47 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20988953 02/08/2020 Sunday Time 2300 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V2 TRAVELLING N/B. V1 IS STATIONARY AT THE JUNCTION WITH THE INTENTION OF CROSSING THE MAIN ROAD & ENTERING THE VILLAGE. V1 HAS SEEN HEADLIGHTS TRAVELLING TOWARDS THE JUNCTION BUT DEEMED THERE WAS SUFFICIENT GAP. V1 HAS THEN STARTED TO PULL OUT, WITH
THE DRIVERS SIDE OF V1 COLLIDING WITH THE FRONT OF V2.

Occurred on A12 NEAR JUNCTION WITH RENDHAM ROAD (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Dazzling headlights	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 73 Breath test Negative
Vehicle direction W to SE

Journey Purpose: 6

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20972063 10/08/2020 Monday Time 1458 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
VEHICLE 1 HAS TRIED TO GET ACROSS A CROSSROADS JUNCTION AND HAS FAILED TO SEE VEHICLE 2 APPROACHING.

Occurred on MAIN ROAD (A12) (A12) AT JUNCTION WITH FRIDAY STREET (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 79 Breath test Not provided (medical)
Vehicle direction S to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 79 Female Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20977324 29/08/2020 Saturday Time 2310 Vehicles 1 Casualties 1 Serious
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 WAS TRAVELLING ALONG CARRIAGEWAY WHEN IT LEFT THE ROAD ON THE OFFSIDE AND COLLIDED WITH A TREE.

Occurred on PARK HILL (B1069)

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

SUSPECTED TO BE A DELIBERATE ACT

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Not provided (medical)
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20985053 15/09/2020 Tuesday Time 0740 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Roundabout
V1 STOPPED AT A ROUNDABOUT TO GIVE WAY TO ANOTHER VEHICLE, V1 FAILED TO SEE V2 WHO WAS BEHIND THE OTHER VEHICLE AND PULLED OUT RESULTING IN BOTH VEHICLES COLLIDING

Occurred on SAXMUNDHAM ROAD (A1094) AT JUNCTION WITH CHURCH FARM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Visor or windscreen dirty or scratched	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside
Age of Driver 63 Breath test Negative
Vehicle direction E to SW

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Pedal Cycle
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 52 Breath test Not applicable
Vehicle direction NW to S

Journey Purpose: 6

Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20988279 17/09/2020 Thursday Time 2253 Vehicles 1 Casualties 4 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
THE VEHICLE HAS BEEN TRAVELLING AT 60MPH LIMIT, THE DRIVER IS NOT FAMILIAR WITH THE ROADS AND HAS NOT ANTICIPATED THE BEND. THE CAR HAS SKIDDED AND HAS GONE INTO A DITCH CAUSING IT TO ROLL.

Occurred on THE STREET (B1121)

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead left bend
Skidded and overturned
First point of impact Front Age of Driver 18 Breath test Negative
Vehicle direction NE to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 19 Female Passenger Severity: Slight

Casualty Reference: 3 Age: 19 Female Passenger Severity: Slight

Casualty Reference: 4 Age: 19 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20994442 24/10/2020 Saturday Time 1405 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V1 HAS APPROACHED JUNCTION FAILING TO SEE ONCOMING V2. V1 HAS THEN PULLED OUT DIRECTLY INTO THE PATH OF V2.

Occurred on MAIN ROAD (A12) NEAR JUNCTION WITH FRIDAY STREET (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 59 Breath test Negative
Vehicle direction N to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 79 Female Passenger Severity: Serious

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 72 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

20997982 25/10/2020 Sunday Time 1730 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
CYCLIST V1 HAS SWERVED TO AVOID A VEHICLE AND HAS COLLIDED WITH PARKED V2.

Occurred on CARLTON ROAD NEAR JUNCTION WITH SOUTHVIEW

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Breath test Not applicable
Vehicle direction W to E

Journey Purpose: 6

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Breath test
Vehicle direction Park to Parked

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

201011176 03/12/2020 Thursday Time 1705 Vehicles 2 Casualties 1 Serious
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V1 HAS ENTERED THE ROUNDABOUT WHILST V2 WAS INDICATING RIGHT, WHICH MEANT THE VEHICLES COLLIDED. THE RIDER OF V2 FELL OFF THE BIKE AND LANDED IN THE MIDDLE OF THE ROUNDABOUT.

Occurred on VICTORIA ROAD (A1094) NEAR JUNCTION WITH SAXMUNDHAM ROAD (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 89 Breath test Negative
Vehicle direction W to NE

Journey Purpose: Other/Not known

Vehicle Reference 2 Motorcycle - unknown cc Stopping
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23 Breath test Negative
Vehicle direction SE to N

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

201019116 20/12/2020 Sunday Time 1830 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V2 WAS PARKED UP AND ABOUT TO EXIT HER VEHICLE WHEN DRIVER OF V1 LEFT HIS HOUSE AT SPEED, TURNED LEFT AND WENT STRAIGHT INTO THE REAR OF V2.

Occurred on SAXMUNDHAM ROAD (A1094) - OUTSIDE NUMBER 87

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Age of Driver 40 Breath test Driver not contacted
Vehicle direction SE to NW

Journey Purpose: 6

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 45 Breath test
Vehicle direction Park to Parked

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211035580 30/03/2021 Tuesday Time 1730 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
A VEHICLE WAS SLOWING & INDICATING IN ORDER TO TURN RIGHT. V3, TRAVELLING BEHIND, HAS ALSO SLOWED, AS HAS V2 WHICH WAS BEHIND V3. V1 HAS NOT SLOWED & HAS GONE INTO THE REAR.

Occurred on MAIN ROAD (A12) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 34 Breath test Not requested
Vehicle direction SW to NE

Journey Purpose: Commuting to/from work

Vehicle Reference 3 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 57 Breath test Not requested
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 57 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211035564 08/04/2021 Thursday Time 1555 Vehicles 4 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
4 VEHICLE COLLISION, INJURY DRIVER 1 HAS ABANDONED VEHICLE AND WALKED OFF - THEN REPORTED

Occurred on FARNHAM ROAD (A1094) NEAR JUNCTION WITH CHURCH ROAD (B1069)

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 43 Breath test Driver not contacted
Vehicle direction S to N

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Negative
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 2 Age: 47 Male Driver/rider Severity: Slight

Vehicle Reference 4 Goods vehicle - unknown weight Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Breath test Negative
Vehicle direction W to E

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211036949 18/04/2021 Sunday Time 1239 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 TRAVELLING NORTHBOUND BEHIND V3 AND V1 WAS TRAVELLING SOUTHBOUND. V3 HAS GONE WIDE AND CLIPPED V1, WHICH CAUSED V1 TO SKID INTO THE OTHER LANE INTO ONCOMING TRAFFIC INTO THE FRONT OF V2.

Occurred on THE STREET

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 74 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 57 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 57 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 69 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211037954 21/04/2021 Wednesday Time 1715 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 TRAVELLING SB, V2 TRAVELLING NB. V1 TRAVELLED ACROSS THE LANE AND HIT HEAD ON INTO V2 IN THE OPPOSITE CARRIAGEWAY.

Occurred on MAIN ROAD (A12) (A12)

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	Very Likely
4th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
6th:	Aggressive driving	Vehicle 1	Very Likely

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 60 Breath test Not provided (medical)
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 60 Female Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211039142 21/04/2021 Wednesday Time 1545 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
D1'S ACCOUNT FROM ONLINE SRF: V1 DRIVING DOWN ROAD. CARS PARKED ON LEFT LEAVING ONLY RIGHT SIDE AS ACCESS. A VEHICLE WAS PARKED ON THE RIGHT HAND SIDE OF BEND AND V1 STOPPED TO CHECK THAT THEY COULD PROCEED ON THE LEFT HAND SIDE OF THE ROAD AGAIN. PULLE
D INTO GAP AT AN ANGLE AND GLANCED DOWN TO MAKE SURE THEY WOULDN'T HIT THE PARKED VEHICLE. UPON LOOKING UP SAW V2 IN FRONT OF V1, WHICH APPEARED TO HAVE COME UP THE HILL AND WAS IN THE SAME AREA THAT V1 WAS GOING INTO AT WHICH POINT THEY COLLIDED. D2 GOT
UP AND SHOUTED AT D2. D1 ASKED IF D2 WAS OK OR NEEDED AN AMBULANCE BUT D2 SAID THEY WERE FINE,
Occurred on BROOK FARM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 43 Breath test Driver not contacted
Vehicle direction E to S

Journey Purpose: 6

Vehicle Reference 2 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 51 Breath test Not applicable
Vehicle direction S to NE

Journey Purpose: 6

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211104938 14/05/2021 Friday Time 0916 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 PULLED OUT IN FRONT OF V2 (CYCLIST) CAUSING THEM TO BRAKE SHARPLY AND BE THROWN OVER THEIR HANDLEBARS.

Occurred on GROVE ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 2	Possible
4th:	Failed to signal/Misleading signal	Vehicle 2	Possible
5th:	Inexperienced or learner driver/rider	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 31 Breath test Driver not contacted
Vehicle direction NW to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Pedal Cycle Going ahead other
Overturned
First point of impact Did not impact Age of Driver 35 Breath test Not applicable
Vehicle direction NW to N

Journey Purpose: 6

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211063179 09/06/2021 Wednesday Time 0751 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 3 lanes
V2 HAS BEEN APPROACHING A JUNCTION TO TURN. V1 HAS BEEN FOLLOWING BEHIND V2. V2 HAS STARTED TO GO
AT THE JUNCTION EXIT BUT THEN STOPPED, D1 HAS BEEN LOOKING LEFT AND EXPECTED V2 TO HAVE GONE SO

Occurred on FRIDAY STREET (A1094) AT JUNCTION WITH MAIN ROAD (A12)

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Waiting to turn left
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Taking pupil to/from school

Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight

Vehicle Reference 2 Minibus Waiting to turn left
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 62 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Journey as part of work

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211073901 14/06/2021 Monday Time 1002 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEH 001 WAS DRIVING OUT OF A DRIVEWAY, HE LOOKED LEFT & RIGHT AND MOVED ACROSS THE ROAD WHEN HE SAW VEH 002. VEH 001 BRAKED. V002 ATTEMPTED TO SWERVE BUT VEHICLES MADE CONTACT & VEH 002 LEFT THE
INJURIES

Occurred on ALDEBURGH ROAD (B1122) AT JUNCTION WITH FITCHES LANE

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Negative
Vehicle direction E to SW

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Going ahead other
Skidded
First point of impact Front Age of Driver 58 Breath test Negative
Vehicle direction S to N

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211067723 19/06/2021 Saturday Time 1239 Vehicles 2 Casualties 2 Slight
Other Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS BEEN DRIVING ALONG THE LONG AND TAKEN THEIR EYES OFF THE ROAD TO MOVE SOMETHING IN THE VEHICLE WHICH IS WHEN THEY HAVE DRIVEN OVER SOLID WHITE LINES ONTO THE OTHER CARRIAGEWAY WHILST GOING ROUND A BEND AND SUBSEQUENTLY COLLIDING WITH V2 WHO WAS TR
AVELLING IN THE OPPOSITE DIRECTION.

Occurred on THE STREET (A12) NEAR JUNCTION WITH HILL FARM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 63 Breath test Negative
Vehicle direction W to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Negative
Vehicle direction NE to SW

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 47 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211078323 03/07/2021 Saturday Time 0843 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V001 HAS BEEN TRAVELLING ALONG, IT APPEARS DRIVER WAS DISTRACTED WHICH CAUSED HER TO SWERVE. HIT GRASS VERGE AND ROLLED CAR.

Occurred on MAIN ROAD (A12) - 108 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Overturned
First point of impact Front Age of Driver 54 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211070929 25/07/2021 Sunday Time 1650 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS BEEN DRIVING WHILST TIRED, AND LOOKING TO COME TO A STOP. THIS VEHICLE HAS MOVED ACROSS THE CARRIAGEWAY AND STRUCK V2 ALMOST HEAD ON. IN MG15 DRIVER HAS CONFIRMED SHE HAS FALLEN ASLEEP.

Occurred on MAIN ROAD (A12) - 107 METRES FROM JUNCTION WITH WESTLETON ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 56 Breath test Negative
Vehicle direction SW to NE
Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 57 Breath test Negative
Vehicle direction NE to S
Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211093026 29/07/2021 Thursday Time 1240 Vehicles 3 Casualties 1 Slight
Fine with high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V001 AND V002 TRAVELLING SOUTH TOWARDS JUNCTION. V002 HAS CUT IN FRONT OF V003 AND NARROWLY MISSED. V001 HAS TRIED TO FOLLOW V002 AND CUT IN FRONT OF V003 AND HAS BEEN STRUCK BY V003. C001 HAS GONE OVER THE BONNET OF V003. WITNESSES HAVE DESCRIBED MA
NNER OF DRIVING AS INCONSIDERATE AND RECKLESS.

Occurred on THE STREET (B1121) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	Possible
4th:	Road layout (eg bend, hill etc.)	Vehicle 3	Possible
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Skidded and overturned
First point of impact Front Age of Driver 18 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 18 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: Other/Not known

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 66 Breath test Negative
Vehicle direction E to SW

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211087424 05/08/2021 Thursday Time 2220 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes

V2 WAS DRIVING SOUTHBOUND ALONG MAIN ROAD AT NIGHT ON AN UNLIT ROAD IN HEAVY RAIN. SPEED LIMIT INCREASES FROM 30 MPH TO 50 MPH. THE DRIVER THEN COLLIDED WITH V1 WHO WAS DRESSED IN DARK CLOTHING
ED TO PROVIDE ASSISTANCE TO THE RIDER & REMAINED ON SCENE UNTIL AMBULANCE ARRIVED. RIDER TAKEN TO HOSPITAL AS A PRECAUTION & LATER RELEASED WITH MINOR ANKLE PAIN / SWELLING.

Occurred on MAIN ROAD (A12)

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Cyclist wearing dark clothing at night	Vehicle 1	Very Likely
4th:	Not displaying lights at night or in poor visibility	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 19 Breath test Not applicable
Vehicle direction NE to SW

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Breath test Not requested
Vehicle direction NE to SW

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211091166 10/08/2021 Tuesday Time 1613 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V001 WAS WAITING AT THE GIVE WAY TO TURN RIGHT, TO TRAVEL NORTHBOUND. V002 HAS BEEN TRAVELLING SOUTHBOUND. V001 HAS THEN PULLED OUT AND BEEN HIT BY V002.

Occurred on A12 AT JUNCTION WITH RENDHAM ROAD (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 62 Breath test Negative
Vehicle direction NW to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 62 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211085404 28/08/2021 Saturday Time 1120 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS TURNED ACROSS TRAFFIC INTO THE PATH OF V2 WHERE A COLLISION HAS OCCURRED

Occurred on MAIN ROAD (A12) (A12) NEAR JUNCTION WITH CARLTON ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
Skidded
First point of impact Nearside Age of Driver 40 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Skidded and overturned
First point of impact Front Age of Driver 55 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211107612 07/10/2021 Thursday Time 1535 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 TURNED INTO A JUNCTION. C1 CROSSED THE ROAD BETWEEN STATIONARY VEHICLES AND CONTINUED INTO THE PATH OF V1. V1 BRAKED UPON SEEING C1 BUT C1 COLLIDED WITH V1.

Occurred on JUDITH AVENUE NEAR JUNCTION WITH LEISTON ROAD (B1069)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Careless/Reckless/In a hurry	Casualty 1	Possible
3rd:	Failed to judge vehicles path or speed	Casualty 1	Possible
4th:	Crossed road masked by stationary veh	Casualty 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Turning left
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 53 Breath test Negative
Vehicle direction N to SE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 10 Male Pedestrian Severity: Serious
Pedestrian Direction: NE
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211107380 03/11/2021 Wednesday Time 1720 Vehicles 1 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V1 PULLED OUT OF A JUNCTION AND BUMPED INTO A SLOW SPEED PEDESTRIAN CAUSING THEM TO FALL TO THE GROUND.

Occurred on VICTORIA ROAD (A1094) AT JUNCTION WITH PARK ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction restart	Vehicle 1	Very Likely
3rd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
4th:	Dazzling headlights	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 74 Breath test Negative
Vehicle direction W to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 54 Female Pedestrian Severity: Slight
Pedestrian Direction: W
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

211147153 23/12/2021 Thursday Time 1710 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present but unlit
Special Conditions None Road Type Unknown
V1 V2 & V3 TRAVELLING NORTH. V3 STOPS AS A LORRY PULLS OUT FROM LANE. V2 STOPS BEHIND V3. V1 DOES NOT STOP IN TIME. V1 COLLIDES WITH REAR OF V2 PUSHING IT FORWARD INTO THE REAR OF V3.

Occurred on MAIN ROAD (A12) NEAR JUNCTION WITH TINKER BROOK

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Breath test Negative
Vehicle direction W to E

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 44 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Vehicle Reference 3 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221131936 10/01/2022 Monday Time 1617 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
PEDEESTRIAN WAS CROSSING THE ROAD AT THE ZEBRA CROSSING WHEN VEHICLE 1 APPROACHED FROM THE PEDESTRIAN'S LEFT AS SHE WAS HALFWAY ACROSS THE ZEBRA CROSSING, MAKING CONTACT WITH HER. VEHICLE 1
THE PEDESTRIAN.

Occurred on RENDHAM ROAD (B1119) AT JUNCTION WITH SAXON ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 65 Breath test Driver not contacted
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 13 Female Pedestrian Severity: Slight
Pedestrian Direction: N
Pedestrian Injured in the Course of 'On th Road' Work: Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221137467 22/01/2022 Saturday Time 1500 Vehicles 2 Casualties 3 Serious
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 TRAVELLING NORTHBOUND AND ON COMING AROUND A BEND D1 HAS BEEN BLINDED BY THE SUN AND UNABLE TO SEE THE ROAD, V1 DRIFTED ACROSS THE WRONG SIDE OF THE ROAD IN FRONT OF V2, D2 ATTEMPTED TO AVOID V1 BY SERVING ONTO THE INCORRECT SIDE OF THE ROAD AND BOTH
VEHICLES HAVE COLLIDED HEAD ON.

Occurred on LEISTON ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible
3rd:	Swerved	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 37 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 3 Age: 37 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Breath test Negative
Vehicle direction NE to SW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 55 Female Passenger Severity: Serious

Casualty Reference: 2 Age: 58 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221139192 30/01/2022 Sunday Time 1805 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 HAS COLLIDED WITH A TELEGRAPH POLE FOR NO APPARENT REASON. DRIVER OF VEHICLE 1 HAS SUBSEQUENTLY FAILED A ROADSIDE BREATH TEST AND BLOOD SAMPLES TAKEN GIVING A READING OF 129.

Occurred on LEISTON ROAD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Breath test
Vehicle direction N to S

Journey Purpose: 6

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221142548 08/02/2022 Tuesday Time 1310 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
PEDESTRIAN HAS BEEN CROSSING A 'GIVE WAY' CONTROLLED JUNCTION. V1 HAS TURNED INTO THAT JUNCTION AND HAS KNOCKED THE PEDESTRIAN OVER.

Occurred on VICTORIA ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 49 Breath test Negative
Vehicle direction N to W

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 78 Female Pedestrian Severity: Serious

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221143862 14/02/2022 Monday Time 1427 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V2 HAS SLOWED WHILST TRAVELLING ALONG DUE TO A VEHICLE AHEAD LOOKING TO TURN RIGHT. D1 HAS BEEN DISTRACTED ON MOBILE PHONE AND HAS NOT NOTICED V2 AND HAS STRUCK THE REAR OF V2. THIS HAS CAUSED V2 TO MOVE INTO OPPOSITE CARRIAGEWAY AND BE STRUCK BY V3.

Occurred on MAIN ROAD (A12) AT JUNCTION WITH PARK ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Driver using mobile phone	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 43 Breath test Negative
Vehicle direction E to W

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 77 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 69 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 70 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 69 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221144538 15/02/2022 Tuesday Time 1502 Vehicles 3 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS NOT ALLOWED ENOUGH ROOM FROM PARKED CARS ON THEIR SIDE OF THE ROAD & HAS COLLIDED WITH V2 & THEN CLIPPED V3.

Occurred on LEISTON ROAD (B1122)

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 21 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 78 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 78 Female Driver/rider Severity: Slight

Vehicle Reference 3 Car Parked
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Breath test
Vehicle direction Park to Parked

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221167377 21/03/2022 Monday Time 1435 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 AS TRAVELLING ALONG THE ROAD AND HAS LOST CONTROL ON A LEFT HAND BEND LEAVING THE CARRIAGEWAY O/S, OVER A DITCH AND RIDER HAS BEEN THROWN FROM THEIR BIKE INTO A WHEAT FIELD

Occurred on LEISTON ROAD (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Going ahead left bend
Skidded and overturned
First point of impact Offside Age of Driver 38 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221169193 27/03/2022 Sunday Time 1650 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
D2 WAS DRIVING ALONG, WHEN V1 HAS OVERTAKEN V2 TOO CLOSELY AND BRAKED. THIS HAS CAUSED V2 TO TRY AND GO ROUND HIM, AT THIS POINT V1 HAS THEN CONTINUED DRIVING AND THEN SLAMMED ON HIS BRAKES. V2 HAS THEN GONE INTO THE BACK OF V1.

Occurred on MAIN ROAD (KELSALE) (B1121) - 29 METRES FROM JUNCTION WITH RONALD LANE,

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Breath test Not applicable
Vehicle direction S to N

Journey Purpose: Other/Not known

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 16 Breath test
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221191211 13/04/2022 Wednesday Time 1150 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V001 HAD BEEN TRAVELLING NORTH, THEY THEN PULLED INTO THE CENTRAL RESERVATION TO TURN RIGHT TOWARDS ALDEBURGH. V001 HAS COLLIDED WITH V002 WHICH WAS TRAVELLING SOUTHBOUND.

Occurred on MAIN ROAD (A12) (A12) - 42 METRES FROM JUNCTION WITH FRIDAY STREET (A1094),

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Starting
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 67 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside
Age of Driver 49 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221174149 25/04/2022 Monday Time 1940 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 WAS TRAVELLING ON THE MAIN ROAD HE HAS THEN TURNED RIGHT. AS HE HAS THEN CARRIED OUT THE MANOEUVRE V1 (MOTORCYCLIST) COLLIDED WITH THE OFFSIDE OF V2.

Occurred on LEISTON ROAD (B1122) AT JUNCTION WITH HAWTHORN ROAD, MIDDLETON, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious

Vehicle Reference 2 Goods vehicle - unknown weight Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 20 Breath test Negative
Vehicle direction NW to SW

Journey Purpose: Journey as part of work

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221200626 03/06/2022 Friday Time 0810 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V002 HAS BEEN SITTING AT THE JUNCTION WAITING TO TURN LEFT ONTO ROAD GOING NORTHBOUND. V001 HAS ASSUMED V002 HAS MOVED FROM THE JUNCTION AND CREPT FORWARD WHILST LOOKING A ONCOMING TRAFFIC AND REAR ENDED V002. DRIVER OF V002 HAS SUFFERED FROM BACK PAIN.

Occurred on HIGH STREET (A1120) NEAR JUNCTION WITH BROOK STREET ROAD, YOXFORD, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 46 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221192353 09/06/2022 Thursday Time 0855 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
R/P WAS HELPING FRIEND PUT CHILD INTO VEHICLE WHEN V1 HAS REVERSED INTO THE R/P THEN DRIVEN OFF, WITHOUT STOPPING. R/P NOW HAS TERRIBLE BACK ACHE & PAIN.

Occurred on JUDITH AVENUE - KNODISHALL, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Reversing
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Breath test
Vehicle direction to

Journey Purpose: 6

Casualty Reference: 1 Age: 38 Female Pedestrian Severity: Slight
0
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221186754 11/06/2022 Saturday Time 0900 Vehicles 3 Casualties 3 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS COLLIDED WITH THE REAR OF V2 WHICH HAS STOPPED TO TURN RIGHT. V1 AFTER COLLIDING WITH THE REAR OF V2 HAS THEN BOUNCED ACROSS TO THE SOUTHBOUND CARRIAGEWAY WHERE V3 HAS COLLIDED WITH IT.

Occurred on MAIN ROAD (A12) (A12) NEAR JUNCTION WITH TOWN FARM LANE, KELSALE CUM CARLTON,

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Serious

Casualty Reference: 3 Age: 16 Female Passenger Severity: Slight

Vehicle Reference 2 Car Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 69 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 84 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 84 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221190444 15/06/2022 Wednesday Time 1633 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
PEDAL CYCLIST IS TRAVELLING ALONG ON THE MAIN ROADAS HE HAS APPROACHED THE JUNCTION ON HIS NEARSIDE V1 HAS OULLED OUT OF THE JUNCTION AFTER NOT SEEING THE CYCLIST AND DRIVING INTO HIM.

Occurred on ALDEBURGH ROAD (A1094) AT JUNCTION WITH SNAPE ROAD (B1069), FRISTON, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Negative
Vehicle direction NE to SE

Journey Purpose: Other/Not known

Vehicle Reference 2 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 49 Breath test Not applicable
Vehicle direction NW to SW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221208138 03/07/2022 Sunday Time 0120 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V1 TRAVELLING EAST. V2 TRAVELLING WEST. V2 HAS SWERVED TO AVOID V1 WHICH WAS ON THE WRONG SIDE OF
THE CARRIAGEWAY. V2 HAS LEFT CARRIAGEWAY ON NEARSIDE AND ROLLED ONTO ITS ROOF ON VERGE. V1 HAS D.

Occurred on ALDEBURGH ROAD (A1094)

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Not applicable
Vehicle direction NW to SE

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead other
Overturned
First point of impact Nearside Age of Driver 35 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221201184 07/07/2022 Thursday Time 1036 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
SEE CAD 102 FROM CR1 V1 HAS BEEN TRAVELLING ALONG ROAD. V2 ALSO TRAVELLING ALONG ROAD, BUT ONCOMING. V1 AND V2 HAVE HIT THE OFFSIDE DRIVERS SIDE OF ONEANOTHER CAUSING DAMAGE. NO PARKED VEHICLES ON ROAD NO WITNESSES AT SCENE.

Occurred on LEISTON ROAD (B1122) AT JUNCTION WITH LINDEN ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 58 Breath test Negative
Vehicle direction S to N

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 76 Male Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 78 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 78 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221231970 29/07/2022 Friday Time 2010 Vehicles 2 Casualties 3 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
D1 HAS FAILED TO LOOK PROPERLY AND ATTEMPTED TO CROSS THE MAIN ROAD AT A JUNCTION AND D2 HAS NOT HAD ENOUGH TIME TO REACT AND HAS GONE INTO THE PASSENGER SIDE OF V1 CAUSING A TOTAL LOSS OF BOTH VEHICLES.

Occurred on MAIN ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Junction overshoot	Vehicle 1	Possible
4th:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
5th:	Stationary or parked vehicle	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 20 Breath test Negative
Vehicle direction N to SW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 53 Breath test Not provided (medical)
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 53 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 29 Female Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221211683 22/08/2022 Monday Time 2108 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 PULLED OUT TO OVERTAKE A CAR TRAVELLING IN THE SAME DIRECTION AS HE WAS STRAIGHT INTO THE PARH OF OF VEHICLE 2 COMING IN THE OTHER DIRECTION. VEHICLE THAT MOTORCYCLE TRIED TO OVERTAKE DID NOT STOP. UNKNOWN WHAT THAT VEHICLE WAS. WITNESS IS FRIE
ND OF VEHICLE 1 TRAVELLING IN CAR BEHIND THAT WAS NOT INVOLVED.

Occurred on FRIDAY STREET (A1094) - 58 METRES FROM JUNCTION WITH KETTLES LANE, BENHALL, SUFF

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking moving vehicle O/S
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Driver not contacted
Vehicle direction SE to NW

Journey Purpose: 6

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 34 Breath test Driver not contacted
Vehicle direction W to E

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221212611 25/08/2022 Thursday Time 1145 Vehicles 2 Casualties 1 Serious
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V.1 HAS RIDDEN INTO THE REAR OF PARKED V.2 REPORTED AT TIME OF COLLISION THAT THERE WAS A HEAVY DOWNPOUR OF RAIN WHICH MAY HAVE IMPEDED VISION OF RIDER OF V.1 NO PARKING RESTRICTIONS IN PLACE AT SCENE. NO SUGGESTION OF MECHANICAL DEFECT, DRINK O
R DRUG INFLUENCES OR MANNER OF RIDING NOT BEING SUITABLE FOR CONDITIONS

Occurred on SNAPE ROAD (B1069) - KNODISHALL, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Overturned
First point of impact Front Age of Driver 82 Breath test Not provided (medical)
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 82 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Breath test
Vehicle direction Park to Parked

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221253138 27/08/2022 Saturday Time 1535 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 A LEARNER DRIVER WAS RIDING NORTH. WITHIN THE 40 MPH LIMIT A MUNTJACK DEER ENTERED THE CARRIAGEWAY AND COLLIDED WITH THE FRONT WHEEL OF V1, CAUSING D1 TO TRAVEL OVER HANDLEBARS AND LAND ON HEAD.

Occurred on ALDEBURGH ROAD (B1122) - 91 METRES FROM JUNCTION WITH FITCHES LANE, ALDRINGHA

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 56 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221232066 10/09/2022 Saturday Time 1300 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V2 HAS COME TO A STOP, WAITING TO TURN RIGHT. V1 HAS BEEN TRAVELLING BEHIND & HAS BEEN UNABLE TO STOP IN TIME, V1 HAS THEN COLLIDED WITH THE BACK OF V2

Occurred on MAIN ROAD (A12) (A12) NEAR JUNCTION WITH PARK ROAD, BENHALL, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 71 Breath test Negative
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 64 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221226284 26/09/2022 Monday Time 1314 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 WAS EXITING A SUPERMARKET CAR PARK INDICATING RIGHT. AS V1 EXITED ONTO THE MAIN ROAD THE DRIVER
CLIPPED AN ELDERLY FEMALE WALKING ALONG THE PAVEMENT, WHICH CAUSED MINOR INJURY. THE DRIVER
.

Occurred on CHURCH STREET (B1119)

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 76 Breath test Driver not contacted
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 81 Female Pedestrian Severity: Slight
Pedestrian Direction: Unknown
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221232162 09/10/2022 Sunday Time 1115 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V2 TRAVELLING ALONG THE ROAD. V1 TRAVELLING TURNING RIGHT ACROSS ONCOMING TRAFFIC. V1 HAS PULLED ACROSS INFRONT OF V2, CAUSING VEHICLES TO COLLIDE.

Occurred on MAIN ROAD (A12) (A12) AT JUNCTION WITH FRIDAY STREET (A1094), BENHALL, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 54 Breath test Negative
Vehicle direction NW to S

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 29 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 28 Male Passenger Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221232218 13/10/2022 Thursday Time 1216 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
FOR REASONS YET TO ESTABLISHED IT APPEARS THAT D1 HAS LOST CONTROL OF V1 AND HAS COLLIDED WITH PARKED V2. IT APPEARS THAT V2 WAS PARKED SLIGHTLY IN THE CARRIAGEWAY, AT THE ROADSIDE AND V1 HAS FAILED TO REACT OR NEGOTIATE TO THE PRESENCE OF V2 AND HAS CO
LLIDED WITH THE REAR OF V2.

Occurred on MAIN ROAD (KELSALE) (B1121) - 51 METRES FROM JUNCTION WITH LOW ROAD, KELSALE C

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Possible
2nd:	Fatigue	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Bus or coach Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 54 Breath test Negative
Vehicle direction N to S

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 37 Male Passenger Severity: Serious

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Breath test
Vehicle direction Park to Parked

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221236968 31/10/2022 Monday Time 1036 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V1 WAS TRAVELLING N/B & HAS GONE TO TAKE THE JUNCTION. V2 HAS BEEN TRAVELLING S/B & V1 HAS CROSSED, IN FRONT OF V2, CAUSING A COLLISION.

Occurred on A12 AT JUNCTION WITH RENDHAM ROAD (B1119), SAXMUNDHAM, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 42 Breath test Negative
Vehicle direction S to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 66 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

221267860 16/11/2022 Wednesday Time 1047 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS FAILED TO SLOW IN TIME FOR V2 IN FRONT, WHO WAS IN STATIONARY/VERY SLOW MOVING TRAFFIC. V1 HAS COLLIDED WITH TTHE REAR OF V2

Occurred on MAIN ROAD (A12), YOXFORD, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Stopping
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not provided (medical)
Vehicle direction SW to NE

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

Vehicle Reference 2 Goods vehicle - unknown weight Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 41 Breath test Not applicable
Vehicle direction SW to NE

Journey Purpose: Journey as part of work

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231277299 16/02/2023 Thursday Time 1748 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
APPARENTLY VEHICLE 1 WAS TRAVELLING FROM THE A1094 INTO THE B1059. AS THEY PULLED INTO THE JUNCTION THEIR STEERING LOCKED LEFT AND THE VEHICLE CAREERED RIGHT INTO VEHICLE 2 WHICH WAS DRIVING ON THE B1059 IN THE OPPOSITE SIDE OF THE ROAD.

Occurred on SNAPE ROAD (B1069) - 28 METRES FROM JUNCTION WITH ALDEBURGH ROAD (A1094), FRISTO

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Parked
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Negative
Vehicle direction Park to Parked

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Parked
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 34 Breath test Negative
Vehicle direction Park to Parked

Journey Purpose: Commuting to/from work

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231286102 07/03/2023 Tuesday Time 1310 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 DRIVING ALONG ROAD HAS COLLIDED WITH V2 WHILST V2 WAS PARKED. V1 HAS ALSO COLLIDED WITH A FENCE

Occurred on MAIN ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 85 Breath test Negative
Vehicle direction N to S

Journey Purpose: 6

Casualty Reference: 1 Age: 85 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 79 Female Passenger Severity: Slight

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test
Vehicle direction Park to Parked

Journey Purpose: 6

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231316364 19/03/2023 Sunday Time 1056 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS DRIVEN OFF ROAD INTO SHOP.

Occurred on HIGH STREET (B1121) - 31 METRES FROM JUNCTION WITH STATION APPROACH,

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231295623 09/04/2023 Sunday Time 1640 Vehicles 2 Casualties 7 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
2 VEHICLE RTC - WHERE IT APPEARS V1 HAS FOR UNKNOWN REASONS VEERED ACROSS THE SINGLE CARRIAGEWAY INTO THE PATH OF V2 AND COLLIDED HEAD ON WHERE THE REAR SEAT PASSENGER OF V1 HAS SUSTAINED LIFE THREATENING INJURIES.

Occurred on MAIN ROAD (A12)

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:	Distraction outside vehicle	Vehicle 1	Possible
3rd:	Illness or disability, mental or physical	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 66 Breath test Negative
Vehicle direction N to SW

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 66 Male Driver/rider Severity: Serious

Casualty Reference: 3 Age: 42 Male Passenger Severity: Serious

Casualty Reference: 4 Age: 64 Female Passenger Severity: Serious

Casualty Reference: 5 Age: 38 Female Passenger Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Serious

Casualty Reference: 6 Age: 3 Female Passenger Severity: Serious

Casualty Reference: 7 Age: 65 Male Passenger Severity: Slight

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231310881 24/05/2023 Wednesday Time 0910 Vehicles 1 Casualties 1 Slight
Other Road surface Dry Daylight
Special Conditions None Road Type Unknown

THE COLLISION HAS OCCURRED ON A T-JUNCTION WHERE A VEHICLE HAS STOPPED AT THE T JUNCTION AND A CYCLIST HAS CONTINUED TO CYCLE ON HIS RIGHT OF WAY. THE DRIVER OF THE VEHICLE HAS LOOKED BOTH WAYS AND DUE TO THE SUN'S POSITION NOT BEEN ABLE TO SEE THE CYCLI
ST HOWEVER COULD SEE ENOUGH OF THE ROAD TO PULL OUT. THE MALE ON HIS ELECTRIC CYCLE HAD THEN BEEN HIT BY THE VEHICLE WHEN THE VEHICLE HAS MOVED OFF FROM THE T JUNCTION.

Occurred on ST JOHNS ROAD NEAR JUNCTION WITH HIGH STREET (B1121), SAXMUNDHAM, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
4th:	Disability or illness, mental or physical	Casualty 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 43 Breath test Negative
Vehicle direction W to NW

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 73 Male Pedestrian Severity: Slight
Pedestrian Direction: N
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

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Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231342823 27/05/2023 Saturday Time 0950 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
PEDESTRIAN HAS STEPPED OUT ONTO CROSSING INTO THE PATH OF V1 CAUSING A COLLISION

Occurred on HAYLINGS ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Other	Casualty 1	
4th:			
5th:			
6th:			

CHILD OF 3 YEARS OLD, FAILED TO UNDERSTAND TRAFFIC

Vehicle Reference 1 Car Going ahead other
Skidded
First point of impact Front Age of Driver 57 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 3 Female Pedestrian Severity: Slight
Pedestrian Direction: W
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231313981 01/06/2023 Thursday Time 1740 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V002 HAS BEEN STOPPED WAITING TO TURN RIGHT ONTO THE B1125. V003 HAS COME TO A STOP BEHIND V002. V001 HAS APPROACHED THE STATIONARY TRAFFIC AND HAS BEEN DISTRACTED BY CYCLISTS HEADING THE OPPOSITE DIRECTION. V001 HAS NOT NOTICED STOPPED TRAFFIC, SWERVED
TO MISS V003, THEN SWERVED BACK INTO CORRECT LANE TO MISS ONCOMING TRAFFIC AND STRUCK V001.

Occurred on LEISTON ROAD (B1122) AT JUNCTION WITH LEISTON ROAD (B1122), THEBERTON, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test
Vehicle direction E to W

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 54 Breath test
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 58 Breath test
Vehicle direction E to W

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231356502 19/06/2023 Monday Time 1621 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 2 (V002) HAS INDICATED AND SLOWED TO TURN RIGHT AND VEHICLE 1 (V001) HAS THEN NOT BEEN ABLE TO STOP BEHIND THEM, THEN HITTING V002. DRIVER OF V001 STATED SHE DID NOT SEE AN INDICATOR ON THE TURNING VEHICLE (V002).

Occurred on MAIN ROAD (B1121) - CLOSE TO FARM SHOP, SAXMUNDHAM

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 34 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Taking pupil to/from school

Vehicle Reference 2 Car
Turning right
No skidding, jack-knifing or overturning
First point of impact Back
Age of Driver 65 Breath test Negative
Vehicle direction SW to SE

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 65 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231321738 22/06/2023 Thursday Time 1850 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
UNKNOWN - SINGLE VEHICLE RTC ON THE B119. DRIVER LOCATED IN THE MIDDLE OF THE ROAD AND UN RESPONSIVE. VEHICLE FOUND OFF THE ROAD AND IN A NEARBY DITCH. LIKELY THE DRIVER HAS PULLED HIMSELF FROM THE DITCH AND INTO THE ROAD TO BE SEEN BY A PASSER BY. NO WI
TNESSES AND NO OTHER INVOLVED VEHICLES.

Occurred on LEISTON ROAD (B1119), SAXMUNDHAM, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Very Likely
3rd:	Dazzling sun	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 63 Breath test Not provided (medical)
Vehicle direction N to S

Journey Purpose: 6

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231322980 26/06/2023 Monday Time 1710 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
M/C HAS BEEN TRAVELLING TOWARDS YOXFORD ON THE B1122 AND HAS LEFT THE ROAD TO THE NEARSIDE, ON A RIGHT HAND BEND, FOR UNKNOWN REASONS, AND COLLIDED WITH A HIGHWAYS CHEVRON SIGN.

Occurred on YOXFORD ROAD (B1122) NEAR JUNCTION WITH FORDLEY ROAD, MIDDLETON, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Breath test Not provided (medical)
Vehicle direction E to N

Journey Purpose: 6

Casualty Reference: 1 Age: 58 Male Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231323932 27/06/2023 Tuesday Time 1422 Vehicles 2 Casualties 1 Fatal
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS TURNED INTO A JUNCTION ACROSS THE PATH OF R2.

Occurred on B1122 AT JUNCTION WITH POTTERS STREET, THEBERTON, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 2	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
4th:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Breath test Negative
Vehicle direction SE to NE

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 57 Breath test Not provided (medical)
Vehicle direction NW to SE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Fatal

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231352327 06/07/2023 Thursday Time 1253 Vehicles 3 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS TURNED RIGHT ACROSS THE CARRIAGEWAY OF V2. V2 HAS TRIED TO AVOID A COLLISION, PULLED TO THE NEARSIDE & COLLIDED WITH V1 & V3, WHO WAS STATIONARY AT THE JUNCTION.

Occurred on LEISTON ROAD (B1122) NEAR JUNCTION WITH LEISTON ROAD (B1122), THEBERTON, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 69 Breath test Negative
Vehicle direction E to N

Journey Purpose: 6

Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead other
Skidded
First point of impact Offside Age of Driver 22 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 22 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Parked
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 89 Breath test Negative
Vehicle direction Park to Parked

Journey Purpose: Other/Not known

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231372447 15/08/2023 Tuesday Time 1602 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions Unknown Road Type Single 2 lanes
PEDESTRIAN WAS CROSSING THE A12 IN-BETWEEN STATIONARY TRAFFIC. PEDESTRIAN STEPPED OUT IN FRONT OF AN ON-COMING MOTORCYCLIST. THIS CAUSED THE PEDESTRIAN TO FALL TO THE FLOOR.

Occurred on HILL FARM ROAD - FARNHAM, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 76 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 17 Male Pedestrian Severity: Serious
Pedestrian Direction: W
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231346471 16/08/2023 Wednesday Time 1815 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 AND V2 TRAVELLING ALONG ROAD IN SAME DIRECTION. V3 TRAVELLING ALONG ROAD TOWARDS V1 AND V2 IN OPPOSITE DIRECTION. V1 HAS OVERTAKEN

Occurred on SNAPE ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Agricultural vehicle Overtaking moving vehicle O/S
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 25 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Journey as part of work

Vehicle Reference 2 Pedal Cycle Going ahead other
Overturned
First point of impact Offside Age of Driver 59 Breath test Not applicable
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight

Vehicle Reference 3 Goods vehicle - unknown weight Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 53 Breath test Not applicable
Vehicle direction NE to SW

Journey Purpose: Journey as part of work

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231351003 10/09/2023 Sunday Time 2100 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V001 HAS BEEN DRIVING FROM SAXMUNDHAM AND HAS INTENDED TO TURN LEFT ONTO THE A12 TURNING ACROSS THE SOUTHBOUND CARRIAGE WAY WHEREBY ROAD MARKINGS INDICATED TO GIVE WAY TO VEHICLES TRAVELLING NORTHBOUND. V001 HAS CROSSED THE CENTRAL MARKINGS AND GIVE WA
Y LINES AND MOVED INTO THE CARRIAGEWAY OF THE A12, NORTHBOUND. V002 HAS BEEN TRAVELLING NORTHBOUND AT THE NATIONAL SPEED LIMIT OF 60 MPH AND HAS COLLIDED WITH V001 WHO HAD MOVED INTO ITS PATH. V001 HAS FAILED TO LOOK PROPERLY AND GIVE WAY TO V002. HO
WEVER, I DEEM THIS TO BE AN ACCIDENT AND NK CRIMINAL OFFENCES PRESENT WITH NO EYE WITNESSES TO T
Occurred on A12 NEAR JUNCTION WITH RENDHAM ROAD (B1119), SAXMUNDHAM, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Road layout (eg bend, hill etc.)	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:	Poor turn or manoevre	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 56 Breath test Negative
Vehicle direction SE to N

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 56 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Not provided (medical)
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Serious

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

231379354 10/09/2023 Sunday Time 1314 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions Unknown Road Type Single 2 lanes
VEHICLE 1 (V001) HAS BEEN WAITING TO TURN RIGHT ONTO MILL ROAD AND CLAIMS TO HAVE NOT SEEN VEHICLE 2 (V002) AND TURNED TO CROSS INTO MILL ROAD AND V002 HAS COLLIDED WITH V001.

Occurred on LEISTON ROAD (B1069) AT JUNCTION WITH MILL ROAD, KNODISHALL, SUFFOLK

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 34 Breath test Negative
Vehicle direction NE to NW
Journey Purpose: Other/Not known
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Not requested
Vehicle direction SW to NE
Journey Purpose: 6
Casualty Reference: 2 Age: 21 Female Driver/rider Severity: Slight

Accidents between dates **01/11/2018 and 31/10/2023** (60) months
Selection: **Notes:**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	25	58	83
2-wheeled motor vehicles	1	7	6	14
Pedal cycles	0	0	12	12
Horses & other	0	0	1	1
Total	1	36	80	117

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	25	71	96
Passenger	0	11	30	41
Motorcyclist	1	6	5	12
Cyclist	0	0	12	12
Pedestrian	0	4	10	14
Other	0	0	0	0
Total	1	46	128	175

Annex B Construction Staff Distribution (SRN)

Sea Link (Suffolk) - Forecast Construction Worker Trip Distribution - SRN - A14 (South)

TS060 - Industry
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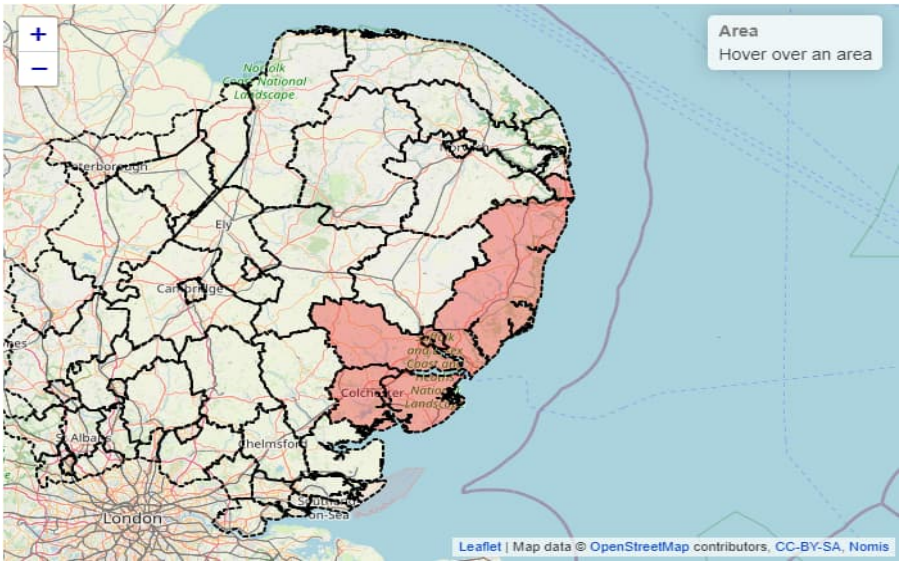
population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
date	2021
industry	F: Construction

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 A14	Total
East Suffolk	East Suffolk 026	311	30	*10*	100%	10
	East Suffolk 027	299	35	*9*	100%	9
	East Suffolk 028	198	40	*5*	100%	5
	East Suffolk 029	189	40	*5*	100%	5
	East Suffolk 030	159	40	*4*	100%	4
Babergh	ALL	4,831	50	*97*	100%	97
Colchester	ALL	9,239	55	*168*	100%	168
Ipswich	ALL	5,865	40	*147*	100%	147
Tendring	ALL	7,023	60	*117*	100%	117
Total						561

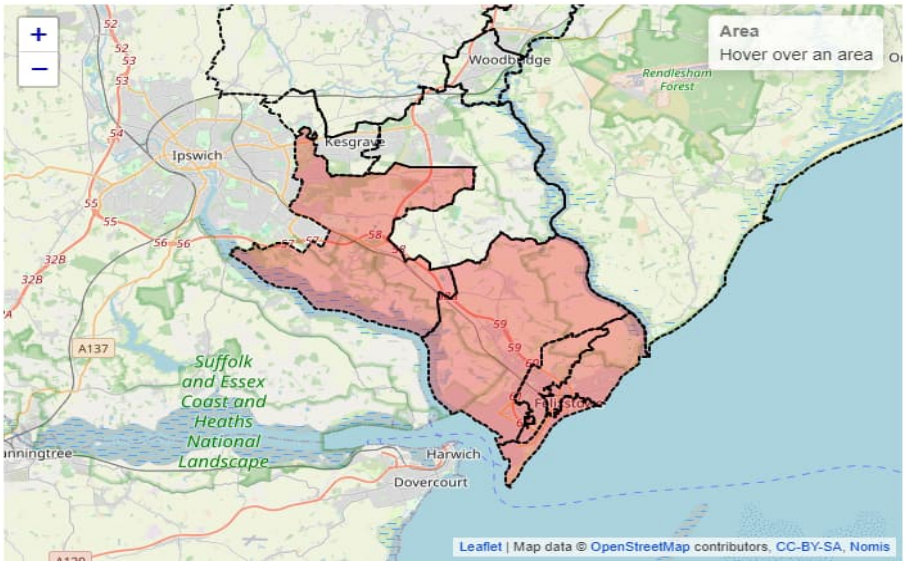
Summary

Route	#	Percentage	
SRN: A14 (South)	561	45%	*calculated above
Other Routes	675	55%	*remainder (see main distribution in the ES Traffic & Transport chapter)
Total	1,236	100%	*total taken from main distribution

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



Maps of Included MSOAs (East Suffolk)



Annex C Junction Capacity Modelling Results

C.1 A12/ B1121 Main Road (South of Saxmundham) Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Sea Link_A12-B1121 junction_v4_WG.j11
Path: Z:\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Suffolk\Junction Models
Report generation date: 26/03/2026 11:45:22

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2028 | Base + TEMPro | AM Development Peak
»2028 | Base + TEMPro | AM Network Peak
»2028 | Base + TEMPro | PM Network Peak
»2028 | Base + TEMPro | PM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | 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																							
Stream B-C	D1	0.2	6.83	0.14	A	170 %	D2	0.3	7.57	0.21	A	118 %	D3	0.2	6.14	0.13	A	192 %	D4	0.1	5.54	0.10	A	394 %
Stream B-A		0.0	8.88	0.04	A	[Stream B-A]		0.1	9.15	0.07	A	[Stream B-A]		0.1	8.40	0.05	A	[Stream B-A]		0.0	6.93	0.02	A	[Stream B-A]
Stream C-B		0.1	7.99	0.12	A			0.2	8.48	0.18	A			0.2	7.36	0.19	A			0.1	6.30	0.11	A	
	2028 - Base + TEMPro																							
Stream B-C	D5	0.2	6.94	0.15	A	160 %	D6	0.3	7.74	0.22	A	111 %	D7	0.2	6.22	0.14	A	181 %	D8	0.1	5.57	0.10	A	379 %
Stream B-A		0.0	9.02	0.04	A	[Stream B-A]		0.1	9.34	0.08	A	[Stream B-A]		0.1	8.52	0.05	A	[Stream B-A]		0.0	6.98	0.02	A	[Stream B-A]
Stream C-B		0.1	8.09	0.12	A			0.2	8.63	0.19	A			0.2	7.47	0.20	A			0.1	6.34	0.11	A	
	2028 - Base + TEMPro + Committed Devs																							
Stream B-C	D9	0.2	7.21	0.15	A	102 %	D10	0.3	8.90	0.25	A	66 %	D11	0.3	8.14	0.24	A	101 %	D12	0.4	8.18	0.28	A	110 %
Stream B-A		0.0	10.45	0.05	B	[Stream B-A]		0.1	12.72	0.12	B	[Stream B-A]		0.1	10.44	0.10	B	[Stream B-A]		0.2	8.50	0.16	A	[Stream B-C]
Stream C-B		0.3	9.39	0.25	A			0.3	9.97	0.24	A			0.3	8.39	0.22	A			0.1	6.74	0.11	A	
	2028 - Base + TEMPro + Committed Devs + Sea Link																							
Stream B-C	D17	0.2	7.56	0.16	A	58 %	D18	0.4	9.82	0.28	A	53 %	D19	0.3	8.74	0.26	A	91 %	D20	0.7	10.22	0.40	B	61 %
Stream B-A		0.1	11.56	0.05	B	[Stream C-B]		0.2	14.68	0.15	B	[Stream B-A]		0.1	11.28	0.11	B	[Stream B-A]		0.4	10.02	0.28	B	[Stream B-C]
Stream C-B		0.6	11.77	0.38	B			0.4	10.79	0.26	B			0.3	8.74	0.23	A			0.1	6.74	0.11	A	
	2028 - Base + TEMPro + Sea Link																							
Stream B-C	D13	0.2	7.26	0.16	A	113 %	D14	0.3	8.58	0.25	A	89 %	D15	0.2	6.81	0.15	A	161 %	D16	0.2	6.84	0.20	A	183 %
Stream B-A		0.0	9.83	0.04	A	[Stream C-B]		0.1	11.19	0.11	B	[Stream B-A]		0.1	9.50	0.07	A	[Stream B-A]		0.1	7.67	0.13	A	[Stream B-A]
Stream C-B		0.3	9.25	0.24	A			0.3	9.38	0.21	A			0.3	7.76	0.21	A			0.1	6.34	0.11	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.

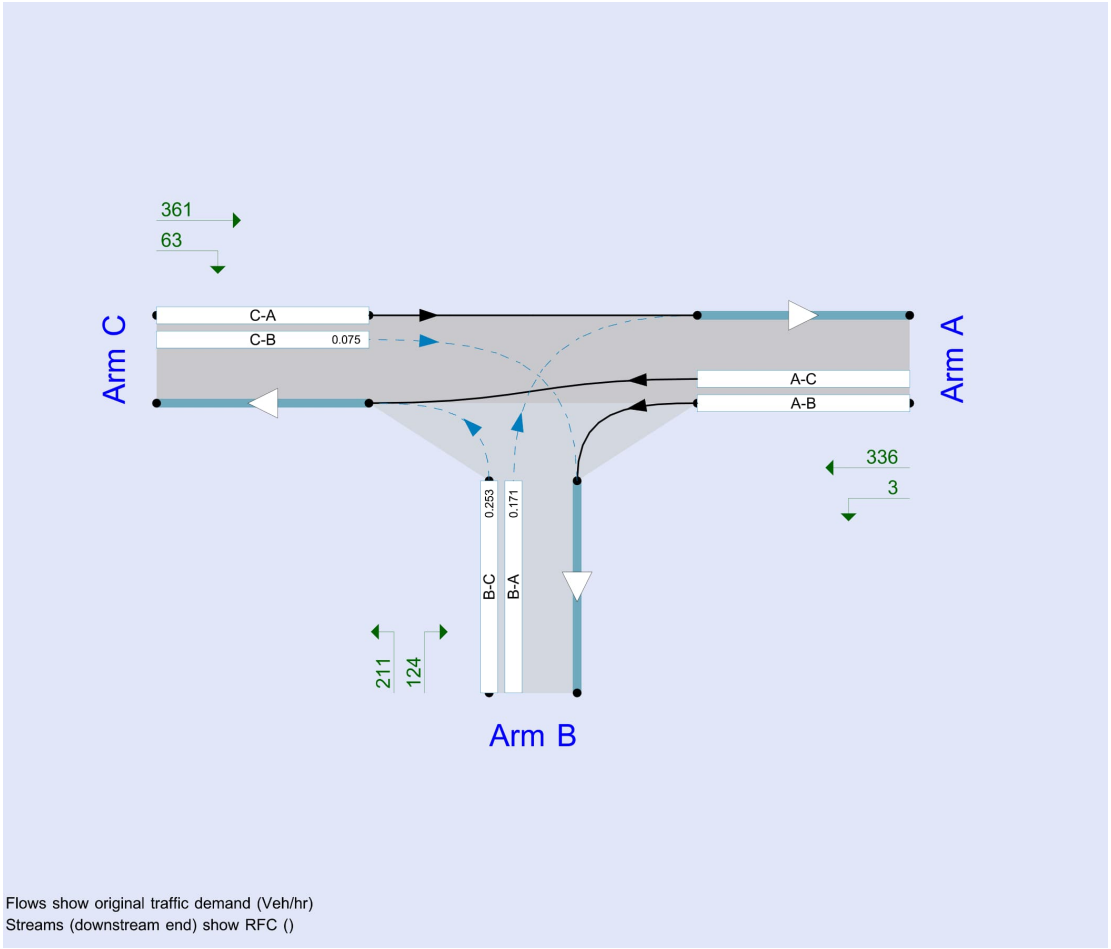
File summary

File Description

Title	
Location	
Site number	
Date	04/03/2026
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)
Streams (downstream end) show RFC ()

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	2028	Base + TEMPro	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2028	Base + TEMPro	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D7	2028	Base + TEMPro	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2028	Base + TEMPro	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D9	2028	Base + TEMPro + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2028	Base + TEMPro + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D11	2028	Base + TEMPro + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2028	Base + TEMPro + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D13	2028	Base + TEMPro + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2028	Base + TEMPro + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D15	2028	Base + TEMPro + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2028	Base + TEMPro + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D17	2028	Base + TEMPro + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2028	Base + TEMPro + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D19	2028	Base + TEMPro + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2028	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 | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	170	Stream B-A	1.16	A

Arms

Arms

Arm	Name	Description	Arm type
A	A12 (North)		Major
B	B1121 Main Road (East)		Minor
C	A12 (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.50	✓	9.20	✓	3.00	100.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	8.70	6.10	5.00	✓	3.00	25	47

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	620	0.075	0.190	0.120	0.272
B-C	774	0.095	0.241	-	-
C-B	687	0.214	0.214	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	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	✓	454	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	441
	B	14	0	80
	C	366	55	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	11	13	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.034
	B	1.071	1.000	1.050
	C	1.112	1.127	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	342	353
	B	71	75
	C	317	353
07:00-07:15	A	408	422
	B	85	89
	C	378	422
07:15-07:30	A	500	516
	B	103	109
	C	464	516
07:30-07:45	A	500	516
	B	103	109
	C	464	516
07:45-08:00	A	408	422
	B	85	89
	C	378	422
08:00-08:15	A	342	353
	B	71	75
	C	317	353

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.83	0.2	A	73	110
B-A	0.04	8.88	0.0	A	13	19
C-A					336	504
C-B	0.12	7.99	0.1	A	50	76
A-B					12	18
A-C					405	607

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	654	0.092	60	0.0	0.1	6.053	A
B-A	11	3	0.00	471	0.022	10	0.0	0.0	7.815	A
C-A	276	69	0.00			276				
C-B	41	10	0.00	542	0.076	41	0.0	0.1	7.178	A
A-B	10	2	0.00			10				
A-C	332	83	0.00			332				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	638	0.113	72	0.1	0.1	6.361	A
B-A	13	3	0.00	450	0.028	13	0.0	0.0	8.231	A
C-A	329	82	0.00			329				
C-B	49	12	0.00	529	0.093	49	0.1	0.1	7.501	A
A-B	12	3	0.00			12				
A-C	396	99	0.00			396				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	615	0.143	88	0.1	0.2	6.826	A
B-A	15	4	0.00	421	0.037	15	0.0	0.0	8.876	A
C-A	403	101	0.00			403				
C-B	61	15	0.00	511	0.118	60	0.1	0.1	7.983	A
A-B	14	4	0.00			14				
A-C	486	121	0.00			486				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	615	0.143	88	0.2	0.2	6.829	A
B-A	15	4	0.00	421	0.037	15	0.0	0.0	8.877	A
C-A	403	101	0.00			403				
C-B	61	15	0.00	511	0.118	61	0.1	0.1	7.986	A
A-B	14	4	0.00			14				
A-C	486	121	0.00			486				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	638	0.113	72	0.2	0.1	6.365	A
B-A	13	3	0.00	450	0.028	13	0.0	0.0	8.233	A
C-A	329	82	0.00			329				
C-B	49	12	0.00	529	0.093	50	0.1	0.1	7.508	A
A-B	12	3	0.00			12				
A-C	396	99	0.00			396				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	654	0.092	60	0.1	0.1	6.063	A
B-A	11	3	0.00	471	0.022	11	0.0	0.0	7.822	A
C-A	276	69	0.00			276				
C-B	41	10	0.00	542	0.076	41	0.1	0.1	7.188	A
A-B	10	2	0.00			10				
A-C	332	83	0.00			332				

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	118	Stream B-A	1.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	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	✓	548	100.000
B		ONE HOUR	✓	143	100.000
C		ONE HOUR	✓	454	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	510
	B	28	0	115
	C	367	87	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	6
	B	0	0	2
	C	11	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.026	1.059
	B	1.000	1.000	1.017
	C	1.109	1.058	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	413	436
	B	108	109
	C	342	376
08:00-08:15	A	493	520
	B	129	130
	C	408	449
08:15-08:30	A	603	637
	B	157	160
	C	500	549
08:30-08:45	A	603	637
	B	157	160
	C	500	549
08:45-09:00	A	493	520
	B	129	130
	C	408	449
09:00-09:15	A	413	436
	B	108	109
	C	342	376

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	7.57	0.3	A	106	158
B-A	0.07	9.15	0.1	A	26	39
C-A					337	505
C-B	0.18	8.48	0.2	A	80	120
A-B					35	52
A-C					468	702

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	652	0.133	86	0.0	0.2	6.356	A
B-A	21	5	0.00	488	0.043	21	0.0	0.0	7.713	A
C-A	276	69	0.00			276				
C-B	65	16	0.00	561	0.117	65	0.0	0.1	7.245	A
A-B	29	7	0.00			29				
A-C	384	96	0.00			384				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	631	0.164	103	0.2	0.2	6.821	A
B-A	25	6	0.00	461	0.055	25	0.0	0.1	8.256	A
C-A	330	82	0.00			330				
C-B	78	20	0.00	544	0.144	78	0.1	0.2	7.720	A
A-B	34	9	0.00			34				
A-C	458	115	0.00			458				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	0.00	602	0.210	126	0.2	0.3	7.563	A
B-A	31	8	0.00	424	0.073	31	0.1	0.1	9.141	A
C-A	404	101	0.00			404				
C-B	96	24	0.00	521	0.184	96	0.2	0.2	8.467	A
A-B	42	10	0.00			42				
A-C	562	140	0.00			562				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	0.00	602	0.210	127	0.3	0.3	7.573	A
B-A	31	8	0.00	424	0.073	31	0.1	0.1	9.146	A
C-A	404	101	0.00			404				
C-B	96	24	0.00	521	0.184	96	0.2	0.2	8.475	A
A-B	42	10	0.00			42				
A-C	562	140	0.00			562				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	631	0.164	104	0.3	0.2	6.831	A
B-A	25	6	0.00	461	0.055	25	0.1	0.1	8.264	A
C-A	330	82	0.00			330				
C-B	78	20	0.00	544	0.144	78	0.2	0.2	7.732	A
A-B	34	9	0.00			34				
A-C	458	115	0.00			458				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	652	0.133	87	0.2	0.2	6.377	A
B-A	21	5	0.00	487	0.043	21	0.1	0.0	7.720	A
C-A	276	69	0.00			276				
C-B	65	16	0.00	561	0.117	66	0.2	0.1	7.266	A
A-B	29	7	0.00			29				
A-C	384	96	0.00			384				

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	192	Stream B-A	1.54	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
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	✓	319	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	296
	B	20	0	82
	C	388	103	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.79	0.21	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.047
	B	1.050	1.000	1.000
	C	1.023	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	240	251
	B	77	78
	C	370	377
17:00-17:15	A	287	299
	B	92	93
	C	441	450
17:15-17:30	A	351	367
	B	112	113
	C	541	552
17:30-17:45	A	351	367
	B	112	113
	C	541	552
17:45-18:00	A	287	299
	B	92	93
	C	441	450
18:00-18:15	A	240	251
	B	77	78
	C	370	377

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	6.14	0.2	A	75	113
B-A	0.05	8.40	0.1	A	18	28
C-A					356	534
C-B	0.19	7.36	0.2	A	95	142
A-B					21	32
A-C					272	407

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	706	0.087	61	0.0	0.1	5.581	A
B-A	15	4	0.00	497	0.030	15	0.0	0.0	7.472	A
C-A	292	73	0.00			292				
C-B	78	19	0.00	627	0.124	77	0.0	0.1	6.536	A
A-B	17	4	0.00			17				
A-C	223	56	0.00			223				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	694	0.106	74	0.1	0.1	5.805	A
B-A	18	4	0.00	477	0.038	18	0.0	0.0	7.837	A
C-A	349	87	0.00			349				
C-B	93	23	0.00	617	0.150	92	0.1	0.2	6.863	A
A-B	21	5	0.00			21				
A-C	266	67	0.00			266				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	676	0.133	90	0.1	0.2	6.138	A
B-A	22	6	0.00	451	0.049	22	0.0	0.1	8.395	A
C-A	427	107	0.00			427				
C-B	113	28	0.00	603	0.188	113	0.2	0.2	7.352	A
A-B	25	6	0.00			25				
A-C	326	81	0.00			326				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	676	0.133	90	0.2	0.2	6.140	A
B-A	22	6	0.00	451	0.049	22	0.1	0.1	8.397	A
C-A	427	107	0.00			427				
C-B	113	28	0.00	603	0.188	113	0.2	0.2	7.358	A
A-B	25	6	0.00			25				
A-C	326	81	0.00			326				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	694	0.106	74	0.2	0.1	5.808	A
B-A	18	4	0.00	477	0.038	18	0.1	0.0	7.840	A
C-A	349	87	0.00			349				
C-B	93	23	0.00	617	0.150	93	0.2	0.2	6.874	A
A-B	21	5	0.00			21				
A-C	266	67	0.00			266				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	706	0.087	62	0.1	0.1	5.588	A
B-A	15	4	0.00	496	0.030	15	0.0	0.0	7.481	A
C-A	292	73	0.00			292				
C-B	78	19	0.00	627	0.124	78	0.2	0.1	6.555	A
A-B	17	4	0.00			17				
A-C	223	56	0.00			223				

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	394	Stream B-A	1.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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	✓	196	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	193
	B	8	0	64
	C	220	61	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.11	0.00	0.89
	C	0.78	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.042
	B	1.000	1.000	1.000
	C	1.009	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	148	154
	B	54	54
	C	212	213
18:00-18:15	A	176	183
	B	65	65
	C	253	254
18:15-18:30	A	216	225
	B	79	79
	C	309	312
18:30-18:45	A	216	225
	B	79	79
	C	309	312
18:45-19:00	A	176	183
	B	65	65
	C	253	254
19:00-19:15	A	148	154
	B	54	54
	C	212	213

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	5.54	0.1	A	59	88
B-A	0.02	6.93	0.0	A	7	11
C-A					202	303
C-B	0.11	6.30	0.1	A	56	84
A-B					3	4
A-C					177	266

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	738	0.065	48	0.0	0.1	5.211	A
B-A	6	2	0.00	556	0.011	6	0.0	0.0	6.540	A
C-A	166	41	0.00			166				
C-B	46	11	0.00	654	0.070	46	0.0	0.1	5.914	A
A-B	2	0.56	0.00			2				
A-C	145	36	0.00			145				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	0.00	731	0.079	57	0.1	0.1	5.347	A
B-A	7	2	0.00	544	0.013	7	0.0	0.0	6.700	A
C-A	198	49	0.00			198				
C-B	55	14	0.00	648	0.085	55	0.1	0.1	6.072	A
A-B	3	0.67	0.00			3				
A-C	174	43	0.00			174				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	0.00	720	0.098	70	0.1	0.1	5.540	A
B-A	9	2	0.00	528	0.017	9	0.0	0.0	6.933	A
C-A	242	61	0.00			242				
C-B	67	17	0.00	639	0.105	67	0.1	0.1	6.296	A
A-B	3	0.83	0.00			3				
A-C	212	53	0.00			212				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	0.00	720	0.098	70	0.1	0.1	5.540	A
B-A	9	2	0.00	528	0.017	9	0.0	0.0	6.934	A
C-A	242	61	0.00			242				
C-B	67	17	0.00	639	0.105	67	0.1	0.1	6.296	A
A-B	3	0.83	0.00			3				
A-C	212	53	0.00			212				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	0.00	731	0.079	58	0.1	0.1	5.349	A
B-A	7	2	0.00	544	0.013	7	0.0	0.0	6.701	A
C-A	198	49	0.00			198				
C-B	55	14	0.00	648	0.085	55	0.1	0.1	6.076	A
A-B	3	0.67	0.00			3				
A-C	174	43	0.00			174				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	738	0.065	48	0.1	0.1	5.219	A
B-A	6	2	0.00	556	0.011	6	0.0	0.0	6.541	A
C-A	166	41	0.00			166				
C-B	46	11	0.00	654	0.070	46	0.1	0.1	5.920	A
A-B	2	0.56	0.00			2				
A-C	145	36	0.00			145				

2028 | Base + TEMPro | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	160	Stream B-A	1.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	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	✓	470	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	457
	B	15	0	83
	C	379	57	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	11	13	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.034
	B	1.071	1.000	1.050
	C	1.112	1.127	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	354	366
	B	74	78
	C	328	366
07:00-07:15	A	423	436
	B	88	93
	C	392	437
07:15-07:30	A	517	535
	B	108	114
	C	480	535
07:30-07:45	A	517	535
	B	108	114
	C	480	535
07:45-08:00	A	423	436
	B	88	93
	C	392	437
08:00-08:15	A	354	366
	B	74	78
	C	328	366

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	6.94	0.2	A	76	114
B-A	0.04	9.02	0.0	A	14	21
C-A					348	522
C-B	0.12	8.09	0.1	A	52	78
A-B					12	18
A-C					419	629

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	651	0.096	62	0.0	0.1	6.111	A
B-A	11	3	0.00	467	0.024	11	0.0	0.0	7.891	A
C-A	285	71	0.00			285				
C-B	43	11	0.00	540	0.079	43	0.0	0.1	7.233	A
A-B	10	2	0.00			10				
A-C	344	86	0.00			344				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	634	0.118	75	0.1	0.1	6.434	A
B-A	13	3	0.00	445	0.030	13	0.0	0.0	8.332	A
C-A	341	85	0.00			341				
C-B	51	13	0.00	526	0.097	51	0.1	0.1	7.574	A
A-B	12	3	0.00			12				
A-C	411	103	0.00			411				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	610	0.150	91	0.1	0.2	6.933	A
B-A	17	4	0.00	415	0.040	16	0.0	0.0	9.021	A
C-A	417	104	0.00			417				
C-B	63	16	0.00	508	0.124	63	0.1	0.1	8.083	A
A-B	14	4	0.00			14				
A-C	503	126	0.00			503				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	610	0.150	91	0.2	0.2	6.936	A
B-A	17	4	0.00	415	0.040	17	0.0	0.0	9.024	A
C-A	417	104	0.00			417				
C-B	63	16	0.00	508	0.124	63	0.1	0.1	8.088	A
A-B	14	4	0.00			14				
A-C	503	126	0.00			503				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	634	0.118	75	0.2	0.1	6.441	A
B-A	13	3	0.00	445	0.030	14	0.0	0.0	8.335	A
C-A	341	85	0.00			341				
C-B	51	13	0.00	526	0.097	51	0.1	0.1	7.581	A
A-B	12	3	0.00			12				
A-C	411	103	0.00			411				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	651	0.096	63	0.1	0.1	6.124	A
B-A	11	3	0.00	467	0.024	11	0.0	0.0	7.899	A
C-A	285	71	0.00			285				
C-B	43	11	0.00	540	0.079	43	0.1	0.1	7.247	A
A-B	10	2	0.00			10				
A-C	344	86	0.00			344				

2028 | Base + TEMPro | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	111	Stream B-A	1.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	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	✓	567	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	39	528
	B	29	0	119
	C	380	90	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	6
	B	0	0	2
	C	11	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.026	1.059
	B	1.000	1.000	1.017
	C	1.109	1.058	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	427	451
	B	111	113
	C	354	389
08:00-08:15	A	510	539
	B	133	135
	C	423	464
08:15-08:30	A	624	660
	B	163	165
	C	517	569
08:30-08:45	A	624	660
	B	163	165
	C	517	569
08:45-09:00	A	510	539
	B	133	135
	C	423	464
09:00-09:15	A	427	451
	B	111	113
	C	354	389

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.22	7.74	0.3	A	109	164
B-A	0.08	9.34	0.1	A	27	40
C-A					349	523
C-B	0.19	8.63	0.2	A	83	124
A-B					36	54
A-C					485	727

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	648	0.138	89	0.0	0.2	6.433	A
B-A	22	5	0.00	483	0.045	22	0.0	0.0	7.801	A
C-A	286	72	0.00			286				
C-B	68	17	0.00	558	0.121	67	0.0	0.1	7.324	A
A-B	29	7	0.00			29				
A-C	398	99	0.00			398				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	626	0.171	107	0.2	0.2	6.927	A
B-A	26	7	0.00	455	0.057	26	0.0	0.1	8.383	A
C-A	342	85	0.00			342				
C-B	81	20	0.00	541	0.150	81	0.1	0.2	7.827	A
A-B	35	9	0.00			35				
A-C	475	119	0.00			475				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	596	0.220	131	0.2	0.3	7.726	A
B-A	32	8	0.00	417	0.076	32	0.1	0.1	9.333	A
C-A	418	105	0.00			418				
C-B	99	25	0.00	516	0.192	99	0.2	0.2	8.622	A
A-B	43	11	0.00			43				
A-C	581	145	0.00			581				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	596	0.220	131	0.3	0.3	7.736	A
B-A	32	8	0.00	417	0.077	32	0.1	0.1	9.338	A
C-A	418	105	0.00			418				
C-B	99	25	0.00	516	0.192	99	0.2	0.2	8.633	A
A-B	43	11	0.00			43				
A-C	581	145	0.00			581				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	626	0.171	107	0.3	0.2	6.939	A
B-A	26	7	0.00	455	0.057	26	0.1	0.1	8.391	A
C-A	342	85	0.00			342				
C-B	81	20	0.00	541	0.150	81	0.2	0.2	7.840	A
A-B	35	9	0.00			35				
A-C	475	119	0.00			475				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	648	0.138	90	0.2	0.2	6.452	A
B-A	22	5	0.00	483	0.045	22	0.1	0.0	7.812	A
C-A	286	72	0.00			286				
C-B	68	17	0.00	558	0.121	68	0.2	0.1	7.346	A
A-B	29	7	0.00			29				
A-C	398	99	0.00			398				

2028 | Base + TEMPro | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	181	Stream B-A	1.57	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	2028	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	✓	331	100.000
B		ONE HOUR	✓	106	100.000
C		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	307
	B	21	0	85
	C	402	107	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.79	0.21	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.047
	B	1.050	1.000	1.000
	C	1.023	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	249	260
	B	80	81
	C	383	391
17:00-17:15	A	298	311
	B	95	96
	C	458	467
17:15-17:30	A	364	380
	B	117	118
	C	560	572
17:30-17:45	A	364	380
	B	117	118
	C	560	572
17:45-18:00	A	298	311
	B	95	96
	C	458	467
18:00-18:15	A	249	260
	B	80	81
	C	383	391

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.22	0.2	A	78	117
B-A	0.05	8.52	0.1	A	19	29
C-A					369	553
C-B	0.20	7.47	0.2	A	98	147
A-B					22	33
A-C					282	423

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	0.00	703	0.091	64	0.0	0.1	5.622	A
B-A	16	4	0.00	493	0.032	16	0.0	0.0	7.538	A
C-A	303	76	0.00			303				
C-B	81	20	0.00	625	0.129	80	0.0	0.1	6.596	A
A-B	18	5	0.00			18				
A-C	231	58	0.00			231				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	691	0.111	76	0.1	0.1	5.861	A
B-A	19	5	0.00	473	0.040	19	0.0	0.0	7.925	A
C-A	361	90	0.00			361				
C-B	96	24	0.00	614	0.157	96	0.1	0.2	6.942	A
A-B	22	5	0.00			22				
A-C	276	69	0.00			276				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	0.00	673	0.139	93	0.1	0.2	6.214	A
B-A	23	6	0.00	446	0.052	23	0.0	0.1	8.520	A
C-A	443	111	0.00			443				
C-B	118	29	0.00	600	0.196	118	0.2	0.2	7.464	A
A-B	26	7	0.00			26				
A-C	338	85	0.00			338				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	0.00	673	0.139	94	0.2	0.2	6.217	A
B-A	23	6	0.00	445	0.052	23	0.1	0.1	8.522	A
C-A	443	111	0.00			443				
C-B	118	29	0.00	600	0.196	118	0.2	0.2	7.470	A
A-B	26	7	0.00			26				
A-C	338	85	0.00			338				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	690	0.111	77	0.2	0.1	5.867	A
B-A	19	5	0.00	473	0.040	19	0.1	0.0	7.930	A
C-A	361	90	0.00			361				
C-B	96	24	0.00	614	0.157	96	0.2	0.2	6.951	A
A-B	22	5	0.00			22				
A-C	276	69	0.00			276				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	0.00	703	0.091	64	0.1	0.1	5.631	A
B-A	16	4	0.00	493	0.032	16	0.0	0.0	7.547	A
C-A	303	76	0.00			303				
C-B	81	20	0.00	625	0.129	81	0.2	0.1	6.613	A
A-B	18	5	0.00			18				
A-C	231	58	0.00			231				

2028 | Base + TEMPro | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	379	Stream B-A	1.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028	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	✓	203	100.000
B		ONE HOUR	✓	74	100.000
C		ONE HOUR	✓	291	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	200
	B	8	0	66
	C	228	63	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.11	0.00	0.89
	C	0.78	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.042
	B	1.000	1.000	1.000
	C	1.009	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	153	159
	B	56	56
	C	219	221
18:00-18:15	A	182	190
	B	67	67
	C	262	263
18:15-18:30	A	224	233
	B	81	81
	C	320	323
18:30-18:45	A	224	233
	B	81	81
	C	320	323
18:45-19:00	A	182	190
	B	67	67
	C	262	263
19:00-19:15	A	153	159
	B	56	56
	C	219	221

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	5.57	0.1	A	61	91
B-A	0.02	6.98	0.0	A	7	11
C-A					209	314
C-B	0.11	6.34	0.1	A	58	87
A-B					3	4
A-C					184	275

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	737	0.067	49	0.0	0.1	5.232	A
B-A	6	2	0.00	554	0.011	6	0.0	0.0	6.568	A
C-A	172	43	0.00			172				
C-B	47	12	0.00	653	0.073	47	0.0	0.1	5.941	A
A-B	2	0.56	0.00			2				
A-C	151	38	0.00			151				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	729	0.081	59	0.1	0.1	5.373	A
B-A	7	2	0.00	542	0.013	7	0.0	0.0	6.735	A
C-A	205	51	0.00			205				
C-B	57	14	0.00	646	0.088	57	0.1	0.1	6.105	A
A-B	3	0.67	0.00			3				
A-C	180	45	0.00			180				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	718	0.101	73	0.1	0.1	5.574	A
B-A	9	2	0.00	525	0.017	9	0.0	0.0	6.978	A
C-A	251	63	0.00			251				
C-B	69	17	0.00	637	0.109	69	0.1	0.1	6.340	A
A-B	3	0.83	0.00			3				
A-C	220	55	0.00			220				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	718	0.101	73	0.1	0.1	5.574	A
B-A	9	2	0.00	525	0.017	9	0.0	0.0	6.979	A
C-A	251	63	0.00			251				
C-B	69	17	0.00	637	0.109	69	0.1	0.1	6.340	A
A-B	3	0.83	0.00			3				
A-C	220	55	0.00			220				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	729	0.081	59	0.1	0.1	5.376	A
B-A	7	2	0.00	542	0.013	7	0.0	0.0	6.738	A
C-A	205	51	0.00			205				
C-B	57	14	0.00	646	0.088	57	0.1	0.1	6.107	A
A-B	3	0.67	0.00			3				
A-C	180	45	0.00			180				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	737	0.067	50	0.1	0.1	5.237	A
B-A	6	2	0.00	554	0.011	6	0.0	0.0	6.572	A
C-A	172	43	0.00			172				
C-B	47	12	0.00	653	0.073	48	0.1	0.1	5.949	A
A-B	2	0.56	0.00			2				
A-C	151	38	0.00			151				

2028 | Base + TEMPro + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.39	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	102	Stream B-A	1.39	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
D9	2028	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	✓	581	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	658	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	77	504
	B	15	0	83
	C	539	119	0

Proportions

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.15	0.00	0.85
	C	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	7	0	5
	C	12	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.037
	B	1.071	1.000	1.050
	C	1.116	1.061	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	437	451
	B	74	78
	C	495	548
07:00-07:15	A	522	539
	B	88	93
	C	592	654
07:15-07:30	A	640	660
	B	108	114
	C	724	801
07:30-07:45	A	640	660
	B	108	114
	C	724	801
07:45-08:00	A	522	539
	B	88	93
	C	592	654
08:00-08:15	A	437	451
	B	74	78
	C	495	548

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	7.21	0.2	A	76	114
B-A	0.05	10.45	0.0	B	14	21
C-A					495	742
C-B	0.25	9.39	0.3	A	109	164
A-B					71	106
A-C					462	694

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	637	0.098	62	0.0	0.1	6.253	A
B-A	11	3	0.00	430	0.026	11	0.0	0.0	8.590	A
C-A	406	101	0.00			406				
C-B	90	22	0.00	557	0.161	89	0.0	0.2	7.685	A
A-B	58	14	0.00			58				
A-C	379	95	0.00			379				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	618	0.121	75	0.1	0.1	6.623	A
B-A	13	3	0.00	401	0.034	13	0.0	0.0	9.287	A
C-A	485	121	0.00			485				
C-B	107	27	0.00	539	0.199	107	0.2	0.2	8.327	A
A-B	69	17	0.00			69				
A-C	453	113	0.00			453				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	591	0.155	91	0.1	0.2	7.208	A
B-A	17	4	0.00	361	0.046	16	0.0	0.0	10.446	B
C-A	593	148	0.00			593				
C-B	131	33	0.00	514	0.255	131	0.2	0.3	9.371	A
A-B	85	21	0.00			85				
A-C	555	139	0.00			555				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	591	0.155	91	0.2	0.2	7.211	A
B-A	17	4	0.00	361	0.046	17	0.0	0.0	10.450	B
C-A	593	148	0.00			593				
C-B	131	33	0.00	514	0.255	131	0.3	0.3	9.390	A
A-B	85	21	0.00			85				
A-C	555	139	0.00			555				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	618	0.121	75	0.2	0.1	6.634	A
B-A	13	3	0.00	401	0.034	14	0.0	0.0	9.295	A
C-A	485	121	0.00			485				
C-B	107	27	0.00	539	0.199	107	0.3	0.3	8.349	A
A-B	69	17	0.00			69				
A-C	453	113	0.00			453				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	637	0.098	63	0.1	0.1	6.266	A
B-A	11	3	0.00	430	0.026	11	0.0	0.0	8.602	A
C-A	406	101	0.00			406				
C-B	90	22	0.00	557	0.161	90	0.3	0.2	7.717	A
A-B	58	14	0.00			58				
A-C	379	95	0.00			379				

2028 | Base + TEMPro + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	66	Stream B-A	1.75	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
D10	2028	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	✓	659	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	54	605
	B	35	0	125
	C	570	104	0

Proportions

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.22	0.00	0.78
	C	0.85	0.15	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	11	6
	B	14	0	6
	C	11	10	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.111	1.056
	B	1.145	1.000	1.057
	C	1.108	1.098	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	496	526
	B	120	130
	C	507	561
08:00-08:15	A	592	628
	B	144	155
	C	606	670
08:15-08:30	A	726	770
	B	176	190
	C	742	821
08:30-08:45	A	726	770
	B	176	190
	C	742	821
08:45-09:00	A	592	628
	B	144	155
	C	606	670
09:00-09:15	A	496	526
	B	120	130
	C	507	561

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.25	8.90	0.3	A	115	172
B-A	0.12	12.72	0.1	B	32	48
C-A					523	785
C-B	0.24	9.97	0.3	A	95	143
A-B					50	74
A-C					555	833

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	601	0.157	93	0.0	0.2	7.079	A
B-A	26	7	0.00	394	0.067	26	0.0	0.1	9.778	A
C-A	429	107	0.00			429				
C-B	78	20	0.00	523	0.150	78	0.0	0.2	8.069	A
A-B	41	10	0.00			41				
A-C	455	114	0.00			455				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	0.00	577	0.195	112	0.2	0.2	7.747	A
B-A	31	8	0.00	364	0.087	31	0.1	0.1	10.833	B
C-A	512	128	0.00			512				
C-B	93	23	0.00	503	0.186	93	0.2	0.2	8.778	A
A-B	49	12	0.00			49				
A-C	544	136	0.00			544				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	542	0.254	137	0.2	0.3	8.879	A
B-A	39	10	0.00	322	0.120	38	0.1	0.1	12.702	B
C-A	628	157	0.00			628				
C-B	115	29	0.00	476	0.241	114	0.2	0.3	9.947	A
A-B	59	15	0.00			59				
A-C	666	167	0.00			666				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	542	0.254	138	0.3	0.3	8.897	A
B-A	39	10	0.00	322	0.120	39	0.1	0.1	12.717	B
C-A	628	157	0.00			628				
C-B	115	29	0.00	476	0.241	114	0.3	0.3	9.968	A
A-B	59	15	0.00			59				
A-C	666	167	0.00			666				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	0.00	576	0.195	113	0.3	0.2	7.771	A
B-A	31	8	0.00	364	0.087	32	0.1	0.1	10.851	B
C-A	512	128	0.00			512				
C-B	93	23	0.00	503	0.186	94	0.3	0.2	8.803	A
A-B	49	12	0.00			49				
A-C	544	136	0.00			544				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	601	0.157	94	0.2	0.2	7.109	A
B-A	26	7	0.00	394	0.067	26	0.1	0.1	9.801	A
C-A	429	107	0.00			429				
C-B	78	20	0.00	523	0.150	79	0.2	0.2	8.102	A
A-B	41	10	0.00			41				
A-C	455	114	0.00			455				

2028 | Base + TEMPro + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	101	Stream B-A	1.90	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
D11	2028	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	✓	486	100.000
B		ONE HOUR	✓	161	100.000
C		ONE HOUR	✓	586	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	26	460
	B	34	0	127
	C	477	109	0

Proportions

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.21	0.00	0.79
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	5
	B	10	0	7
	C	3	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.095	1.047
	B	1.105	1.000	1.068
	C	1.026	1.032	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	366	384
	B	121	130
	C	441	453
17:00-17:15	A	437	458
	B	145	156
	C	527	541
17:15-17:30	A	535	562
	B	177	191
	C	645	663
17:30-17:45	A	535	562
	B	177	191
	C	645	663
17:45-18:00	A	437	458
	B	145	156
	C	527	541
18:00-18:15	A	366	384
	B	121	130
	C	441	453

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	8.14	0.3	A	117	175
B-A	0.10	10.44	0.1	B	31	47
C-A					438	657
C-B	0.22	8.39	0.3	A	100	150
A-B					24	36
A-C					422	633

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	626	0.153	95	0.0	0.2	6.767	A
B-A	26	6	0.00	441	0.058	25	0.0	0.1	8.654	A
C-A	359	90	0.00			359				
C-B	82	21	0.00	586	0.140	81	0.0	0.2	7.129	A
A-B	20	5	0.00			20				
A-C	346	87	0.00			346				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	29	0.00	608	0.188	114	0.2	0.2	7.285	A
B-A	31	8	0.00	417	0.073	30	0.1	0.1	9.325	A
C-A	429	107	0.00			429				
C-B	98	24	0.00	570	0.172	98	0.2	0.2	7.619	A
A-B	23	6	0.00			23				
A-C	414	103	0.00			414				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	140	35	0.00	582	0.240	139	0.2	0.3	8.124	A
B-A	37	9	0.00	382	0.098	37	0.1	0.1	10.427	B
C-A	525	131	0.00			525				
C-B	120	30	0.00	549	0.219	120	0.2	0.3	8.383	A
A-B	29	7	0.00			29				
A-C	506	127	0.00			506				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	140	35	0.00	582	0.240	140	0.3	0.3	8.136	A
B-A	37	9	0.00	382	0.098	37	0.1	0.1	10.435	B
C-A	525	131	0.00			525				
C-B	120	30	0.00	549	0.219	120	0.3	0.3	8.393	A
A-B	29	7	0.00			29				
A-C	506	127	0.00			506				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	29	0.00	608	0.188	114	0.3	0.2	7.301	A
B-A	31	8	0.00	416	0.073	31	0.1	0.1	9.334	A
C-A	429	107	0.00			429				
C-B	98	24	0.00	570	0.172	98	0.3	0.2	7.630	A
A-B	23	6	0.00			23				
A-C	414	103	0.00			414				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	626	0.153	96	0.2	0.2	6.790	A
B-A	26	6	0.00	441	0.058	26	0.1	0.1	8.670	A
C-A	359	90	0.00			359				
C-B	82	21	0.00	586	0.140	82	0.2	0.2	7.154	A
A-B	20	5	0.00			20				
A-C	346	87	0.00			346				

2028 | Base + TEMPro + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	110	Stream B-C	2.49	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	2028	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	✓	338	100.000
B		ONE HOUR	✓	229	100.000
C		ONE HOUR	✓	357	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	335
	B	71	0	158
	C	294	63	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.31	0.00	0.69
	C	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.046
	B	1.000	1.000	1.039
	C	1.017	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	254	266
	B	172	177
	C	269	273
18:00-18:15	A	304	318
	B	206	211
	C	321	326
18:15-18:30	A	372	389
	B	252	259
	C	393	399
18:30-18:45	A	372	389
	B	252	259
	C	393	399
18:45-19:00	A	304	318
	B	206	211
	C	321	326
19:00-19:15	A	254	266
	B	172	177
	C	269	273

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	8.18	0.4	A	145	217
B-A	0.16	8.50	0.2	A	65	98
C-A					270	405
C-B	0.11	6.74	0.1	A	58	87
A-B					3	4
A-C					307	461

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	119	30	0.00	651	0.183	118	0.0	0.2	6.749	A
B-A	53	13	0.00	545	0.098	53	0.0	0.1	7.304	A
C-A	221	55	0.00			221				
C-B	47	12	0.00	630	0.075	47	0.0	0.1	6.174	A
A-B	2	0.56	0.00			2				
A-C	252	63	0.00			252				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	635	0.224	142	0.2	0.3	7.291	A
B-A	64	16	0.00	527	0.121	64	0.1	0.1	7.766	A
C-A	264	66	0.00			264				
C-B	57	14	0.00	619	0.092	57	0.1	0.1	6.401	A
A-B	3	0.67	0.00			3				
A-C	301	75	0.00			301				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	43	0.00	614	0.283	174	0.3	0.4	8.165	A
B-A	78	20	0.00	502	0.156	78	0.1	0.2	8.491	A
C-A	324	81	0.00			324				
C-B	69	17	0.00	604	0.115	69	0.1	0.1	6.734	A
A-B	3	0.83	0.00			3				
A-C	369	92	0.00			369				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	43	0.00	614	0.283	174	0.4	0.4	8.180	A
B-A	78	20	0.00	502	0.156	78	0.2	0.2	8.499	A
C-A	324	81	0.00			324				
C-B	69	17	0.00	604	0.115	69	0.1	0.1	6.737	A
A-B	3	0.83	0.00			3				
A-C	369	92	0.00			369				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	635	0.224	142	0.4	0.3	7.313	A
B-A	64	16	0.00	527	0.121	64	0.2	0.1	7.776	A
C-A	264	66	0.00			264				
C-B	57	14	0.00	619	0.092	57	0.1	0.1	6.406	A
A-B	3	0.67	0.00			3				
A-C	301	75	0.00			301				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	119	30	0.00	650	0.183	119	0.3	0.2	6.782	A
B-A	53	13	0.00	545	0.098	54	0.1	0.1	7.321	A
C-A	221	55	0.00			221				
C-B	47	12	0.00	630	0.075	48	0.1	0.1	6.180	A
A-B	2	0.56	0.00			2				
A-C	252	63	0.00			252				

2028 | Base + TEMPro + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	113	Stream C-B	1.50	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
D13	2028	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	✓	592	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	67	525
	B	15	0	83
	C	381	110	0

Proportions

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.15	0.00	0.85
	C	0.78	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	11	7	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.030
	B	1.071	1.000	1.050
	C	1.112	1.066	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	446	457
	B	74	78
	C	370	407
07:00-07:15	A	532	546
	B	88	93
	C	441	486
07:15-07:30	A	652	669
	B	108	114
	C	541	595
07:30-07:45	A	652	669
	B	108	114
	C	541	595
07:45-08:00	A	532	546
	B	88	93
	C	441	486
08:00-08:15	A	446	457
	B	74	78
	C	370	407

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.16	7.26	0.2	A	76	114
B-A	0.04	9.83	0.0	A	14	21
C-A					350	524
C-B	0.24	9.25	0.3	A	101	151
A-B					61	92
A-C					482	723

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	635	0.098	62	0.0	0.1	6.277	A
B-A	11	3	0.00	445	0.025	11	0.0	0.0	8.296	A
C-A	287	72	0.00			287				
C-B	83	21	0.00	553	0.150	82	0.0	0.2	7.638	A
A-B	50	13	0.00			50				
A-C	395	99	0.00			395				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	615	0.121	75	0.1	0.1	6.656	A
B-A	13	3	0.00	419	0.032	13	0.0	0.0	8.881	A
C-A	343	86	0.00			343				
C-B	99	25	0.00	535	0.185	99	0.2	0.2	8.249	A
A-B	60	15	0.00			60				
A-C	472	118	0.00			472				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	587	0.156	91	0.1	0.2	7.253	A
B-A	17	4	0.00	383	0.043	16	0.0	0.0	9.826	A
C-A	419	105	0.00			419				
C-B	121	30	0.00	510	0.237	121	0.2	0.3	9.236	A
A-B	74	18	0.00			74				
A-C	578	145	0.00			578				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	587	0.156	91	0.2	0.2	7.257	A
B-A	17	4	0.00	383	0.043	17	0.0	0.0	9.831	A
C-A	419	105	0.00			419				
C-B	121	30	0.00	510	0.237	121	0.3	0.3	9.250	A
A-B	74	18	0.00			74				
A-C	578	145	0.00			578				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	615	0.121	75	0.2	0.1	6.663	A
B-A	13	3	0.00	419	0.032	14	0.0	0.0	8.888	A
C-A	343	86	0.00			343				
C-B	99	25	0.00	535	0.185	99	0.3	0.2	8.268	A
A-B	60	15	0.00			60				
A-C	472	118	0.00			472				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	635	0.098	63	0.1	0.1	6.288	A
B-A	11	3	0.00	445	0.025	11	0.0	0.0	8.305	A
C-A	287	72	0.00			287				
C-B	83	21	0.00	553	0.150	83	0.2	0.2	7.666	A
A-B	50	13	0.00			50				
A-C	395	99	0.00			395				

2028 | Base + TEMPro + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	89	Stream B-A	1.93	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
D14	2028	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	✓	579	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	483	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	44	535
	B	35	0	125
	C	388	95	0

Proportions

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.22	0.00	0.78
	C	0.80	0.20	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	14	7
	B	14	0	7
	C	12	11	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.136	1.068
	B	1.145	1.000	1.065
	C	1.121	1.107	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	436	468
	B	120	130
	C	364	407
08:00-08:15	A	521	559
	B	144	156
	C	434	486
08:15-08:30	A	637	684
	B	176	191
	C	532	595
08:30-08:45	A	637	684
	B	176	191
	C	532	595
08:45-09:00	A	521	559
	B	144	156
	C	434	486
09:00-09:15	A	436	468
	B	120	130
	C	364	407

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.25	8.58	0.3	A	115	172
B-A	0.11	11.19	0.1	B	32	48
C-A					356	534
C-B	0.21	9.38	0.3	A	87	131
A-B					40	61
A-C					491	736

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	609	0.155	93	0.0	0.2	6.971	A
B-A	26	7	0.00	420	0.063	26	0.0	0.1	9.127	A
C-A	292	73	0.00			292				
C-B	72	18	0.00	530	0.135	71	0.0	0.2	7.831	A
A-B	33	8	0.00			33				
A-C	403	101	0.00			403				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	0.00	587	0.191	112	0.2	0.2	7.572	A
B-A	31	8	0.00	395	0.080	31	0.1	0.1	9.896	A
C-A	349	87	0.00			349				
C-B	85	21	0.00	512	0.167	85	0.2	0.2	8.422	A
A-B	40	10	0.00			40				
A-C	481	120	0.00			481				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	557	0.247	137	0.2	0.3	8.567	A
B-A	39	10	0.00	360	0.107	38	0.1	0.1	11.181	B
C-A	427	107	0.00			427				
C-B	105	26	0.00	488	0.214	104	0.2	0.3	9.371	A
A-B	48	12	0.00			48				
A-C	589	147	0.00			589				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	557	0.247	138	0.3	0.3	8.581	A
B-A	39	10	0.00	360	0.107	39	0.1	0.1	11.192	B
C-A	427	107	0.00			427				
C-B	105	26	0.00	488	0.214	105	0.3	0.3	9.384	A
A-B	48	12	0.00			48				
A-C	589	147	0.00			589				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	0.00	587	0.191	113	0.3	0.2	7.594	A
B-A	31	8	0.00	395	0.080	32	0.1	0.1	9.912	A
C-A	349	87	0.00			349				
C-B	85	21	0.00	512	0.167	86	0.3	0.2	8.440	A
A-B	40	10	0.00			40				
A-C	481	120	0.00			481				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	609	0.155	94	0.2	0.2	7.001	A
B-A	26	7	0.00	420	0.063	26	0.1	0.1	9.147	A
C-A	292	73	0.00			292				
C-B	72	18	0.00	530	0.135	72	0.2	0.2	7.859	A
A-B	33	8	0.00			33				
A-C	403	101	0.00			403				

2028 | Base + TEMPro + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.76	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	161	Stream B-A	1.76	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	2028	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	✓	337	100.000
B		ONE HOUR	✓	112	100.000
C		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	26	311
	B	24	0	88
	C	406	109	0

Proportions

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.21	0.00	0.79
	C	0.79	0.21	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	5
	B	15	0	6
	C	3	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.095	1.055
	B	1.149	1.000	1.064
	C	1.029	1.032	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	254	268
	B	84	91
	C	388	399
17:00-17:15	A	303	320
	B	101	109
	C	463	477
17:15-17:30	A	371	392
	B	123	133
	C	567	584
17:30-17:45	A	371	392
	B	123	133
	C	567	584
17:45-18:00	A	303	320
	B	101	109
	C	463	477
18:00-18:15	A	254	268
	B	84	91
	C	388	399

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	6.81	0.2	A	81	121
B-A	0.07	9.50	0.1	A	22	33
C-A					373	559
C-B	0.21	7.76	0.3	A	100	150
A-B					24	36
A-C					285	428

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	656	0.101	66	0.0	0.1	6.097	A
B-A	18	5	0.00	450	0.040	18	0.0	0.0	8.322	A
C-A	306	76	0.00			306				
C-B	82	21	0.00	610	0.135	81	0.0	0.2	6.808	A
A-B	20	5	0.00			20				
A-C	234	59	0.00			234				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	643	0.123	79	0.1	0.1	6.379	A
B-A	22	5	0.00	431	0.050	22	0.0	0.1	8.780	A
C-A	365	91	0.00			365				
C-B	98	24	0.00	599	0.164	98	0.2	0.2	7.183	A
A-B	23	6	0.00			23				
A-C	280	70	0.00			280				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	626	0.155	97	0.1	0.2	6.806	A
B-A	26	7	0.00	406	0.065	26	0.1	0.1	9.493	A
C-A	447	112	0.00			447				
C-B	120	30	0.00	584	0.206	120	0.2	0.3	7.751	A
A-B	29	7	0.00			29				
A-C	342	86	0.00			342				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	625	0.155	97	0.2	0.2	6.809	A
B-A	26	7	0.00	405	0.065	26	0.1	0.1	9.496	A
C-A	447	112	0.00			447				
C-B	120	30	0.00	584	0.206	120	0.3	0.3	7.759	A
A-B	29	7	0.00			29				
A-C	342	86	0.00			342				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	643	0.123	79	0.2	0.1	6.386	A
B-A	22	5	0.00	431	0.050	22	0.1	0.1	8.788	A
C-A	365	91	0.00			365				
C-B	98	24	0.00	599	0.164	98	0.3	0.2	7.195	A
A-B	23	6	0.00			23				
A-C	280	70	0.00			280				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	656	0.101	66	0.1	0.1	6.111	A
B-A	18	5	0.00	450	0.040	18	0.1	0.0	8.332	A
C-A	306	76	0.00			306				
C-B	82	21	0.00	610	0.135	82	0.2	0.2	6.829	A
A-B	20	5	0.00			20				
A-C	234	59	0.00			234				

2028 | Base + TEMPro + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	183	Stream B-A	2.25	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
D16	2028	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	✓	204	100.000
B		ONE HOUR	✓	180	100.000
C		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	201
	B	61	0	119
	C	295	63	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.34	0.00	0.66
	C	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.041
	B	1.000	1.000	1.026
	C	1.007	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	154	160
	B	136	138
	C	270	271
18:00-18:15	A	183	191
	B	162	165
	C	322	324
18:15-18:30	A	225	234
	B	198	202
	C	394	396
18:30-18:45	A	225	234
	B	198	202
	C	394	396
18:45-19:00	A	183	191
	B	162	165
	C	322	324
19:00-19:15	A	154	160
	B	136	138
	C	270	271

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	6.84	0.2	A	109	164
B-A	0.13	7.67	0.1	A	56	84
C-A					271	406
C-B	0.11	6.34	0.1	A	58	87
A-B					3	4
A-C					184	277

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	681	0.132	89	0.0	0.2	6.071	A
B-A	46	11	0.00	570	0.081	46	0.0	0.1	6.856	A
C-A	222	56	0.00			222				
C-B	47	12	0.00	653	0.073	47	0.0	0.1	5.942	A
A-B	2	0.56	0.00			2				
A-C	151	38	0.00			151				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	671	0.159	107	0.2	0.2	6.377	A
B-A	55	14	0.00	556	0.099	55	0.1	0.1	7.180	A
C-A	265	66	0.00			265				
C-B	57	14	0.00	646	0.088	57	0.1	0.1	6.107	A
A-B	3	0.67	0.00			3				
A-C	181	45	0.00			181				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	657	0.199	131	0.2	0.2	6.836	A
B-A	67	17	0.00	537	0.125	67	0.1	0.1	7.664	A
C-A	325	81	0.00			325				
C-B	69	17	0.00	637	0.109	69	0.1	0.1	6.342	A
A-B	3	0.83	0.00			3				
A-C	221	55	0.00			221				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	657	0.199	131	0.2	0.2	6.842	A
B-A	67	17	0.00	537	0.125	67	0.1	0.1	7.668	A
C-A	325	81	0.00			325				
C-B	69	17	0.00	637	0.109	69	0.1	0.1	6.342	A
A-B	3	0.83	0.00			3				
A-C	221	55	0.00			221				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	671	0.159	107	0.2	0.2	6.388	A
B-A	55	14	0.00	556	0.099	55	0.1	0.1	7.187	A
C-A	265	66	0.00			265				
C-B	57	14	0.00	646	0.088	57	0.1	0.1	6.109	A
A-B	3	0.67	0.00			3				
A-C	181	45	0.00			181				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	681	0.132	90	0.2	0.2	6.088	A
B-A	46	11	0.00	570	0.081	46	0.1	0.1	6.868	A
C-A	222	56	0.00			222				
C-B	47	12	0.00	653	0.073	48	0.1	0.1	5.948	A
A-B	2	0.56	0.00			2				
A-C	151	38	0.00			151				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	58	Stream C-B	1.84	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
D17	2028	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	✓	702	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	714	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	130	572
	B	15	0	83
	C	541	173	0

Proportions

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.15	0.00	0.85
	C	0.76	0.24	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	12	4	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.032
	B	1.071	1.000	1.050
	C	1.116	1.042	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	529	542
	B	74	78
	C	538	590
07:00-07:15	A	631	648
	B	88	93
	C	642	705
07:15-07:30	A	773	793
	B	108	114
	C	786	863
07:30-07:45	A	773	793
	B	108	114
	C	786	863
07:45-08:00	A	631	648
	B	88	93
	C	642	705
08:00-08:15	A	529	542
	B	74	78
	C	538	590

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.16	7.56	0.2	A	76	114
B-A	0.05	11.56	0.1	B	14	21
C-A					496	745
C-B	0.38	11.77	0.6	B	159	238
A-B					119	179
A-C					525	787

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	622	0.100	62	0.0	0.1	6.420	A
B-A	11	3	0.00	408	0.028	11	0.0	0.0	9.076	A
C-A	407	102	0.00			407				
C-B	130	33	0.00	548	0.238	129	0.0	0.3	8.571	A
A-B	98	24	0.00			98				
A-C	431	108	0.00			431				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	599	0.125	74	0.1	0.1	6.858	A
B-A	13	3	0.00	374	0.036	13	0.0	0.0	9.977	A
C-A	486	122	0.00			486				
C-B	156	39	0.00	526	0.296	155	0.3	0.4	9.693	A
A-B	117	29	0.00			117				
A-C	514	129	0.00			514				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	568	0.161	91	0.1	0.2	7.552	A
B-A	17	4	0.00	328	0.050	16	0.0	0.1	11.547	B
C-A	596	149	0.00			596				
C-B	190	48	0.00	496	0.384	190	0.4	0.6	11.711	B
A-B	143	36	0.00			143				
A-C	630	157	0.00			630				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	568	0.161	91	0.2	0.2	7.558	A
B-A	17	4	0.00	328	0.050	17	0.1	0.1	11.560	B
C-A	596	149	0.00			596				
C-B	190	48	0.00	496	0.384	190	0.6	0.6	11.768	B
A-B	143	36	0.00			143				
A-C	630	157	0.00			630				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	599	0.125	75	0.2	0.1	6.869	A
B-A	13	3	0.00	374	0.036	14	0.1	0.0	9.991	A
C-A	486	122	0.00			486				
C-B	156	39	0.00	526	0.296	156	0.6	0.4	9.753	A
A-B	117	29	0.00			117				
A-C	514	129	0.00			514				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	622	0.100	63	0.1	0.1	6.437	A
B-A	11	3	0.00	407	0.028	11	0.0	0.0	9.091	A
C-A	407	102	0.00			407				
C-B	130	33	0.00	548	0.238	131	0.4	0.3	8.640	A
A-B	98	24	0.00			98				
A-C	431	108	0.00			431				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	53	Stream B-A	2.07	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
D18	2028	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	✓	671	100.000
B		ONE HOUR	✓	170	100.000
C		ONE HOUR	✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	612
	B	40	0	130
	C	578	109	0

Proportions

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.24	0.00	0.76
	C	0.84	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	19	6
	B	25	0	10
	C	12	14	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.186	1.065
	B	1.250	1.000	1.101
	C	1.116	1.139	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	505	543
	B	128	145
	C	517	579
08:00-08:15	A	603	649
	B	153	174
	C	618	691
08:15-08:30	A	739	794
	B	187	213
	C	756	847
08:30-08:45	A	739	794
	B	187	213
	C	756	847
08:45-09:00	A	603	649
	B	153	174
	C	618	691
09:00-09:15	A	505	543
	B	128	145
	C	517	579

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	9.82	0.4	A	119	179
B-A	0.15	14.68	0.2	B	37	55
C-A					530	796
C-B	0.26	10.79	0.4	B	100	150
A-B					54	81
A-C					562	842

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	98	24	0.00	569	0.172	97	0.0	0.2	7.614	A
B-A	30	8	0.00	358	0.084	30	0.0	0.1	10.945	B
C-A	435	109	0.00			435				
C-B	82	21	0.00	501	0.164	81	0.0	0.2	8.563	A
A-B	44	11	0.00			44				
A-C	461	115	0.00			461				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	544	0.215	117	0.2	0.3	8.409	A
B-A	36	9	0.00	329	0.109	36	0.1	0.1	12.258	B
C-A	520	130	0.00			520				
C-B	98	24	0.00	481	0.204	98	0.2	0.3	9.384	A
A-B	53	13	0.00			53				
A-C	550	138	0.00			550				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	0.00	510	0.281	143	0.3	0.4	9.792	A
B-A	44	11	0.00	289	0.152	44	0.1	0.2	14.647	B
C-A	636	159	0.00			636				
C-B	120	30	0.00	454	0.264	120	0.3	0.4	10.761	B
A-B	65	16	0.00			65				
A-C	674	168	0.00			674				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	0.00	510	0.281	143	0.4	0.4	9.819	A
B-A	44	11	0.00	289	0.152	44	0.2	0.2	14.678	B
C-A	636	159	0.00			636				
C-B	120	30	0.00	454	0.264	120	0.4	0.4	10.786	B
A-B	65	16	0.00			65				
A-C	674	168	0.00			674				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	544	0.215	117	0.4	0.3	8.441	A
B-A	36	9	0.00	329	0.109	36	0.2	0.1	12.291	B
C-A	520	130	0.00			520				
C-B	98	24	0.00	481	0.204	98	0.4	0.3	9.414	A
A-B	53	13	0.00			53				
A-C	550	138	0.00			550				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	98	24	0.00	569	0.172	98	0.3	0.2	7.655	A
B-A	30	8	0.00	358	0.084	30	0.1	0.1	10.983	B
C-A	435	109	0.00			435				
C-B	82	21	0.00	501	0.164	82	0.3	0.2	8.603	A
A-B	44	11	0.00			44				
A-C	461	115	0.00			461				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	91	Stream B-A	2.10	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
D19	2028	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	✓	493	100.000
B		ONE HOUR	✓	167	100.000
C		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	464
	B	37	0	130
	C	481	112	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.22	0.00	0.78
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	17	5
	B	16	0	11
	C	3	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.174	1.052
	B	1.164	1.000	1.109
	C	1.031	1.054	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	371	393
	B	126	141
	C	446	462
17:00-17:15	A	443	469
	B	150	168
	C	533	552
17:15-17:30	A	543	575
	B	184	206
	C	653	676
17:30-17:45	A	543	575
	B	184	206
	C	653	676
17:45-18:00	A	443	469
	B	150	168
	C	533	552
18:00-18:15	A	371	393
	B	126	141
	C	446	462

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.26	8.74	0.3	A	119	179
B-A	0.11	11.28	0.1	B	34	51
C-A					441	662
C-B	0.23	8.74	0.3	A	103	154
A-B					27	40
A-C					426	639

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	98	24	0.00	599	0.164	97	0.0	0.2	7.169	A
B-A	28	7	0.00	417	0.067	28	0.0	0.1	9.232	A
C-A	362	91	0.00			362				
C-B	84	21	0.00	572	0.147	84	0.0	0.2	7.362	A
A-B	22	5	0.00			22				
A-C	349	87	0.00			349				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	580	0.201	117	0.2	0.2	7.760	A
B-A	33	8	0.00	393	0.085	33	0.1	0.1	9.996	A
C-A	432	108	0.00			432				
C-B	101	25	0.00	556	0.181	100	0.2	0.2	7.893	A
A-B	26	7	0.00			26				
A-C	417	104	0.00			417				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	0.00	555	0.258	143	0.2	0.3	8.728	A
B-A	41	10	0.00	360	0.113	41	0.1	0.1	11.266	B
C-A	530	132	0.00			530				
C-B	123	31	0.00	535	0.231	123	0.2	0.3	8.732	A
A-B	32	8	0.00			32				
A-C	511	128	0.00			511				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	0.00	555	0.258	143	0.3	0.3	8.745	A
B-A	41	10	0.00	360	0.113	41	0.1	0.1	11.278	B
C-A	530	132	0.00			530				
C-B	123	31	0.00	535	0.231	123	0.3	0.3	8.744	A
A-B	32	8	0.00			32				
A-C	511	128	0.00			511				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	580	0.201	117	0.3	0.3	7.783	A
B-A	33	8	0.00	393	0.085	33	0.1	0.1	10.011	B
C-A	432	108	0.00			432				
C-B	101	25	0.00	556	0.181	101	0.3	0.2	7.911	A
A-B	26	7	0.00			26				
A-C	417	104	0.00			417				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	98	24	0.00	598	0.164	98	0.3	0.2	7.201	A
B-A	28	7	0.00	417	0.067	28	0.1	0.1	9.253	A
C-A	362	91	0.00			362				
C-B	84	21	0.00	572	0.147	85	0.2	0.2	7.388	A
A-B	22	5	0.00			22				
A-C	349	87	0.00			349				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		3.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	61	Stream B-C	3.47	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	2028	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	✓	339	100.000
B		ONE HOUR	✓	335	100.000
C		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	336
	B	124	0	211
	C	361	63	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.37	0.00	0.63
	C	0.85	0.15	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.045
	B	1.000	1.000	1.044
	C	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	255	267
	B	252	259
	C	319	323
18:00-18:15	A	305	318
	B	301	309
	C	381	386
18:15-18:30	A	373	390
	B	369	379
	C	467	472
18:30-18:45	A	373	390
	B	369	379
	C	467	472
18:45-19:00	A	305	318
	B	301	309
	C	381	386
19:00-19:15	A	255	267
	B	252	259
	C	319	323

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.40	10.22	0.7	B	194	290
B-A	0.28	10.02	0.4	B	114	171
C-A					331	497
C-B	0.11	6.74	0.1	A	58	87
A-B					3	4
A-C					308	462

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	628	0.253	158	0.0	0.3	7.630	A
B-A	93	23	0.00	545	0.171	93	0.0	0.2	7.934	A
C-A	272	68	0.00			272				
C-B	47	12	0.00	630	0.075	47	0.0	0.1	6.176	A
A-B	2	0.56	0.00			2				
A-C	253	63	0.00			253				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	0.00	610	0.311	189	0.3	0.4	8.546	A
B-A	111	28	0.00	525	0.212	111	0.2	0.3	8.691	A
C-A	325	81	0.00			325				
C-B	57	14	0.00	619	0.092	57	0.1	0.1	6.403	A
A-B	3	0.67	0.00			3				
A-C	302	76	0.00			302				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	585	0.397	232	0.4	0.6	10.174	B
B-A	137	34	0.00	496	0.275	136	0.3	0.4	9.992	A
C-A	397	99	0.00			397				
C-B	69	17	0.00	603	0.115	69	0.1	0.1	6.737	A
A-B	3	0.83	0.00			3				
A-C	370	92	0.00			370				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	584	0.398	232	0.6	0.7	10.222	B
B-A	137	34	0.00	496	0.275	137	0.4	0.4	10.019	B
C-A	397	99	0.00			397				
C-B	69	17	0.00	603	0.115	69	0.1	0.1	6.740	A
A-B	3	0.83	0.00			3				
A-C	370	92	0.00			370				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	0.00	610	0.311	190	0.7	0.5	8.601	A
B-A	111	28	0.00	525	0.212	112	0.4	0.3	8.722	A
C-A	325	81	0.00			325				
C-B	57	14	0.00	619	0.092	57	0.1	0.1	6.408	A
A-B	3	0.67	0.00			3				
A-C	302	76	0.00			302				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	628	0.253	159	0.5	0.3	7.696	A
B-A	93	23	0.00	545	0.171	94	0.3	0.2	7.975	A
C-A	272	68	0.00			272				
C-B	47	12	0.00	630	0.075	48	0.1	0.1	6.184	A
A-B	2	0.56	0.00			2				
A-C	253	63	0.00			253				

C.2 A1094 Aldeburgh Road/ B1121 Aldeburgh Road Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Sea Link_A1094-B1121 junction_v3_CD.j11
Path: \\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\Suffolk\Junction Models
Report generation date: 16/03/2026 16:16:58

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2028 | Base + TEMPro | AM Development Peak
»2028 | Base + TEMPro | AM Network Peak
»2028 | Base + TEMPro | PM Network Peak
»2028 | Base + TEMPro | PM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | 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																							
Stream B-AC	D1	0.1	8.34	0.08	A	175 % [Stream B-AC]	D2	0.2	9.58	0.19	A	117 % [Stream B-AC]	D3	0.1	8.08	0.09	A	186 % [Stream B-AC]	D4	0.1	7.05	0.09	A	346 % [Stream B-AC]
Stream C-AB		0.1	5.66	0.06	A			0.2	5.76	0.10	A			0.2	5.32	0.10	A			0.1	5.66	0.06	A	
	2028 - Base + TEMPro																							
Stream B-AC	D5	0.1	8.42	0.08	A	167 % [Stream B-AC]	D6	0.2	9.81	0.20	A	108 % [Stream B-AC]	D7	0.1	8.28	0.10	A	177 % [Stream B-AC]	D8	0.1	7.10	0.10	A	331 % [Stream B-AC]
Stream C-AB		0.1	5.64	0.06	A			0.2	5.75	0.10	A			0.2	5.30	0.10	A			0.1	5.66	0.06	A	
	2028 - Base + TEMPro + Committed Devs																							
Stream B-AC	D9	0.1	9.26	0.09	A	117 % [Stream B-AC]	D10	0.3	11.00	0.22	B	77 % [Stream B-AC]	D11	0.2	9.83	0.14	A	106 % [Stream B-AC]	D12	0.1	8.14	0.13	A	191 % [Stream B-AC]
Stream C-AB		0.1	5.82	0.07	A			0.3	5.93	0.12	A			0.3	4.83	0.12	A			0.1	5.11	0.07	A	
	2028 - Base + TEMPro + Committed Devs + Sea Link																							
Stream B-AC	D17	0.1	10.19	0.09	B	88 % [Stream B-AC]	D18	0.3	11.40	0.22	B	70 % [Stream B-AC]	D19	0.2	10.06	0.14	B	100 % [Stream B-AC]	D20	0.2	8.96	0.16	A	140 % [Stream B-AC]
Stream C-AB		0.1	6.00	0.07	A			0.3	5.93	0.12	A			0.3	4.83	0.12	A			0.1	4.71	0.07	A	
	2028 - Base + TEMPro + Sea Link																							
Stream B-AC	D13	0.1	9.17	0.08	A	123 % [Stream B-AC]	D14	0.3	10.12	0.20	B	99 % [Stream B-AC]	D15	0.1	8.46	0.10	A	165 % [Stream B-AC]	D16	0.1	7.76	0.12	A	229 % [Stream B-AC]
Stream C-AB		0.1	5.82	0.07	A			0.2	5.75	0.11	A			0.2	5.30	0.10	A			0.1	5.16	0.06	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.

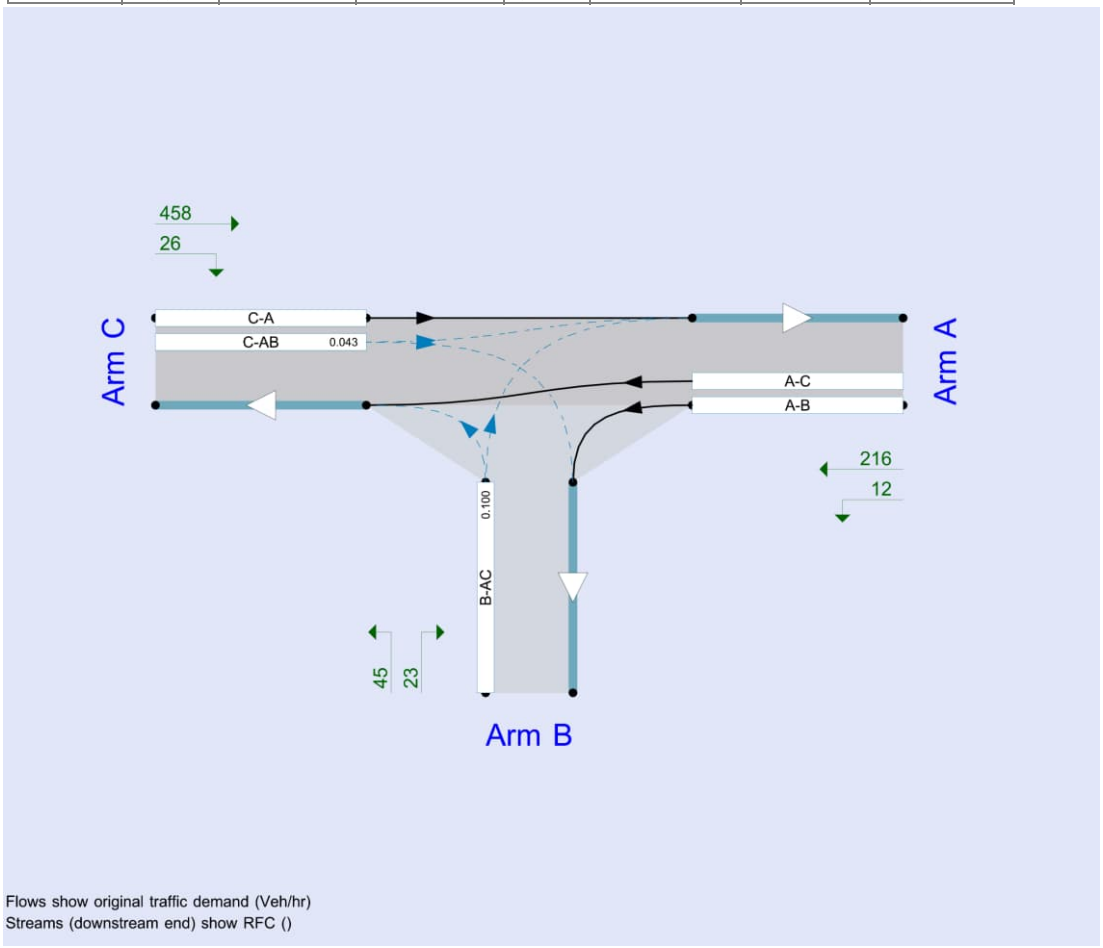
File summary

File Description

Title	
Location	
Site number	
Date	04/03/2026
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)
Streams (downstream end) show RFC ()

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	2028	Base + TEMPro	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2028	Base + TEMPro	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D7	2028	Base + TEMPro	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2028	Base + TEMPro	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D9	2028	Base + TEMPro + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2028	Base + TEMPro + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D11	2028	Base + TEMPro + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2028	Base + TEMPro + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D13	2028	Base + TEMPro + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2028	Base + TEMPro + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D15	2028	Base + TEMPro + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2028	Base + TEMPro + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D17	2028	Base + TEMPro + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2028	Base + TEMPro + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D19	2028	Base + TEMPro + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2028	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 | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	175	Stream B-AC	0.64	A

Arms

Arms

Arm	Name	Description	Arm type
A	A1094 (West)		Major
B	B1121 Aldeburgh Road (North)		Minor
C	A1094 (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.07			65.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	70	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	507	0.092	0.233	0.147	0.333
B-C	633	0.097	0.245	-	-
C-B	612	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	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	✓	396	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	8	388
B	5	0	27
C	272	21	0

Proportions

From \ To	A	B	C
A	0.00	0.02	0.98
B	0.16	0.00	0.84
C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	20	0	0
	C	3	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.031
	B	1.200	1.000	1.000
	C	1.033	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	298	307
	B	24	25
	C	221	228
07:00-07:15	A	356	367
	B	29	30
	C	263	272
07:15-07:30	A	436	449
	B	35	36
	C	323	334
07:30-07:45	A	436	449
	B	35	36
	C	323	334
07:45-08:00	A	356	367
	B	29	30
	C	263	272
08:00-08:15	A	298	307
	B	24	25
	C	221	228

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.34	0.1	A	29	44
C-AB	0.06	5.66	0.1	A	31	47
C-A					238	357
A-B					7	11
A-C					356	534

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	506	0.048	24	0.0	0.0	7.468	A
C-AB	23	6	0.00	659	0.035	23	0.0	0.0	5.658	A
C-A	198	49	0.00			198				
A-B	6	2	0.00			6				
A-C	292	73	0.00			292				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	489	0.059	29	0.0	0.1	7.813	A
C-AB	30	7	0.00	675	0.044	30	0.0	0.1	5.578	A
C-A	234	58	0.00			234				
A-B	7	2	0.00			7				
A-C	349	87	0.00			349				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	467	0.075	35	0.1	0.1	8.341	A
C-AB	41	10	0.00	699	0.058	40	0.1	0.1	5.470	A
C-A	282	71	0.00			282				
A-B	9	2	0.00			9				
A-C	427	107	0.00			427				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	467	0.075	35	0.1	0.1	8.342	A
C-AB	41	10	0.00	699	0.058	41	0.1	0.1	5.469	A
C-A	282	70	0.00			282				
A-B	9	2	0.00			9				
A-C	427	107	0.00			427				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	489	0.059	29	0.1	0.1	7.818	A
C-AB	30	7	0.00	675	0.044	30	0.1	0.1	5.576	A
C-A	234	58	0.00			234				
A-B	7	2	0.00			7				
A-C	349	87	0.00			349				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	506	0.048	24	0.1	0.1	7.478	A
C-AB	23	6	0.00	659	0.035	23	0.1	0.0	5.660	A
C-A	198	49	0.00			198				
A-B	6	2	0.00			6				
A-C	292	73	0.00			292				

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.35	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	117	Stream B-AC	1.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	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	✓	405	100.000
B		ONE HOUR	✓	79	100.000
C		ONE HOUR	✓	327	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	4	401
B	15	0	64
C	292	35	0

Proportions

From \ To	A	B	C
A	0.00	0.01	0.99
B	0.19	0.00	0.81
C	0.89	0.11	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	3
B	0	0	3
C	3	6	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.027
B	1.000	1.000	1.031
C	1.031	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	305	313
	B	59	61
	C	246	254
08:00-08:15	A	364	374
	B	71	73
	C	294	304
08:15-08:30	A	446	458
	B	87	89
	C	360	372
08:30-08:45	A	446	458
	B	87	89
	C	360	372
08:45-09:00	A	364	374
	B	71	73
	C	294	304
09:00-09:15	A	305	313
	B	59	61
	C	246	254

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	9.58	0.2	A	72	109
C-AB	0.10	5.76	0.2	A	54	81
C-A					246	369
A-B					4	6
A-C					368	552

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	504	0.118	59	0.0	0.1	8.072	A
C-AB	39	10	0.00	664	0.059	39	0.0	0.1	5.753	A
C-A	207	52	0.00			207				
A-B	3	0.75	0.00			3				
A-C	302	75	0.00			302				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	487	0.146	71	0.1	0.2	8.648	A
C-AB	51	13	0.00	683	0.075	51	0.1	0.1	5.700	A
C-A	243	61	0.00			243				
A-B	4	0.90	0.00			4				
A-C	360	90	0.00			360				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	0.00	463	0.188	87	0.2	0.2	9.565	A
C-AB	71	18	0.00	710	0.100	70	0.1	0.2	5.637	A
C-A	289	72	0.00			289				
A-B	4	1	0.00			4				
A-C	442	110	0.00			442				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	0.00	463	0.188	87	0.2	0.2	9.577	A
C-AB	71	18	0.00	710	0.100	71	0.2	0.2	5.637	A
C-A	289	72	0.00			289				
A-B	4	1	0.00			4				
A-C	442	110	0.00			442				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	487	0.146	71	0.2	0.2	8.664	A
C-AB	51	13	0.00	683	0.075	52	0.2	0.1	5.698	A
C-A	243	61	0.00			243				
A-B	4	0.90	0.00			4				
A-C	360	90	0.00			360				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	504	0.118	60	0.2	0.1	8.101	A
C-AB	40	10	0.00	665	0.060	40	0.1	0.1	5.759	A
C-A	207	52	0.00			207				
A-B	3	0.75	0.00			3				
A-C	302	75	0.00			302				

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	186	Stream B-AC	0.94	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	✓	311	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	8	303
B	6	0	36
C	338	36	0

Proportions

From \ To	A	B	C
A	0.00	0.03	0.97
B	0.14	0.00	0.86
C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	1
B	17	0	1
C	1	3	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.007
B	1.167	1.000	1.009
C	1.009	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	234	236
	B	32	33
	C	282	285
17:00-17:15	A	280	281
	B	38	39
	C	336	340
17:15-17:30	A	342	345
	B	46	48
	C	412	416
17:30-17:45	A	342	345
	B	46	48
	C	412	416
17:45-18:00	A	280	281
	B	38	39
	C	336	340
18:00-18:15	A	234	236
	B	32	33
	C	282	285

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	8.08	0.1	A	39	58
C-AB	0.10	5.32	0.2	A	58	87
C-A					285	428
A-B					7	11
A-C					278	417

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	524	0.060	31	0.0	0.1	7.310	A
C-AB	42	10	0.00	718	0.058	42	0.0	0.1	5.320	A
C-A	240	60	0.00			240				
A-B	6	2	0.00			6				
A-C	228	57	0.00			228				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	510	0.074	38	0.1	0.1	7.617	A
C-AB	55	14	0.00	744	0.074	55	0.1	0.1	5.226	A
C-A	281	70	0.00			281				
A-B	7	2	0.00			7				
A-C	272	68	0.00			272				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	492	0.094	46	0.1	0.1	8.081	A
C-AB	76	19	0.00	781	0.097	76	0.1	0.2	5.115	A
C-A	336	84	0.00			336				
A-B	9	2	0.00			9				
A-C	334	83	0.00			334				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	0.00	491	0.094	46	0.1	0.1	8.085	A
C-AB	76	19	0.00	781	0.098	76	0.2	0.2	5.116	A
C-A	336	84	0.00			336				
A-B	9	2	0.00			9				
A-C	334	83	0.00			334				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	0.00	510	0.074	38	0.1	0.1	7.624	A
C-AB	55	14	0.00	744	0.074	55	0.2	0.1	5.225	A
C-A	281	70	0.00			281				
A-B	7	2	0.00			7				
A-C	272	68	0.00			272				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	524	0.060	32	0.1	0.1	7.318	A
C-AB	42	11	0.00	718	0.059	42	0.1	0.1	5.324	A
C-A	239	60	0.00			239				
A-B	6	2	0.00			6				
A-C	228	57	0.00			228				

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	346	Stream B-AC	1.17	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	✓	205	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	12	193
B	4	0	43
C	165	25	0

Proportions

From \ To	A	B	C
A	0.00	0.06	0.94
B	0.09	0.00	0.91
C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	1	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.006	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	154	154
	B	35	35
	C	143	144
18:00-18:15	A	184	184
	B	42	42
	C	171	172
18:15-18:30	A	226	226
	B	52	52
	C	209	210
18:30-18:45	A	226	226
	B	52	52
	C	209	210
18:45-19:00	A	184	184
	B	42	42
	C	171	172
19:00-19:15	A	154	154
	B	35	35
	C	143	144

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.05	0.1	A	43	65
C-AB	0.06	5.66	0.1	A	30	45
C-A					144	217
A-B					11	17
A-C					177	266

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	581	0.061	35	0.0	0.1	6.597	A
C-AB	23	6	0.00	659	0.035	23	0.0	0.0	5.655	A
C-A	120	30	0.00			120				
A-B	9	2	0.00			9				
A-C	145	36	0.00			145				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	0.00	573	0.074	42	0.1	0.1	6.784	A
C-AB	29	7	0.00	669	0.043	29	0.0	0.1	5.620	A
C-A	142	35	0.00			142				
A-B	11	3	0.00			11				
A-C	174	43	0.00			174				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	562	0.092	52	0.1	0.1	7.054	A
C-AB	38	9	0.00	683	0.055	37	0.1	0.1	5.576	A
C-A	172	43	0.00			172				
A-B	13	3	0.00			13				
A-C	212	53	0.00			212				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	562	0.092	52	0.1	0.1	7.054	A
C-AB	38	9	0.00	683	0.055	38	0.1	0.1	5.576	A
C-A	172	43	0.00			172				
A-B	13	3	0.00			13				
A-C	212	53	0.00			212				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	0.00	573	0.074	42	0.1	0.1	6.787	A
C-AB	29	7	0.00	669	0.043	29	0.1	0.1	5.624	A
C-A	142	35	0.00			142				
A-B	11	3	0.00			11				
A-C	174	43	0.00			174				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	581	0.061	35	0.1	0.1	6.604	A
C-AB	23	6	0.00	659	0.035	23	0.1	0.0	5.662	A
C-A	120	30	0.00			120				
A-B	9	2	0.00			9				
A-C	145	36	0.00			145				

2028 | Base + TEMPro | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.65	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	167	Stream B-AC	0.65	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
D5	2028	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	✓	410	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	8	402
B	5	0	28
C	282	22	0

Proportions

From \ To	A	B	C
A	0.00	0.02	0.98
B	0.15	0.00	0.85
C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	3
B	20	0	0
C	3	5	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.031
B	1.200	1.000	1.000
C	1.033	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	309	318
	B	25	26
	C	229	237
07:00-07:15	A	369	380
	B	30	31
	C	273	283
07:15-07:30	A	451	465
	B	36	37
	C	335	346
07:30-07:45	A	451	465
	B	36	37
	C	335	346
07:45-08:00	A	369	380
	B	30	31
	C	273	283
08:00-08:15	A	309	318
	B	25	26
	C	229	237

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.42	0.1	A	30	45
C-AB	0.06	5.64	0.1	A	33	50
C-A					246	369
A-B					7	11
A-C					369	553

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	504	0.049	25	0.0	0.1	7.503	A
C-AB	24	6	0.00	662	0.037	24	0.0	0.1	5.643	A
C-A	204	51	0.00			204				
A-B	6	2	0.00			6				
A-C	303	76	0.00			303				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	487	0.061	30	0.1	0.1	7.864	A
C-AB	32	8	0.00	679	0.047	32	0.1	0.1	5.562	A
C-A	242	60	0.00			242				
A-B	7	2	0.00			7				
A-C	361	90	0.00			361				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	464	0.078	36	0.1	0.1	8.420	A
C-AB	43	11	0.00	704	0.062	43	0.1	0.1	5.452	A
C-A	291	73	0.00			291				
A-B	9	2	0.00			9				
A-C	443	111	0.00			443				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	464	0.078	36	0.1	0.1	8.421	A
C-AB	44	11	0.00	704	0.062	44	0.1	0.1	5.450	A
C-A	291	73	0.00			291				
A-B	9	2	0.00			9				
A-C	443	111	0.00			443				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	487	0.061	30	0.1	0.1	7.870	A
C-AB	32	8	0.00	679	0.047	32	0.1	0.1	5.558	A
C-A	242	60	0.00			242				
A-B	7	2	0.00			7				
A-C	361	90	0.00			361				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	504	0.049	25	0.1	0.1	7.514	A
C-AB	24	6	0.00	662	0.037	25	0.1	0.1	5.645	A
C-A	204	51	0.00			204				
A-B	6	2	0.00			6				
A-C	303	76	0.00			303				

2028 | Base + TEMPro | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	108	Stream B-AC	1.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	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	✓	419	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	4	415
B	16	0	66
C	302	36	0

Proportions

From \ To	A	B	C
A	0.00	0.01	0.99
B	0.20	0.00	0.80
C	0.89	0.11	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	3
B	0	0	3
C	3	6	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.027
B	1.000	1.000	1.031
C	1.031	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	315	324
	B	62	63
	C	254	263
08:00-08:15	A	377	387
	B	74	76
	C	304	314
08:15-08:30	A	461	474
	B	90	93
	C	372	385
08:30-08:45	A	461	474
	B	90	93
	C	372	385
08:45-09:00	A	377	387
	B	74	76
	C	304	314
09:00-09:15	A	315	324
	B	62	63
	C	254	263

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	9.81	0.2	A	75	113
C-AB	0.10	5.75	0.2	A	56	85
C-A					254	381
A-B					4	6
A-C					381	571

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	500	0.123	61	0.0	0.1	8.189	A
C-AB	41	10	0.00	668	0.062	41	0.0	0.1	5.740	A
C-A	213	53	0.00			213				
A-B	3	0.75	0.00			3				
A-C	312	78	0.00			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	482	0.153	74	0.1	0.2	8.800	A
C-AB	54	13	0.00	687	0.078	54	0.1	0.1	5.688	A
C-A	250	63	0.00			250				
A-B	4	0.90	0.00			4				
A-C	373	93	0.00			373				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	457	0.197	90	0.2	0.2	9.798	A
C-AB	74	19	0.00	715	0.104	74	0.1	0.2	5.622	A
C-A	298	74	0.00			298				
A-B	4	1	0.00			4				
A-C	457	114	0.00			457				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	457	0.198	90	0.2	0.2	9.812	A
C-AB	74	19	0.00	716	0.104	74	0.2	0.2	5.624	A
C-A	298	74	0.00			298				
A-B	4	1	0.00			4				
A-C	457	114	0.00			457				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	482	0.153	74	0.2	0.2	8.823	A
C-AB	54	13	0.00	687	0.078	54	0.2	0.1	5.686	A
C-A	250	63	0.00			250				
A-B	4	0.90	0.00			4				
A-C	373	93	0.00			373				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	500	0.123	62	0.2	0.1	8.217	A
C-AB	41	10	0.00	668	0.062	41	0.1	0.1	5.746	A
C-A	213	53	0.00			213				
A-B	3	0.75	0.00			3				
A-C	312	78	0.00			312				

2028 | Base + TEMPro | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	177	Stream B-AC	0.96	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	2028	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	✓	322	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	387	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	314
	B	6	0	37
	C	350	37	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.14	0.00	0.86
	C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	17	0	3
	C	1	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.007
	B	1.167	1.000	1.028
	C	1.009	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	242	244
	B	32	34
	C	291	294
17:00-17:15	A	289	291
	B	39	40
	C	348	352
17:15-17:30	A	355	357
	B	47	50
	C	426	431
17:30-17:45	A	355	357
	B	47	50
	C	426	431
17:45-18:00	A	289	291
	B	39	40
	C	348	352
18:00-18:15	A	242	244
	B	32	34
	C	291	294

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.28	0.1	A	39	59
C-AB	0.10	5.30	0.2	A	61	91
C-A					295	442
A-B					7	11
A-C					288	432

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	515	0.063	32	0.0	0.1	7.458	A
C-AB	44	11	0.00	723	0.061	43	0.0	0.1	5.298	A
C-A	248	62	0.00			248				
A-B	6	2	0.00			6				
A-C	236	59	0.00			236				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	501	0.077	39	0.1	0.1	7.783	A
C-AB	58	14	0.00	750	0.077	57	0.1	0.1	5.203	A
C-A	290	73	0.00			290				
A-B	7	2	0.00			7				
A-C	282	71	0.00			282				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	482	0.098	47	0.1	0.1	8.279	A
C-AB	80	20	0.00	788	0.102	80	0.1	0.2	5.092	A
C-A	346	87	0.00			346				
A-B	9	2	0.00			9				
A-C	346	86	0.00			346				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	482	0.098	47	0.1	0.1	8.282	A
C-AB	80	20	0.00	788	0.102	80	0.2	0.2	5.093	A
C-A	346	86	0.00			346				
A-B	9	2	0.00			9				
A-C	346	86	0.00			346				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	501	0.077	39	0.1	0.1	7.790	A
C-AB	58	14	0.00	750	0.077	58	0.2	0.1	5.203	A
C-A	290	73	0.00			290				
A-B	7	2	0.00			7				
A-C	282	71	0.00			282				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	515	0.063	32	0.1	0.1	7.469	A
C-AB	44	11	0.00	723	0.061	44	0.1	0.1	5.304	A
C-A	247	62	0.00			247				
A-B	6	2	0.00			6				
A-C	236	59	0.00			236				

2028 | Base + TEMPro | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	331	Stream B-AC	1.18	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	2028	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	✓	212	100.000
B		ONE HOUR	✓	49	100.000
C		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	12	200
B	4	0	45
C	171	26	0

Proportions

From \ To	A	B	C
A	0.00	0.06	0.94
B	0.08	0.00	0.92
C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	1	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.006	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	160	160
	B	37	37
	C	148	149
18:00-18:15	A	191	191
	B	44	44
	C	177	178
18:15-18:30	A	233	233
	B	54	54
	C	217	218
18:30-18:45	A	233	233
	B	54	54
	C	217	218
18:45-19:00	A	191	191
	B	44	44
	C	177	178
19:00-19:15	A	160	160
	B	37	37
	C	148	149

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	7.10	0.1	A	45	67
C-AB	0.06	5.66	0.1	A	31	47
C-A					149	224
A-B					11	17
A-C					184	275

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	580	0.064	37	0.0	0.1	6.625	A
C-AB	24	6	0.00	661	0.037	24	0.0	0.1	5.648	A
C-A	124	31	0.00			124				
A-B	9	2	0.00			9				
A-C	151	38	0.00			151				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	572	0.077	44	0.1	0.1	6.821	A
C-AB	30	8	0.00	672	0.045	30	0.1	0.1	5.614	A
C-A	147	37	0.00			147				
A-B	11	3	0.00			11				
A-C	180	45	0.00			180				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	561	0.096	54	0.1	0.1	7.104	A
C-AB	40	10	0.00	686	0.058	39	0.1	0.1	5.568	A
C-A	177	44	0.00			177				
A-B	13	3	0.00			13				
A-C	220	55	0.00			220				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	561	0.096	54	0.1	0.1	7.104	A
C-AB	40	10	0.00	686	0.058	40	0.1	0.1	5.570	A
C-A	177	44	0.00			177				
A-B	13	3	0.00			13				
A-C	220	55	0.00			220				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	572	0.077	44	0.1	0.1	6.826	A
C-AB	30	8	0.00	672	0.045	30	0.1	0.1	5.617	A
C-A	147	37	0.00			147				
A-B	11	3	0.00			11				
A-C	180	45	0.00			180				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	580	0.064	37	0.1	0.1	6.634	A
C-AB	24	6	0.00	661	0.037	24	0.1	0.1	5.655	A
C-A	124	31	0.00			124				
A-B	9	2	0.00			9				
A-C	151	38	0.00			151				

2028 | Base + TEMPro + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	117	Stream B-AC	0.58	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
D9	2028	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	✓	540	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	521
	B	5	0	28
	C	295	22	0

Proportions

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	20	0	0
	C	8	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.056
	B	1.200	1.000	1.000
	C	1.076	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	407	429
	B	25	26
	C	239	256
07:00-07:15	A	485	512
	B	30	31
	C	285	306
07:15-07:30	A	595	627
	B	36	37
	C	349	375
07:30-07:45	A	595	627
	B	36	37
	C	349	375
07:45-08:00	A	485	512
	B	30	31
	C	285	306
08:00-08:15	A	407	429
	B	25	26
	C	239	256

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	9.26	0.1	A	30	45
C-AB	0.07	5.82	0.1	A	35	53
C-A					256	384
A-B					17	26
A-C					478	717

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	478	0.052	25	0.0	0.1	7.937	A
C-AB	25	6	0.00	645	0.039	25	0.0	0.1	5.809	A
C-A	213	53	0.00			213				
A-B	14	4	0.00			14				
A-C	392	98	0.00			392				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	456	0.065	30	0.1	0.1	8.443	A
C-AB	33	8	0.00	659	0.050	33	0.1	0.1	5.744	A
C-A	252	63	0.00			252				
A-B	17	4	0.00			17				
A-C	468	117	0.00			468				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	425	0.086	36	0.1	0.1	9.259	A
C-AB	46	12	0.00	681	0.068	46	0.1	0.1	5.666	A
C-A	303	76	0.00			303				
A-B	21	5	0.00			21				
A-C	574	143	0.00			574				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	425	0.086	36	0.1	0.1	9.263	A
C-AB	47	12	0.00	681	0.068	47	0.1	0.1	5.671	A
C-A	303	76	0.00			303				
A-B	21	5	0.00			21				
A-C	574	143	0.00			574				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	456	0.065	30	0.1	0.1	8.450	A
C-AB	33	8	0.00	659	0.050	33	0.1	0.1	5.762	A
C-A	252	63	0.00			252				
A-B	17	4	0.00			17				
A-C	468	117	0.00			468				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	478	0.052	25	0.1	0.1	7.947	A
C-AB	25	6	0.00	645	0.039	25	0.1	0.1	5.823	A
C-A	213	53	0.00			213				
A-B	14	4	0.00			14				
A-C	392	98	0.00			392				

2028 | Base + TEMPro + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	77	Stream B-AC	1.29	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
D10	2028	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	✓	550	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	351	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	15	535
B	16	0	66
C	315	36	0

Proportions

From \ To	A	B	C
A	0.00	0.03	0.97
B	0.20	0.00	0.80
C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	5
B	0	0	3
C	7	6	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.053
B	1.000	1.000	1.031
C	1.071	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	414	435
	B	62	63
	C	264	283
08:00-08:15	A	494	520
	B	74	76
	C	316	337
08:15-08:30	A	606	637
	B	90	93
	C	386	413
08:30-08:45	A	606	637
	B	90	93
	C	386	413
08:45-09:00	A	494	520
	B	74	76
	C	316	337
09:00-09:15	A	414	435
	B	62	63
	C	264	283

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	11.00	0.3	B	75	113
C-AB	0.12	5.93	0.3	A	60	90
C-A					262	394
A-B					14	21
A-C					491	736

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	474	0.130	61	0.0	0.1	8.715	A
C-AB	43	11	0.00	651	0.066	42	0.0	0.1	5.917	A
C-A	222	55	0.00			222				
A-B	11	3	0.00			11				
A-C	403	101	0.00			403				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	450	0.164	74	0.1	0.2	9.549	A
C-AB	56	14	0.00	668	0.084	56	0.1	0.2	5.887	A
C-A	259	65	0.00			259				
A-B	13	3	0.00			13				
A-C	481	120	0.00			481				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	417	0.216	90	0.2	0.3	10.979	B
C-AB	80	20	0.00	693	0.115	79	0.2	0.3	5.868	A
C-A	307	77	0.00			307				
A-B	17	4	0.00			17				
A-C	589	147	0.00			589				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	417	0.216	90	0.3	0.3	11.003	B
C-AB	80	20	0.00	693	0.115	80	0.3	0.3	5.876	A
C-A	307	77	0.00			307				
A-B	17	4	0.00			17				
A-C	589	147	0.00			589				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	450	0.164	74	0.3	0.2	9.577	A
C-AB	57	14	0.00	668	0.085	57	0.3	0.2	5.903	A
C-A	259	65	0.00			259				
A-B	13	3	0.00			13				
A-C	481	120	0.00			481				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	474	0.130	62	0.2	0.2	8.748	A
C-AB	43	11	0.00	651	0.066	43	0.2	0.1	5.934	A
C-A	221	55	0.00			221				
A-B	11	3	0.00			11				
A-C	403	101	0.00			403				

2028 | Base + TEMPro + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	106	Stream B-AC	1.00	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
D11	2028	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	✓	335	100.000
B		ONE HOUR	✓	54	100.000
C		ONE HOUR	✓	547	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	8	327
B	17	0	37
C	510	37	0

Proportions

From \ To	A	B	C
A	0.00	0.02	0.98
B	0.31	0.00	0.69
C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	5
B	6	0	3
C	4	3	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.046
B	1.060	1.000	1.028
C	1.041	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	252	264
	B	41	42
	C	412	428
17:00-17:15	A	301	315
	B	49	50
	C	492	512
17:15-17:30	A	369	385
	B	59	62
	C	602	627
17:30-17:45	A	369	385
	B	59	62
	C	602	627
17:45-18:00	A	301	315
	B	49	50
	C	492	512
18:00-18:15	A	252	264
	B	41	42
	C	412	428

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	9.83	0.2	A	50	74
C-AB	0.12	4.83	0.3	A	78	118
C-A					423	635
A-B					7	11
A-C					300	450

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	472	0.086	40	0.0	0.1	8.325	A
C-AB	54	13	0.00	800	0.067	53	0.0	0.1	4.822	A
C-A	358	90	0.00			358				
A-B	6	2	0.00			6				
A-C	246	62	0.00			246				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	453	0.107	48	0.1	0.1	8.894	A
C-AB	73	18	0.00	843	0.087	73	0.1	0.2	4.677	A
C-A	418	105	0.00			418				
A-B	7	2	0.00			7				
A-C	294	73	0.00			294				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	426	0.140	59	0.1	0.2	9.820	A
C-AB	108	27	0.00	904	0.120	108	0.2	0.3	4.525	A
C-A	494	124	0.00			494				
A-B	9	2	0.00			9				
A-C	360	90	0.00			360				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	426	0.140	59	0.2	0.2	9.829	A
C-AB	108	27	0.00	904	0.120	108	0.3	0.3	4.531	A
C-A	494	123	0.00			494				
A-B	9	2	0.00			9				
A-C	360	90	0.00			360				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	453	0.107	49	0.2	0.1	8.906	A
C-AB	73	18	0.00	843	0.087	74	0.3	0.2	4.691	A
C-A	418	105	0.00			418				
A-B	7	2	0.00			7				
A-C	294	73	0.00			294				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	472	0.086	41	0.1	0.1	8.346	A
C-AB	54	13	0.00	800	0.067	54	0.2	0.1	4.834	A
C-A	358	89	0.00			358				
A-B	6	2	0.00			6				
A-C	246	62	0.00			246				

2028 | Base + TEMPro + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	191	Stream B-AC	1.07	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	2028	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	✓	225	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	357	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	213
	B	15	0	45
	C	331	26	0

Proportions

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.25	0.00	0.75
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.061
	B	1.000	1.000	1.000
	C	1.058	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	169	179
	B	45	45
	C	269	283
18:00-18:15	A	202	214
	B	54	54
	C	321	338
18:15-18:30	A	248	262
	B	66	66
	C	393	414
18:30-18:45	A	248	262
	B	66	66
	C	393	414
18:45-19:00	A	202	214
	B	54	54
	C	321	338
19:00-19:15	A	169	179
	B	45	45
	C	269	283

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	8.14	0.1	A	55	83
C-AB	0.07	5.11	0.1	A	40	61
C-A					287	431
A-B					11	17
A-C					195	293

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	537	0.084	45	0.0	0.1	7.308	A
C-AB	30	7	0.00	735	0.040	29	0.0	0.1	5.100	A
C-A	239	60	0.00			239				
A-B	9	2	0.00			9				
A-C	160	40	0.00			160				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	525	0.103	54	0.1	0.1	7.639	A
C-AB	38	10	0.00	761	0.051	38	0.1	0.1	4.980	A
C-A	282	71	0.00			282				
A-B	11	3	0.00			11				
A-C	191	48	0.00			191				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	508	0.130	66	0.1	0.1	8.133	A
C-AB	53	13	0.00	796	0.066	53	0.1	0.1	4.835	A
C-A	340	85	0.00			340				
A-B	13	3	0.00			13				
A-C	235	59	0.00			235				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	508	0.130	66	0.1	0.1	8.139	A
C-AB	53	13	0.00	796	0.067	53	0.1	0.1	4.843	A
C-A	340	85	0.00			340				
A-B	13	3	0.00			13				
A-C	235	59	0.00			235				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	525	0.103	54	0.1	0.1	7.643	A
C-AB	39	10	0.00	761	0.051	39	0.1	0.1	5.000	A
C-A	282	71	0.00			282				
A-B	11	3	0.00			11				
A-C	191	48	0.00			191				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	537	0.084	45	0.1	0.1	7.323	A
C-AB	30	7	0.00	735	0.040	30	0.1	0.1	5.113	A
C-A	239	60	0.00			239				
A-B	9	2	0.00			9				
A-C	160	40	0.00			160				

2028 | Base + TEMPro + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	123	Stream B-AC	0.59	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
D13	2028	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	✓	546	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	307	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	17	529
	B	5	0	28
	C	285	22	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	20	0	0
	C	3	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.024
	B	1.200	1.000	1.000
	C	1.033	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	411	420
	B	25	26
	C	231	239
07:00-07:15	A	491	502
	B	30	31
	C	276	285
07:15-07:30	A	601	615
	B	36	37
	C	338	349
07:30-07:45	A	601	615
	B	36	37
	C	338	349
07:45-08:00	A	491	502
	B	30	31
	C	276	285
08:00-08:15	A	411	420
	B	25	26
	C	231	239

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	9.17	0.1	A	30	45
C-AB	0.07	5.82	0.1	A	34	51
C-A					247	371
A-B					16	23
A-C					485	728

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	481	0.052	25	0.0	0.1	7.893	A
C-AB	25	6	0.00	643	0.039	25	0.0	0.1	5.817	A
C-A	206	52	0.00			206				
A-B	13	3	0.00			13				
A-C	398	100	0.00			398				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	459	0.065	30	0.1	0.1	8.382	A
C-AB	32	8	0.00	658	0.049	32	0.1	0.1	5.759	A
C-A	243	61	0.00			243				
A-B	15	4	0.00			15				
A-C	476	119	0.00			476				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	429	0.085	36	0.1	0.1	9.167	A
C-AB	45	11	0.00	679	0.067	45	0.1	0.1	5.685	A
C-A	293	73	0.00			293				
A-B	19	5	0.00			19				
A-C	582	146	0.00			582				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	429	0.085	36	0.1	0.1	9.170	A
C-AB	45	11	0.00	679	0.067	45	0.1	0.1	5.685	A
C-A	293	73	0.00			293				
A-B	19	5	0.00			19				
A-C	582	146	0.00			582				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	459	0.065	30	0.1	0.1	8.388	A
C-AB	33	8	0.00	658	0.049	33	0.1	0.1	5.757	A
C-A	243	61	0.00			243				
A-B	15	4	0.00			15				
A-C	476	119	0.00			476				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	481	0.052	25	0.1	0.1	7.903	A
C-AB	25	6	0.00	643	0.039	25	0.1	0.1	5.819	A
C-A	206	52	0.00			206				
A-B	13	3	0.00			13				
A-C	398	100	0.00			398				

2028 | Base + TEMPro + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.36	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	99	Stream B-AC	1.36	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
D14	2028	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	✓	433	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	5	428
B	17	0	66
C	316	36	0

Proportions

From \ To	A	B	C
A	0.00	0.01	0.99
B	0.20	0.00	0.80
C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	19	5
B	0	0	3
C	6	6	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.194	1.050
B	1.000	1.000	1.031
C	1.064	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	326	343
	B	62	64
	C	265	282
08:00-08:15	A	389	409
	B	75	76
	C	316	337
08:15-08:30	A	477	501
	B	91	94
	C	388	412
08:30-08:45	A	477	501
	B	91	94
	C	388	412
08:45-09:00	A	389	409
	B	75	76
	C	316	337
09:00-09:15	A	326	343
	B	62	64
	C	265	282

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	10.12	0.3	B	76	114
C-AB	0.11	5.75	0.2	A	58	87
C-A					265	397
A-B					5	7
A-C					393	589

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	493	0.127	62	0.0	0.1	8.335	A
C-AB	42	11	0.00	669	0.063	42	0.0	0.1	5.734	A
C-A	223	56	0.00			223				
A-B	4	1	0.00			4				
A-C	322	81	0.00			322				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	474	0.157	74	0.1	0.2	9.003	A
C-AB	55	14	0.00	689	0.080	55	0.1	0.1	5.675	A
C-A	261	65	0.00			261				
A-B	4	1	0.00			4				
A-C	385	96	0.00			385				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	447	0.204	91	0.2	0.3	10.094	B
C-AB	77	19	0.00	719	0.107	77	0.1	0.2	5.612	A
C-A	310	78	0.00			310				
A-B	6	1	0.00			6				
A-C	471	118	0.00			471				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	447	0.204	91	0.3	0.3	10.118	B
C-AB	77	19	0.00	719	0.108	77	0.2	0.2	5.619	A
C-A	310	78	0.00			310				
A-B	6	1	0.00			6				
A-C	471	118	0.00			471				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	474	0.157	75	0.3	0.2	9.024	A
C-AB	55	14	0.00	690	0.080	56	0.2	0.2	5.689	A
C-A	261	65	0.00			261				
A-B	4	1	0.00			4				
A-C	385	96	0.00			385				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	493	0.127	63	0.2	0.1	8.365	A
C-AB	42	11	0.00	669	0.063	42	0.2	0.1	5.749	A
C-A	223	56	0.00			223				
A-B	4	1	0.00			4				
A-C	322	81	0.00			322				

2028 | Base + TEMPro + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	165	Stream B-AC	0.96	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	2028	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	✓	330	100.000
B		ONE HOUR	✓	44	100.000
C		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	322
	B	7	0	37
	C	357	37	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.16	0.00	0.84
	C	0.91	0.09	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	14	0	3
	C	2	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.022
	B	1.144	1.000	1.028
	C	1.023	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	248	254
	B	33	35
	C	297	303
17:00-17:15	A	297	303
	B	40	41
	C	354	362
17:15-17:30	A	363	371
	B	48	51
	C	434	444
17:30-17:45	A	363	371
	B	48	51
	C	434	444
17:45-18:00	A	297	303
	B	40	41
	C	354	362
18:00-18:15	A	248	254
	B	33	35
	C	297	303

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.46	0.1	A	40	61
C-AB	0.10	5.30	0.2	A	61	92
C-A					300	450
A-B					7	11
A-C					295	443

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	509	0.065	33	0.0	0.1	7.563	A
C-AB	44	11	0.00	724	0.061	44	0.0	0.1	5.297	A
C-A	252	63	0.00			252				
A-B	6	2	0.00			6				
A-C	242	61	0.00			242				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	494	0.080	39	0.1	0.1	7.916	A
C-AB	58	15	0.00	751	0.078	58	0.1	0.1	5.202	A
C-A	296	74	0.00			296				
A-B	7	2	0.00			7				
A-C	289	72	0.00			289				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	474	0.102	48	0.1	0.1	8.457	A
C-AB	82	20	0.00	789	0.103	81	0.1	0.2	5.091	A
C-A	352	88	0.00			352				
A-B	9	2	0.00			9				
A-C	355	89	0.00			355				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	474	0.102	48	0.1	0.1	8.460	A
C-AB	82	20	0.00	789	0.103	82	0.2	0.2	5.092	A
C-A	352	88	0.00			352				
A-B	9	2	0.00			9				
A-C	355	89	0.00			355				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	494	0.080	40	0.1	0.1	7.923	A
C-AB	58	15	0.00	751	0.078	59	0.2	0.1	5.207	A
C-A	296	74	0.00			296				
A-B	7	2	0.00			7				
A-C	289	72	0.00			289				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	509	0.065	33	0.1	0.1	7.575	A
C-AB	45	11	0.00	724	0.062	45	0.1	0.1	5.303	A
C-A	252	63	0.00			252				
A-B	6	2	0.00			6				
A-C	242	61	0.00			242				

2028 | Base + TEMPro + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	229	Stream B-AC	1.10	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	2028	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	✓	215	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	203
	B	12	0	45
	C	298	26	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.21	0.00	0.79
	C	0.92	0.08	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.004	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	162	162
	B	43	43
	C	244	245
18:00-18:15	A	193	193
	B	51	51
	C	291	292
18:15-18:30	A	237	237
	B	63	63
	C	357	358
18:30-18:45	A	237	237
	B	63	63
	C	357	358
18:45-19:00	A	193	193
	B	51	51
	C	291	292
19:00-19:15	A	162	162
	B	43	43
	C	244	245

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.76	0.1	A	52	78
C-AB	0.06	5.16	0.1	A	38	57
C-A					259	389
A-B					11	17
A-C					186	279

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	551	0.078	43	0.0	0.1	7.074	A
C-AB	28	7	0.00	726	0.039	28	0.0	0.1	5.157	A
C-A	216	54	0.00			216				
A-B	9	2	0.00			9				
A-C	153	38	0.00			153				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	541	0.095	51	0.1	0.1	7.350	A
C-AB	36	9	0.00	749	0.049	36	0.1	0.1	5.049	A
C-A	255	64	0.00			255				
A-B	11	3	0.00			11				
A-C	182	46	0.00			182				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	527	0.119	63	0.1	0.1	7.755	A
C-AB	49	12	0.00	782	0.063	49	0.1	0.1	4.912	A
C-A	307	77	0.00			307				
A-B	13	3	0.00			13				
A-C	224	56	0.00			224				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	527	0.119	63	0.1	0.1	7.758	A
C-AB	49	12	0.00	782	0.063	49	0.1	0.1	4.914	A
C-A	307	77	0.00			307				
A-B	13	3	0.00			13				
A-C	224	56	0.00			224				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	541	0.095	51	0.1	0.1	7.353	A
C-AB	37	9	0.00	749	0.049	37	0.1	0.1	5.054	A
C-A	255	64	0.00			255				
A-B	11	3	0.00			11				
A-C	182	46	0.00			182				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	551	0.078	43	0.1	0.1	7.085	A
C-AB	28	7	0.00	726	0.039	28	0.1	0.1	5.162	A
C-A	216	54	0.00			216				
A-B	9	2	0.00			9				
A-C	153	38	0.00			153				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	88	Stream B-AC	0.55	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
D17	2028	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	✓	676	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	648
	B	5	0	28
	C	298	22	0

Proportions

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	5
	B	20	0	0
	C	8	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.045
	B	1.200	1.000	1.000
	C	1.075	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	509	531
	B	25	26
	C	241	259
07:00-07:15	A	608	634
	B	30	31
	C	288	309
07:15-07:30	A	744	777
	B	36	37
	C	352	378
07:30-07:45	A	744	777
	B	36	37
	C	352	378
07:45-08:00	A	608	634
	B	30	31
	C	288	309
08:00-08:15	A	509	531
	B	25	26
	C	241	259

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	10.19	0.1	B	30	45
C-AB	0.07	6.00	0.1	A	36	54
C-A					257	386
A-B					26	39
A-C					595	892

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	454	0.055	25	0.0	0.1	8.373	A
C-AB	26	6	0.00	626	0.041	26	0.0	0.1	5.992	A
C-A	215	54	0.00			215				
A-B	21	5	0.00			21				
A-C	488	122	0.00			488				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	427	0.069	30	0.1	0.1	9.047	A
C-AB	34	9	0.00	638	0.054	34	0.1	0.1	5.955	A
C-A	253	63	0.00			253				
A-B	25	6	0.00			25				
A-C	583	146	0.00			583				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	390	0.093	36	0.1	0.1	10.180	B
C-AB	49	12	0.00	657	0.074	48	0.1	0.1	5.913	A
C-A	304	76	0.00			304				
A-B	31	8	0.00			31				
A-C	713	178	0.00			713				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	390	0.093	36	0.1	0.1	10.187	B
C-AB	49	12	0.00	657	0.074	49	0.1	0.1	5.922	A
C-A	304	76	0.00			304				
A-B	31	8	0.00			31				
A-C	713	178	0.00			713				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	427	0.069	30	0.1	0.1	9.056	A
C-AB	34	9	0.00	638	0.054	34	0.1	0.1	5.972	A
C-A	253	63	0.00			253				
A-B	25	6	0.00			25				
A-C	583	146	0.00			583				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	454	0.055	25	0.1	0.1	8.386	A
C-AB	26	6	0.00	626	0.041	26	0.1	0.1	6.004	A
C-A	215	54	0.00			215				
A-B	21	5	0.00			21				
A-C	488	122	0.00			488				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	70	Stream B-AC	1.29	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
D18	2028	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	✓	564	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	16	548
B	17	0	66
C	329	36	0

Proportions

From \ To	A	B	C
A	0.00	0.03	0.97
B	0.20	0.00	0.80
C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	6	7
B	0	0	3
C	10	6	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.062	1.070
B	1.000	1.000	1.031
C	1.101	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	425	454
	B	62	64
	C	275	301
08:00-08:15	A	507	542
	B	75	76
	C	328	360
08:15-08:30	A	621	664
	B	91	94
	C	402	441
08:30-08:45	A	621	664
	B	91	94
	C	402	441
08:45-09:00	A	507	542
	B	75	76
	C	328	360
09:00-09:15	A	425	454
	B	62	64
	C	275	301

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	11.40	0.3	B	76	114
C-AB	0.12	5.93	0.3	A	62	93
C-A					273	410
A-B					15	22
A-C					503	754

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	467	0.134	62	0.0	0.2	8.882	A
C-AB	44	11	0.00	652	0.067	43	0.0	0.1	5.908	A
C-A	231	58	0.00			231				
A-B	12	3	0.00			12				
A-C	413	103	0.00			413				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	442	0.169	74	0.2	0.2	9.790	A
C-AB	58	15	0.00	670	0.087	58	0.1	0.2	5.875	A
C-A	270	67	0.00			270				
A-B	14	4	0.00			14				
A-C	493	123	0.00			493				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	407	0.224	91	0.2	0.3	11.373	B
C-AB	83	21	0.00	697	0.119	83	0.2	0.3	5.853	A
C-A	319	80	0.00			319				
A-B	18	4	0.00			18				
A-C	603	151	0.00			603				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	407	0.224	91	0.3	0.3	11.399	B
C-AB	83	21	0.00	697	0.119	83	0.3	0.3	5.870	A
C-A	319	80	0.00			319				
A-B	18	4	0.00			18				
A-C	603	151	0.00			603				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	442	0.169	75	0.3	0.2	9.820	A
C-AB	58	15	0.00	671	0.087	59	0.3	0.2	5.904	A
C-A	270	67	0.00			270				
A-B	14	4	0.00			14				
A-C	493	123	0.00			493				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	467	0.134	63	0.2	0.2	8.920	A
C-AB	44	11	0.00	653	0.067	44	0.2	0.1	5.930	A
C-A	231	58	0.00			231				
A-B	12	3	0.00			12				
A-C	413	103	0.00			413				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	100	Stream B-AC	1.01	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
D19	2028	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	✓	343	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	554	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	8	335
	B	18	0	37
	C	517	37	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.33	0.00	0.67
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	6
	B	6	0	3
	C	5	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.060
	B	1.057	1.000	1.028
	C	1.051	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	258	273
	B	41	43
	C	417	438
17:00-17:15	A	308	326
	B	49	51
	C	498	522
17:15-17:30	A	378	400
	B	61	63
	C	610	640
17:30-17:45	A	378	400
	B	61	63
	C	610	640
17:45-18:00	A	308	326
	B	49	51
	C	498	522
18:00-18:15	A	258	273
	B	41	43
	C	417	438

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	10.06	0.2	B	50	76
C-AB	0.12	4.83	0.3	A	80	120
C-A					429	643
A-B					7	11
A-C					307	461

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	467	0.089	41	0.0	0.1	8.439	A
C-AB	54	14	0.00	801	0.068	54	0.0	0.1	4.822	A
C-A	363	91	0.00			363				
A-B	6	2	0.00			6				
A-C	252	63	0.00			252				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	447	0.111	49	0.1	0.1	9.049	A
C-AB	74	19	0.00	844	0.088	74	0.1	0.2	4.677	A
C-A	424	106	0.00			424				
A-B	7	2	0.00			7				
A-C	301	75	0.00			301				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	418	0.145	60	0.1	0.2	10.048	B
C-AB	110	28	0.00	905	0.122	110	0.2	0.3	4.526	A
C-A	500	125	0.00			500				
A-B	9	2	0.00			9				
A-C	369	92	0.00			369				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	418	0.145	61	0.2	0.2	10.060	B
C-AB	111	28	0.00	906	0.122	110	0.3	0.3	4.533	A
C-A	499	125	0.00			499				
A-B	9	2	0.00			9				
A-C	369	92	0.00			369				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	447	0.111	50	0.2	0.1	9.062	A
C-AB	75	19	0.00	844	0.088	75	0.3	0.2	4.693	A
C-A	423	106	0.00			423				
A-B	7	2	0.00			7				
A-C	301	75	0.00			301				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	467	0.089	42	0.1	0.1	8.462	A
C-AB	55	14	0.00	801	0.068	55	0.2	0.1	4.835	A
C-A	363	91	0.00			363				
A-B	6	2	0.00			6				
A-C	252	63	0.00			252				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	140	Stream B-AC	1.07	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	2028	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	✓	228	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	484	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	12	216
B	23	0	45
C	458	26	0

Proportions

From \ To	A	B	C
A	0.00	0.05	0.95
B	0.34	0.00	0.66
C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	6
B	0	0	0
C	4	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.060
B	1.000	1.000	1.000
C	1.042	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	172	181
	B	51	51
	C	364	379
18:00-18:15	A	205	217
	B	61	61
	C	435	452
18:15-18:30	A	251	265
	B	75	75
	C	533	554
18:30-18:45	A	251	265
	B	75	75
	C	533	554
18:45-19:00	A	205	217
	B	61	61
	C	435	452
19:00-19:15	A	172	181
	B	51	51
	C	364	379

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	8.96	0.2	A	62	94
C-AB	0.07	4.71	0.1	A	49	73
C-A					395	593
A-B					11	17
A-C					198	297

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	512	0.100	51	0.0	0.1	7.790	A
C-AB	34	9	0.00	800	0.043	34	0.0	0.1	4.699	A
C-A	330	82	0.00			330				
A-B	9	2	0.00			9				
A-C	163	41	0.00			163				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	498	0.123	61	0.1	0.1	8.242	A
C-AB	46	12	0.00	839	0.055	46	0.1	0.1	4.538	A
C-A	389	97	0.00			389				
A-B	11	3	0.00			11				
A-C	194	49	0.00			194				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	477	0.157	75	0.1	0.2	8.948	A
C-AB	66	16	0.00	893	0.074	66	0.1	0.1	4.346	A
C-A	467	117	0.00			467				
A-B	13	3	0.00			13				
A-C	238	59	0.00			238				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	477	0.157	75	0.2	0.2	8.956	A
C-AB	66	17	0.00	893	0.074	66	0.1	0.1	4.354	A
C-A	467	117	0.00			467				
A-B	13	3	0.00			13				
A-C	238	59	0.00			238				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	498	0.123	61	0.2	0.1	8.252	A
C-AB	46	12	0.00	839	0.055	46	0.1	0.1	4.553	A
C-A	389	97	0.00			389				
A-B	11	3	0.00			11				
A-C	194	49	0.00			194				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	512	0.100	51	0.1	0.1	7.809	A
C-AB	35	9	0.00	800	0.043	35	0.1	0.1	4.710	A
C-A	330	82	0.00			330				
A-B	9	2	0.00			9				
A-C	163	41	0.00			163				

C.3 A1094 Aldeburgh Road/ B1069 Snape Road Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Sea Link_A1094-B1069 junction_Cal_v3_CD.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\Suffolk\Junction Models\Calibration
Report generation date: 16/03/2026 16:23:28

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2028 | Base + TEMPro | AM Development Peak
»2028 | Base + TEMPro | AM Network Peak
»2028 | Base + TEMPro | PM Network Peak
»2028 | Base + TEMPro | PM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | 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																							
Stream B-AC	D1	2.4	39.63	0.72	E	-4 % [Stream B-AC]	D2	4.2	65.45	0.84	F	-15 % [Stream B-AC]	D3	5.7	75.83	0.88	F	-17 % [Stream B-AC]	D4	0.4	14.54	0.31	B	87 % [Stream B-AC]
Stream C-AB		0.0	7.60	0.01	A			0.0	6.35	0.01	A			0.0	6.06	0.01	A			0.0	5.94	0.01	A	
	2028 - Base + TEMPro																							
Stream B-AC	D5	2.8	44.37	0.75	E	-7 % [Stream B-AC]	D6	5.3	79.57	0.88	F	-18 % [Stream B-AC]	D7	7.3	92.94	0.92	F	-20 % [Stream B-AC]	D8	0.5	14.87	0.32	B	81 % [Stream B-AC]
Stream C-AB		0.0	7.60	0.01	A			0.0	6.36	0.02	A			0.0	6.06	0.01	A			0.0	5.93	0.01	A	
	2028 - Base + TEMPro + Committed Devs																							
Stream B-AC	D9	6.4	97.44	0.91	F	-21 % [Stream B-AC]	D10	15.1	200.40	1.04	F	-29 % [Stream B-AC]	D11	144.2	1510.67	1.58	F	-49 % [Stream B-AC]	D12	8.7	105.56	0.95	F	-22 % [Stream B-AC]
Stream C-AB		0.1	7.63	0.08	A			0.1	7.25	0.08	A			0.0	6.12	0.01	A			0.0	5.98	0.01	A	
	2028 - Base + TEMPro + Committed Devs + Sea Link																							
Stream B-AC	D17	9.6	142.73	0.97	F	-25 % [Stream B-AC]	D18	22.0	280.31	1.12	F	-32 % [Stream B-AC]	D19	152.0	1598.53	1.61	F	-50 % [Stream B-AC]	D20	58.2	612.89	1.28	F	-39 % [Stream B-AC]
Stream C-AB		0.1	8.17	0.09	A			0.1	7.27	0.09	A			0.0	6.12	0.01	A			0.0	5.79	0.01	A	
	2028 - Base + TEMPro + Sea Link																							
Stream B-AC	D13	3.6	57.78	0.81	F	-12 % [Stream B-AC]	D14	7.7	111.02	0.94	F	-22 % [Stream B-AC]	D15	8.4	104.88	0.94	F	-21 % [Stream B-AC]	D16	1.7	28.86	0.64	D	8 % [Stream B-AC]
Stream C-AB		0.0	8.06	0.02	A			0.0	6.37	0.02	A			0.0	6.06	0.01	A			0.0	5.76	0.01	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.

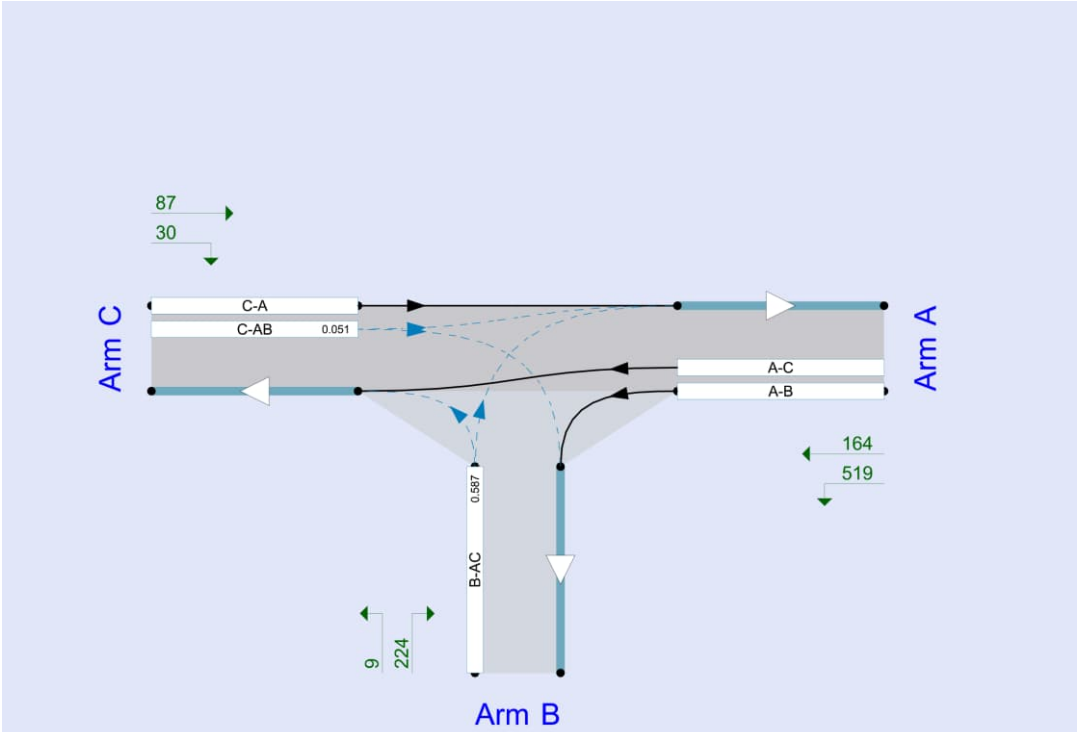
File summary

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)
Streams (downstream end) show RFC ()

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	2028	Base + TEMPro	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2028	Base + TEMPro	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D7	2028	Base + TEMPro	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2028	Base + TEMPro	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D9	2028	Base + TEMPro + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2028	Base + TEMPro + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D11	2028	Base + TEMPro + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2028	Base + TEMPro + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D13	2028	Base + TEMPro + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2028	Base + TEMPro + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D15	2028	Base + TEMPro + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2028	Base + TEMPro + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D17	2028	Base + TEMPro + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2028	Base + TEMPro + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D19	2028	Base + TEMPro + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2028	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 | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		12.02	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-4	Stream B-AC	12.02	B

Arms

Arms

Arm	Name	Description	Arm type
A	A1094 (West)		Major
B	B1069 Snape Road (North)		Minor
C	A1094 (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.07			51.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	30	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	504	0.091	0.231	0.145	0.330
B-C	645	0.099	0.249	-	-
C-B	603	0.233	0.233	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	Calibration adjustment	-95

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	✓	413	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	292	121
	B	203	0	9
	C	82	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.96	0.00	0.04
	C	0.94	0.06	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	2	4
B	4	0	11
C	1	20	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.020	1.040
B	1.040	1.000	1.110
C	1.010	1.200	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	311	319
	B	160	166
	C	65	67
07:00-07:15	A	371	381
	B	191	199
	C	78	80
07:15-07:30	A	455	466
	B	233	243
	C	96	98
07:30-07:45	A	455	466
	B	233	243
	C	96	98
07:45-08:00	A	371	381
	B	191	199
	C	78	80
08:00-08:15	A	311	319
	B	160	166
	C	65	67

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.72	39.63	2.4	E	195	292
C-AB	0.01	7.60	0.0	A	5	8
C-A					74	112
A-B					268	402
A-C					111	167

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	0.00	346	0.462	156	0.0	0.8	18.693	C
C-AB	4	1	0.00	487	0.009	4	0.0	0.0	7.450	A
C-A	61	15	0.00			61				
A-B	220	55	0.00			220				
A-C	91	23	0.00			91				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	0.00	336	0.567	189	0.8	1.2	24.185	C
C-AB	5	1	0.00	485	0.011	5	0.0	0.0	7.518	A
C-A	73	18	0.00			73				
A-B	263	66	0.00			263				
A-C	109	27	0.00			109				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	58	0.00	322	0.724	229	1.2	2.3	36.939	E
C-AB	7	2	0.00	482	0.014	7	0.0	0.0	7.597	A
C-A	89	22	0.00			89				
A-B	321	80	0.00			321				
A-C	133	33	0.00			133				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	58	0.00	322	0.724	233	2.3	2.4	39.634	E
C-AB	7	2	0.00	482	0.014	7	0.0	0.0	7.577	A
C-A	89	22	0.00			89				
A-B	321	80	0.00			321				
A-C	133	33	0.00			133				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	0.00	336	0.567	195	2.4	1.4	26.206	D
C-AB	5	1	0.00	485	0.011	5	0.0	0.0	7.479	A
C-A	73	18	0.00			73				
A-B	263	66	0.00			263				
A-C	109	27	0.00			109				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	0.00	346	0.462	162	1.4	0.9	19.751	C
C-AB	4	1	0.00	488	0.009	4	0.0	0.0	7.435	A
C-A	61	15	0.00			61				
A-B	220	55	0.00			220				
A-C	91	23	0.00			91				

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		18.60	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-15	Stream B-AC	18.60	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
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	✓	461	100.000
B		ONE HOUR	✓	229	100.000
C		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	263	198
	B	216	0	13
	C	118	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.57	0.43
	B	0.94	0.00	0.06
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	3
	B	4	0	8
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.030	1.030
	B	1.040	1.000	1.080
	C	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	347	357
	B	172	180
	C	93	97
08:00-08:15	A	414	427
	B	206	215
	C	111	116
08:15-08:30	A	508	523
	B	252	263
	C	137	142
08:30-08:45	A	508	523
	B	252	263
	C	137	142
08:45-09:00	A	414	427
	B	206	215
	C	111	116
09:00-09:15	A	347	357
	B	172	180
	C	93	97

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.84	65.45	4.2	F	210	315
C-AB	0.01	6.35	0.0	A	7	10
C-A					107	160
A-B					241	362
A-C					182	273

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	0.00	332	0.519	168	0.0	1.0	21.479	C
C-AB	5	1	0.00	582	0.009	5	0.0	0.0	6.238	A
C-A	88	22	0.00			88				
A-B	198	50	0.00			198				
A-C	149	37	0.00			149				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	51	0.00	319	0.645	203	1.0	1.7	30.320	D
C-AB	7	2	0.00	579	0.011	7	0.0	0.0	6.283	A
C-A	105	26	0.00			105				
A-B	236	59	0.00			236				
A-C	178	44	0.00			178				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	252	63	0.00	302	0.836	244	1.7	3.8	55.307	F
C-AB	9	2	0.00	575	0.015	9	0.0	0.0	6.345	A
C-A	128	32	0.00			128				
A-B	290	72	0.00			290				
A-C	218	55	0.00			218				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	252	63	0.00	302	0.836	250	3.8	4.2	65.445	F
C-AB	9	2	0.00	575	0.015	9	0.0	0.0	6.350	A
C-A	128	32	0.00			128				
A-B	290	72	0.00			290				
A-C	218	55	0.00			218				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	51	0.00	319	0.645	215	4.2	2.0	36.878	E
C-AB	7	2	0.00	579	0.011	7	0.0	0.0	6.296	A
C-A	105	26	0.00			105				
A-B	236	59	0.00			236				
A-C	178	44	0.00			178				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	0.00	332	0.519	176	2.0	1.1	23.488	C
C-AB	5	1	0.00	582	0.009	5	0.0	0.0	6.246	A
C-A	88	22	0.00			88				
A-B	198	50	0.00			198				
A-C	149	37	0.00			149				

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		28.43	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-17	Stream B-AC	28.43	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
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	✓	337	100.000
B		ONE HOUR	✓	268	100.000
C		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	206	131
	B	264	0	4
	C	107	4	0

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.99	0.00	0.01
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.010	1.000
	B	1.010	1.000	1.000
	C	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	254	255
	B	202	204
	C	84	85
17:00-17:15	A	303	305
	B	241	243
	C	100	102
17:15-17:30	A	371	373
	B	295	298
	C	122	125
17:30-17:45	A	371	373
	B	295	298
	C	122	125
17:45-18:00	A	303	305
	B	241	243
	C	100	102
18:00-18:15	A	254	255
	B	202	204
	C	84	85

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.88	75.83	5.7	F	246	369
C-AB	0.01	6.06	0.0	A	4	7
C-A					97	146
A-B					189	284
A-C					120	180

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	50	0.00	357	0.566	197	0.0	1.2	21.917	C
C-AB	3	0.87	0.00	600	0.006	3	0.0	0.0	6.037	A
C-A	80	20	0.00			80				
A-B	155	39	0.00			155				
A-C	99	25	0.00			99				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	241	60	0.00	347	0.694	238	1.2	2.1	31.902	D
C-AB	4	1	0.00	600	0.007	4	0.0	0.0	6.045	A
C-A	95	24	0.00			95				
A-B	185	46	0.00			185				
A-C	118	29	0.00			118				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	74	0.00	334	0.884	284	2.1	4.9	60.745	F
C-AB	5	1	0.00	600	0.009	5	0.0	0.0	6.054	A
C-A	117	29	0.00			117				
A-B	227	57	0.00			227				
A-C	144	36	0.00			144				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	74	0.00	334	0.884	292	4.9	5.7	75.830	F
C-AB	5	1	0.00	600	0.009	5	0.0	0.0	6.059	A
C-A	117	29	0.00			117				
A-B	227	57	0.00			227				
A-C	144	36	0.00			144				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	241	60	0.00	347	0.694	254	5.7	2.5	42.418	E
C-AB	4	1	0.00	600	0.007	4	0.0	0.0	6.049	A
C-A	95	24	0.00			95				
A-B	185	46	0.00			185				
A-C	118	29	0.00			118				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	50	0.00	357	0.566	206	2.5	1.4	24.624	C
C-AB	3	0.87	0.00	600	0.006	3	0.0	0.0	6.039	A
C-A	80	20	0.00			80				
A-B	155	39	0.00			155				
A-C	99	25	0.00			99				

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		3.41	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	87	Stream B-AC	3.41	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	✓	236	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	110	126
	B	92	0	8
	C	95	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.47	0.53
	B	0.92	0.00	0.08
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	178	178
	B	75	75
	C	75	76
18:00-18:15	A	212	212
	B	90	90
	C	90	91
18:15-18:30	A	260	260
	B	110	110
	C	110	111
18:30-18:45	A	260	260
	B	110	110
	C	110	111
18:45-19:00	A	212	212
	B	90	90
	C	90	91
19:00-19:15	A	178	178
	B	75	75
	C	75	76

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	14.54	0.4	B	92	138
C-AB	0.01	5.94	0.0	A	5	8
C-A					86	130
A-B					101	151
A-C					116	173

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	377	0.200	74	0.0	0.2	11.873	B
C-AB	4	1	0.00	611	0.007	4	0.0	0.0	5.932	A
C-A	71	18	0.00			71				
A-B	83	21	0.00			83				
A-C	95	24	0.00			95				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	369	0.244	90	0.2	0.3	12.891	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.923	A
C-A	85	21	0.00			85				
A-B	99	25	0.00			99				
A-C	113	28	0.00			113				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	358	0.308	110	0.3	0.4	14.488	B
C-AB	7	2	0.00	616	0.011	7	0.0	0.0	5.909	A
C-A	103	26	0.00			103				
A-B	121	30	0.00			121				
A-C	139	35	0.00			139				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	358	0.308	110	0.4	0.4	14.542	B
C-AB	7	2	0.00	616	0.011	7	0.0	0.0	5.912	A
C-A	103	26	0.00			103				
A-B	121	30	0.00			121				
A-C	139	35	0.00			139				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	369	0.244	90	0.4	0.3	12.958	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.927	A
C-A	85	21	0.00			85				
A-B	99	25	0.00			99				
A-C	113	28	0.00			113				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	377	0.200	76	0.3	0.3	11.973	B
C-AB	4	1	0.00	611	0.007	4	0.0	0.0	5.935	A
C-A	71	18	0.00			71				
A-B	83	21	0.00			83				
A-C	95	24	0.00			95				

2028 | Base + TEMPro | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		13.43	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	Stream B-AC	13.43	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
D5	2028	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	✓	427	100.000
B		ONE HOUR	✓	219	100.000
C		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	302	125
	B	210	0	9
	C	85	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.96	0.00	0.04
	C	0.94	0.06	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	4
	B	4	0	11
	C	1	20	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.040
	B	1.040	1.000	1.110
	C	1.010	1.200	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	321	330
	B	165	172
	C	68	69
07:00-07:15	A	384	394
	B	197	205
	C	81	83
07:15-07:30	A	470	482
	B	241	251
	C	99	101
07:30-07:45	A	470	482
	B	241	251
	C	99	101
07:45-08:00	A	384	394
	B	197	205
	C	81	83
08:00-08:15	A	321	330
	B	165	172
	C	68	69

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.75	44.37	2.8	E	201	301
C-AB	0.01	7.60	0.0	A	6	8
C-A					77	116
A-B					277	416
A-C					115	172

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	0.00	344	0.479	161	0.0	0.9	19.362	C
C-AB	4	1	0.00	487	0.009	4	0.0	0.0	7.456	A
C-A	63	16	0.00			63				
A-B	227	57	0.00			227				
A-C	94	24	0.00			94				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	197	49	0.00	334	0.590	195	0.9	1.4	25.560	D
C-AB	5	1	0.00	485	0.011	5	0.0	0.0	7.525	A
C-A	76	19	0.00			76				
A-B	271	68	0.00			271				
A-C	112	28	0.00			112				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	241	60	0.00	320	0.754	236	1.4	2.6	40.605	E
C-AB	7	2	0.00	481	0.014	7	0.0	0.0	7.605	A
C-A	92	23	0.00			92				
A-B	333	83	0.00			333				
A-C	138	34	0.00			138				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	241	60	0.00	320	0.754	240	2.6	2.8	44.366	E
C-AB	7	2	0.00	481	0.014	7	0.0	0.0	7.584	A
C-A	92	23	0.00			92				
A-B	333	83	0.00			333				
A-C	138	34	0.00			138				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	197	49	0.00	334	0.590	202	2.8	1.5	28.251	D
C-AB	5	1	0.00	485	0.011	5	0.0	0.0	7.487	A
C-A	76	19	0.00			76				
A-B	271	68	0.00			271				
A-C	112	28	0.00			112				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	0.00	344	0.479	167	1.5	1.0	20.615	C
C-AB	4	1	0.00	487	0.009	4	0.0	0.0	7.440	A
C-A	63	16	0.00			63				
A-B	227	57	0.00			227				
A-C	94	24	0.00			94				

2028 | Base + TEMPro | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		22.61	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-18	Stream B-AC	22.61	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	2028	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	✓	477	100.000
B		ONE HOUR	✓	237	100.000
C		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	272	205
	B	224	0	13
	C	122	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.57	0.43
	B	0.95	0.00	0.05
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	3
	B	4	0	8
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.030	1.030
	B	1.040	1.000	1.080
	C	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	359	370
	B	178	186
	C	96	100
08:00-08:15	A	429	442
	B	213	222
	C	115	119
08:15-08:30	A	525	541
	B	261	272
	C	141	146
08:30-08:45	A	525	541
	B	261	272
	C	141	146
08:45-09:00	A	429	442
	B	213	222
	C	115	119
09:00-09:15	A	359	370
	B	178	186
	C	96	100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.88	79.57	5.3	F	217	326
C-AB	0.02	6.36	0.0	A	7	10
C-A					111	166
A-B					250	374
A-C					188	282

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	0.00	330	0.541	174	0.0	1.1	22.528	C
C-AB	5	1	0.00	582	0.009	5	0.0	0.0	6.245	A
C-A	91	23	0.00			91				
A-B	205	51	0.00			205				
A-C	154	39	0.00			154				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	213	53	0.00	316	0.673	210	1.1	1.9	32.867	D
C-AB	7	2	0.00	578	0.012	7	0.0	0.0	6.291	A
C-A	108	27	0.00			108				
A-B	245	61	0.00			245				
A-C	184	46	0.00			184				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	261	65	0.00	298	0.876	250	1.9	4.6	63.833	F
C-AB	9	2	0.00	575	0.015	9	0.0	0.0	6.354	A
C-A	132	33	0.00			132				
A-B	299	75	0.00			299				
A-C	226	56	0.00			226				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	261	65	0.00	298	0.876	258	4.6	5.3	79.569	F
C-AB	9	2	0.00	575	0.015	9	0.0	0.0	6.362	A
C-A	132	33	0.00			132				
A-B	299	75	0.00			299				
A-C	226	56	0.00			226				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	213	53	0.00	316	0.673	225	5.3	2.3	43.259	E
C-AB	7	2	0.00	578	0.012	7	0.0	0.0	6.301	A
C-A	108	27	0.00			108				
A-B	245	61	0.00			245				
A-C	184	46	0.00			184				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	0.00	330	0.541	183	2.3	1.2	25.106	D
C-AB	5	1	0.00	582	0.009	5	0.0	0.0	6.251	A
C-A	91	23	0.00			91				
A-B	205	51	0.00			205				
A-C	154	39	0.00			154				

2028 | Base + TEMPro | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		34.79	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-20	Stream B-AC	34.79	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
D7	2028	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	✓	349	100.000
B		ONE HOUR	✓	277	100.000
C		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	213	136
	B	273	0	4
	C	111	4	0

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.99	0.00	0.01
	C	0.97	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.010	1.000
	B	1.010	1.000	1.000
	C	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	263	264
	B	209	211
	C	87	88
17:00-17:15	A	314	316
	B	249	251
	C	103	105
17:15-17:30	A	384	387
	B	305	308
	C	127	129
17:30-17:45	A	384	387
	B	305	308
	C	127	129
17:45-18:00	A	314	316
	B	249	251
	C	103	105
18:00-18:15	A	263	264
	B	209	211
	C	87	88

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.92	92.94	7.3	F	254	381
C-AB	0.01	6.06	0.0	A	4	7
C-A					101	152
A-B					195	293
A-C					125	187

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	355	0.588	203	0.0	1.3	23.016	C
C-AB	3	0.87	0.00	600	0.006	3	0.0	0.0	6.036	A
C-A	83	21	0.00			83				
A-B	160	40	0.00			160				
A-C	102	26	0.00			102				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	0.00	345	0.722	245	1.3	2.3	34.715	D
C-AB	4	1	0.00	600	0.007	4	0.0	0.0	6.044	A
C-A	99	25	0.00			99				
A-B	191	48	0.00			191				
A-C	122	31	0.00			122				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	331	0.921	290	2.3	6.0	70.223	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.052	A
C-A	121	30	0.00			121				
A-B	235	59	0.00			235				
A-C	150	37	0.00			150				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	331	0.921	300	6.0	7.3	92.939	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.057	A
C-A	121	30	0.00			121				
A-B	235	59	0.00			235				
A-C	150	37	0.00			150				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	0.00	345	0.722	266	7.3	3.0	52.022	F
C-AB	4	1	0.00	600	0.007	4	0.0	0.0	6.048	A
C-A	99	25	0.00			99				
A-B	191	48	0.00			191				
A-C	122	31	0.00			122				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	355	0.588	214	3.0	1.5	26.560	D
C-AB	4	0.88	0.00	600	0.006	4	0.0	0.0	6.041	A
C-A	83	21	0.00			83				
A-B	160	40	0.00			160				
A-C	102	26	0.00			102				

2028 | Base + TEMPro | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		3.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	81	Stream B-AC	3.47	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	2028	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	✓	244	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	114	130
	B	95	0	8
	C	98	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.47	0.53
	B	0.92	0.00	0.08
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	184	184
	B	78	78
	C	78	78
18:00-18:15	A	219	219
	B	93	93
	C	93	93
18:15-18:30	A	269	269
	B	113	113
	C	113	114
18:30-18:45	A	269	269
	B	113	113
	C	113	114
18:45-19:00	A	219	219
	B	93	93
	C	93	93
19:00-19:15	A	184	184
	B	78	78
	C	78	78

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	14.87	0.5	B	95	142
C-AB	0.01	5.93	0.0	A	5	8
C-A					89	134
A-B					105	157
A-C					119	179

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	0.00	375	0.207	77	0.0	0.3	12.022	B
C-AB	4	1	0.00	611	0.007	4	0.0	0.0	5.930	A
C-A	73	18	0.00			73				
A-B	86	21	0.00			86				
A-C	98	24	0.00			98				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	367	0.252	92	0.3	0.3	13.101	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.920	A
C-A	87	22	0.00			87				
A-B	102	26	0.00			102				
A-C	117	29	0.00			117				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	355	0.319	113	0.3	0.5	14.809	B
C-AB	7	2	0.00	616	0.011	7	0.0	0.0	5.906	A
C-A	107	27	0.00			107				
A-B	126	31	0.00			126				
A-C	143	36	0.00			143				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	355	0.319	113	0.5	0.5	14.871	B
C-AB	7	2	0.00	616	0.011	7	0.0	0.0	5.907	A
C-A	107	27	0.00			107				
A-B	126	31	0.00			126				
A-C	143	36	0.00			143				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	367	0.252	93	0.5	0.3	13.178	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.922	A
C-A	87	22	0.00			87				
A-B	102	26	0.00			102				
A-C	117	29	0.00			117				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	0.00	375	0.207	78	0.3	0.3	12.131	B
C-AB	4	1	0.00	611	0.007	4	0.0	0.0	5.931	A
C-A	73	18	0.00			73				
A-B	86	21	0.00			86				
A-C	98	24	0.00			98				

2028 | Base + TEMPro + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		26.49	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream B-AC	26.49	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
D9	2028	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	✓	547	100.000
B		ONE HOUR	✓	232	100.000
C		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	422	125
	B	223	0	9
	C	85	30	0

Proportions

		To		
		A	B	C
From	A	0.00	0.77	0.23
	B	0.96	0.00	0.04
	C	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	6	4
	B	10	0	11
	C	1	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.060	1.040
	B	1.100	1.000	1.110
	C	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	412	435
	B	175	192
	C	87	88
07:00-07:15	A	492	519
	B	209	230
	C	103	105
07:15-07:30	A	602	636
	B	255	281
	C	127	129
07:30-07:45	A	602	636
	B	255	281
	C	127	129
07:45-08:00	A	492	519
	B	209	230
	C	103	105
08:00-08:15	A	412	435
	B	175	192
	C	87	88

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.91	97.44	6.4	F	213	319
C-AB	0.08	7.63	0.1	A	33	49
C-A					73	109
A-B					387	581
A-C					115	172

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	0.00	311	0.561	170	0.0	1.2	24.706	C
C-AB	26	6	0.00	534	0.048	25	0.0	0.1	7.079	A
C-A	61	15	0.00			61				
A-B	318	79	0.00			318				
A-C	94	24	0.00			94				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	299	0.698	205	1.2	2.1	37.030	E
C-AB	32	8	0.00	525	0.060	32	0.1	0.1	7.299	A
C-A	72	18	0.00			72				
A-B	379	95	0.00			379				
A-C	112	28	0.00			112				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	0.00	282	0.907	243	2.1	5.3	74.500	F
C-AB	40	10	0.00	512	0.079	40	0.1	0.1	7.628	A
C-A	86	22	0.00			86				
A-B	465	116	0.00			465				
A-C	138	34	0.00			138				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	0.00	282	0.907	251	5.3	6.4	97.438	F
C-AB	40	10	0.00	513	0.079	40	0.1	0.1	7.631	A
C-A	86	22	0.00			86				
A-B	465	116	0.00			465				
A-C	138	34	0.00			138				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	299	0.698	224	6.4	2.6	53.824	F
C-AB	32	8	0.00	525	0.060	32	0.1	0.1	7.300	A
C-A	72	18	0.00			72				
A-B	379	95	0.00			379				
A-C	112	28	0.00			112				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	0.00	311	0.561	180	2.6	1.4	28.315	D
C-AB	26	6	0.00	534	0.048	26	0.1	0.1	7.081	A
C-A	61	15	0.00			61				
A-B	318	79	0.00			318				
A-C	94	24	0.00			94				

2028 | Base + TEMPro + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		51.92	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	Stream B-AC	51.92	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	2028	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	✓	597	100.000
B		ONE HOUR	✓	250	100.000
C		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	392	205
	B	237	0	13
	C	122	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.66	0.34
	B	0.95	0.00	0.05
	C	0.80	0.20	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	6	3
	B	9	0	8
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.060	1.030
	B	1.090	1.000	1.080
	C	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	449	472
	B	188	205
	C	115	119
08:00-08:15	A	537	563
	B	225	245
	C	138	142
08:15-08:30	A	657	690
	B	275	300
	C	168	174
08:30-08:45	A	657	690
	B	275	300
	C	168	174
08:45-09:00	A	537	563
	B	225	245
	C	138	142
09:00-09:15	A	449	472
	B	188	205
	C	115	119

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.04	200.40	15.1	F	229	344
C-AB	0.08	7.25	0.1	A	36	54
C-A					104	156
A-B					360	540
A-C					188	282

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	188	47	0.00	301	0.626	182	0.0	1.5	29.061	D
C-AB	28	7	0.00	559	0.050	28	0.0	0.1	6.774	A
C-A	87	22	0.00			87				
A-B	295	74	0.00			295				
A-C	154	39	0.00			154				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	225	56	0.00	285	0.788	219	1.5	3.0	50.103	F
C-AB	35	9	0.00	552	0.063	35	0.1	0.1	6.959	A
C-A	103	26	0.00			103				
A-B	352	88	0.00			352				
A-C	184	46	0.00			184				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	275	69	0.00	264	1.044	247	3.0	10.2	123.965	F
C-AB	45	11	0.00	543	0.084	45	0.1	0.1	7.233	A
C-A	123	31	0.00			123				
A-B	432	108	0.00			432				
A-C	226	56	0.00			226				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	275	69	0.00	264	1.044	256	10.2	15.1	200.400	F
C-AB	45	11	0.00	543	0.084	45	0.1	0.1	7.246	A
C-A	123	31	0.00			123				
A-B	432	108	0.00			432				
A-C	226	56	0.00			226				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	225	56	0.00	285	0.788	264	15.1	5.3	146.318	F
C-AB	35	9	0.00	552	0.063	35	0.1	0.1	6.975	A
C-A	103	26	0.00			103				
A-B	352	88	0.00			352				
A-C	184	46	0.00			184				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	188	47	0.00	301	0.626	202	5.3	1.8	40.465	E
C-AB	28	7	0.00	559	0.050	28	0.1	0.1	6.788	A
C-A	87	22	0.00			87				
A-B	295	74	0.00			295				
A-C	154	39	0.00			154				

2028 | Base + TEMPro + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		746.57	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-49	Stream B-AC	746.57	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
D11	2028	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	✓	362	100.000
B		ONE HOUR	✓	462	100.000
C		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	226	136
	B	433	0	29
	C	111	4	0

Proportions

		To		
		A	B	C
From	A	0.00	0.62	0.38
	B	0.94	0.00	0.06
	C	0.97	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	7	0
	B	5	0	0
	C	2	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.070	1.000
	B	1.050	1.000	1.000
	C	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	273	284
	B	348	364
	C	87	88
17:00-17:15	A	325	340
	B	415	435
	C	103	105
17:15-17:30	A	399	416
	B	509	533
	C	127	129
17:30-17:45	A	399	416
	B	509	533
	C	127	129
17:45-18:00	A	325	340
	B	415	435
	C	103	105
18:00-18:15	A	273	284
	B	348	364
	C	87	88

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.58	1510.67	144.2	F	424	636
C-AB	0.01	6.12	0.0	A	4	7
C-A					101	152
A-B					207	311
A-C					125	187

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	348	87	0.00	346	1.007	311	0.0	9.1	75.646	F
C-AB	4	0.88	0.00	595	0.006	3	0.0	0.0	6.082	A
C-A	83	21	0.00			83				
A-B	170	43	0.00			170				
A-C	102	26	0.00			102				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	104	0.00	336	1.238	332	9.1	30.0	238.077	F
C-AB	4	1	0.00	594	0.007	4	0.0	0.0	6.098	A
C-A	99	25	0.00			99				
A-B	203	51	0.00			203				
A-C	122	31	0.00			122				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	509	127	0.00	322	1.580	322	30.0	76.7	615.506	F
C-AB	6	1	0.00	594	0.009	6	0.0	0.0	6.118	A
C-A	121	30	0.00			121				
A-B	249	62	0.00			249				
A-C	150	37	0.00			150				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	509	127	0.00	322	1.580	322	76.7	123.5	1105.049	F
C-AB	6	1	0.00	594	0.009	6	0.0	0.0	6.123	A
C-A	121	30	0.00			121				
A-B	249	62	0.00			249				
A-C	150	37	0.00			150				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	104	0.00	336	1.238	336	123.5	143.4	1429.663	F
C-AB	4	1	0.00	594	0.007	4	0.0	0.0	6.102	A
C-A	99	25	0.00			99				
A-B	203	51	0.00			203				
A-C	122	31	0.00			122				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	348	87	0.00	346	1.007	345	143.4	144.2	1510.667	F
C-AB	4	0.88	0.00	595	0.006	4	0.0	0.0	6.084	A
C-A	83	21	0.00			83				
A-B	170	43	0.00			170				
A-C	102	26	0.00			102				

2028 | Base + TEMPro + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		47.49	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	Stream B-AC	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
D12	2028	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	✓	258	100.000
B		ONE HOUR	✓	288	100.000
C		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	127	131
	B	255	0	33
	C	98	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.49	0.51
	B	0.89	0.00	0.11
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	0
	B	7	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.100	1.000
	B	1.070	1.000	1.000
	C	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	194	204
	B	217	230
	C	78	78
18:00-18:15	A	232	243
	B	259	275
	C	93	93
18:15-18:30	A	284	298
	B	317	337
	C	113	114
18:30-18:45	A	284	298
	B	317	337
	C	113	114
18:45-19:00	A	232	243
	B	259	275
	C	93	93
19:00-19:15	A	194	204
	B	217	230
	C	78	78

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.95	105.56	8.7	F	264	396
C-AB	0.01	5.98	0.0	A	5	8
C-A					89	134
A-B					117	175
A-C					120	180

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	54	0.00	355	0.611	211	0.0	1.5	24.181	C
C-AB	4	1	0.00	607	0.007	4	0.0	0.0	5.974	A
C-A	73	18	0.00			73				
A-B	96	24	0.00			96				
A-C	99	25	0.00			99				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	259	65	0.00	347	0.747	254	1.5	2.6	37.260	E
C-AB	5	1	0.00	608	0.009	5	0.0	0.0	5.973	A
C-A	87	22	0.00			87				
A-B	114	29	0.00			114				
A-C	118	29	0.00			118				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	0.00	335	0.945	300	2.6	6.9	76.750	F
C-AB	7	2	0.00	610	0.011	7	0.0	0.0	5.969	A
C-A	107	27	0.00			107				
A-B	140	35	0.00			140				
A-C	144	36	0.00			144				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	317	79	0.00	335	0.945	310	6.9	8.7	105.560	F
C-AB	7	2	0.00	610	0.011	7	0.0	0.0	5.972	A
C-A	107	27	0.00			107				
A-B	140	35	0.00			140				
A-C	144	36	0.00			144				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	259	65	0.00	347	0.747	280	8.7	3.4	62.142	F
C-AB	5	1	0.00	608	0.009	5	0.0	0.0	5.975	A
C-A	87	22	0.00			87				
A-B	114	29	0.00			114				
A-C	118	29	0.00			118				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	54	0.00	355	0.611	224	3.4	1.7	28.814	D
C-AB	4	1	0.00	607	0.007	4	0.0	0.0	5.978	A
C-A	73	18	0.00			73				
A-B	96	24	0.00			96				
A-C	99	25	0.00			99				

2028 | Base + TEMPro + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		14.81	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	Stream B-AC	14.81	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
D13	2028	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	✓	563	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	399	164
	B	211	0	9
	C	87	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.96	0.00	0.04
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	3
	B	4	0	11
	C	1	20	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.030
	B	1.040	1.000	1.110
	C	1.010	1.200	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	424	434
	B	166	173
	C	69	71
07:00-07:15	A	506	518
	B	198	206
	C	83	84
07:15-07:30	A	620	634
	B	242	253
	C	101	103
07:30-07:45	A	620	634
	B	242	253
	C	101	103
07:45-08:00	A	506	518
	B	198	206
	C	83	84
08:00-08:15	A	424	434
	B	166	173
	C	69	71

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.81	57.78	3.6	F	202	303
C-AB	0.02	8.06	0.0	A	6	8
C-A					79	118
A-B					366	549
A-C					150	226

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	0.00	331	0.501	162	0.0	1.0	20.879	C
C-AB	4	1	0.00	469	0.009	4	0.0	0.0	7.751	A
C-A	65	16	0.00			65				
A-B	300	75	0.00			300				
A-C	123	31	0.00			123				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	0.00	318	0.622	195	1.0	1.5	28.829	D
C-AB	5	1	0.00	463	0.012	5	0.0	0.0	7.885	A
C-A	77	19	0.00			77				
A-B	359	90	0.00			359				
A-C	147	37	0.00			147				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	0.00	300	0.807	235	1.5	3.3	50.382	F
C-AB	7	2	0.00	455	0.015	7	0.0	0.0	8.055	A
C-A	94	24	0.00			94				
A-B	439	110	0.00			439				
A-C	181	45	0.00			181				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	0.00	300	0.807	241	3.3	3.6	57.784	F
C-AB	7	2	0.00	455	0.015	7	0.0	0.0	8.031	A
C-A	94	24	0.00			94				
A-B	439	110	0.00			439				
A-C	181	45	0.00			181				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	0.00	318	0.622	205	3.6	1.8	33.662	D
C-AB	5	1	0.00	463	0.012	5	0.0	0.0	7.838	A
C-A	77	19	0.00			77				
A-B	359	90	0.00			359				
A-C	147	37	0.00			147				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	0.00	331	0.501	169	1.8	1.0	22.578	C
C-AB	4	1	0.00	469	0.009	4	0.0	0.0	7.729	A
C-A	65	16	0.00			65				
A-B	300	75	0.00			300				
A-C	123	31	0.00			123				

2028 | Base + TEMPro + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		31.09	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	Stream B-AC	31.09	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	2028	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	✓	491	100.000
B		ONE HOUR	✓	243	100.000
C		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	278	213
	B	230	0	13
	C	131	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.57	0.43
	B	0.95	0.00	0.05
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	5	5
	B	6	0	8
	C	9	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.050	1.050
	B	1.060	1.000	1.080
	C	1.090	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	370	388
	B	183	194
	C	103	112
08:00-08:15	A	441	463
	B	218	232
	C	123	134
08:15-08:30	A	541	568
	B	268	284
	C	151	164
08:30-08:45	A	541	568
	B	268	284
	C	151	164
08:45-09:00	A	441	463
	B	218	232
	C	123	134
09:00-09:15	A	370	388
	B	183	194
	C	103	112

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.94	111.02	7.7	F	223	334
C-AB	0.02	6.37	0.0	A	7	11
C-A					119	178
A-B					255	383
A-C					195	293

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	183	46	0.00	319	0.573	178	0.0	1.3	24.703	C
C-AB	5	1	0.00	581	0.009	5	0.0	0.0	6.254	A
C-A	98	24	0.00			98				
A-B	209	52	0.00			209				
A-C	160	40	0.00			160				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	55	0.00	305	0.716	215	1.3	2.2	38.079	E
C-AB	7	2	0.00	578	0.012	7	0.0	0.0	6.294	A
C-A	116	29	0.00			116				
A-B	250	62	0.00			250				
A-C	191	48	0.00			191				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	268	67	0.00	286	0.936	252	2.2	6.1	81.231	F
C-AB	9	2	0.00	574	0.015	9	0.0	0.0	6.355	A
C-A	142	36	0.00			142				
A-B	306	77	0.00			306				
A-C	235	59	0.00			235				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	268	67	0.00	286	0.936	261	6.1	7.7	111.016	F
C-AB	9	2	0.00	574	0.015	9	0.0	0.0	6.369	A
C-A	142	36	0.00			142				
A-B	306	77	0.00			306				
A-C	235	59	0.00			235				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	55	0.00	305	0.716	238	7.7	2.9	61.234	F
C-AB	7	2	0.00	578	0.012	7	0.0	0.0	6.319	A
C-A	116	29	0.00			116				
A-B	250	62	0.00			250				
A-C	191	48	0.00			191				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	183	46	0.00	319	0.573	189	2.9	1.4	28.724	D
C-AB	5	1	0.00	581	0.009	5	0.0	0.0	6.265	A
C-A	98	24	0.00			98				
A-B	209	52	0.00			209				
A-C	160	40	0.00			160				

2028 | Base + TEMPro + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		38.48	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream B-AC	38.48	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
D15	2028	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	✓	357	100.000
B		ONE HOUR	✓	280	100.000
C		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	216	141
	B	276	0	4
	C	116	4	0

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.99	0.00	0.01
	C	0.97	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.020
	B	1.010	1.000	1.000
	C	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	269	274
	B	211	213
	C	90	94
17:00-17:15	A	321	327
	B	252	254
	C	108	112
17:15-17:30	A	393	401
	B	308	311
	C	132	137
17:30-17:45	A	393	401
	B	308	311
	C	132	137
17:45-18:00	A	321	327
	B	252	254
	C	108	112
18:00-18:15	A	269	274
	B	211	213
	C	90	94

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.94	104.88	8.4	F	257	385
C-AB	0.01	6.06	0.0	A	4	7
C-A					106	158
A-B					198	297
A-C					129	194

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	53	0.00	352	0.598	205	0.0	1.4	23.681	C
C-AB	4	0.88	0.00	600	0.006	3	0.0	0.0	6.037	A
C-A	87	22	0.00			87				
A-B	163	41	0.00			163				
A-C	106	27	0.00			106				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	252	63	0.00	342	0.736	247	1.4	2.5	36.485	E
C-AB	4	1	0.00	600	0.007	4	0.0	0.0	6.043	A
C-A	104	26	0.00			104				
A-B	194	49	0.00			194				
A-C	127	32	0.00			127				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	308	77	0.00	327	0.942	291	2.5	6.7	76.449	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.050	A
C-A	127	32	0.00			127				
A-B	238	59	0.00			238				
A-C	155	39	0.00			155				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	308	77	0.00	327	0.942	301	6.7	8.4	104.879	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.057	A
C-A	127	32	0.00			127				
A-B	238	59	0.00			238				
A-C	155	39	0.00			155				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	252	63	0.00	342	0.736	272	8.4	3.2	59.687	F
C-AB	4	1	0.00	600	0.007	4	0.0	0.0	6.052	A
C-A	104	26	0.00			104				
A-B	194	49	0.00			194				
A-C	127	32	0.00			127				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	53	0.00	352	0.598	217	3.2	1.6	27.825	D
C-AB	4	0.88	0.00	600	0.006	4	0.0	0.0	6.044	A
C-A	87	22	0.00			87				
A-B	163	41	0.00			163				
A-C	106	27	0.00			106				

2028 | Base + TEMPro + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		9.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream B-AC	9.84	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
D16	2028	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	✓	248	100.000
B		ONE HOUR	✓	200	100.000
C		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	115	133
	B	192	0	8
	C	136	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.46	0.54
	B	0.96	0.00	0.04
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	187	187
	B	151	151
	C	106	107
18:00-18:15	A	223	223
	B	180	180
	C	127	128
18:15-18:30	A	273	273
	B	220	220
	C	155	157
18:30-18:45	A	273	273
	B	220	220
	C	155	157
18:45-19:00	A	223	223
	B	180	180
	C	127	128
19:00-19:15	A	187	187
	B	151	151
	C	106	107

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.64	28.86	1.7	D	184	275
C-AB	0.01	5.76	0.0	A	6	9
C-A					124	185
A-B					106	158
A-C					122	183

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	0.00	366	0.412	148	0.0	0.7	16.322	C
C-AB	4	1	0.00	630	0.007	4	0.0	0.0	5.752	A
C-A	102	25	0.00			102				
A-B	87	22	0.00			87				
A-C	100	25	0.00			100				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	180	45	0.00	357	0.504	179	0.7	1.0	20.067	C
C-AB	6	1	0.00	636	0.009	6	0.0	0.0	5.709	A
C-A	121	30	0.00			121				
A-B	103	26	0.00			103				
A-C	120	30	0.00			120				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	0.00	344	0.640	218	1.0	1.6	27.837	D
C-AB	7	2	0.00	644	0.011	7	0.0	0.0	5.649	A
C-A	148	37	0.00			148				
A-B	127	32	0.00			127				
A-C	146	37	0.00			146				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	0.00	344	0.640	220	1.6	1.7	28.862	D
C-AB	7	2	0.00	644	0.011	7	0.0	0.0	5.652	A
C-A	148	37	0.00			148				
A-B	127	32	0.00			127				
A-C	146	37	0.00			146				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	180	45	0.00	357	0.504	182	1.7	1.1	20.946	C
C-AB	6	1	0.00	636	0.009	6	0.0	0.0	5.711	A
C-A	121	30	0.00			121				
A-B	103	26	0.00			103				
A-C	120	30	0.00			120				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	0.00	366	0.412	152	1.1	0.7	16.934	C
C-AB	5	1	0.00	630	0.007	5	0.0	0.0	5.756	A
C-A	102	25	0.00			102				
A-B	87	22	0.00			87				
A-C	100	25	0.00			100				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		33.88	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-25	Stream B-AC	33.88	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
D17	2028	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	✓	683	100.000
B		ONE HOUR	✓	233	100.000
C		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	519	164
	B	224	0	9
	C	87	30	0

Proportions

		To		
		A	B	C
From	A	0.00	0.76	0.24
	B	0.96	0.00	0.04
	C	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	5	3
	B	10	0	11
	C	1	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.050	1.030
	B	1.100	1.000	1.110
	C	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	514	537
	B	175	193
	C	88	89
07:00-07:15	A	614	642
	B	209	230
	C	105	107
07:15-07:30	A	752	786
	B	257	282
	C	129	131
07:30-07:45	A	752	786
	B	257	282
	C	129	131
07:45-08:00	A	614	642
	B	209	230
	C	105	107
08:00-08:15	A	514	537
	B	175	193
	C	88	89

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.97	142.73	9.6	F	214	321
C-AB	0.09	8.17	0.1	A	33	50
C-A					74	111
A-B					476	714
A-C					150	226

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	0.00	299	0.587	170	0.0	1.3	27.010	D
C-AB	26	6	0.00	513	0.051	26	0.0	0.1	7.388	A
C-A	62	16	0.00			62				
A-B	391	98	0.00			391				
A-C	123	31	0.00			123				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	284	0.738	205	1.3	2.4	43.313	E
C-AB	32	8	0.00	500	0.064	32	0.1	0.1	7.701	A
C-A	73	18	0.00			73				
A-B	467	117	0.00			467				
A-C	147	37	0.00			147				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	64	0.00	263	0.974	237	2.4	7.2	97.990	F
C-AB	41	10	0.00	482	0.086	41	0.1	0.1	8.172	A
C-A	88	22	0.00			88				
A-B	571	143	0.00			571				
A-C	181	45	0.00			181				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	64	0.00	263	0.975	247	7.2	9.6	142.727	F
C-AB	41	10	0.00	482	0.086	41	0.1	0.1	8.173	A
C-A	87	22	0.00			87				
A-B	571	143	0.00			571				
A-C	181	45	0.00			181				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	284	0.738	234	9.6	3.4	84.578	F
C-AB	32	8	0.00	500	0.064	32	0.1	0.1	7.701	A
C-A	73	18	0.00			73				
A-B	467	117	0.00			467				
A-C	147	37	0.00			147				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	0.00	299	0.587	183	3.4	1.5	32.791	D
C-AB	26	6	0.00	513	0.051	26	0.1	0.1	7.395	A
C-A	62	16	0.00			62				
A-B	391	98	0.00			391				
A-C	123	31	0.00			123				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		71.86	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-32	Stream B-AC	71.86	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	2028	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	✓	611	100.000
B		ONE HOUR	✓	256	100.000
C		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	398	213
	B	243	0	13
	C	131	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.95	0.00	0.05
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	8	5
	B	11	0	8
	C	9	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.080	1.050
	B	1.110	1.000	1.080
	C	1.090	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	460	492
	B	193	214
	C	122	131
08:00-08:15	A	549	587
	B	230	255
	C	146	156
08:15-08:30	A	673	720
	B	282	312
	C	178	191
08:30-08:45	A	673	720
	B	282	312
	C	178	191
08:45-09:00	A	549	587
	B	230	255
	C	146	156
09:00-09:15	A	460	492
	B	193	214
	C	122	131

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.12	280.31	22.0	F	235	352
C-AB	0.09	7.27	0.1	A	37	55
C-A					112	168
A-B					365	548
A-C					195	293

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	0.00	291	0.663	186	0.0	1.8	32.400	D
C-AB	28	7	0.00	558	0.051	28	0.0	0.1	6.786	A
C-A	94	23	0.00			94				
A-B	300	75	0.00			300				
A-C	160	40	0.00			160				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	0.00	275	0.838	222	1.8	3.7	60.535	F
C-AB	36	9	0.00	551	0.064	35	0.1	0.1	6.971	A
C-A	110	28	0.00			110				
A-B	358	89	0.00			358				
A-C	191	48	0.00			191				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	70	0.00	253	1.116	242	3.7	13.7	160.044	F
C-AB	47	12	0.00	542	0.086	46	0.1	0.1	7.251	A
C-A	132	33	0.00			132				
A-B	438	110	0.00			438				
A-C	235	59	0.00			235				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	70	0.00	252	1.116	249	13.7	22.0	280.307	F
C-AB	47	12	0.00	542	0.086	47	0.1	0.1	7.275	A
C-A	132	33	0.00			132				
A-B	438	110	0.00			438				
A-C	235	59	0.00			235				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	0.00	275	0.838	263	22.0	13.8	250.576	F
C-AB	36	9	0.00	551	0.065	36	0.1	0.1	7.009	A
C-A	110	28	0.00			110				
A-B	358	89	0.00			358				
A-C	191	48	0.00			191				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	0.00	291	0.663	239	13.8	2.3	92.372	F
C-AB	28	7	0.00	558	0.051	29	0.1	0.1	6.814	A
C-A	94	23	0.00			94				
A-B	300	75	0.00			300				
A-C	160	40	0.00			160				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		776.19	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-50	Stream B-AC	776.19	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	2028	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	✓	370	100.000
B		ONE HOUR	✓	465	100.000
C		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	229	141
	B	436	0	29
	C	116	4	0

Proportions

		To		
		A	B	C
From	A	0.00	0.62	0.38
	B	0.94	0.00	0.06
	C	0.97	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	8	2
	B	5	0	0
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.080	1.020
	B	1.050	1.000	1.000
	C	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	279	294
	B	350	366
	C	90	94
17:00-17:15	A	333	352
	B	418	438
	C	108	112
17:15-17:30	A	407	431
	B	512	536
	C	132	137
17:30-17:45	A	407	431
	B	512	536
	C	132	137
17:45-18:00	A	333	352
	B	418	438
	C	108	112
18:00-18:15	A	279	294
	B	350	366
	C	90	94

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.61	1598.53	152.0	F	427	640
C-AB	0.01	6.12	0.0	A	5	7
C-A					106	158
A-B					210	315
A-C					129	194

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	0.00	343	1.020	311	0.0	9.7	79.452	F
C-AB	4	0.88	0.00	595	0.006	4	0.0	0.0	6.083	A
C-A	87	22	0.00			87				
A-B	172	43	0.00			172				
A-C	106	27	0.00			106				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	418	105	0.00	333	1.257	330	9.7	31.9	253.756	F
C-AB	4	1	0.00	594	0.007	4	0.0	0.0	6.097	A
C-A	104	26	0.00			104				
A-B	206	51	0.00			206				
A-C	127	32	0.00			127				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	512	128	0.00	318	1.609	318	31.9	80.4	653.382	F
C-AB	6	1	0.00	594	0.009	6	0.0	0.0	6.116	A
C-A	127	32	0.00			127				
A-B	252	63	0.00			252				
A-C	155	39	0.00			155				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	512	128	0.00	318	1.609	318	80.4	128.8	1198.438	F
C-AB	6	1	0.00	594	0.009	6	0.0	0.0	6.123	A
C-A	127	32	0.00			127				
A-B	252	63	0.00			252				
A-C	155	39	0.00			155				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	418	105	0.00	333	1.257	333	128.8	150.2	1504.606	F
C-AB	4	1	0.00	594	0.007	4	0.0	0.0	6.106	A
C-A	104	26	0.00			104				
A-B	206	51	0.00			206				
A-C	127	32	0.00			127				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	0.00	343	1.020	343	150.2	152.0	1598.528	F
C-AB	4	0.88	0.00	595	0.006	4	0.0	0.0	6.090	A
C-A	87	22	0.00			87				
A-B	172	43	0.00			172				
A-C	106	27	0.00			106				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		301.41	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-39	Stream B-AC	301.41	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	2028	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	✓	261	100.000
B		ONE HOUR	✓	385	100.000
C		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	128	133
	B	352	0	33
	C	136	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.49	0.51
	B	0.91	0.00	0.09
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	0
	B	5	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.100	1.000
	B	1.050	1.000	1.000
	C	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	196	206
	B	290	303
	C	106	107
18:00-18:15	A	235	246
	B	346	362
	C	127	128
18:15-18:30	A	287	301
	B	424	443
	C	155	157
18:30-18:45	A	287	301
	B	424	443
	C	155	157
18:45-19:00	A	235	246
	B	346	362
	C	127	128
19:00-19:15	A	196	206
	B	290	303
	C	106	107

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.28	612.89	58.2	F	353	530
C-AB	0.01	5.79	0.0	A	6	9
C-A					124	185
A-B					117	176
A-C					122	183

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	290	72	0.00	353	0.821	276	0.0	3.6	41.184	E
C-AB	5	1	0.00	626	0.007	4	0.0	0.0	5.792	A
C-A	102	25	0.00			102				
A-B	96	24	0.00			96				
A-C	100	25	0.00			100				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	346	87	0.00	344	1.006	321	3.6	9.9	98.760	F
C-AB	6	1	0.00	631	0.009	6	0.0	0.0	5.755	A
C-A	121	30	0.00			121				
A-B	115	29	0.00			115				
A-C	120	30	0.00			120				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	424	106	0.00	331	1.279	329	9.9	33.8	263.118	F
C-AB	7	2	0.00	638	0.011	7	0.0	0.0	5.703	A
C-A	148	37	0.00			148				
A-B	141	35	0.00			141				
A-C	146	37	0.00			146				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	424	106	0.00	331	1.279	331	33.8	57.1	506.510	F
C-AB	7	2	0.00	638	0.011	7	0.0	0.0	5.707	A
C-A	148	37	0.00			148				
A-B	141	35	0.00			141				
A-C	146	37	0.00			146				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	346	87	0.00	344	1.006	341	57.1	58.2	612.885	F
C-AB	6	1	0.00	631	0.009	6	0.0	0.0	5.757	A
C-A	121	30	0.00			121				
A-B	115	29	0.00			115				
A-C	120	30	0.00			120				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	290	72	0.00	353	0.821	347	58.2	44.0	532.415	F
C-AB	5	1	0.00	626	0.007	5	0.0	0.0	5.793	A
C-A	102	25	0.00			102				
A-B	96	24	0.00			96				
A-C	100	25	0.00			100				

Annex D Junction Capacity Modelling Results – Sensitivity Test

D.1 A12/ B1121 Main Road (South of Saxmundham) Junction – Sensitivity Test

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Sea Link_A12-B1121 junction_v4_WG_SensitivityTest.j11
Path: Z:\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Suffolk\Junction Models
Report generation date: 26/03/2026 12:18:42

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2028 | Base + TEMPro | AM Development Peak
»2028 | Base + TEMPro | AM Network Peak
»2028 | Base + TEMPro | PM Network Peak
»2028 | Base + TEMPro | PM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | 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																							
Stream B-C	D1	0.2	7.46	0.18	A	123 % [Stream B-A]	D2	0.4	8.67	0.27	A	80 % [Stream B-A]	D3	0.2	6.57	0.17	A	142 % [Stream B-A]	D4	0.1	5.78	0.12	A	307 % [Stream B-A]
Stream B-A		0.1	9.76	0.05	A			0.1	10.43	0.10	B			0.1	9.14	0.06	A			0.0	7.23	0.02	A	
Stream C-B		0.2	8.64	0.15	A			0.3	9.53	0.23	A			0.3	8.02	0.23	A			0.1	6.58	0.13	A	
	2028 - Base + TEMPro																							
Stream B-C	D5	0.2	7.61	0.19	A	115 % [Stream B-A]	D6	0.4	8.93	0.28	A	74 % [Stream B-A]	D7	0.2	6.68	0.17	A	133 % [Stream B-A]	D8	0.1	5.83	0.12	A	295 % [Stream B-A]
Stream B-A		0.1	9.97	0.05	A			0.1	10.74	0.10	B			0.1	9.32	0.07	A			0.0	7.28	0.02	A	
Stream C-B		0.2	8.77	0.16	A			0.3	9.79	0.25	A			0.3	8.17	0.24	A			0.2	6.63	0.13	A	
	2028 - Base + TEMPro + Committed Devs																							
Stream B-C	D9	0.2	7.94	0.20	A	74 % [Stream B-A]	D10	0.5	10.38	0.32	B	42 % [Stream B-A]	D11	0.4	8.83	0.28	A	76 % [Stream B-A]	D12	0.5	8.67	0.31	A	93 % [Stream B-C]
Stream B-A		0.1	11.74	0.06	B			0.2	14.83	0.16	B			0.1	11.54	0.12	B			0.2	9.01	0.17	A	
Stream C-B		0.4	10.45	0.30	B			0.4	11.41	0.30	B			0.4	9.25	0.27	A			0.2	7.07	0.14	A	
	2028 - Base + TEMPro + Committed Devs + Sea Link																							
Stream B-C	D17	0.3	8.37	0.20	A	43 % [Stream C-B]	D18	0.5	11.51	0.35	B	33 % [Stream B-A]	D19	0.4	9.48	0.30	A	67 % [Stream B-A]	D20	0.8	11.03	0.43	B	51 % [Stream B-C]
Stream B-A		0.1	13.16	0.07	B			0.2	17.22	0.20	C			0.2	12.44	0.14	B			0.4	10.77	0.29	B	
Stream C-B		0.8	13.48	0.43	B			0.5	12.36	0.33	B			0.4	9.60	0.28	A			0.2	7.07	0.14	A	
	2028 - Base + TEMPro + Sea Link																							
Stream B-C	D13	0.2	8.00	0.20	A	86 % [Stream C-B]	D14	0.5	9.91	0.31	A	59 % [Stream B-A]	D15	0.2	7.25	0.19	A	119 % [Stream B-A]	D16	0.3	7.17	0.23	A	151 % [Stream B-A]
Stream B-A		0.1	10.96	0.06	B			0.2	12.76	0.14	B			0.1	10.28	0.08	B			0.2	8.09	0.13	A	
Stream C-B		0.4	10.27	0.28	B			0.4	10.62	0.27	B			0.3	8.48	0.26	A			0.2	6.63	0.13	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.

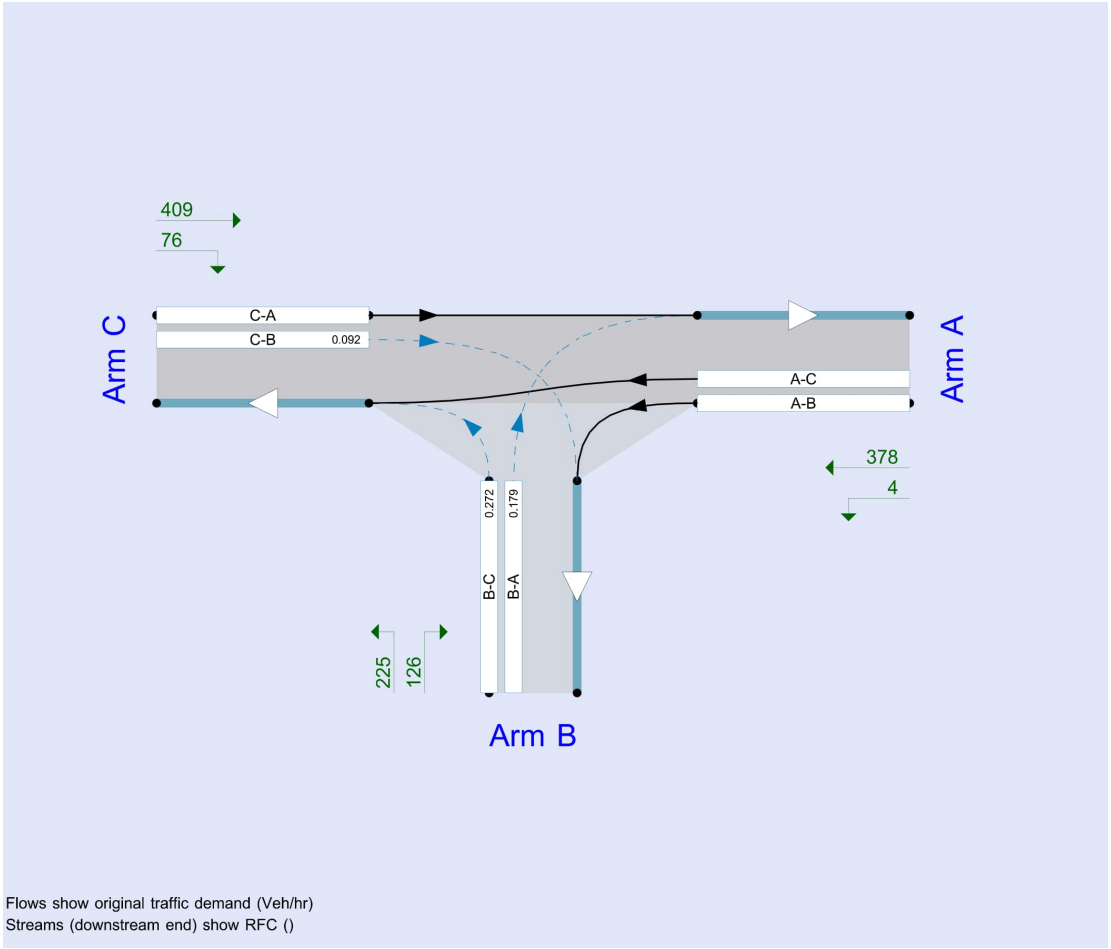
File summary

File Description

Title	
Location	
Site number	
Date	04/03/2026
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)
Streams (downstream end) show RFC ()

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	2028	Base + TEMPro	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2028	Base + TEMPro	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D7	2028	Base + TEMPro	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2028	Base + TEMPro	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D9	2028	Base + TEMPro + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2028	Base + TEMPro + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D11	2028	Base + TEMPro + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2028	Base + TEMPro + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D13	2028	Base + TEMPro + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2028	Base + TEMPro + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D15	2028	Base + TEMPro + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2028	Base + TEMPro + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D17	2028	Base + TEMPro + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2028	Base + TEMPro + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D19	2028	Base + TEMPro + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2028	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 | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	123	Stream B-A	1.27	A

Arms

Arms

Arm	Name	Description	Arm type
A	A12 (North)		Major
B	B1121 Main Road (East)		Minor
C	A12 (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.50	✓	9.20	✓	3.00	100.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	8.70	6.10	5.00	✓	3.00	25	47

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	620	0.075	0.190	0.120	0.272
B-C	774	0.095	0.241	-	-
C-B	687	0.214	0.214	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	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	✓	550	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	510	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	534
	B	17	0	97
	C	443	67	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	11	13	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.034
	B	1.071	1.000	1.050
	C	1.112	1.127	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	414	428
	B	86	90
	C	384	428
07:00-07:15	A	494	511
	B	102	108
	C	458	511
07:15-07:30	A	606	626
	B	126	132
	C	562	626
07:30-07:45	A	606	626
	B	126	132
	C	562	626
07:45-08:00	A	494	511
	B	102	108
	C	458	511
08:00-08:15	A	414	428
	B	86	90
	C	384	428

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	7.46	0.2	A	89	134
B-A	0.05	9.76	0.1	A	16	23
C-A					407	610
C-B	0.15	8.64	0.2	A	61	92
A-B					15	22
A-C					490	735

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	636	0.115	73	0.0	0.1	6.379	A
B-A	13	3	0.00	448	0.029	13	0.0	0.0	8.266	A
C-A	334	83	0.00			334				
C-B	50	13	0.00	528	0.096	50	0.0	0.1	7.523	A
A-B	12	3	0.00			12				
A-C	402	101	0.00			402				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	617	0.141	87	0.1	0.2	6.797	A
B-A	15	4	0.00	423	0.036	15	0.0	0.0	8.837	A
C-A	398	100	0.00			398				
C-B	60	15	0.00	512	0.118	60	0.1	0.1	7.959	A
A-B	14	4	0.00			14				
A-C	480	120	0.00			480				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	589	0.181	107	0.2	0.2	7.459	A
B-A	19	5	0.00	387	0.048	19	0.0	0.1	9.759	A
C-A	488	122	0.00			488				
C-B	74	18	0.00	491	0.150	74	0.1	0.2	8.630	A
A-B	18	4	0.00			18				
A-C	588	147	0.00			588				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	589	0.181	107	0.2	0.2	7.465	A
B-A	19	5	0.00	387	0.048	19	0.1	0.1	9.762	A
C-A	488	122	0.00			488				
C-B	74	18	0.00	491	0.150	74	0.2	0.2	8.637	A
A-B	18	4	0.00			18				
A-C	588	147	0.00			588				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	0.00	616	0.141	87	0.2	0.2	6.806	A
B-A	15	4	0.00	423	0.036	15	0.1	0.0	8.842	A
C-A	398	100	0.00			398				
C-B	60	15	0.00	512	0.118	60	0.2	0.1	7.969	A
A-B	14	4	0.00			14				
A-C	480	120	0.00			480				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	636	0.115	73	0.2	0.1	6.393	A
B-A	13	3	0.00	448	0.029	13	0.0	0.0	8.273	A
C-A	334	83	0.00			334				
C-B	50	13	0.00	528	0.096	51	0.1	0.1	7.539	A
A-B	12	3	0.00			12				
A-C	402	101	0.00			402				

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	80	Stream B-A	1.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	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	✓	663	100.000
B		ONE HOUR	✓	173	100.000
C		ONE HOUR	✓	549	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	46	617
	B	34	0	139
	C	444	105	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	6
	B	0	0	2
	C	11	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.026	1.059
	B	1.000	1.000	1.017
	C	1.109	1.058	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	499	527
	B	130	132
	C	413	454
08:00-08:15	A	596	630
	B	156	158
	C	494	542
08:15-08:30	A	730	771
	B	190	193
	C	604	664
08:30-08:45	A	730	771
	B	190	193
	C	604	664
08:45-09:00	A	596	630
	B	156	158
	C	494	542
09:00-09:15	A	499	527
	B	130	132
	C	413	454

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.27	8.67	0.4	A	128	191
B-A	0.10	10.43	0.1	B	31	47
C-A					407	611
C-B	0.23	9.53	0.3	A	96	145
A-B					42	63
A-C					566	849

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	629	0.166	104	0.0	0.2	6.843	A
B-A	26	6	0.00	459	0.056	25	0.0	0.1	8.293	A
C-A	334	84	0.00			334				
C-B	79	20	0.00	543	0.146	78	0.0	0.2	7.741	A
A-B	35	9	0.00			35				
A-C	465	116	0.00			465				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	31	0.00	604	0.207	125	0.2	0.3	7.511	A
B-A	31	8	0.00	427	0.072	30	0.1	0.1	9.078	A
C-A	399	100	0.00			399				
C-B	94	24	0.00	522	0.181	94	0.2	0.2	8.410	A
A-B	41	10	0.00			41				
A-C	555	139	0.00			555				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	0.00	568	0.269	153	0.3	0.4	8.649	A
B-A	37	9	0.00	383	0.098	37	0.1	0.1	10.424	B
C-A	489	122	0.00			489				
C-B	116	29	0.00	493	0.234	115	0.2	0.3	9.510	A
A-B	51	13	0.00			51				
A-C	679	170	0.00			679				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	0.00	568	0.269	153	0.4	0.4	8.667	A
B-A	37	9	0.00	382	0.098	37	0.1	0.1	10.433	B
C-A	489	122	0.00			489				
C-B	116	29	0.00	493	0.234	116	0.3	0.3	9.527	A
A-B	51	13	0.00			51				
A-C	679	170	0.00			679				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	31	0.00	604	0.207	125	0.4	0.3	7.535	A
B-A	31	8	0.00	427	0.072	31	0.1	0.1	9.088	A
C-A	399	100	0.00			399				
C-B	94	24	0.00	522	0.181	95	0.3	0.2	8.431	A
A-B	41	10	0.00			41				
A-C	555	139	0.00			555				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	629	0.166	105	0.3	0.2	6.873	A
B-A	26	6	0.00	459	0.056	26	0.1	0.1	8.310	A
C-A	334	84	0.00			334				
C-B	79	20	0.00	543	0.146	79	0.2	0.2	7.770	A
A-B	35	9	0.00			35				
A-C	465	116	0.00			465				

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.67	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	142	Stream B-A	1.67	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	✓	386	100.000
B		ONE HOUR	✓	123	100.000
C		ONE HOUR	✓	594	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	358
	B	24	0	99
	C	469	125	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.79	0.21	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.047
	B	1.050	1.000	1.000
	C	1.023	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	291	303
	B	93	94
	C	447	456
17:00-17:15	A	347	362
	B	111	112
	C	534	545
17:15-17:30	A	425	444
	B	135	137
	C	654	667
17:30-17:45	A	425	444
	B	135	137
	C	654	667
17:45-18:00	A	347	362
	B	111	112
	C	534	545
18:00-18:15	A	291	303
	B	93	94
	C	447	456

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	6.57	0.2	A	91	136
B-A	0.06	9.14	0.1	A	22	33
C-A					430	646
C-B	0.23	8.02	0.3	A	115	172
A-B					26	39
A-C					329	493

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	693	0.108	74	0.0	0.1	5.813	A
B-A	18	5	0.00	476	0.038	18	0.0	0.0	7.861	A
C-A	353	88	0.00			353				
C-B	94	24	0.00	616	0.153	93	0.0	0.2	6.881	A
A-B	21	5	0.00			21				
A-C	270	67	0.00			270				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	678	0.131	89	0.1	0.2	6.110	A
B-A	22	5	0.00	452	0.048	22	0.0	0.0	8.355	A
C-A	422	105	0.00			422				
C-B	112	28	0.00	604	0.186	112	0.2	0.2	7.323	A
A-B	25	6	0.00			25				
A-C	322	80	0.00			322				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	657	0.166	109	0.2	0.2	6.568	A
B-A	26	7	0.00	420	0.063	26	0.0	0.1	9.140	A
C-A	516	129	0.00			516				
C-B	138	34	0.00	586	0.235	137	0.2	0.3	8.013	A
A-B	31	8	0.00			31				
A-C	394	99	0.00			394				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	657	0.166	109	0.2	0.2	6.571	A
B-A	26	7	0.00	420	0.063	26	0.1	0.1	9.143	A
C-A	516	129	0.00			516				
C-B	138	34	0.00	586	0.235	138	0.3	0.3	8.024	A
A-B	31	8	0.00			31				
A-C	394	99	0.00			394				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	678	0.131	89	0.2	0.2	6.120	A
B-A	22	5	0.00	452	0.048	22	0.1	0.1	8.361	A
C-A	422	105	0.00			422				
C-B	112	28	0.00	604	0.186	113	0.3	0.2	7.337	A
A-B	25	6	0.00			25				
A-C	322	80	0.00			322				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	693	0.108	75	0.2	0.1	5.826	A
B-A	18	5	0.00	476	0.038	18	0.1	0.0	7.872	A
C-A	353	88	0.00			353				
C-B	94	24	0.00	616	0.153	94	0.2	0.2	6.905	A
A-B	21	5	0.00			21				
A-C	270	67	0.00			270				

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	307	Stream B-A	1.48	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	✓	238	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	234
	B	10	0	77
	C	266	74	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.11	0.00	0.89
	C	0.78	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.042
	B	1.000	1.000	1.000
	C	1.009	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	179	186
	B	65	65
	C	256	258
18:00-18:15	A	214	223
	B	78	78
	C	306	308
18:15-18:30	A	262	273
	B	96	96
	C	374	377
18:30-18:45	A	262	273
	B	96	96
	C	374	377
18:45-19:00	A	214	223
	B	78	78
	C	306	308
19:00-19:15	A	179	186
	B	65	65
	C	256	258

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	5.78	0.1	A	71	106
B-A	0.02	7.23	0.0	A	9	14
C-A					244	366
C-B	0.13	6.58	0.1	A	68	102
A-B					4	6
A-C					215	322

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	0.00	730	0.079	58	0.0	0.1	5.355	A
B-A	8	2	0.00	544	0.014	7	0.0	0.0	6.714	A
C-A	200	50	0.00			200				
C-B	56	14	0.00	647	0.086	55	0.0	0.1	6.080	A
A-B	3	0.75	0.00			3				
A-C	176	44	0.00			176				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	720	0.096	69	0.1	0.1	5.528	A
B-A	9	2	0.00	529	0.017	9	0.0	0.0	6.920	A
C-A	239	60	0.00			239				
C-B	67	17	0.00	639	0.104	66	0.1	0.1	6.285	A
A-B	4	0.90	0.00			4				
A-C	210	53	0.00			210				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	708	0.120	85	0.1	0.1	5.779	A
B-A	11	3	0.00	509	0.022	11	0.0	0.0	7.226	A
C-A	293	73	0.00			293				
C-B	81	20	0.00	629	0.130	81	0.1	0.1	6.577	A
A-B	4	1	0.00			4				
A-C	258	64	0.00			258				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	708	0.120	85	0.1	0.1	5.779	A
B-A	11	3	0.00	509	0.022	11	0.0	0.0	7.226	A
C-A	293	73	0.00			293				
C-B	81	20	0.00	629	0.130	81	0.1	0.1	6.580	A
A-B	4	1	0.00			4				
A-C	258	64	0.00			258				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	720	0.096	69	0.1	0.1	5.530	A
B-A	9	2	0.00	529	0.017	9	0.0	0.0	6.924	A
C-A	239	60	0.00			239				
C-B	67	17	0.00	639	0.104	67	0.1	0.1	6.290	A
A-B	4	0.90	0.00			4				
A-C	210	53	0.00			210				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	0.00	730	0.079	58	0.1	0.1	5.360	A
B-A	8	2	0.00	543	0.014	8	0.0	0.0	6.719	A
C-A	200	50	0.00			200				
C-B	56	14	0.00	647	0.086	56	0.1	0.1	6.092	A
A-B	3	0.75	0.00			3				
A-C	176	44	0.00			176				

2028 | Base + TEMPro | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	115	Stream B-A	1.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	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	✓	569	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	553
	B	18	0	100
	C	459	69	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	11	13	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.034
	B	1.071	1.000	1.050
	C	1.112	1.127	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	428	443
	B	89	94
	C	398	443
07:00-07:15	A	512	528
	B	106	112
	C	475	529
07:15-07:30	A	626	647
	B	130	137
	C	581	648
07:30-07:45	A	626	647
	B	130	137
	C	581	648
07:45-08:00	A	512	528
	B	106	112
	C	475	529
08:00-08:15	A	428	443
	B	89	94
	C	398	443

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	7.61	0.2	A	92	138
B-A	0.05	9.97	0.1	A	17	25
C-A					421	632
C-B	0.16	8.77	0.2	A	63	95
A-B					15	22
A-C					507	761

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	632	0.119	75	0.0	0.1	6.449	A
B-A	14	3	0.00	444	0.031	13	0.0	0.0	8.365	A
C-A	346	86	0.00			346				
C-B	52	13	0.00	525	0.099	52	0.0	0.1	7.592	A
A-B	12	3	0.00			12				
A-C	416	104	0.00			416				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	612	0.147	90	0.1	0.2	6.892	A
B-A	16	4	0.00	417	0.039	16	0.0	0.0	8.973	A
C-A	413	103	0.00			413				
C-B	62	16	0.00	509	0.122	62	0.1	0.1	8.050	A
A-B	14	4	0.00			14				
A-C	497	124	0.00			497				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	583	0.189	110	0.2	0.2	7.600	A
B-A	20	5	0.00	381	0.052	20	0.0	0.1	9.966	A
C-A	505	126	0.00			505				
C-B	76	19	0.00	486	0.156	76	0.1	0.2	8.763	A
A-B	18	4	0.00			18				
A-C	609	152	0.00			609				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	583	0.189	110	0.2	0.2	7.606	A
B-A	20	5	0.00	381	0.052	20	0.1	0.1	9.969	A
C-A	505	126	0.00			505				
C-B	76	19	0.00	486	0.156	76	0.2	0.2	8.769	A
A-B	18	4	0.00			18				
A-C	609	152	0.00			609				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	612	0.147	90	0.2	0.2	6.905	A
B-A	16	4	0.00	417	0.039	16	0.1	0.0	8.979	A
C-A	413	103	0.00			413				
C-B	62	16	0.00	509	0.122	62	0.2	0.1	8.062	A
A-B	14	4	0.00			14				
A-C	497	124	0.00			497				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	632	0.119	75	0.2	0.1	6.467	A
B-A	14	3	0.00	444	0.031	14	0.0	0.0	8.372	A
C-A	346	86	0.00			346				
C-B	52	13	0.00	525	0.099	52	0.1	0.1	7.608	A
A-B	12	3	0.00			12				
A-C	416	104	0.00			416				

2028 | Base + TEMPro | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	74	Stream B-A	1.84	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
D6	2028	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	✓	687	100.000
B		ONE HOUR	✓	179	100.000
C		ONE HOUR	✓	569	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	48	639
	B	35	0	144
	C	460	109	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	6
	B	0	0	2
	C	11	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.026	1.059
	B	1.000	1.000	1.017
	C	1.109	1.058	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	517	546
	B	135	137
	C	428	471
08:00-08:15	A	618	653
	B	161	163
	C	512	562
08:15-08:30	A	756	799
	B	197	200
	C	626	689
08:30-08:45	A	756	799
	B	197	200
	C	626	689
08:45-09:00	A	618	653
	B	161	163
	C	512	562
09:00-09:15	A	517	546
	B	135	137
	C	428	471

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	8.93	0.4	A	132	198
B-A	0.10	10.74	0.1	B	32	48
C-A					422	633
C-B	0.25	9.79	0.3	A	100	150
A-B					44	66
A-C					586	880

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	625	0.174	108	0.0	0.2	6.950	A
B-A	26	7	0.00	453	0.058	26	0.0	0.1	8.426	A
C-A	346	87	0.00			346				
C-B	82	21	0.00	539	0.152	81	0.0	0.2	7.856	A
A-B	36	9	0.00			36				
A-C	481	120	0.00			481				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	598	0.216	129	0.2	0.3	7.670	A
B-A	31	8	0.00	420	0.075	31	0.1	0.1	9.265	A
C-A	414	103	0.00			414				
C-B	98	24	0.00	517	0.189	98	0.2	0.2	8.573	A
A-B	43	11	0.00			43				
A-C	574	144	0.00			574				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	562	0.282	158	0.3	0.4	8.910	A
B-A	39	10	0.00	374	0.103	38	0.1	0.1	10.733	B
C-A	506	127	0.00			506				
C-B	120	30	0.00	488	0.246	120	0.2	0.3	9.768	A
A-B	53	13	0.00			53				
A-C	704	176	0.00			704				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	562	0.282	159	0.4	0.4	8.931	A
B-A	39	10	0.00	374	0.103	39	0.1	0.1	10.745	B
C-A	506	127	0.00			506				
C-B	120	30	0.00	488	0.246	120	0.3	0.3	9.787	A
A-B	53	13	0.00			53				
A-C	704	176	0.00			704				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	598	0.216	130	0.4	0.3	7.694	A
B-A	31	8	0.00	420	0.075	32	0.1	0.1	9.282	A
C-A	414	103	0.00			414				
C-B	98	24	0.00	517	0.189	98	0.3	0.2	8.597	A
A-B	43	11	0.00			43				
A-C	574	144	0.00			574				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	625	0.174	109	0.3	0.2	6.981	A
B-A	26	7	0.00	453	0.058	26	0.1	0.1	8.442	A
C-A	346	87	0.00			346				
C-B	82	21	0.00	539	0.152	82	0.2	0.2	7.886	A
A-B	36	9	0.00			36				
A-C	481	120	0.00			481				

2028 | Base + TEMPro | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	133	Stream B-A	1.70	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	2028	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	✓	400	100.000
B		ONE HOUR	✓	128	100.000
C		ONE HOUR	✓	615	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	371
	B	25	0	103
	C	486	129	0

Proportions

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.20	0.00	0.80
	C	0.79	0.21	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.047
	B	1.050	1.000	1.000
	C	1.023	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	301	314
	B	96	97
	C	463	472
17:00-17:15	A	360	375
	B	115	116
	C	553	564
17:15-17:30	A	440	460
	B	141	142
	C	677	691
17:30-17:45	A	440	460
	B	141	142
	C	677	691
17:45-18:00	A	360	375
	B	115	116
	C	553	564
18:00-18:15	A	301	314
	B	96	97
	C	463	472

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	6.68	0.2	A	95	142
B-A	0.07	9.32	0.1	A	23	34
C-A					446	669
C-B	0.24	8.17	0.3	A	118	178
A-B					27	40
A-C					340	511

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	19	0.00	690	0.112	77	0.0	0.1	5.866	A
B-A	19	5	0.00	471	0.040	19	0.0	0.0	7.947	A
C-A	366	91	0.00			366				
C-B	97	24	0.00	614	0.158	96	0.0	0.2	6.949	A
A-B	22	5	0.00			22				
A-C	279	70	0.00			279				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	674	0.137	92	0.1	0.2	6.184	A
B-A	22	6	0.00	447	0.050	22	0.0	0.1	8.471	A
C-A	437	109	0.00			437				
C-B	116	29	0.00	601	0.193	116	0.2	0.2	7.419	A
A-B	26	7	0.00			26				
A-C	334	83	0.00			334				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	653	0.174	113	0.2	0.2	6.675	A
B-A	28	7	0.00	414	0.066	27	0.1	0.1	9.313	A
C-A	535	134	0.00			535				
C-B	142	36	0.00	583	0.244	142	0.2	0.3	8.155	A
A-B	32	8	0.00			32				
A-C	408	102	0.00			408				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	652	0.174	113	0.2	0.2	6.677	A
B-A	28	7	0.00	414	0.067	28	0.1	0.1	9.315	A
C-A	535	134	0.00			535				
C-B	142	36	0.00	583	0.244	142	0.3	0.3	8.166	A
A-B	32	8	0.00			32				
A-C	408	102	0.00			408				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	674	0.137	93	0.2	0.2	6.192	A
B-A	22	6	0.00	447	0.050	23	0.1	0.1	8.480	A
C-A	437	109	0.00			437				
C-B	116	29	0.00	601	0.193	116	0.3	0.2	7.438	A
A-B	26	7	0.00			26				
A-C	334	83	0.00			334				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	19	0.00	690	0.112	78	0.2	0.1	5.882	A
B-A	19	5	0.00	471	0.040	19	0.1	0.0	7.959	A
C-A	366	91	0.00			366				
C-B	97	24	0.00	614	0.158	97	0.2	0.2	6.977	A
A-B	22	5	0.00			22				
A-C	279	70	0.00			279				

2028 | Base + TEMPro | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	295	Stream B-A	1.49	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	2028	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	✓	246	100.000
B		ONE HOUR	✓	90	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	242
	B	10	0	80
	C	276	76	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.11	0.00	0.89
	C	0.78	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.042
	B	1.000	1.000	1.000
	C	1.009	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	185	193
	B	68	68
	C	265	267
18:00-18:15	A	221	230
	B	81	81
	C	316	319
18:15-18:30	A	271	282
	B	99	99
	C	388	390
18:30-18:45	A	271	282
	B	99	99
	C	388	390
18:45-19:00	A	221	230
	B	81	81
	C	316	319
19:00-19:15	A	185	193
	B	68	68
	C	265	267

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	5.83	0.1	A	73	110
B-A	0.02	7.28	0.0	A	9	14
C-A					253	380
C-B	0.13	6.63	0.2	A	70	105
A-B					4	6
A-C					222	333

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	728	0.083	60	0.0	0.1	5.383	A
B-A	8	2	0.00	541	0.014	7	0.0	0.0	6.748	A
C-A	208	52	0.00			208				
C-B	57	14	0.00	646	0.089	57	0.0	0.1	6.110	A
A-B	3	0.75	0.00			3				
A-C	182	46	0.00			182				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	719	0.100	72	0.1	0.1	5.564	A
B-A	9	2	0.00	526	0.017	9	0.0	0.0	6.963	A
C-A	248	62	0.00			248				
C-B	68	17	0.00	638	0.107	68	0.1	0.1	6.322	A
A-B	4	0.90	0.00			4				
A-C	218	54	0.00			218				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	706	0.125	88	0.1	0.1	5.826	A
B-A	11	3	0.00	505	0.022	11	0.0	0.0	7.282	A
C-A	304	76	0.00			304				
C-B	84	21	0.00	627	0.134	84	0.1	0.2	6.627	A
A-B	4	1	0.00			4				
A-C	266	67	0.00			266				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	706	0.125	88	0.1	0.1	5.829	A
B-A	11	3	0.00	505	0.022	11	0.0	0.0	7.283	A
C-A	304	76	0.00			304				
C-B	84	21	0.00	627	0.134	84	0.2	0.2	6.630	A
A-B	4	1	0.00			4				
A-C	266	67	0.00			266				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	719	0.100	72	0.1	0.1	5.566	A
B-A	9	2	0.00	526	0.017	9	0.0	0.0	6.965	A
C-A	248	62	0.00			248				
C-B	68	17	0.00	638	0.107	68	0.2	0.1	6.328	A
A-B	4	0.90	0.00			4				
A-C	218	54	0.00			218				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	728	0.083	60	0.1	0.1	5.389	A
B-A	8	2	0.00	541	0.014	8	0.0	0.0	6.750	A
C-A	208	52	0.00			208				
C-B	57	14	0.00	646	0.089	57	0.1	0.1	6.119	A
A-B	3	0.75	0.00			3				
A-C	182	46	0.00			182				

2028 | Base + TEMPro + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	74	Stream B-A	1.52	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
D9	2028	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	✓	680	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	750	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	80	600
	B	18	0	100
	C	619	131	0

Proportions

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.15	0.00	0.85
	C	0.83	0.17	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	7	0	5
	C	12	7	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.036
	B	1.071	1.000	1.050
	C	1.115	1.067	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	512	528
	B	89	94
	C	565	625
07:00-07:15	A	611	631
	B	106	112
	C	674	746
07:15-07:30	A	749	773
	B	130	137
	C	826	914
07:30-07:45	A	749	773
	B	130	137
	C	826	914
07:45-08:00	A	611	631
	B	106	112
	C	674	746
08:00-08:15	A	512	528
	B	89	94
	C	565	625

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	7.94	0.2	A	92	138
B-A	0.06	11.74	0.1	B	17	25
C-A					568	852
C-B	0.30	10.45	0.4	B	120	180
A-B					73	110
A-C					551	826

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	619	0.122	75	0.0	0.1	6.605	A
B-A	14	3	0.00	407	0.033	13	0.0	0.0	9.153	A
C-A	466	117	0.00			466				
C-B	99	25	0.00	538	0.183	98	0.0	0.2	8.163	A
A-B	60	15	0.00			60				
A-C	452	113	0.00			452				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	596	0.151	90	0.1	0.2	7.112	A
B-A	16	4	0.00	373	0.043	16	0.0	0.0	10.089	B
C-A	556	139	0.00			556				
C-B	118	29	0.00	517	0.228	117	0.2	0.3	8.997	A
A-B	72	18	0.00			72				
A-C	539	135	0.00			539				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	563	0.195	110	0.2	0.2	7.935	A
B-A	20	5	0.00	327	0.061	20	0.0	0.1	11.732	B
C-A	682	170	0.00			682				
C-B	144	36	0.00	489	0.295	144	0.3	0.4	10.417	B
A-B	88	22	0.00			88				
A-C	661	165	0.00			661				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	563	0.195	110	0.2	0.2	7.944	A
B-A	20	5	0.00	326	0.061	20	0.1	0.1	11.742	B
C-A	682	170	0.00			682				
C-B	144	36	0.00	489	0.295	144	0.4	0.4	10.446	B
A-B	88	22	0.00			88				
A-C	661	165	0.00			661				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	596	0.151	90	0.2	0.2	7.126	A
B-A	16	4	0.00	373	0.043	16	0.1	0.0	10.102	B
C-A	556	139	0.00			556				
C-B	118	29	0.00	517	0.228	118	0.4	0.3	9.033	A
A-B	72	18	0.00			72				
A-C	539	135	0.00			539				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	619	0.122	75	0.2	0.1	6.623	A
B-A	14	3	0.00	406	0.033	14	0.0	0.0	9.167	A
C-A	466	117	0.00			466				
C-B	99	25	0.00	538	0.183	99	0.3	0.2	8.207	A
A-B	60	15	0.00			60				
A-C	452	113	0.00			452				

2028 | Base + TEMPro + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	42	Stream B-A	2.04	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
D10	2028	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	✓	779	100.000
B		ONE HOUR	✓	191	100.000
C		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	63	716
	B	41	0	150
	C	650	123	0

Proportions

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.21	0.00	0.79
	C	0.84	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	6
	B	12	0	5
	C	11	9	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.100	1.057
	B	1.123	1.000	1.050
	C	1.108	1.092	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	586	622
	B	144	153
	C	582	643
08:00-08:15	A	700	742
	B	172	183
	C	695	768
08:15-08:30	A	858	909
	B	210	224
	C	851	941
08:30-08:45	A	858	909
	B	210	224
	C	851	941
08:45-09:00	A	700	742
	B	172	183
	C	695	768
09:00-09:15	A	586	622
	B	144	153
	C	582	643

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	10.38	0.5	B	138	206
B-A	0.16	14.83	0.2	B	38	56
C-A					596	895
C-B	0.30	11.41	0.4	B	113	169
A-B					58	87
A-C					657	986

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	583	0.194	112	0.0	0.2	7.629	A
B-A	31	8	0.00	374	0.082	31	0.0	0.1	10.458	B
C-A	489	122	0.00			489				
C-B	93	23	0.00	507	0.183	92	0.0	0.2	8.644	A
A-B	47	12	0.00			47				
A-C	539	135	0.00			539				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	553	0.244	135	0.2	0.3	8.580	A
B-A	37	9	0.00	338	0.109	37	0.1	0.1	11.938	B
C-A	584	146	0.00			584				
C-B	111	28	0.00	484	0.229	110	0.2	0.3	9.626	A
A-B	57	14	0.00			57				
A-C	644	161	0.00			644				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	512	0.323	165	0.3	0.5	10.346	B
B-A	45	11	0.00	288	0.157	45	0.1	0.2	14.795	B
C-A	716	179	0.00			716				
C-B	135	34	0.00	451	0.300	135	0.3	0.4	11.370	B
A-B	69	17	0.00			69				
A-C	788	197	0.00			788				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	512	0.323	165	0.5	0.5	10.384	B
B-A	45	11	0.00	288	0.157	45	0.2	0.2	14.832	B
C-A	716	179	0.00			716				
C-B	135	34	0.00	451	0.300	135	0.4	0.4	11.408	B
A-B	69	17	0.00			69				
A-C	788	197	0.00			788				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	553	0.244	135	0.5	0.3	8.629	A
B-A	37	9	0.00	338	0.109	37	0.2	0.1	11.976	B
C-A	584	146	0.00			584				
C-B	111	28	0.00	484	0.229	111	0.4	0.3	9.676	A
A-B	57	14	0.00			57				
A-C	644	161	0.00			644				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	583	0.194	113	0.3	0.2	7.674	A
B-A	31	8	0.00	374	0.083	31	0.1	0.1	10.497	B
C-A	489	122	0.00			489				
C-B	93	23	0.00	507	0.183	93	0.3	0.2	8.692	A
A-B	47	12	0.00			47				
A-C	539	135	0.00			539				

2028 | Base + TEMPro + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	76	Stream B-A	2.08	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
D11	2028	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	✓	555	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	524
	B	38	0	145
	C	561	132	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.21	0.00	0.79
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	8	5
	B	10	0	6
	C	3	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.080	1.047
	B	1.099	1.000	1.060
	C	1.025	1.029	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	418	438
	B	138	147
	C	522	535
17:00-17:15	A	499	523
	B	165	176
	C	623	639
17:15-17:30	A	611	641
	B	201	215
	C	763	783
17:30-17:45	A	611	641
	B	201	215
	C	763	783
17:45-18:00	A	499	523
	B	165	176
	C	623	639
18:00-18:15	A	418	438
	B	138	147
	C	522	535

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	8.83	0.4	A	133	200
B-A	0.12	11.54	0.1	B	35	52
C-A					515	772
C-B	0.27	9.25	0.4	A	121	182
A-B					28	43
A-C					481	721

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	618	0.177	108	0.0	0.2	7.045	A
B-A	29	7	0.00	423	0.068	28	0.0	0.1	9.120	A
C-A	422	106	0.00			422				
C-B	99	25	0.00	577	0.172	99	0.0	0.2	7.517	A
A-B	23	6	0.00			23				
A-C	394	99	0.00			394				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	0.00	597	0.218	130	0.2	0.3	7.703	A
B-A	34	9	0.00	394	0.087	34	0.1	0.1	10.003	B
C-A	504	126	0.00			504				
C-B	119	30	0.00	559	0.212	118	0.2	0.3	8.167	A
A-B	28	7	0.00			28				
A-C	471	118	0.00			471				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	0.00	567	0.281	159	0.3	0.4	8.807	A
B-A	42	10	0.00	354	0.118	42	0.1	0.1	11.523	B
C-A	618	154	0.00			618				
C-B	145	36	0.00	535	0.272	145	0.3	0.4	9.231	A
A-B	34	9	0.00			34				
A-C	577	144	0.00			577				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	0.00	567	0.281	160	0.4	0.4	8.828	A
B-A	42	10	0.00	354	0.118	42	0.1	0.1	11.538	B
C-A	618	154	0.00			618				
C-B	145	36	0.00	535	0.272	145	0.4	0.4	9.250	A
A-B	34	9	0.00			34				
A-C	577	144	0.00			577				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	130	33	0.00	597	0.218	131	0.4	0.3	7.728	A
B-A	34	9	0.00	394	0.087	34	0.1	0.1	10.021	B
C-A	504	126	0.00			504				
C-B	119	30	0.00	559	0.212	119	0.4	0.3	8.190	A
A-B	28	7	0.00			28				
A-C	471	118	0.00			471				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	618	0.177	109	0.3	0.2	7.077	A
B-A	29	7	0.00	423	0.068	29	0.1	0.1	9.142	A
C-A	422	106	0.00			422				
C-B	99	25	0.00	577	0.172	100	0.3	0.2	7.552	A
A-B	23	6	0.00			23				
A-C	394	99	0.00			394				

2028 | Base + TEMPro + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	93	Stream B-C	2.55	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	2028	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	✓	381	100.000
B		ONE HOUR	✓	245	100.000
C		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	377
	B	73	0	172
	C	342	76	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.30	0.00	0.70
	C	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.045
	B	1.000	1.000	1.036
	C	1.016	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	287	300
	B	184	189
	C	315	319
18:00-18:15	A	343	358
	B	220	226
	C	376	381
18:15-18:30	A	419	438
	B	270	276
	C	460	466
18:30-18:45	A	419	438
	B	270	276
	C	460	466
18:45-19:00	A	343	358
	B	220	226
	C	376	381
19:00-19:15	A	287	300
	B	184	189
	C	315	319

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.31	8.67	0.5	A	158	237
B-A	0.17	9.01	0.2	A	67	100
C-A					314	471
C-B	0.14	7.07	0.2	A	70	105
A-B					4	6
A-C					346	519

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	646	0.201	128	0.0	0.2	6.949	A
B-A	55	14	0.00	530	0.104	55	0.0	0.1	7.559	A
C-A	257	64	0.00			257				
C-B	57	14	0.00	623	0.092	57	0.0	0.1	6.357	A
A-B	3	0.75	0.00			3				
A-C	284	71	0.00			284				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	0.00	629	0.246	154	0.2	0.3	7.586	A
B-A	66	16	0.00	509	0.129	65	0.1	0.1	8.107	A
C-A	307	77	0.00			307				
C-B	68	17	0.00	610	0.112	68	0.1	0.1	6.641	A
A-B	4	0.90	0.00			4				
A-C	339	85	0.00			339				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	0.00	605	0.313	189	0.3	0.4	8.645	A
B-A	80	20	0.00	480	0.167	80	0.1	0.2	8.997	A
C-A	377	94	0.00			377				
C-B	84	21	0.00	593	0.141	84	0.1	0.2	7.063	A
A-B	4	1	0.00			4				
A-C	415	104	0.00			415				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	0.00	605	0.313	189	0.4	0.5	8.667	A
B-A	80	20	0.00	480	0.167	80	0.2	0.2	9.007	A
C-A	377	94	0.00			377				
C-B	84	21	0.00	593	0.141	84	0.2	0.2	7.066	A
A-B	4	1	0.00			4				
A-C	415	104	0.00			415				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	0.00	628	0.246	155	0.5	0.3	7.612	A
B-A	66	16	0.00	509	0.129	66	0.2	0.1	8.122	A
C-A	307	77	0.00			307				
C-B	68	17	0.00	610	0.112	68	0.2	0.1	6.645	A
A-B	4	0.90	0.00			4				
A-C	339	85	0.00			339				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	645	0.201	130	0.3	0.3	6.985	A
B-A	55	14	0.00	530	0.104	55	0.1	0.1	7.580	A
C-A	257	64	0.00			257				
C-B	57	14	0.00	623	0.092	57	0.1	0.1	6.367	A
A-B	3	0.75	0.00			3				
A-C	284	71	0.00			284				

2028 | Base + TEMPro + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	86	Stream C-B	1.62	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
D13	2028	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	✓	691	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	70	621
	B	18	0	100
	C	460	122	0

Proportions

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.15	0.00	0.85
	C	0.79	0.21	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	11	7	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.030
	B	1.071	1.000	1.050
	C	1.112	1.072	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	520	534
	B	89	94
	C	438	483
07:00-07:15	A	621	638
	B	106	112
	C	523	577
07:15-07:30	A	761	782
	B	130	137
	C	641	707
07:30-07:45	A	761	782
	B	130	137
	C	641	707
07:45-08:00	A	621	638
	B	106	112
	C	523	577
08:00-08:15	A	520	534
	B	89	94
	C	438	483

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	8.00	0.2	A	92	138
B-A	0.06	10.96	0.1	B	17	25
C-A					422	633
C-B	0.28	10.27	0.4	B	112	168
A-B					64	96
A-C					570	855

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	617	0.122	75	0.0	0.1	6.633	A
B-A	14	3	0.00	422	0.032	13	0.0	0.0	8.818	A
C-A	346	87	0.00			346				
C-B	92	23	0.00	534	0.172	91	0.0	0.2	8.109	A
A-B	53	13	0.00			53				
A-C	468	117	0.00			468				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	593	0.152	90	0.1	0.2	7.148	A
B-A	16	4	0.00	391	0.041	16	0.0	0.0	9.608	A
C-A	414	103	0.00			414				
C-B	110	27	0.00	513	0.214	109	0.2	0.3	8.904	A
A-B	63	16	0.00			63				
A-C	558	140	0.00			558				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	560	0.196	110	0.2	0.2	7.985	A
B-A	20	5	0.00	348	0.057	20	0.0	0.1	10.952	B
C-A	506	127	0.00			506				
C-B	134	34	0.00	485	0.277	134	0.3	0.4	10.245	B
A-B	77	19	0.00			77				
A-C	684	171	0.00			684				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	560	0.197	110	0.2	0.2	7.996	A
B-A	20	5	0.00	348	0.057	20	0.1	0.1	10.960	B
C-A	506	127	0.00			506				
C-B	134	34	0.00	485	0.277	134	0.4	0.4	10.269	B
A-B	77	19	0.00			77				
A-C	684	171	0.00			684				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	593	0.152	90	0.2	0.2	7.159	A
B-A	16	4	0.00	391	0.041	16	0.1	0.0	9.620	A
C-A	414	103	0.00			414				
C-B	110	27	0.00	513	0.214	110	0.4	0.3	8.934	A
A-B	63	16	0.00			63				
A-C	558	140	0.00			558				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	617	0.122	75	0.2	0.1	6.653	A
B-A	14	3	0.00	421	0.032	14	0.0	0.0	8.833	A
C-A	346	87	0.00			346				
C-B	92	23	0.00	534	0.172	92	0.3	0.2	8.149	A
A-B	53	13	0.00			53				
A-C	468	117	0.00			468				

2028 | Base + TEMPro + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	59	Stream B-A	2.18	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
D14	2028	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	✓	699	100.000
B		ONE HOUR	✓	191	100.000
C		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	53	646
	B	41	0	150
	C	467	114	0

Proportions

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.21	0.00	0.79
	C	0.80	0.20	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	12	7
	B	12	0	6
	C	12	10	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.119	1.067
	B	1.123	1.000	1.057
	C	1.119	1.099	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	526	563
	B	144	154
	C	437	488
08:00-08:15	A	628	673
	B	172	184
	C	522	582
08:15-08:30	A	770	824
	B	210	225
	C	640	713
08:30-08:45	A	770	824
	B	210	225
	C	640	713
08:45-09:00	A	628	673
	B	172	184
	C	522	582
09:00-09:15	A	526	563
	B	144	154
	C	437	488

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.31	9.91	0.5	A	138	206
B-A	0.14	12.76	0.2	B	38	56
C-A					429	643
C-B	0.27	10.62	0.4	B	105	157
A-B					49	73
A-C					593	889

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	592	0.191	112	0.0	0.2	7.487	A
B-A	31	8	0.00	401	0.077	31	0.0	0.1	9.703	A
C-A	352	88	0.00			352				
C-B	86	21	0.00	515	0.167	85	0.0	0.2	8.351	A
A-B	40	10	0.00			40				
A-C	486	122	0.00			486				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	565	0.238	135	0.2	0.3	8.348	A
B-A	37	9	0.00	370	0.100	37	0.1	0.1	10.789	B
C-A	420	105	0.00			420				
C-B	102	26	0.00	494	0.207	102	0.2	0.3	9.182	A
A-B	48	12	0.00			48				
A-C	581	145	0.00			581				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	528	0.313	165	0.3	0.4	9.880	A
B-A	45	11	0.00	327	0.138	45	0.1	0.2	12.738	B
C-A	514	129	0.00			514				
C-B	126	31	0.00	465	0.270	125	0.3	0.4	10.588	B
A-B	58	15	0.00			58				
A-C	711	178	0.00			711				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	528	0.313	165	0.4	0.5	9.911	A
B-A	45	11	0.00	327	0.138	45	0.2	0.2	12.761	B
C-A	514	129	0.00			514				
C-B	126	31	0.00	465	0.270	126	0.4	0.4	10.615	B
A-B	58	15	0.00			58				
A-C	711	178	0.00			711				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	565	0.239	135	0.5	0.3	8.384	A
B-A	37	9	0.00	370	0.100	37	0.2	0.1	10.813	B
C-A	420	105	0.00			420				
C-B	102	26	0.00	494	0.207	103	0.4	0.3	9.213	A
A-B	48	12	0.00			48				
A-C	581	145	0.00			581				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	592	0.191	113	0.3	0.2	7.527	A
B-A	31	8	0.00	401	0.077	31	0.1	0.1	9.733	A
C-A	352	88	0.00			352				
C-B	86	21	0.00	515	0.167	86	0.3	0.2	8.390	A
A-B	40	10	0.00			40				
A-C	486	122	0.00			486				

2028 | Base + TEMPro + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.89	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	119	Stream B-A	1.89	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	2028	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	✓	406	100.000
B		ONE HOUR	✓	134	100.000
C		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	375
	B	28	0	106
	C	490	132	0

Proportions

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.21	0.00	0.79
	C	0.79	0.21	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	8	5
	B	13	0	5
	C	3	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.080	1.054
	B	1.134	1.000	1.053
	C	1.028	1.029	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	306	323
	B	101	108
	C	468	481
17:00-17:15	A	365	385
	B	120	129
	C	559	575
17:15-17:30	A	447	472
	B	148	158
	C	685	704
17:30-17:45	A	447	472
	B	148	158
	C	685	704
17:45-18:00	A	365	385
	B	120	129
	C	559	575
18:00-18:15	A	306	323
	B	101	108
	C	468	481

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	7.25	0.2	A	97	146
B-A	0.08	10.28	0.1	B	26	39
C-A					450	674
C-B	0.26	8.48	0.3	A	121	182
A-B					28	43
A-C					344	516

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	80	20	0.00	650	0.123	79	0.0	0.1	6.299	A
B-A	21	5	0.00	436	0.048	21	0.0	0.1	8.672	A
C-A	369	92	0.00			369				
C-B	99	25	0.00	601	0.165	99	0.0	0.2	7.160	A
A-B	23	6	0.00			23				
A-C	282	71	0.00			282				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	0.00	635	0.150	95	0.1	0.2	6.669	A
B-A	25	6	0.00	413	0.061	25	0.1	0.1	9.284	A
C-A	440	110	0.00			440				
C-B	119	30	0.00	588	0.202	118	0.2	0.3	7.668	A
A-B	28	7	0.00			28				
A-C	337	84	0.00			337				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	613	0.190	116	0.2	0.2	7.243	A
B-A	31	8	0.00	381	0.081	31	0.1	0.1	10.271	B
C-A	540	135	0.00			540				
C-B	145	36	0.00	570	0.255	145	0.3	0.3	8.470	A
A-B	34	9	0.00			34				
A-C	413	103	0.00			413				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	613	0.190	117	0.2	0.2	7.250	A
B-A	31	8	0.00	381	0.081	31	0.1	0.1	10.278	B
C-A	540	135	0.00			540				
C-B	145	36	0.00	570	0.255	145	0.3	0.3	8.483	A
A-B	34	9	0.00			34				
A-C	413	103	0.00			413				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	0.00	635	0.150	96	0.2	0.2	6.678	A
B-A	25	6	0.00	413	0.061	25	0.1	0.1	9.295	A
C-A	440	110	0.00			440				
C-B	119	30	0.00	588	0.202	119	0.3	0.3	7.686	A
A-B	28	7	0.00			28				
A-C	337	84	0.00			337				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	80	20	0.00	650	0.123	80	0.2	0.1	6.316	A
B-A	21	5	0.00	436	0.048	21	0.1	0.1	8.687	A
C-A	369	92	0.00			369				
C-B	99	25	0.00	601	0.165	100	0.3	0.2	7.189	A
A-B	23	6	0.00			23				
A-C	282	71	0.00			282				

2028 | Base + TEMPro + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	151	Stream B-A	2.27	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
D16	2028	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	✓	247	100.000
B		ONE HOUR	✓	196	100.000
C		ONE HOUR	✓	419	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	243
	B	63	0	133
	C	343	76	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.32	0.00	0.68
	C	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.041
	B	1.000	1.000	1.023
	C	1.007	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	186	193
	B	148	150
	C	315	317
18:00-18:15	A	222	231
	B	176	179
	C	377	379
18:15-18:30	A	272	283
	B	216	219
	C	461	464
18:30-18:45	A	272	283
	B	216	219
	C	461	464
18:45-19:00	A	222	231
	B	176	179
	C	377	379
19:00-19:15	A	186	193
	B	148	150
	C	315	317

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.23	7.17	0.3	A	122	183
B-A	0.13	8.09	0.2	A	58	87
C-A					315	472
C-B	0.13	6.63	0.2	A	70	105
A-B					4	6
A-C					223	334

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	0.00	677	0.148	99	0.0	0.2	6.225	A
B-A	47	12	0.00	554	0.086	47	0.0	0.1	7.091	A
C-A	258	65	0.00			258				
C-B	57	14	0.00	645	0.089	57	0.0	0.1	6.111	A
A-B	3	0.75	0.00			3				
A-C	183	46	0.00			183				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	0.00	665	0.180	119	0.2	0.2	6.596	A
B-A	57	14	0.00	538	0.105	57	0.1	0.1	7.480	A
C-A	308	77	0.00			308				
C-B	68	17	0.00	637	0.107	68	0.1	0.1	6.324	A
A-B	4	0.90	0.00			4				
A-C	218	55	0.00			218				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	0.00	649	0.226	146	0.2	0.3	7.162	A
B-A	69	17	0.00	514	0.135	69	0.1	0.2	8.084	A
C-A	378	94	0.00			378				
C-B	84	21	0.00	626	0.134	84	0.1	0.2	6.630	A
A-B	4	1	0.00			4				
A-C	268	67	0.00			268				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	0.00	649	0.226	146	0.3	0.3	7.169	A
B-A	69	17	0.00	514	0.135	69	0.2	0.2	8.089	A
C-A	378	94	0.00			378				
C-B	84	21	0.00	626	0.134	84	0.2	0.2	6.633	A
A-B	4	1	0.00			4				
A-C	268	67	0.00			268				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	0.00	665	0.180	120	0.3	0.2	6.609	A
B-A	57	14	0.00	538	0.105	57	0.2	0.1	7.491	A
C-A	308	77	0.00			308				
C-B	68	17	0.00	637	0.107	68	0.2	0.1	6.330	A
A-B	4	0.90	0.00			4				
A-C	218	55	0.00			218				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	0.00	677	0.148	100	0.2	0.2	6.246	A
B-A	47	12	0.00	554	0.086	48	0.1	0.1	7.103	A
C-A	258	65	0.00			258				
C-B	57	14	0.00	645	0.089	57	0.1	0.1	6.123	A
A-B	3	0.75	0.00			3				
A-C	183	46	0.00			183				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream C-B	2.04	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
D17	2028	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	✓	801	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	133	668
	B	18	0	100
	C	620	185	0

Proportions

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.15	0.00	0.85
	C	0.77	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	7	0	5
	C	12	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.033
	B	1.071	1.000	1.050
	C	1.115	1.047	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	603	619
	B	89	94
	C	606	666
07:00-07:15	A	720	740
	B	106	112
	C	724	796
07:15-07:30	A	882	906
	B	130	137
	C	886	975
07:30-07:45	A	882	906
	B	130	137
	C	886	975
07:45-08:00	A	720	740
	B	106	112
	C	724	796
08:00-08:15	A	603	619
	B	89	94
	C	606	666

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	8.37	0.3	A	92	138
B-A	0.07	13.16	0.1	B	17	25
C-A					569	853
C-B	0.43	13.48	0.8	B	170	255
A-B					122	183
A-C					613	919

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	604	0.125	75	0.0	0.1	6.800	A
B-A	14	3	0.00	384	0.035	13	0.0	0.0	9.706	A
C-A	467	117	0.00			467				
C-B	139	35	0.00	529	0.263	138	0.0	0.4	9.166	A
A-B	100	25	0.00			100				
A-C	503	126	0.00			503				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	577	0.156	90	0.1	0.2	7.385	A
B-A	16	4	0.00	346	0.047	16	0.0	0.0	10.908	B
C-A	557	139	0.00			557				
C-B	166	42	0.00	505	0.330	166	0.4	0.5	10.606	B
A-B	120	30	0.00			120				
A-C	601	150	0.00			601				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	540	0.204	110	0.2	0.3	8.360	A
B-A	20	5	0.00	294	0.067	20	0.0	0.1	13.136	B
C-A	683	171	0.00			683				
C-B	204	51	0.00	471	0.433	203	0.5	0.7	13.377	B
A-B	146	37	0.00			146				
A-C	735	184	0.00			735				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	28	0.00	540	0.204	110	0.3	0.3	8.371	A
B-A	20	5	0.00	293	0.068	20	0.1	0.1	13.157	B
C-A	683	171	0.00			683				
C-B	204	51	0.00	471	0.433	204	0.7	0.8	13.477	B
A-B	146	37	0.00			146				
A-C	735	184	0.00			735				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	577	0.156	90	0.3	0.2	7.397	A
B-A	16	4	0.00	346	0.047	16	0.1	0.0	10.931	B
C-A	557	139	0.00			557				
C-B	166	42	0.00	505	0.330	167	0.8	0.5	10.705	B
A-B	120	30	0.00			120				
A-C	601	150	0.00			601				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	603	0.125	75	0.2	0.1	6.819	A
B-A	14	3	0.00	384	0.035	14	0.0	0.0	9.727	A
C-A	467	117	0.00			467				
C-B	139	35	0.00	529	0.263	140	0.5	0.4	9.257	A
A-B	100	25	0.00			100				
A-C	503	126	0.00			503				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	33	Stream B-A	2.40	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
D18	2028	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	✓	791	100.000
B		ONE HOUR	✓	201	100.000
C		ONE HOUR	✓	785	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	68	723
	B	46	0	155
	C	657	128	0

Proportions

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.23	0.00	0.77
	C	0.84	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	17	6
	B	22	0	9
	C	12	13	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.166	1.064
	B	1.217	1.000	1.087
	C	1.115	1.127	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	596	639
	B	151	169
	C	591	660
08:00-08:15	A	711	763
	B	181	202
	C	706	788
08:15-08:30	A	871	934
	B	221	247
	C	864	965
08:30-08:45	A	871	934
	B	221	247
	C	864	965
08:45-09:00	A	711	763
	B	181	202
	C	706	788
09:00-09:15	A	596	639
	B	151	169
	C	591	660

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.35	11.51	0.5	B	142	213
B-A	0.20	17.22	0.2	C	42	63
C-A					603	904
C-B	0.33	12.36	0.5	B	117	176
A-B					62	94
A-C					663	995

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	555	0.210	116	0.0	0.3	8.170	A
B-A	35	9	0.00	343	0.101	34	0.0	0.1	11.657	B
C-A	495	124	0.00			495				
C-B	96	24	0.00	488	0.197	95	0.0	0.2	9.144	A
A-B	51	13	0.00			51				
A-C	544	136	0.00			544				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	0.00	526	0.265	139	0.3	0.4	9.302	A
B-A	41	10	0.00	308	0.134	41	0.1	0.2	13.485	B
C-A	591	148	0.00			591				
C-B	115	29	0.00	465	0.248	115	0.2	0.3	10.279	B
A-B	61	15	0.00			61				
A-C	650	162	0.00			650				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	0.00	483	0.353	170	0.4	0.5	11.456	B
B-A	51	13	0.00	260	0.195	50	0.2	0.2	17.151	C
C-A	723	181	0.00			723				
C-B	141	35	0.00	432	0.326	140	0.3	0.5	12.312	B
A-B	75	19	0.00			75				
A-C	796	199	0.00			796				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	43	0.00	483	0.353	171	0.5	0.5	11.513	B
B-A	51	13	0.00	260	0.195	51	0.2	0.2	17.215	C
C-A	723	181	0.00			723				
C-B	141	35	0.00	432	0.326	141	0.5	0.5	12.361	B
A-B	75	19	0.00			75				
A-C	796	199	0.00			796				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	0.00	525	0.265	140	0.5	0.4	9.364	A
B-A	41	10	0.00	308	0.134	42	0.2	0.2	13.547	B
C-A	591	148	0.00			591				
C-B	115	29	0.00	465	0.248	116	0.5	0.3	10.334	B
A-B	61	15	0.00			61				
A-C	650	162	0.00			650				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	555	0.210	117	0.4	0.3	8.232	A
B-A	35	9	0.00	342	0.101	35	0.2	0.1	11.715	B
C-A	495	124	0.00			495				
C-B	96	24	0.00	488	0.197	97	0.3	0.2	9.205	A
A-B	51	13	0.00			51				
A-C	544	136	0.00			544				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	67	Stream B-A	2.28	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
D19	2028	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	✓	562	100.000
B		ONE HOUR	✓	189	100.000
C		ONE HOUR	✓	699	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	34	528
	B	41	0	148
	C	565	134	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.22	0.00	0.78
	C	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	15	5
	B	15	0	10
	C	3	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.148	1.051
	B	1.152	1.000	1.096
	C	1.030	1.047	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	423	447
	B	142	158
	C	526	544
17:00-17:15	A	505	534
	B	170	188
	C	628	649
17:15-17:30	A	619	654
	B	208	231
	C	770	795
17:30-17:45	A	619	654
	B	208	231
	C	770	795
17:45-18:00	A	505	534
	B	170	188
	C	628	649
18:00-18:15	A	423	447
	B	142	158
	C	526	544

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	9.48	0.4	A	136	204
B-A	0.14	12.44	0.2	B	38	56
C-A					518	778
C-B	0.28	9.60	0.4	A	123	184
A-B					31	47
A-C					485	727

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	594	0.188	111	0.0	0.2	7.438	A
B-A	31	8	0.00	402	0.077	31	0.0	0.1	9.693	A
C-A	425	106	0.00			425				
C-B	101	25	0.00	565	0.179	100	0.0	0.2	7.731	A
A-B	26	6	0.00			26				
A-C	398	99	0.00			398				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	572	0.232	133	0.2	0.3	8.182	A
B-A	37	9	0.00	374	0.099	37	0.1	0.1	10.686	B
C-A	508	127	0.00			508				
C-B	120	30	0.00	547	0.220	120	0.2	0.3	8.428	A
A-B	31	8	0.00			31				
A-C	475	119	0.00			475				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	41	0.00	543	0.300	162	0.3	0.4	9.452	A
B-A	45	11	0.00	335	0.135	45	0.1	0.2	12.425	B
C-A	622	156	0.00			622				
C-B	148	37	0.00	523	0.282	147	0.3	0.4	9.576	A
A-B	37	9	0.00			37				
A-C	581	145	0.00			581				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	163	41	0.00	543	0.300	163	0.4	0.4	9.478	A
B-A	45	11	0.00	334	0.135	45	0.2	0.2	12.445	B
C-A	622	156	0.00			622				
C-B	148	37	0.00	523	0.282	148	0.4	0.4	9.599	A
A-B	37	9	0.00			37				
A-C	581	145	0.00			581				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	572	0.232	134	0.4	0.3	8.214	A
B-A	37	9	0.00	373	0.099	37	0.2	0.1	10.709	B
C-A	508	127	0.00			508				
C-B	120	30	0.00	547	0.220	121	0.4	0.3	8.454	A
A-B	31	8	0.00			31				
A-C	475	119	0.00			475				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	593	0.188	112	0.3	0.2	7.477	A
B-A	31	8	0.00	401	0.077	31	0.1	0.1	9.720	A
C-A	425	106	0.00			425				
C-B	101	25	0.00	565	0.179	101	0.3	0.2	7.769	A
A-B	26	6	0.00			26				
A-C	398	99	0.00			398				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A12 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		3.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	Stream B-C	3.58	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	2028	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	✓	382	100.000
B		ONE HOUR	✓	351	100.000
C		ONE HOUR	✓	485	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	378
	B	126	0	225
	C	409	76	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.36	0.00	0.64
	C	0.84	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.045
	B	1.000	1.000	1.041
	C	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	288	300
	B	264	271
	C	365	369
18:00-18:15	A	343	359
	B	316	324
	C	436	441
18:15-18:30	A	421	439
	B	386	397
	C	534	540
18:30-18:45	A	421	439
	B	386	397
	C	534	540
18:45-19:00	A	343	359
	B	316	324
	C	436	441
19:00-19:15	A	288	300
	B	264	271
	C	365	369

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.43	11.03	0.8	B	206	310
B-A	0.29	10.77	0.4	B	116	173
C-A					375	563
C-B	0.14	7.07	0.2	A	70	105
A-B					4	6
A-C					347	520

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	42	0.00	622	0.272	168	0.0	0.4	7.895	A
B-A	95	24	0.00	530	0.179	94	0.0	0.2	8.240	A
C-A	308	77	0.00			308				
C-B	57	14	0.00	623	0.092	57	0.0	0.1	6.359	A
A-B	3	0.75	0.00			3				
A-C	285	71	0.00			285				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	202	51	0.00	603	0.336	202	0.4	0.5	8.970	A
B-A	113	28	0.00	507	0.223	113	0.2	0.3	9.130	A
C-A	368	92	0.00			368				
C-B	68	17	0.00	610	0.112	68	0.1	0.1	6.643	A
A-B	4	0.90	0.00			4				
A-C	340	85	0.00			340				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	248	62	0.00	574	0.431	247	0.5	0.7	10.961	B
B-A	139	35	0.00	473	0.293	138	0.3	0.4	10.735	B
C-A	450	113	0.00			450				
C-B	84	21	0.00	593	0.141	84	0.1	0.2	7.066	A
A-B	4	1	0.00			4				
A-C	416	104	0.00			416				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	248	62	0.00	574	0.432	248	0.7	0.8	11.032	B
B-A	139	35	0.00	473	0.293	139	0.4	0.4	10.771	B
C-A	450	113	0.00			450				
C-B	84	21	0.00	593	0.141	84	0.2	0.2	7.069	A
A-B	4	1	0.00			4				
A-C	416	104	0.00			416				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	202	51	0.00	602	0.336	203	0.8	0.5	9.042	A
B-A	113	28	0.00	507	0.223	114	0.4	0.3	9.170	A
C-A	368	92	0.00			368				
C-B	68	17	0.00	610	0.112	68	0.2	0.1	6.650	A
A-B	4	0.90	0.00			4				
A-C	340	85	0.00			340				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	169	42	0.00	622	0.272	170	0.5	0.4	7.972	A
B-A	95	24	0.00	530	0.179	95	0.3	0.2	8.284	A
C-A	308	77	0.00			308				
C-B	57	14	0.00	623	0.092	57	0.1	0.1	6.371	A
A-B	3	0.75	0.00			3				
A-C	285	71	0.00			285				

D.2 A1094 Aldeburgh Road/ B1121 Aldeburgh Road Junction – Sensitivity Test

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Sea Link_A1094-B1121 junction_v3_WG_SensitivityTest.j11
Path: Z:\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Suffolk\Junction Models
Report generation date: 26/03/2026 14:49:10

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2028 | Base + TEMPro | AM Development Peak
»2028 | Base + TEMPro | AM Network Peak
»2028 | Base + TEMPro | PM Network Peak
»2028 | Base + TEMPro | PM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | 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																							
Stream B-AC	D1	0.1	9.04	0.10	A	128 % [Stream B-AC]	D2	0.3	10.90	0.24	B	79 % [Stream B-AC]	D3	0.1	8.67	0.12	A	137 % [Stream B-AC]	D4	0.1	7.40	0.11	A	267 % [Stream B-AC]
Stream C-AB		0.1	5.57	0.08	A			0.3	5.69	0.13	A			0.3	5.23	0.13	A			0.1	5.62	0.07	A	
	2028 - Base + TEMPro																							
Stream B-AC	D5	0.1	9.16	0.10	A	121 % [Stream B-AC]	D6	0.3	11.28	0.25	B	73 % [Stream B-AC]	D7	0.1	9.06	0.13	A	126 % [Stream B-AC]	D8	0.1	7.47	0.12	A	256 % [Stream B-AC]
Stream C-AB		0.1	5.55	0.08	A			0.3	5.68	0.14	A			0.3	5.20	0.14	A			0.1	5.61	0.07	A	
	2028 - Base + TEMPro + Committed Devs																							
Stream B-AC	D9	0.1	10.19	0.11	B	86 % [Stream B-AC]	D10	0.4	12.90	0.28	B	51 % [Stream B-AC]	D11	0.2	10.87	0.18	B	77 % [Stream B-AC]	D12	0.2	8.55	0.15	A	155 % [Stream B-AC]
Stream C-AB		0.2	5.71	0.09	A			0.4	5.86	0.16	A			0.5	4.76	0.16	A			0.2	5.08	0.08	A	
	2028 - Base + TEMPro + Committed Devs + Sea Link																							
Stream B-AC	D17	0.1	11.33	0.12	B	64 % [Stream B-AC]	D18	0.4	13.46	0.29	B	45 % [Stream B-AC]	D19	0.2	11.15	0.18	B	72 % [Stream B-AC]	D20	0.2	9.43	0.18	A	115 % [Stream B-AC]
Stream C-AB		0.2	5.89	0.10	A			0.4	5.87	0.16	A			0.5	4.76	0.17	A			0.2	4.69	0.09	A	
	2028 - Base + TEMPro + Sea Link																							
Stream B-AC	D13	0.1	10.06	0.11	B	90 % [Stream B-AC]	D14	0.4	11.69	0.26	B	66 % [Stream B-AC]	D15	0.2	9.27	0.13	A	118 % [Stream B-AC]	D16	0.2	8.14	0.14	A	183 % [Stream B-AC]
Stream C-AB		0.2	5.71	0.09	A			0.4	5.69	0.15	A			0.3	5.20	0.14	A			0.1	5.13	0.08	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.

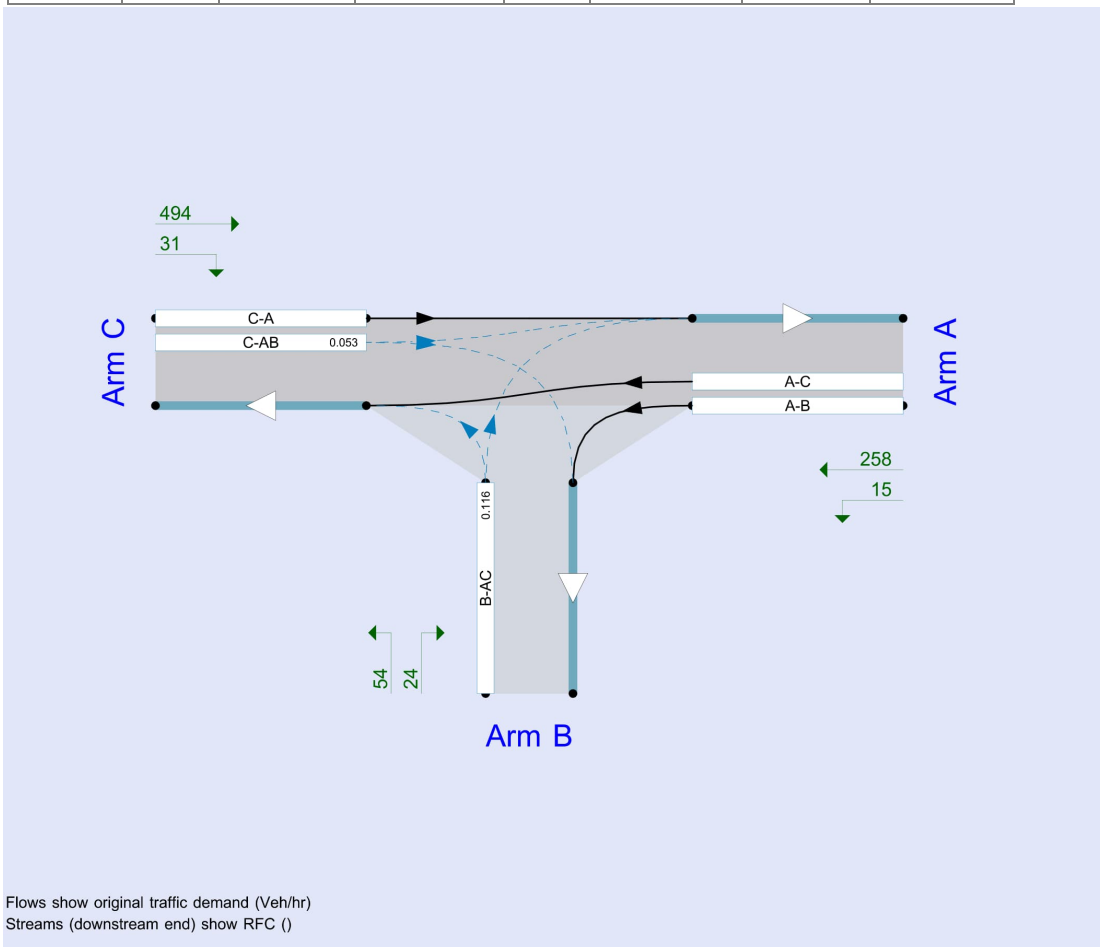
File summary

File Description

Title	
Location	
Site number	
Date	04/03/2026
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)
Streams (downstream end) show RFC ()

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	2028	Base + TEMPro	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2028	Base + TEMPro	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D7	2028	Base + TEMPro	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2028	Base + TEMPro	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D9	2028	Base + TEMPro + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2028	Base + TEMPro + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D11	2028	Base + TEMPro + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2028	Base + TEMPro + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D13	2028	Base + TEMPro + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2028	Base + TEMPro + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D15	2028	Base + TEMPro + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2028	Base + TEMPro + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D17	2028	Base + TEMPro + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2028	Base + TEMPro + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D19	2028	Base + TEMPro + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2028	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 | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	128	Stream B-AC	0.69	A

Arms

Arms

Arm	Name	Description	Arm type
A	A1094 (West)		Major
B	B1121 Aldeburgh Road (North)		Minor
C	A1094 (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.07			65.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	70	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	507	0.092	0.233	0.147	0.333
B-C	633	0.097	0.245	-	-
C-B	612	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	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	✓	479	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	469
	B	6	0	33
	C	329	25	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	20	0	0
	C	3	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.031
	B	1.200	1.000	1.000
	C	1.033	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	361	372
	B	29	30
	C	267	276
07:00-07:15	A	431	444
	B	35	36
	C	318	329
07:15-07:30	A	527	543
	B	43	44
	C	390	403
07:30-07:45	A	527	543
	B	43	44
	C	390	403
07:45-08:00	A	431	444
	B	35	36
	C	318	329
08:00-08:15	A	361	372
	B	29	30
	C	267	276

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	9.04	0.1	A	36	54
C-AB	0.08	5.57	0.1	A	41	62
C-A					284	425
A-B					9	14
A-C					430	646

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	489	0.060	29	0.0	0.1	7.824	A
C-AB	30	7	0.00	677	0.044	29	0.0	0.1	5.561	A
C-A	237	59	0.00			237				
A-B	8	2	0.00			8				
A-C	353	88	0.00			353				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	469	0.075	35	0.1	0.1	8.291	A
C-AB	39	10	0.00	697	0.056	39	0.1	0.1	5.469	A
C-A	279	70	0.00			279				
A-B	9	2	0.00			9				
A-C	422	105	0.00			422				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	441	0.097	43	0.1	0.1	9.032	A
C-AB	55	14	0.00	728	0.076	55	0.1	0.1	5.355	A
C-A	335	84	0.00			335				
A-B	11	3	0.00			11				
A-C	516	129	0.00			516				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	441	0.097	43	0.1	0.1	9.036	A
C-AB	55	14	0.00	728	0.076	55	0.1	0.1	5.354	A
C-A	335	84	0.00			335				
A-B	11	3	0.00			11				
A-C	516	129	0.00			516				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	469	0.075	35	0.1	0.1	8.298	A
C-AB	39	10	0.00	698	0.056	39	0.1	0.1	5.468	A
C-A	279	70	0.00			279				
A-B	9	2	0.00			9				
A-C	422	105	0.00			422				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	489	0.060	29	0.1	0.1	7.835	A
C-AB	30	7	0.00	677	0.044	30	0.1	0.1	5.566	A
C-A	237	59	0.00			237				
A-B	8	2	0.00			8				
A-C	353	88	0.00			353				

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	79	Stream B-AC	1.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	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	✓	490	100.000
B		ONE HOUR	✓	95	100.000
C		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	485
	B	18	0	77
	C	353	42	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.19	0.00	0.81
	C	0.89	0.11	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	3	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.027
	B	1.000	1.000	1.031
	C	1.031	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	369	379
	B	72	73
	C	297	307
08:00-08:15	A	440	452
	B	85	88
	C	355	367
08:15-08:30	A	540	554
	B	105	107
	C	435	450
08:30-08:45	A	540	554
	B	105	107
	C	435	450
08:45-09:00	A	440	452
	B	85	88
	C	355	367
09:00-09:15	A	369	379
	B	72	73
	C	297	307

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	10.90	0.3	B	87	131
C-AB	0.13	5.69	0.3	A	73	109
C-A					290	435
A-B					5	7
A-C					445	668

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	486	0.147	71	0.0	0.2	8.663	A
C-AB	52	13	0.00	684	0.076	51	0.0	0.1	5.684	A
C-A	246	61	0.00			246				
A-B	4	0.94	0.00			4				
A-C	365	91	0.00			365				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	465	0.184	85	0.2	0.2	9.483	A
C-AB	69	17	0.00	708	0.097	68	0.1	0.2	5.636	A
C-A	286	72	0.00			286				
A-B	4	1	0.00			4				
A-C	436	109	0.00			436				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	435	0.241	104	0.2	0.3	10.876	B
C-AB	98	24	0.00	742	0.131	97	0.2	0.3	5.592	A
C-A	337	84	0.00			337				
A-B	6	1	0.00			6				
A-C	534	133	0.00			534				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	435	0.241	105	0.3	0.3	10.901	B
C-AB	98	24	0.00	743	0.132	98	0.3	0.3	5.591	A
C-A	337	84	0.00			337				
A-B	6	1	0.00			6				
A-C	534	133	0.00			534				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	465	0.184	86	0.3	0.2	9.511	A
C-AB	69	17	0.00	709	0.097	69	0.3	0.2	5.634	A
C-A	286	72	0.00			286				
A-B	4	1	0.00			4				
A-C	436	109	0.00			436				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	486	0.147	72	0.2	0.2	8.702	A
C-AB	52	13	0.00	685	0.076	52	0.2	0.1	5.691	A
C-A	245	61	0.00			245				
A-B	4	0.94	0.00			4				
A-C	365	91	0.00			365				

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	137	Stream B-AC	1.03	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
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	✓	377	100.000
B		ONE HOUR	✓	51	100.000
C		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	367
	B	7	0	44
	C	409	44	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.14	0.00	0.86
	C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	17	0	1
	C	1	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.007
	B	1.167	1.000	1.009
	C	1.009	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	284	286
	B	38	40
	C	341	345
17:00-17:15	A	339	341
	B	46	47
	C	407	412
17:15-17:30	A	415	418
	B	56	58
	C	499	504
17:30-17:45	A	415	418
	B	56	58
	C	499	504
17:45-18:00	A	339	341
	B	46	47
	C	407	412
18:00-18:15	A	284	286
	B	38	40
	C	341	345

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	8.67	0.1	A	47	70
C-AB	0.13	5.23	0.3	A	80	120
C-A					336	504
A-B					9	14
A-C					337	505

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	0.00	511	0.075	38	0.0	0.1	7.609	A
C-AB	56	14	0.00	746	0.076	56	0.0	0.1	5.216	A
C-A	285	71	0.00			285				
A-B	8	2	0.00			8				
A-C	276	69	0.00			276				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	495	0.093	46	0.1	0.1	8.022	A
C-AB	75	19	0.00	778	0.097	75	0.1	0.2	5.126	A
C-A	332	83	0.00			332				
A-B	9	2	0.00			9				
A-C	330	82	0.00			330				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	471	0.119	56	0.1	0.1	8.663	A
C-AB	107	27	0.00	824	0.130	107	0.2	0.3	5.033	A
C-A	391	98	0.00			391				
A-B	11	3	0.00			11				
A-C	404	101	0.00			404				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	471	0.119	56	0.1	0.1	8.669	A
C-AB	108	27	0.00	824	0.131	108	0.3	0.3	5.034	A
C-A	391	98	0.00			391				
A-B	11	3	0.00			11				
A-C	404	101	0.00			404				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	494	0.093	46	0.1	0.1	8.029	A
C-AB	76	19	0.00	778	0.097	76	0.3	0.2	5.130	A
C-A	332	83	0.00			332				
A-B	9	2	0.00			9				
A-C	330	82	0.00			330				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	0.00	511	0.075	38	0.1	0.1	7.622	A
C-AB	57	14	0.00	746	0.076	57	0.2	0.1	5.226	A
C-A	284	71	0.00			284				
A-B	8	2	0.00			8				
A-C	276	69	0.00			276				

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	267	Stream B-AC	1.22	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	✓	249	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	234
	B	5	0	52
	C	200	30	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.09	0.00	0.91
	C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.006	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	187	187
	B	43	43
	C	173	174
18:00-18:15	A	224	224
	B	51	51
	C	207	208
18:15-18:30	A	274	274
	B	63	63
	C	253	255
18:30-18:45	A	274	274
	B	63	63
	C	253	255
18:45-19:00	A	224	224
	B	51	51
	C	207	208
19:00-19:15	A	187	187
	B	43	43
	C	173	174

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	7.40	0.1	A	52	78
C-AB	0.07	5.62	0.1	A	38	57
C-A					173	259
A-B					14	21
A-C					215	322

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	572	0.075	43	0.0	0.1	6.801	A
C-AB	29	7	0.00	670	0.043	29	0.0	0.1	5.613	A
C-A	144	36	0.00			144				
A-B	11	3	0.00			11				
A-C	176	44	0.00			176				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	562	0.091	51	0.1	0.1	7.047	A
C-AB	37	9	0.00	682	0.054	37	0.1	0.1	5.576	A
C-A	170	43	0.00			170				
A-B	13	3	0.00			13				
A-C	210	53	0.00			210				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	549	0.114	63	0.1	0.1	7.402	A
C-AB	48	12	0.00	700	0.069	48	0.1	0.1	5.525	A
C-A	205	51	0.00			205				
A-B	17	4	0.00			17				
A-C	258	64	0.00			258				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	549	0.114	63	0.1	0.1	7.405	A
C-AB	48	12	0.00	700	0.069	48	0.1	0.1	5.530	A
C-A	205	51	0.00			205				
A-B	17	4	0.00			17				
A-C	258	64	0.00			258				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	562	0.091	51	0.1	0.1	7.053	A
C-AB	37	9	0.00	682	0.054	37	0.1	0.1	5.581	A
C-A	170	43	0.00			170				
A-B	13	3	0.00			13				
A-C	210	53	0.00			210				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	572	0.075	43	0.1	0.1	6.811	A
C-AB	29	7	0.00	670	0.044	29	0.1	0.1	5.621	A
C-A	144	36	0.00			144				
A-B	11	3	0.00			11				
A-C	176	44	0.00			176				

2028 | Base + TEMPro | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	121	Stream B-AC	0.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	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	✓	496	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	486
	B	6	0	34
	C	341	26	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	20	0	0
	C	3	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.031
	B	1.200	1.000	1.000
	C	1.033	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	373	385
	B	30	31
	C	276	286
07:00-07:15	A	446	459
	B	36	37
	C	330	341
07:15-07:30	A	546	563
	B	44	45
	C	404	418
07:30-07:45	A	546	563
	B	44	45
	C	404	418
07:45-08:00	A	446	459
	B	36	37
	C	330	341
08:00-08:15	A	373	385
	B	30	31
	C	276	286

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	9.16	0.1	A	37	55
C-AB	0.08	5.55	0.1	A	44	66
C-A					293	439
A-B					9	14
A-C					446	669

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	487	0.062	30	0.0	0.1	7.879	A
C-AB	31	8	0.00	681	0.046	31	0.0	0.1	5.543	A
C-A	245	61	0.00			245				
A-B	8	2	0.00			8				
A-C	366	91	0.00			366				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	466	0.077	36	0.1	0.1	8.369	A
C-AB	42	10	0.00	702	0.059	42	0.1	0.1	5.450	A
C-A	288	72	0.00			288				
A-B	9	2	0.00			9				
A-C	437	109	0.00			437				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	437	0.101	44	0.1	0.1	9.154	A
C-AB	59	15	0.00	734	0.080	59	0.1	0.1	5.336	A
C-A	345	86	0.00			345				
A-B	11	3	0.00			11				
A-C	535	134	0.00			535				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	437	0.101	44	0.1	0.1	9.158	A
C-AB	59	15	0.00	734	0.080	59	0.1	0.1	5.336	A
C-A	345	86	0.00			345				
A-B	11	3	0.00			11				
A-C	535	134	0.00			535				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	466	0.077	36	0.1	0.1	8.377	A
C-AB	42	10	0.00	703	0.059	42	0.1	0.1	5.449	A
C-A	288	72	0.00			288				
A-B	9	2	0.00			9				
A-C	437	109	0.00			437				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	487	0.062	30	0.1	0.1	7.891	A
C-AB	32	8	0.00	681	0.046	32	0.1	0.1	5.548	A
C-A	245	61	0.00			245				
A-B	8	2	0.00			8				
A-C	366	91	0.00			366				

2028 | Base + TEMPro | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	73	Stream B-AC	1.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	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	✓	508	100.000
B		ONE HOUR	✓	99	100.000
C		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	503
	B	19	0	80
	C	366	44	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.19	0.00	0.81
	C	0.89	0.11	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	3	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.027
	B	1.000	1.000	1.031
	C	1.031	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	382	393
	B	75	76
	C	309	319
08:00-08:15	A	457	469
	B	89	91
	C	369	381
08:15-08:30	A	559	574
	B	109	112
	C	451	467
08:30-08:45	A	559	574
	B	109	112
	C	451	467
08:45-09:00	A	457	469
	B	89	91
	C	369	381
09:00-09:15	A	382	393
	B	75	76
	C	309	319

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	11.28	0.3	B	91	136
C-AB	0.14	5.68	0.3	A	78	117
C-A					298	447
A-B					5	7
A-C					462	692

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	481	0.155	74	0.0	0.2	8.822	A
C-AB	55	14	0.00	689	0.080	55	0.0	0.1	5.676	A
C-A	253	63	0.00			253				
A-B	4	0.94	0.00			4				
A-C	379	95	0.00			379				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	459	0.194	89	0.2	0.2	9.712	A
C-AB	74	18	0.00	714	0.103	73	0.1	0.2	5.633	A
C-A	295	74	0.00			295				
A-B	4	1	0.00			4				
A-C	452	113	0.00			452				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	428	0.255	109	0.2	0.3	11.254	B
C-AB	105	26	0.00	750	0.141	105	0.2	0.3	5.598	A
C-A	346	87	0.00			346				
A-B	6	1	0.00			6				
A-C	554	138	0.00			554				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	428	0.255	109	0.3	0.3	11.282	B
C-AB	106	26	0.00	750	0.141	106	0.3	0.3	5.598	A
C-A	346	86	0.00			346				
A-B	6	1	0.00			6				
A-C	554	138	0.00			554				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	459	0.194	89	0.3	0.2	9.747	A
C-AB	74	18	0.00	714	0.104	74	0.3	0.2	5.631	A
C-A	295	74	0.00			295				
A-B	4	1	0.00			4				
A-C	452	113	0.00			452				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	481	0.155	75	0.2	0.2	8.864	A
C-AB	56	14	0.00	689	0.081	56	0.2	0.2	5.684	A
C-A	253	63	0.00			253				
A-B	4	0.94	0.00			4				
A-C	379	95	0.00			379				

2028 | Base + TEMPro | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	126	Stream B-AC	1.07	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	2028	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	✓	390	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	380
	B	8	0	45
	C	424	45	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	17	0	3
	C	1	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.007
	B	1.167	1.000	1.028
	C	1.009	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	294	296
	B	40	42
	C	353	357
17:00-17:15	A	351	353
	B	48	50
	C	422	426
17:15-17:30	A	429	432
	B	58	61
	C	516	522
17:30-17:45	A	429	432
	B	58	61
	C	516	522
17:45-18:00	A	351	353
	B	48	50
	C	422	426
18:00-18:15	A	294	296
	B	40	42
	C	353	357

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.06	0.1	A	49	73
C-AB	0.14	5.20	0.3	A	84	126
C-A					347	520
A-B					9	14
A-C					349	523

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	496	0.080	40	0.0	0.1	7.875	A
C-AB	59	15	0.00	752	0.078	58	0.0	0.1	5.188	A
C-A	294	74	0.00			294				
A-B	8	2	0.00			8				
A-C	286	72	0.00			286				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	479	0.099	48	0.1	0.1	8.333	A
C-AB	79	20	0.00	786	0.100	79	0.1	0.2	5.100	A
C-A	343	86	0.00			343				
A-B	9	2	0.00			9				
A-C	342	85	0.00			342				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	456	0.128	58	0.1	0.1	9.058	A
C-AB	113	28	0.00	833	0.136	113	0.2	0.3	5.006	A
C-A	403	101	0.00			403				
A-B	11	3	0.00			11				
A-C	418	105	0.00			418				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	455	0.128	58	0.1	0.1	9.064	A
C-AB	114	28	0.00	833	0.136	113	0.3	0.3	5.009	A
C-A	403	101	0.00			403				
A-B	11	3	0.00			11				
A-C	418	105	0.00			418				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	479	0.099	48	0.1	0.1	8.344	A
C-AB	79	20	0.00	786	0.101	80	0.3	0.2	5.101	A
C-A	342	86	0.00			342				
A-B	9	2	0.00			9				
A-C	342	85	0.00			342				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	496	0.080	40	0.1	0.1	7.890	A
C-AB	59	15	0.00	752	0.079	59	0.2	0.1	5.197	A
C-A	294	73	0.00			294				
A-B	8	2	0.00			8				
A-C	286	72	0.00			286				

2028 | Base + TEMPro | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	256	Stream B-AC	1.23	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	2028	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	✓	257	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	242
	B	5	0	54
	C	207	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.08	0.00	0.92
	C	0.87	0.13	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.006	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	193	193
	B	44	44
	C	179	180
18:00-18:15	A	231	231
	B	53	53
	C	214	215
18:15-18:30	A	283	283
	B	65	65
	C	262	263
18:30-18:45	A	283	283
	B	65	65
	C	262	263
18:45-19:00	A	231	231
	B	53	53
	C	214	215
19:00-19:15	A	193	193
	B	44	44
	C	179	180

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.47	0.1	A	54	81
C-AB	0.07	5.61	0.1	A	40	60
C-A					179	268
A-B					14	21
A-C					222	333

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	570	0.078	44	0.0	0.1	6.834	A
C-AB	30	8	0.00	672	0.045	30	0.0	0.1	5.604	A
C-A	149	37	0.00			149				
A-B	11	3	0.00			11				
A-C	182	46	0.00			182				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	561	0.095	53	0.1	0.1	7.090	A
C-AB	38	10	0.00	685	0.056	38	0.1	0.1	5.564	A
C-A	176	44	0.00			176				
A-B	13	3	0.00			13				
A-C	218	54	0.00			218				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	547	0.119	65	0.1	0.1	7.462	A
C-AB	51	13	0.00	703	0.072	50	0.1	0.1	5.514	A
C-A	211	53	0.00			211				
A-B	17	4	0.00			17				
A-C	266	67	0.00			266				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	547	0.119	65	0.1	0.1	7.465	A
C-AB	51	13	0.00	703	0.072	51	0.1	0.1	5.517	A
C-A	211	53	0.00			211				
A-B	17	4	0.00			17				
A-C	266	67	0.00			266				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	561	0.095	53	0.1	0.1	7.094	A
C-AB	38	10	0.00	685	0.056	39	0.1	0.1	5.572	A
C-A	176	44	0.00			176				
A-B	13	3	0.00			13				
A-C	218	54	0.00			218				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	570	0.078	44	0.1	0.1	6.847	A
C-AB	30	8	0.00	673	0.045	31	0.1	0.1	5.612	A
C-A	149	37	0.00			149				
A-B	11	3	0.00			11				
A-C	182	46	0.00			182				

2028 | Base + TEMPro + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	86	Stream B-AC	0.66	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
D9	2028	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	✓	627	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	21	606
	B	6	0	34
	C	354	26	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	5
	B	20	0	0
	C	7	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.053
	B	1.200	1.000	1.000
	C	1.069	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	472	496
	B	30	31
	C	286	305
07:00-07:15	A	564	592
	B	36	37
	C	342	365
07:15-07:30	A	690	726
	B	44	45
	C	418	446
07:30-07:45	A	690	726
	B	44	45
	C	418	446
07:45-08:00	A	564	592
	B	36	37
	C	342	365
08:00-08:15	A	472	496
	B	30	31
	C	286	305

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	10.19	0.1	B	37	55
C-AB	0.09	5.71	0.2	A	47	70
C-A					302	453
A-B					19	29
A-C					556	834

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	460	0.065	30	0.0	0.1	8.362	A
C-AB	33	8	0.00	664	0.049	32	0.0	0.1	5.701	A
C-A	253	63	0.00			253				
A-B	16	4	0.00			16				
A-C	456	114	0.00			456				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	434	0.083	36	0.1	0.1	9.037	A
C-AB	44	11	0.00	683	0.064	44	0.1	0.1	5.627	A
C-A	298	74	0.00			298				
A-B	19	5	0.00			19				
A-C	545	136	0.00			545				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	397	0.111	44	0.1	0.1	10.182	B
C-AB	63	16	0.00	713	0.089	63	0.1	0.2	5.541	A
C-A	355	89	0.00			355				
A-B	23	6	0.00			23				
A-C	667	167	0.00			667				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	397	0.111	44	0.1	0.1	10.186	B
C-AB	64	16	0.00	713	0.089	64	0.2	0.2	5.547	A
C-A	355	89	0.00			355				
A-B	23	6	0.00			23				
A-C	667	167	0.00			667				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	434	0.083	36	0.1	0.1	9.047	A
C-AB	44	11	0.00	684	0.064	44	0.2	0.1	5.640	A
C-A	298	74	0.00			298				
A-B	19	5	0.00			19				
A-C	545	136	0.00			545				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	460	0.065	30	0.1	0.1	8.377	A
C-AB	33	8	0.00	664	0.050	33	0.1	0.1	5.713	A
C-A	253	63	0.00			253				
A-B	16	4	0.00			16				
A-C	456	114	0.00			456				

2028 | Base + TEMPro + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	Stream B-AC	1.54	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
D10	2028	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	✓	638	100.000
B		ONE HOUR	✓	99	100.000
C		ONE HOUR	✓	423	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	622
	B	19	0	80
	C	379	44	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.19	0.00	0.81
	C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	5
	B	0	0	3
	C	6	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.050
	B	1.000	1.000	1.031
	C	1.064	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	480	503
	B	75	76
	C	318	339
08:00-08:15	A	574	601
	B	89	91
	C	380	404
08:15-08:30	A	702	736
	B	109	112
	C	466	495
08:30-08:45	A	702	736
	B	109	112
	C	466	495
08:45-09:00	A	574	601
	B	89	91
	C	380	404
09:00-09:15	A	480	503
	B	75	76
	C	318	339

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.28	12.90	0.4	B	91	136
C-AB	0.16	5.86	0.4	A	83	125
C-A					305	457
A-B					15	22
A-C					571	856

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	455	0.164	74	0.0	0.2	9.432	A
C-AB	58	14	0.00	673	0.086	57	0.0	0.2	5.843	A
C-A	261	65	0.00			261				
A-B	12	3	0.00			12				
A-C	468	117	0.00			468				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	427	0.208	89	0.2	0.3	10.629	B
C-AB	78	19	0.00	696	0.112	78	0.2	0.2	5.828	A
C-A	302	76	0.00			302				
A-B	14	4	0.00			14				
A-C	559	140	0.00			559				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	388	0.281	109	0.3	0.4	12.859	B
C-AB	114	28	0.00	730	0.156	113	0.2	0.4	5.850	A
C-A	352	88	0.00			352				
A-B	18	4	0.00			18				
A-C	685	171	0.00			685				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	388	0.281	109	0.4	0.4	12.904	B
C-AB	114	29	0.00	730	0.156	114	0.4	0.4	5.862	A
C-A	352	88	0.00			352				
A-B	18	4	0.00			18				
A-C	685	171	0.00			685				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	427	0.208	89	0.4	0.3	10.681	B
C-AB	78	20	0.00	696	0.112	79	0.4	0.3	5.850	A
C-A	302	76	0.00			302				
A-B	14	4	0.00			14				
A-C	559	140	0.00			559				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	455	0.164	75	0.3	0.2	9.485	A
C-AB	58	14	0.00	673	0.086	58	0.3	0.2	5.864	A
C-A	261	65	0.00			261				
A-B	12	3	0.00			12				
A-C	468	117	0.00			468				

2028 | Base + TEMPro + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	77	Stream B-AC	1.15	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
D11	2028	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	✓	403	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	629	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	393
	B	19	0	45
	C	584	45	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.30	0.00	0.70
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	7	0	3
	C	4	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.040
	B	1.068	1.000	1.028
	C	1.037	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	303	315
	B	48	50
	C	474	491
17:00-17:15	A	362	376
	B	58	60
	C	565	586
17:15-17:30	A	444	461
	B	70	73
	C	693	718
17:30-17:45	A	444	461
	B	70	73
	C	693	718
17:45-18:00	A	362	376
	B	58	60
	C	565	586
18:00-18:15	A	303	315
	B	48	50
	C	474	491

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	10.87	0.2	B	59	88
C-AB	0.16	4.76	0.5	A	109	164
C-A					468	702
A-B					9	14
A-C					361	541

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	458	0.105	48	0.0	0.1	8.772	A
C-AB	72	18	0.00	830	0.087	71	0.0	0.2	4.746	A
C-A	401	100	0.00			401				
A-B	8	2	0.00			8				
A-C	296	74	0.00			296				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	435	0.132	57	0.1	0.2	9.537	A
C-AB	101	25	0.00	880	0.115	100	0.2	0.3	4.620	A
C-A	465	116	0.00			465				
A-B	9	2	0.00			9				
A-C	353	88	0.00			353				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	402	0.175	70	0.2	0.2	10.850	B
C-AB	154	38	0.00	951	0.162	153	0.3	0.5	4.515	A
C-A	539	135	0.00			539				
A-B	11	3	0.00			11				
A-C	433	108	0.00			433				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	402	0.175	70	0.2	0.2	10.868	B
C-AB	154	39	0.00	952	0.162	154	0.5	0.5	4.526	A
C-A	538	135	0.00			538				
A-B	11	3	0.00			11				
A-C	433	108	0.00			433				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	435	0.132	58	0.2	0.2	9.559	A
C-AB	101	25	0.00	881	0.115	102	0.5	0.3	4.639	A
C-A	464	116	0.00			464				
A-B	9	2	0.00			9				
A-C	353	88	0.00			353				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	458	0.105	48	0.2	0.1	8.802	A
C-AB	73	18	0.00	830	0.087	73	0.3	0.2	4.762	A
C-A	401	100	0.00			401				
A-B	8	2	0.00			8				
A-C	296	74	0.00			296				

2028 | Base + TEMPro + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	155	Stream B-AC	1.15	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	2028	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	✓	270	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	255
	B	16	0	54
	C	367	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.23	0.00	0.77
	C	0.92	0.08	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.051
	B	1.000	1.000	1.000
	C	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	203	213
	B	53	53
	C	300	314
18:00-18:15	A	243	254
	B	63	63
	C	358	375
18:15-18:30	A	297	312
	B	77	77
	C	438	459
18:30-18:45	A	297	312
	B	77	77
	C	438	459
18:45-19:00	A	243	254
	B	63	63
	C	358	375
19:00-19:15	A	203	213
	B	53	53
	C	300	314

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.55	0.2	A	64	96
C-AB	0.08	5.08	0.2	A	51	77
C-A					314	471
A-B					14	21
A-C					234	351

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	531	0.099	52	0.0	0.1	7.509	A
C-AB	37	9	0.00	747	0.050	37	0.0	0.1	5.069	A
C-A	263	66	0.00			263				
A-B	11	3	0.00			11				
A-C	192	48	0.00			192				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	518	0.122	63	0.1	0.1	7.915	A
C-AB	49	12	0.00	775	0.063	49	0.1	0.1	4.951	A
C-A	309	77	0.00			309				
A-B	13	3	0.00			13				
A-C	229	57	0.00			229				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	498	0.155	77	0.1	0.2	8.542	A
C-AB	68	17	0.00	815	0.083	68	0.1	0.2	4.811	A
C-A	370	93	0.00			370				
A-B	17	4	0.00			17				
A-C	281	70	0.00			281				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	498	0.155	77	0.2	0.2	8.549	A
C-AB	68	17	0.00	815	0.083	68	0.2	0.2	4.823	A
C-A	370	93	0.00			370				
A-B	17	4	0.00			17				
A-C	281	70	0.00			281				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	517	0.122	63	0.2	0.1	7.925	A
C-AB	49	12	0.00	775	0.063	49	0.2	0.1	4.971	A
C-A	309	77	0.00			309				
A-B	13	3	0.00			13				
A-C	229	57	0.00			229				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	531	0.099	53	0.1	0.1	7.528	A
C-AB	37	9	0.00	747	0.050	37	0.1	0.1	5.083	A
C-A	262	66	0.00			262				
A-B	11	3	0.00			11				
A-C	192	48	0.00			192				

2028 | Base + TEMPro + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	90	Stream B-AC	0.66	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
D13	2028	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	✓	632	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	613
	B	6	0	34
	C	344	26	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	20	0	0
	C	3	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.025
	B	1.200	1.000	1.000
	C	1.033	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	476	487
	B	30	31
	C	279	288
07:00-07:15	A	568	582
	B	36	37
	C	333	344
07:15-07:30	A	696	712
	B	44	45
	C	407	421
07:30-07:45	A	696	712
	B	44	45
	C	407	421
07:45-08:00	A	568	582
	B	36	37
	C	333	344
08:00-08:15	A	476	487
	B	30	31
	C	279	288

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	10.06	0.1	B	37	55
C-AB	0.09	5.71	0.2	A	46	68
C-A					294	441
A-B					17	26
A-C					562	844

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	463	0.065	30	0.0	0.1	8.309	A
C-AB	32	8	0.00	663	0.049	32	0.0	0.1	5.707	A
C-A	246	62	0.00			246				
A-B	14	4	0.00			14				
A-C	461	115	0.00			461				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	438	0.082	36	0.1	0.1	8.960	A
C-AB	43	11	0.00	682	0.063	43	0.1	0.1	5.640	A
C-A	290	72	0.00			290				
A-B	17	4	0.00			17				
A-C	551	138	0.00			551				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	402	0.110	44	0.1	0.1	10.055	B
C-AB	62	15	0.00	710	0.087	61	0.1	0.2	5.556	A
C-A	346	86	0.00			346				
A-B	21	5	0.00			21				
A-C	675	169	0.00			675				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	402	0.110	44	0.1	0.1	10.062	B
C-AB	62	15	0.00	710	0.087	62	0.2	0.2	5.557	A
C-A	346	86	0.00			346				
A-B	21	5	0.00			21				
A-C	675	169	0.00			675				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	437	0.082	36	0.1	0.1	8.971	A
C-AB	43	11	0.00	682	0.063	43	0.2	0.1	5.640	A
C-A	290	72	0.00			290				
A-B	17	4	0.00			17				
A-C	551	138	0.00			551				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	463	0.065	30	0.1	0.1	8.322	A
C-AB	32	8	0.00	663	0.049	32	0.1	0.1	5.710	A
C-A	246	62	0.00			246				
A-B	14	4	0.00			14				
A-C	461	115	0.00			461				

2028 | Base + TEMPro + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	66	Stream B-AC	1.57	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
D14	2028	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	✓	522	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	516
	B	20	0	80
	C	380	44	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.20	0.00	0.80
	C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	17	5
	B	0	0	3
	C	6	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.166	1.046
	B	1.000	1.000	1.031
	C	1.059	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	393	412
	B	75	77
	C	319	338
08:00-08:15	A	469	492
	B	90	92
	C	381	403
08:15-08:30	A	575	602
	B	110	113
	C	467	494
08:30-08:45	A	575	602
	B	110	113
	C	467	494
08:45-09:00	A	469	492
	B	90	92
	C	381	403
09:00-09:15	A	393	412
	B	75	77
	C	319	338

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	11.69	0.4	B	92	138
C-AB	0.15	5.69	0.4	A	81	121
C-A					308	462
A-B					6	8
A-C					473	710

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	474	0.159	75	0.0	0.2	8.987	A
C-AB	57	14	0.00	691	0.082	56	0.0	0.2	5.670	A
C-A	263	66	0.00			263				
A-B	5	1	0.00			5				
A-C	388	97	0.00			388				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	451	0.199	90	0.2	0.2	9.955	A
C-AB	76	19	0.00	716	0.106	76	0.2	0.2	5.623	A
C-A	305	76	0.00			305				
A-B	5	1	0.00			5				
A-C	464	116	0.00			464				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	418	0.263	110	0.2	0.4	11.658	B
C-AB	110	27	0.00	753	0.145	109	0.2	0.4	5.594	A
C-A	357	89	0.00			357				
A-B	7	2	0.00			7				
A-C	568	142	0.00			568				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	418	0.263	110	0.4	0.4	11.692	B
C-AB	110	27	0.00	754	0.146	110	0.4	0.4	5.604	A
C-A	357	89	0.00			357				
A-B	7	2	0.00			7				
A-C	568	142	0.00			568				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	451	0.199	90	0.4	0.3	9.991	A
C-AB	76	19	0.00	717	0.106	77	0.4	0.2	5.636	A
C-A	305	76	0.00			305				
A-B	5	1	0.00			5				
A-C	464	116	0.00			464				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	474	0.159	76	0.3	0.2	9.034	A
C-AB	57	14	0.00	691	0.082	57	0.2	0.2	5.686	A
C-A	262	66	0.00			262				
A-B	5	1	0.00			5				
A-C	388	97	0.00			388				

2028 | Base + TEMPro + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	118	Stream B-AC	1.07	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	2028	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	✓	398	100.000
B		ONE HOUR	✓	54	100.000
C		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	388
	B	9	0	45
	C	431	45	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.17	0.00	0.83
	C	0.91	0.09	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	15	0	3
	C	2	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.019
	B	1.147	1.000	1.028
	C	1.020	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	300	305
	B	41	43
	C	358	366
17:00-17:15	A	358	365
	B	49	51
	C	428	437
17:15-17:30	A	438	446
	B	59	62
	C	524	535
17:30-17:45	A	438	446
	B	59	62
	C	524	535
17:45-18:00	A	358	365
	B	49	51
	C	428	437
18:00-18:15	A	300	305
	B	41	43
	C	358	366

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.27	0.2	A	50	74
C-AB	0.14	5.20	0.3	A	85	128
C-A					352	527
A-B					9	14
A-C					356	534

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	491	0.083	40	0.0	0.1	7.975	A
C-AB	60	15	0.00	753	0.079	59	0.0	0.1	5.188	A
C-A	299	75	0.00			299				
A-B	8	2	0.00			8				
A-C	292	73	0.00			292				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	473	0.103	48	0.1	0.1	8.474	A
C-AB	80	20	0.00	787	0.102	80	0.1	0.2	5.099	A
C-A	348	87	0.00			348				
A-B	9	2	0.00			9				
A-C	349	87	0.00			349				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	448	0.133	59	0.1	0.2	9.258	A
C-AB	115	29	0.00	835	0.138	115	0.2	0.3	5.010	A
C-A	409	102	0.00			409				
A-B	11	3	0.00			11				
A-C	427	107	0.00			427				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	448	0.133	59	0.2	0.2	9.266	A
C-AB	116	29	0.00	835	0.139	116	0.3	0.3	5.015	A
C-A	408	102	0.00			408				
A-B	11	3	0.00			11				
A-C	427	107	0.00			427				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	473	0.103	49	0.2	0.1	8.486	A
C-AB	80	20	0.00	787	0.102	81	0.3	0.2	5.104	A
C-A	348	87	0.00			348				
A-B	9	2	0.00			9				
A-C	349	87	0.00			349				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	491	0.083	41	0.1	0.1	7.998	A
C-AB	60	15	0.00	753	0.080	60	0.2	0.2	5.200	A
C-A	298	75	0.00			298				
A-B	8	2	0.00			8				
A-C	292	73	0.00			292				

2028 | Base + TEMPro + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	183	Stream B-AC	1.18	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	2028	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	✓	260	100.000
B		ONE HOUR	✓	67	100.000
C		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	245
	B	13	0	54
	C	334	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.19	0.00	0.81
	C	0.92	0.08	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.004	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	196	196
	B	50	50
	C	275	276
18:00-18:15	A	234	234
	B	60	60
	C	328	329
18:15-18:30	A	286	286
	B	74	74
	C	402	403
18:30-18:45	A	286	286
	B	74	74
	C	402	403
18:45-19:00	A	234	234
	B	60	60
	C	328	329
19:00-19:15	A	196	196
	B	50	50
	C	275	276

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	8.14	0.2	A	61	92
C-AB	0.08	5.13	0.1	A	48	72
C-A					287	430
A-B					14	21
A-C					225	337

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	545	0.093	50	0.0	0.1	7.272	A
C-AB	35	9	0.00	738	0.048	35	0.0	0.1	5.124	A
C-A	239	60	0.00			239				
A-B	11	3	0.00			11				
A-C	184	46	0.00			184				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	533	0.113	60	0.1	0.1	7.616	A
C-AB	46	12	0.00	764	0.060	46	0.1	0.1	5.016	A
C-A	282	71	0.00			282				
A-B	13	3	0.00			13				
A-C	220	55	0.00			220				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	516	0.143	74	0.1	0.2	8.137	A
C-AB	63	16	0.00	800	0.079	63	0.1	0.1	4.886	A
C-A	339	85	0.00			339				
A-B	17	4	0.00			17				
A-C	270	67	0.00			270				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	516	0.143	74	0.2	0.2	8.142	A
C-AB	63	16	0.00	800	0.079	63	0.1	0.1	4.887	A
C-A	338	85	0.00			338				
A-B	17	4	0.00			17				
A-C	270	67	0.00			270				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	533	0.113	60	0.2	0.1	7.624	A
C-AB	46	12	0.00	764	0.060	46	0.1	0.1	5.024	A
C-A	282	70	0.00			282				
A-B	13	3	0.00			13				
A-C	220	55	0.00			220				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	545	0.093	51	0.1	0.1	7.287	A
C-AB	36	9	0.00	738	0.048	36	0.1	0.1	5.130	A
C-A	239	60	0.00			239				
A-B	11	3	0.00			11				
A-C	184	46	0.00			184				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	64	Stream B-AC	0.64	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
D17	2028	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	✓	763	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	383	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	30	733
	B	6	0	34
	C	357	26	0

Proportions

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.15	0.00	0.85
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	20	0	0
	C	7	5	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.044
	B	1.200	1.000	1.000
	C	1.068	1.048	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	574	599
	B	30	31
	C	288	308
07:00-07:15	A	686	715
	B	36	37
	C	344	367
07:15-07:30	A	840	875
	B	44	45
	C	422	450
07:30-07:45	A	840	875
	B	44	45
	C	422	450
07:45-08:00	A	686	715
	B	36	37
	C	344	367
08:00-08:15	A	574	599
	B	30	31
	C	288	308

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	11.33	0.1	B	37	55
C-AB	0.10	5.89	0.2	A	49	73
C-A					303	454
A-B					28	41
A-C					673	1009

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	436	0.069	30	0.0	0.1	8.850	A
C-AB	34	8	0.00	646	0.052	33	0.0	0.1	5.874	A
C-A	255	64	0.00			255				
A-B	23	6	0.00			23				
A-C	552	138	0.00			552				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	405	0.089	36	0.1	0.1	9.739	A
C-AB	45	11	0.00	663	0.069	45	0.1	0.1	5.826	A
C-A	299	75	0.00			299				
A-B	27	7	0.00			27				
A-C	659	165	0.00			659				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	362	0.122	44	0.1	0.1	11.322	B
C-AB	67	17	0.00	690	0.097	67	0.1	0.2	5.780	A
C-A	355	89	0.00			355				
A-B	33	8	0.00			33				
A-C	807	202	0.00			807				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	362	0.122	44	0.1	0.1	11.334	B
C-AB	67	17	0.00	690	0.097	67	0.2	0.2	5.788	A
C-A	355	89	0.00			355				
A-B	33	8	0.00			33				
A-C	807	202	0.00			807				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	405	0.089	36	0.1	0.1	9.752	A
C-AB	46	11	0.00	663	0.069	46	0.2	0.1	5.844	A
C-A	299	75	0.00			299				
A-B	27	7	0.00			27				
A-C	659	165	0.00			659				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	436	0.069	30	0.1	0.1	8.867	A
C-AB	34	8	0.00	646	0.052	34	0.1	0.1	5.886	A
C-A	255	64	0.00			255				
A-B	23	6	0.00			23				
A-C	552	138	0.00			552				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Stream B-AC	1.55	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
D18	2028	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	✓	652	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	17	635
	B	20	0	80
	C	393	44	0

Proportions

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.20	0.00	0.80
	C	0.90	0.10	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	6	6
	B	0	0	3
	C	9	6	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.059	1.064
	B	1.000	1.000	1.031
	C	1.090	1.057	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	491	522
	B	75	77
	C	329	357
08:00-08:15	A	586	624
	B	90	92
	C	393	427
08:15-08:30	A	718	764
	B	110	113
	C	481	523
08:30-08:45	A	718	764
	B	110	113
	C	481	523
08:45-09:00	A	586	624
	B	90	92
	C	393	427
09:00-09:15	A	491	522
	B	75	77
	C	329	357

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	13.46	0.4	B	92	138
C-AB	0.16	5.87	0.4	A	86	129
C-A					315	472
A-B					16	23
A-C					583	874

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	448	0.168	74	0.0	0.2	9.626	A
C-AB	59	15	0.00	675	0.087	58	0.0	0.2	5.836	A
C-A	270	68	0.00			270				
A-B	13	3	0.00			13				
A-C	478	120	0.00			478				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	419	0.215	90	0.2	0.3	10.928	B
C-AB	80	20	0.00	699	0.115	80	0.2	0.3	5.821	A
C-A	312	78	0.00			312				
A-B	15	4	0.00			15				
A-C	571	143	0.00			571				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	378	0.292	110	0.3	0.4	13.409	B
C-AB	119	30	0.00	734	0.162	118	0.3	0.4	5.848	A
C-A	362	91	0.00			362				
A-B	19	5	0.00			19				
A-C	699	175	0.00			699				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	0.00	377	0.292	110	0.4	0.4	13.462	B
C-AB	119	30	0.00	734	0.162	119	0.4	0.4	5.867	A
C-A	362	91	0.00			362				
A-B	19	5	0.00			19				
A-C	699	175	0.00			699				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	0.00	419	0.215	90	0.4	0.3	10.983	B
C-AB	81	20	0.00	699	0.116	81	0.4	0.3	5.855	A
C-A	312	78	0.00			312				
A-B	15	4	0.00			15				
A-C	571	143	0.00			571				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	448	0.168	76	0.3	0.2	9.685	A
C-AB	59	15	0.00	675	0.088	60	0.3	0.2	5.865	A
C-A	270	67	0.00			270				
A-B	13	3	0.00			13				
A-C	478	120	0.00			478				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	72	Stream B-AC	1.16	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
D19	2028	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	✓	411	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	401
	B	20	0	45
	C	591	45	0

Proportions

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.31	0.00	0.69
	C	0.93	0.07	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	5
	B	6	0	3
	C	5	3	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.051
	B	1.064	1.000	1.028
	C	1.045	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	309	325
	B	49	51
	C	479	500
17:00-17:15	A	369	388
	B	58	61
	C	572	597
17:15-17:30	A	453	475
	B	72	74
	C	700	731
17:30-17:45	A	453	475
	B	72	74
	C	700	731
17:45-18:00	A	369	388
	B	58	61
	C	572	597
18:00-18:15	A	309	325
	B	49	51
	C	479	500

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	11.15	0.2	B	60	89
C-AB	0.17	4.76	0.5	A	111	167
C-A					473	709
A-B					9	14
A-C					368	552

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	453	0.108	48	0.0	0.1	8.893	A
C-AB	73	18	0.00	831	0.088	72	0.0	0.2	4.745	A
C-A	406	101	0.00			406				
A-B	8	2	0.00			8				
A-C	302	75	0.00			302				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	429	0.136	58	0.1	0.2	9.708	A
C-AB	102	26	0.00	881	0.116	102	0.2	0.3	4.620	A
C-A	469	117	0.00			469				
A-B	9	2	0.00			9				
A-C	360	90	0.00			360				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	395	0.181	71	0.2	0.2	11.121	B
C-AB	157	39	0.00	953	0.165	156	0.3	0.5	4.521	A
C-A	543	136	0.00			543				
A-B	11	3	0.00			11				
A-C	442	110	0.00			442				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	394	0.181	72	0.2	0.2	11.150	B
C-AB	158	39	0.00	954	0.165	158	0.5	0.5	4.533	A
C-A	543	136	0.00			543				
A-B	11	3	0.00			11				
A-C	442	110	0.00			442				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	429	0.136	59	0.2	0.2	9.735	A
C-AB	103	26	0.00	882	0.117	104	0.5	0.3	4.641	A
C-A	469	117	0.00			469				
A-B	9	2	0.00			9				
A-C	360	90	0.00			360				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	452	0.108	49	0.2	0.1	8.928	A
C-AB	73	18	0.00	831	0.088	74	0.3	0.2	4.762	A
C-A	405	101	0.00			405				
A-B	8	2	0.00			8				
A-C	302	75	0.00			302				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094 / B1121 junction	T-Junction	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	115	Stream B-AC	1.17	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	2028	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	✓	273	100.000
B		ONE HOUR	✓	78	100.000
C		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	258
	B	24	0	54
	C	494	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.31	0.00	0.69
	C	0.94	0.06	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.050
	B	1.000	1.000	1.000
	C	1.039	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	206	215
	B	59	59
	C	395	410
18:00-18:15	A	245	257
	B	70	70
	C	472	489
18:15-18:30	A	301	315
	B	86	86
	C	578	599
18:30-18:45	A	301	315
	B	86	86
	C	578	599
18:45-19:00	A	245	257
	B	70	70
	C	472	489
19:00-19:15	A	206	215
	B	59	59
	C	395	410

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	9.43	0.2	A	72	107
C-AB	0.09	4.69	0.2	A	62	93
C-A					420	629
A-B					14	21
A-C					237	355

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	508	0.116	58	0.0	0.1	7.996	A
C-AB	43	11	0.00	812	0.053	43	0.0	0.1	4.677	A
C-A	352	88	0.00			352				
A-B	11	3	0.00			11				
A-C	194	49	0.00			194				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	491	0.143	70	0.1	0.2	8.541	A
C-AB	58	15	0.00	854	0.068	58	0.1	0.1	4.522	A
C-A	414	103	0.00			414				
A-B	13	3	0.00			13				
A-C	232	58	0.00			232				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	468	0.184	86	0.2	0.2	9.417	A
C-AB	85	21	0.00	913	0.093	85	0.1	0.2	4.343	A
C-A	493	123	0.00			493				
A-B	17	4	0.00			17				
A-C	284	71	0.00			284				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	468	0.184	86	0.2	0.2	9.429	A
C-AB	85	21	0.00	913	0.093	85	0.2	0.2	4.352	A
C-A	493	123	0.00			493				
A-B	17	4	0.00			17				
A-C	284	71	0.00			284				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	491	0.143	70	0.2	0.2	8.556	A
C-AB	58	15	0.00	854	0.068	59	0.2	0.1	4.539	A
C-A	414	103	0.00			414				
A-B	13	3	0.00			13				
A-C	232	58	0.00			232				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	508	0.116	59	0.2	0.1	8.021	A
C-AB	43	11	0.00	812	0.053	43	0.1	0.1	4.690	A
C-A	352	88	0.00			352				
A-B	11	3	0.00			11				
A-C	194	49	0.00			194				

D.3 A1094 Aldeburgh Road/ B1069 Snape Road Junction – Sensitivity Test

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Sea Link_A1094-B1069 junction_Cal_v3_WG_SensitivityTest.j11
Path: Z:\Legacy\CM-MAN-002\WIP\CTB_CHE_eng\Transport Consultancy Projects\Job Folders_606\60606139 - SEA Link\400 - Technical\32 Jct Modelling\Junction Models\Suffolk\Junction Models
Report generation date: 26/03/2026 13:00:20

»2024 | Base | AM Development Peak
»2024 | Base | AM Network Peak
»2024 | Base | PM Network Peak
»2024 | Base | PM Development Peak
»2028 | Base + TEMPro | AM Development Peak
»2028 | Base + TEMPro | AM Network Peak
»2028 | Base + TEMPro | PM Network Peak
»2028 | Base + TEMPro | PM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Development Peak
»2028 | Base + TEMPro + Committed Devs | AM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Network Peak
»2028 | Base + TEMPro + Committed Devs | PM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Sea Link | PM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak
»2028 | Base + TEMPro + Committed Devs + Sea Link | 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																							
Stream B-AC	D1	7.4	101.07	0.93	F	-21 % [Stream B-AC]	D2	19.7	231.82	1.08	F	-29 % [Stream B-AC]	D3	26.9	267.86	1.12	F	-31 % [Stream B-AC]	D4	0.6	16.95	0.39	C	55 % [Stream B-AC]
Stream C-AB		0.0	7.69	0.02	A			0.0	6.41	0.02	A			0.0	6.07	0.01	A			0.0	5.92	0.01	A	
	2028 - Base + TEMPro																							
Stream B-AC	D5	9.7	126.28	0.97	F	-23 % [Stream B-AC]	D6	26.5	298.75	1.14	F	-32 % [Stream B-AC]	D7	34.8	356.92	1.17	F	-34 % [Stream B-AC]	D8	0.7	17.56	0.40	C	49 % [Stream B-AC]
Stream C-AB		0.0	7.70	0.02	A			0.0	6.44	0.02	A			0.0	6.07	0.01	A			0.0	5.92	0.01	A	
	2028 - Base + TEMPro + Committed Devs																							
Stream B-AC	D9	26.2	306.11	1.14	F	-33 % [Stream B-AC]	D10	51.9	686.47	1.35	F	-40 % [Stream B-AC]	D11	236.5	2463.99	1.86	F	-55 % [Stream B-AC]	D12	18.4	194.66	1.05	F	-28 % [Stream B-AC]
Stream C-AB		0.1	7.87	0.09	A			0.2	7.39	0.10	A			0.0	6.13	0.01	A			0.0	5.97	0.01	A	
	2028 - Base + TEMPro + Committed Devs + Sea Link																							
Stream B-AC	D17	35.7	452.08	1.23	F	-36 % [Stream B-AC]	D18	65.4	864.23	1.43	F	-42 % [Stream B-AC]	D19	246.6	2592.36	1.90	F	-56 % [Stream B-AC]	D20	88.4	909.54	1.40	F	-43 % [Stream B-AC]
Stream C-AB		0.1	8.43	0.10	A			0.2	7.41	0.10	A			0.0	6.13	0.01	A			0.0	5.78	0.01	A	
	2028 - Base + TEMPro + Sea Link																							
Stream B-AC	D13	15.0	187.15	1.04	F	-27 % [Stream B-AC]	D14	35.2	417.50	1.21	F	-35 % [Stream B-AC]	D15	39.4	420.52	1.20	F	-35 % [Stream B-AC]	D16	2.6	40.28	0.74	E	-4 % [Stream B-AC]
Stream C-AB		0.0	8.15	0.02	A			0.0	6.45	0.02	A			0.0	6.07	0.01	A			0.0	5.74	0.01	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.

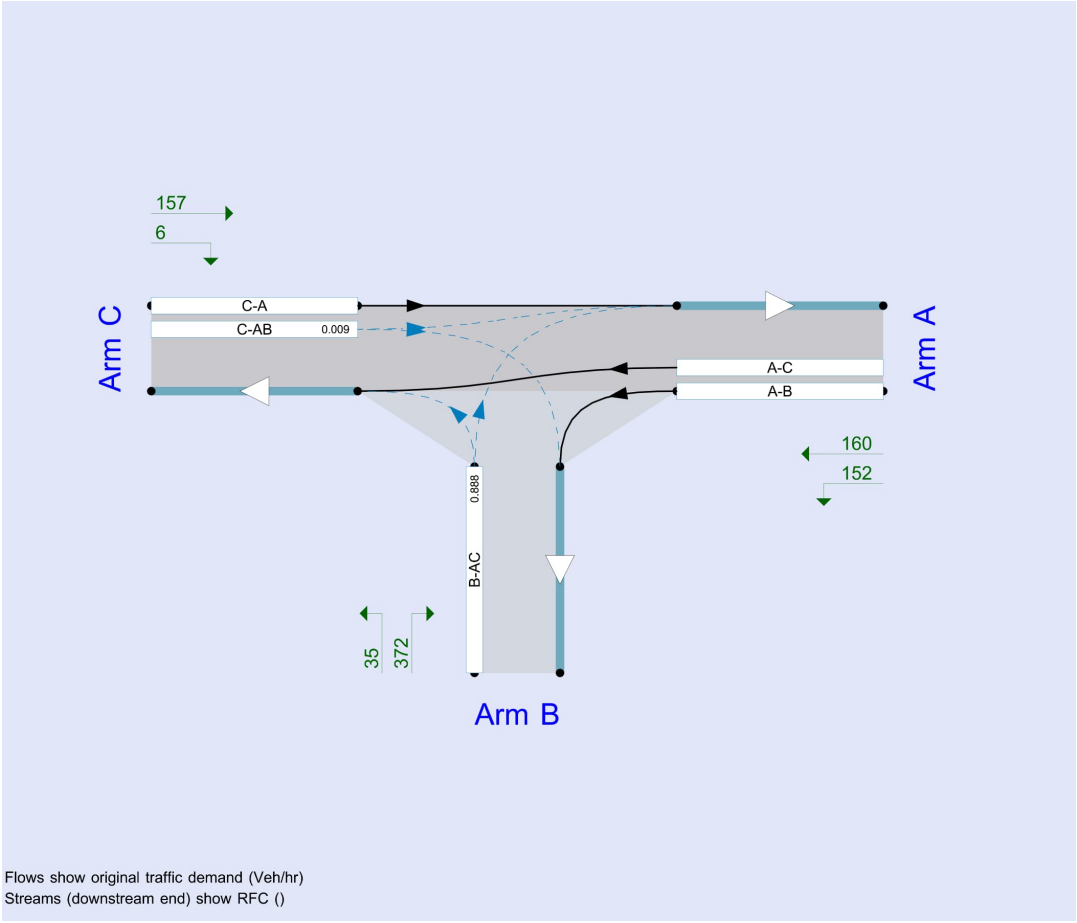
File summary

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)
Streams (downstream end) show RFC ()

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	2028	Base + TEMPro	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D6	2028	Base + TEMPro	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D7	2028	Base + TEMPro	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D8	2028	Base + TEMPro	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D9	2028	Base + TEMPro + Committed Devs	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D10	2028	Base + TEMPro + Committed Devs	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D11	2028	Base + TEMPro + Committed Devs	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D12	2028	Base + TEMPro + Committed Devs	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D13	2028	Base + TEMPro + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D14	2028	Base + TEMPro + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D15	2028	Base + TEMPro + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D16	2028	Base + TEMPro + Sea Link	PM Development Peak	ONE HOUR	17:45	19:15	15	✓
D17	2028	Base + TEMPro + Committed Devs + Sea Link	AM Development Peak	ONE HOUR	06:45	08:15	15	✓
D18	2028	Base + TEMPro + Committed Devs + Sea Link	AM Network Peak	ONE HOUR	07:45	09:15	15	✓
D19	2028	Base + TEMPro + Committed Devs + Sea Link	PM Network Peak	ONE HOUR	16:45	18:15	15	✓
D20	2028	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 | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		30.64	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream B-AC	30.64	D

Arms

Arms

Arm	Name	Description	Arm type
A	A1094 (West)		Major
B	B1069 Snape Road (North)		Minor
C	A1094 (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.07			51.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	30	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	504	0.091	0.231	0.145	0.330
B-C	645	0.099	0.249	-	-
C-B	603	0.233	0.233	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	Calibration adjustment	-95

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	✓	499	100.000
B		ONE HOUR	✓	257	100.000
C		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	353	146
	B	246	0	11
	C	99	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.96	0.00	0.04
	C	0.94	0.06	0.00

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	2	4
B	4	0	11
C	1	20	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.024	1.041
B	1.044	1.000	1.111
C	1.012	1.200	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	376	387
	B	193	203
	C	79	81
07:00-07:15	A	449	462
	B	231	242
	C	94	97
07:15-07:30	A	549	565
	B	283	296
	C	116	118
07:30-07:45	A	549	565
	B	283	296
	C	116	118
07:45-08:00	A	449	462
	B	231	242
	C	94	97
08:00-08:15	A	376	387
	B	193	203
	C	79	81

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.93	101.07	7.4	F	236	354
C-AB	0.02	7.69	0.0	A	7	10
C-A					90	134
A-B					324	486
A-C					134	201

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	0.00	334	0.580	188	0.0	1.3	23.978	C
C-AB	5	1	0.00	484	0.011	5	0.0	0.0	7.513	A
C-A	74	18	0.00			74				
A-B	266	66	0.00			266				
A-C	110	27	0.00			110				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	0.00	322	0.718	227	1.3	2.3	36.489	E
C-AB	7	2	0.00	482	0.014	7	0.0	0.0	7.595	A
C-A	88	22	0.00			88				
A-B	317	79	0.00			317				
A-C	131	33	0.00			131				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	0.00	306	0.926	268	2.3	6.0	75.398	F
C-AB	9	2	0.00	478	0.018	9	0.0	0.0	7.690	A
C-A	107	27	0.00			107				
A-B	389	97	0.00			389				
A-C	161	40	0.00			161				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	0.00	306	0.926	277	6.0	7.4	101.068	F
C-AB	9	2	0.00	478	0.018	9	0.0	0.0	7.669	A
C-A	107	27	0.00			107				
A-B	389	97	0.00			389				
A-C	161	40	0.00			161				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	0.00	322	0.718	249	7.4	2.9	56.212	F
C-AB	7	2	0.00	482	0.014	7	0.0	0.0	7.547	A
C-A	88	22	0.00			88				
A-B	317	79	0.00			317				
A-C	131	33	0.00			131				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	0.00	334	0.580	199	2.9	1.5	27.766	D
C-AB	5	1	0.00	485	0.011	5	0.0	0.0	7.494	A
C-A	74	18	0.00			74				
A-B	266	66	0.00			266				
A-C	110	27	0.00			110				

2024 | Base | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		65.64	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	Stream B-AC	65.64	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
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	✓	558	100.000
B		ONE HOUR	✓	277	100.000
C		ONE HOUR	✓	150	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	318	240
	B	261	0	16
	C	143	7	0

Proportions

		To		
		A	B	C
From	A	0.00	0.57	0.43
	B	0.94	0.00	0.06
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	3
	B	4	0	8
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.030	1.025
	B	1.037	1.000	1.077
	C	1.042	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	420	432
	B	209	217
	C	113	117
08:00-08:15	A	502	516
	B	249	259
	C	135	140
08:15-08:30	A	614	632
	B	305	317
	C	165	172
08:30-08:45	A	614	632
	B	305	317
	C	165	172
08:45-09:00	A	502	516
	B	249	259
	C	135	140
09:00-09:15	A	420	432
	B	209	217
	C	113	117

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.08	231.82	19.7	F	254	381
C-AB	0.02	6.41	0.0	A	8	13
C-A					129	194
A-B					292	438
A-C					220	330

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	319	0.653	202	0.0	1.7	29.136	D
C-AB	6	2	0.00	579	0.011	6	0.0	0.0	6.285	A
C-A	106	27	0.00			106				
A-B	239	60	0.00			239				
A-C	181	45	0.00			181				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	0.00	304	0.820	242	1.7	3.5	52.509	F
C-AB	8	2	0.00	576	0.014	8	0.0	0.0	6.335	A
C-A	127	32	0.00			127				
A-B	286	71	0.00			286				
A-C	216	54	0.00			216				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	282	1.080	268	3.5	12.6	135.929	F
C-AB	11	3	0.00	572	0.019	11	0.0	0.0	6.405	A
C-A	155	39	0.00			155				
A-B	350	88	0.00			350				
A-C	264	66	0.00			264				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	282	1.080	277	12.6	19.7	231.818	F
C-AB	11	3	0.00	572	0.019	11	0.0	0.0	6.414	A
C-A	154	39	0.00			154				
A-B	350	88	0.00			350				
A-C	264	66	0.00			264				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	0.00	304	0.820	289	19.7	9.6	191.105	F
C-AB	8	2	0.00	576	0.014	8	0.0	0.0	6.349	A
C-A	127	32	0.00			127				
A-B	286	71	0.00			286				
A-C	216	54	0.00			216				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	319	0.653	239	9.6	2.1	55.389	F
C-AB	6	2	0.00	579	0.011	6	0.0	0.0	6.294	A
C-A	106	27	0.00			106				
A-B	239	60	0.00			239				
A-C	181	45	0.00			181				

2024 | Base | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		100.03	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-31	Stream B-AC	100.03	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
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	✓	408	100.000
B		ONE HOUR	✓	324	100.000
C		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	249	159
	B	319	0	5
	C	129	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.98	0.00	0.02
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.015	1.000
	B	1.008	1.000	1.000
	C	1.019	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	307	310
	B	244	246
	C	101	103
17:00-17:15	A	367	370
	B	291	293
	C	120	123
17:15-17:30	A	449	453
	B	357	359
	C	148	150
17:30-17:45	A	449	453
	B	357	359
	C	148	150
17:45-18:00	A	367	370
	B	291	293
	C	120	123
18:00-18:15	A	307	310
	B	244	246
	C	101	103

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.12	267.86	26.9	F	297	446
C-AB	0.01	6.07	0.0	A	6	9
C-A					117	176
A-B					228	343
A-C					146	219

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	0.00	347	0.703	235	0.0	2.1	30.379	D
C-AB	4	1	0.00	599	0.008	4	0.0	0.0	6.052	A
C-A	96	24	0.00			96				
A-B	187	47	0.00			187				
A-C	120	30	0.00			120				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	0.00	335	0.869	281	2.1	4.6	57.835	F
C-AB	6	1	0.00	599	0.009	6	0.0	0.0	6.061	A
C-A	115	29	0.00			115				
A-B	224	56	0.00			224				
A-C	143	36	0.00			143				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	357	89	0.00	319	1.118	309	4.6	16.6	149.725	F
C-AB	7	2	0.00	600	0.012	7	0.0	0.0	6.071	A
C-A	140	35	0.00			140				
A-B	274	69	0.00			274				
A-C	175	44	0.00			175				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	357	89	0.00	319	1.118	316	16.6	26.9	267.860	F
C-AB	7	2	0.00	600	0.012	7	0.0	0.0	6.074	A
C-A	140	35	0.00			140				
A-B	274	69	0.00			274				
A-C	175	44	0.00			175				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	0.00	335	0.869	323	26.9	18.9	257.936	F
C-AB	6	1	0.00	599	0.009	6	0.0	0.0	6.066	A
C-A	115	29	0.00			115				
A-B	224	56	0.00			224				
A-C	143	36	0.00			143				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	0.00	347	0.703	308	18.9	2.9	113.616	F
C-AB	4	1	0.00	599	0.008	5	0.0	0.0	6.055	A
C-A	96	24	0.00			96				
A-B	187	47	0.00			187				
A-C	120	30	0.00			120				

2024 | Base | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		3.97	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	Stream B-AC	3.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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	✓	285	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	133	152
	B	111	0	10
	C	115	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.47	0.53
	B	0.92	0.00	0.08
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.011	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	215	215
	B	91	91
	C	91	92
18:00-18:15	A	256	256
	B	109	109
	C	109	110
18:15-18:30	A	314	314
	B	133	133
	C	133	135
18:30-18:45	A	314	314
	B	133	133
	C	133	135
18:45-19:00	A	256	256
	B	109	109
	C	109	110
19:00-19:15	A	215	215
	B	91	91
	C	91	92

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	16.95	0.6	C	111	167
C-AB	0.01	5.92	0.0	A	7	10
C-A					104	157
A-B					122	183
A-C					139	209

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	368	0.247	90	0.0	0.3	12.866	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.921	A
C-A	86	21	0.00			86				
A-B	100	25	0.00			100				
A-C	114	29	0.00			114				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	359	0.303	108	0.3	0.4	14.353	B
C-AB	6	2	0.00	616	0.011	6	0.0	0.0	5.908	A
C-A	102	26	0.00			102				
A-B	120	30	0.00			120				
A-C	137	34	0.00			137				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	0.00	345	0.386	132	0.4	0.6	16.844	C
C-AB	8	2	0.00	619	0.013	8	0.0	0.0	5.890	A
C-A	125	31	0.00			125				
A-B	146	37	0.00			146				
A-C	167	42	0.00			167				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	0.00	345	0.386	133	0.6	0.6	16.954	C
C-AB	8	2	0.00	619	0.013	8	0.0	0.0	5.894	A
C-A	125	31	0.00			125				
A-B	146	37	0.00			146				
A-C	167	42	0.00			167				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	359	0.303	109	0.6	0.4	14.483	B
C-AB	6	2	0.00	616	0.011	7	0.0	0.0	5.913	A
C-A	102	26	0.00			102				
A-B	120	30	0.00			120				
A-C	137	34	0.00			137				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	368	0.247	92	0.4	0.3	13.026	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.924	A
C-A	86	21	0.00			86				
A-B	100	25	0.00			100				
A-C	114	29	0.00			114				

2028 | Base + TEMPro | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		38.08	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-23	Stream B-AC	38.08	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	2028	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	✓	518	100.000
B		ONE HOUR	✓	265	100.000
C		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	366	152
	B	254	0	11
	C	103	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.96	0.00	0.04
	C	0.94	0.06	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	4
	B	4	0	11
	C	1	20	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.024	1.041
	B	1.044	1.000	1.111
	C	1.012	1.200	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	390	401
	B	200	209
	C	82	84
07:00-07:15	A	466	479
	B	238	249
	C	98	100
07:15-07:30	A	570	587
	B	292	306
	C	120	123
07:30-07:45	A	570	587
	B	292	306
	C	120	123
07:45-08:00	A	466	479
	B	238	249
	C	98	100
08:00-08:15	A	390	401
	B	200	209
	C	82	84

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.97	126.28	9.7	F	243	365
C-AB	0.02	7.70	0.0	A	7	10
C-A					93	140
A-B					336	504
A-C					139	209

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	331	0.602	194	0.0	1.4	25.267	D
C-AB	5	1	0.00	484	0.011	5	0.0	0.0	7.521	A
C-A	77	19	0.00			77				
A-B	276	69	0.00			276				
A-C	114	29	0.00			114				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	319	0.747	234	1.4	2.5	40.041	E
C-AB	7	2	0.00	481	0.014	7	0.0	0.0	7.604	A
C-A	91	23	0.00			91				
A-B	329	82	0.00			329				
A-C	137	34	0.00			137				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	302	0.966	273	2.5	7.4	88.013	F
C-AB	9	2	0.00	478	0.018	9	0.0	0.0	7.701	A
C-A	111	28	0.00			111				
A-B	403	101	0.00			403				
A-C	167	42	0.00			167				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	0.00	302	0.966	283	7.4	9.7	126.279	F
C-AB	9	2	0.00	478	0.018	9	0.0	0.0	7.675	A
C-A	111	28	0.00			111				
A-B	403	101	0.00			403				
A-C	167	42	0.00			167				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	60	0.00	319	0.747	263	9.7	3.5	74.543	F
C-AB	7	2	0.00	481	0.014	7	0.0	0.0	7.554	A
C-A	91	23	0.00			91				
A-B	329	82	0.00			329				
A-C	137	34	0.00			137				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	331	0.602	207	3.5	1.6	30.466	D
C-AB	5	1	0.00	484	0.011	5	0.0	0.0	7.497	A
C-A	77	19	0.00			77				
A-B	276	69	0.00			276				
A-C	114	29	0.00			114				

2028 | Base + TEMPro | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		84.54	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-32	Stream B-AC	84.54	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	2028	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	✓	578	100.000
B		ONE HOUR	✓	287	100.000
C		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	330	248
	B	271	0	16
	C	148	8	0

Proportions

		To		
		A	B	C
From	A	0.00	0.57	0.43
	B	0.94	0.00	0.06
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	3	3
	B	4	0	8
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.030	1.025
	B	1.037	1.000	1.077
	C	1.042	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	435	447
	B	216	225
	C	117	122
08:00-08:15	A	520	534
	B	258	268
	C	140	146
08:15-08:30	A	636	654
	B	316	328
	C	172	179
08:30-08:45	A	636	654
	B	316	328
	C	172	179
08:45-09:00	A	520	534
	B	258	268
	C	140	146
09:00-09:15	A	435	447
	B	216	225
	C	117	122

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.14	298.75	26.5	F	263	395
C-AB	0.02	6.44	0.0	A	10	15
C-A					133	200
A-B					303	454
A-C					228	341

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	0.00	316	0.683	208	0.0	1.9	31.497	D
C-AB	7	2	0.00	578	0.013	7	0.0	0.0	6.304	A
C-A	110	27	0.00			110				
A-B	248	62	0.00			248				
A-C	187	47	0.00			187				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	0.00	300	0.860	249	1.9	4.3	60.836	F
C-AB	9	2	0.00	575	0.016	9	0.0	0.0	6.358	A
C-A	131	33	0.00			131				
A-B	297	74	0.00			297				
A-C	223	56	0.00			223				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	0.00	278	1.138	268	4.3	16.2	165.373	F
C-AB	12	3	0.00	571	0.022	12	0.0	0.0	6.432	A
C-A	159	40	0.00			159				
A-B	363	91	0.00			363				
A-C	273	68	0.00			273				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	0.00	278	1.138	275	16.2	26.5	298.751	F
C-AB	12	3	0.00	571	0.022	12	0.0	0.0	6.442	A
C-A	159	40	0.00			159				
A-B	363	91	0.00			363				
A-C	273	68	0.00			273				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	0.00	300	0.860	289	26.5	18.7	283.544	F
C-AB	9	2	0.00	575	0.016	9	0.0	0.0	6.374	A
C-A	131	33	0.00			131				
A-B	297	74	0.00			297				
A-C	223	56	0.00			223				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	0.00	316	0.683	280	18.7	2.7	123.103	F
C-AB	7	2	0.00	578	0.013	7	0.0	0.0	6.311	A
C-A	110	27	0.00			110				
A-B	248	62	0.00			248				
A-C	187	47	0.00			187				

2028 | Base + TEMPro | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		133.43	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-34	Stream B-AC	133.43	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	2028	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	✓	422	100.000
B		ONE HOUR	✓	336	100.000
C		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	258	164
	B	331	0	5
	C	134	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.99	0.00	0.01
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.015	1.000
	B	1.008	1.000	1.000
	C	1.019	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	318	321
	B	253	255
	C	105	107
17:00-17:15	A	379	383
	B	302	304
	C	125	127
17:15-17:30	A	465	469
	B	370	373
	C	153	156
17:30-17:45	A	465	469
	B	370	373
	C	153	156
17:45-18:00	A	379	383
	B	302	304
	C	125	127
18:00-18:15	A	318	321
	B	253	255
	C	105	107

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.17	356.92	34.8	F	308	462
C-AB	0.01	6.07	0.0	A	6	9
C-A					122	183
A-B					237	355
A-C					150	226

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	0.00	345	0.733	243	0.0	2.4	32.965	D
C-AB	5	1	0.00	599	0.008	4	0.0	0.0	6.050	A
C-A	100	25	0.00			100				
A-B	194	49	0.00			194				
A-C	123	31	0.00			123				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	0.00	333	0.908	289	2.4	5.6	67.390	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.057	A
C-A	119	30	0.00			119				
A-B	232	58	0.00			232				
A-C	147	37	0.00			147				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	370	92	0.00	316	1.170	309	5.6	20.8	180.297	F
C-AB	7	2	0.00	600	0.012	7	0.0	0.0	6.066	A
C-A	146	36	0.00			146				
A-B	284	71	0.00			284				
A-C	181	45	0.00			181				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	370	92	0.00	316	1.170	314	20.8	34.8	336.309	F
C-AB	7	2	0.00	600	0.012	7	0.0	0.0	6.070	A
C-A	146	36	0.00			146				
A-B	284	71	0.00			284				
A-C	181	45	0.00			181				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	0.00	333	0.908	324	34.8	29.4	356.923	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.062	A
C-A	119	30	0.00			119				
A-B	232	58	0.00			232				
A-C	147	37	0.00			147				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	0.00	345	0.733	334	29.4	9.3	219.087	F
C-AB	5	1	0.00	599	0.008	5	0.0	0.0	6.055	A
C-A	100	25	0.00			100				
A-B	194	49	0.00			194				
A-C	123	31	0.00			123				

2028 | Base + TEMPro | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		4.09	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	49	Stream B-AC	4.09	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	2028	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	✓	296	100.000
B		ONE HOUR	✓	125	100.000
C		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	138	158
	B	115	0	10
	C	119	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.47	0.53
	B	0.92	0.00	0.08
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.011	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	223	223
	B	94	94
	C	94	95
18:00-18:15	A	266	266
	B	112	112
	C	112	113
18:15-18:30	A	326	326
	B	138	138
	C	138	139
18:30-18:45	A	326	326
	B	138	138
	C	138	139
18:45-19:00	A	266	266
	B	112	112
	C	112	113
19:00-19:15	A	223	223
	B	94	94
	C	94	95

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	17.56	0.7	C	115	172
C-AB	0.01	5.92	0.0	A	7	10
C-A					108	162
A-B					127	190
A-C					145	217

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	24	0.00	366	0.257	93	0.0	0.3	13.102	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.919	A
C-A	89	22	0.00			89				
A-B	104	26	0.00			104				
A-C	119	30	0.00			119				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	0.00	356	0.315	112	0.3	0.5	14.706	B
C-AB	7	2	0.00	616	0.011	7	0.0	0.0	5.906	A
C-A	106	26	0.00			106				
A-B	124	31	0.00			124				
A-C	142	36	0.00			142				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	0.00	342	0.402	137	0.5	0.7	17.435	C
C-AB	8	2	0.00	620	0.014	8	0.0	0.0	5.886	A
C-A	129	32	0.00			129				
A-B	152	38	0.00			152				
A-C	174	43	0.00			174				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	0.00	342	0.402	138	0.7	0.7	17.564	C
C-AB	8	2	0.00	620	0.014	8	0.0	0.0	5.888	A
C-A	129	32	0.00			129				
A-B	152	38	0.00			152				
A-C	174	43	0.00			174				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	0.00	356	0.315	113	0.7	0.5	14.854	B
C-AB	7	2	0.00	616	0.011	7	0.0	0.0	5.910	A
C-A	106	26	0.00			106				
A-B	124	31	0.00			124				
A-C	142	36	0.00			142				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	24	0.00	366	0.257	95	0.5	0.4	13.276	B
C-AB	5	1	0.00	613	0.009	5	0.0	0.0	5.920	A
C-A	89	22	0.00			89				
A-B	104	26	0.00			104				
A-C	119	30	0.00			119				

2028 | Base + TEMPro + Committed Devs | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		84.05	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-33	Stream B-AC	84.05	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	2028	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	✓	637	100.000
B		ONE HOUR	✓	278	100.000
C		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	485	152
	B	267	0	11
	C	103	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.76	0.24
	B	0.96	0.00	0.04
	C	0.77	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	5	4
	B	9	0	11
	C	1	4	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.053	1.041
	B	1.091	1.000	1.111
	C	1.012	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	480	504
	B	209	228
	C	101	103
07:00-07:15	A	573	601
	B	250	273
	C	120	123
07:15-07:30	A	701	737
	B	306	334
	C	148	150
07:30-07:45	A	701	737
	B	306	334
	C	148	150
07:45-08:00	A	573	601
	B	250	273
	C	120	123
08:00-08:15	A	480	504
	B	209	228
	C	101	103

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.14	306.11	26.2	F	255	383
C-AB	0.09	7.87	0.1	A	35	53
C-A					88	132
A-B					445	668
A-C					139	209

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	303	0.690	201	0.0	2.0	33.224	D
C-AB	27	7	0.00	525	0.052	27	0.0	0.1	7.235	A
C-A	73	18	0.00			73				
A-B	365	91	0.00			365				
A-C	114	29	0.00			114				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	62	0.00	289	0.866	240	2.0	4.3	64.227	F
C-AB	34	9	0.00	515	0.066	34	0.1	0.1	7.489	A
C-A	86	22	0.00			86				
A-B	436	109	0.00			436				
A-C	137	34	0.00			137				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	0.00	268	1.140	259	4.3	16.0	170.345	F
C-AB	44	11	0.00	502	0.088	44	0.1	0.1	7.865	A
C-A	103	26	0.00			103				
A-B	534	133	0.00			534				
A-C	167	42	0.00			167				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	0.00	268	1.141	266	16.0	26.2	306.112	F
C-AB	44	11	0.00	502	0.088	44	0.1	0.1	7.866	A
C-A	103	26	0.00			103				
A-B	534	133	0.00			534				
A-C	167	42	0.00			167				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	250	62	0.00	289	0.866	278	26.2	19.2	295.612	F
C-AB	34	9	0.00	515	0.066	34	0.1	0.1	7.486	A
C-A	86	22	0.00			86				
A-B	436	109	0.00			436				
A-C	137	34	0.00			137				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	0.00	303	0.690	274	19.2	2.9	138.578	F
C-AB	27	7	0.00	525	0.052	28	0.1	0.1	7.241	A
C-A	73	18	0.00			73				
A-B	365	91	0.00			365				
A-C	114	29	0.00			114				

2028 | Base + TEMPro + Committed Devs | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		179.53	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-40	Stream B-AC	179.53	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	2028	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	✓	697	100.000
B		ONE HOUR	✓	300	100.000
C		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	449	248
	B	284	0	16
	C	148	33	0

Proportions

		To		
		A	B	C
From	A	0.00	0.64	0.36
	B	0.95	0.00	0.05
	C	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	6	3
	B	8	0	8
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.060	1.025
	B	1.081	1.000	1.077
	C	1.042	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	525	550
	B	226	244
	C	136	141
08:00-08:15	A	627	657
	B	270	292
	C	163	168
08:15-08:30	A	767	804
	B	330	357
	C	199	206
08:30-08:45	A	767	804
	B	330	357
	C	199	206
08:45-09:00	A	627	657
	B	270	292
	C	163	168
09:00-09:15	A	525	550
	B	226	244
	C	136	141

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.35	686.47	51.9	F	275	413
C-AB	0.10	7.39	0.2	A	41	61
C-A					125	188
A-B					412	618
A-C					228	341

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	56	0.00	289	0.781	214	0.0	2.9	43.290	E
C-AB	31	8	0.00	556	0.056	31	0.0	0.1	6.850	A
C-A	105	26	0.00			105				
A-B	338	85	0.00			338				
A-C	187	47	0.00			187				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	270	67	0.00	271	0.996	248	2.9	8.2	106.862	F
C-AB	39	10	0.00	549	0.072	39	0.1	0.1	7.058	A
C-A	123	31	0.00			123				
A-B	404	101	0.00			404				
A-C	223	56	0.00			223				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	0.00	245	1.346	243	8.2	30.1	312.250	F
C-AB	52	13	0.00	540	0.097	52	0.1	0.2	7.376	A
C-A	147	37	0.00			147				
A-B	494	124	0.00			494				
A-C	273	68	0.00			273				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	330	83	0.00	245	1.346	245	30.1	51.4	598.761	F
C-AB	52	13	0.00	540	0.097	52	0.2	0.2	7.391	A
C-A	147	37	0.00			147				
A-B	494	124	0.00			494				
A-C	273	68	0.00			273				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	270	67	0.00	271	0.996	268	51.4	51.9	686.468	F
C-AB	39	10	0.00	549	0.072	40	0.2	0.1	7.084	A
C-A	123	31	0.00			123				
A-B	404	101	0.00			404				
A-C	223	56	0.00			223				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	56	0.00	289	0.781	284	51.9	37.4	569.920	F
C-AB	31	8	0.00	556	0.056	31	0.1	0.1	6.872	A
C-A	105	26	0.00			105				
A-B	338	85	0.00			338				
A-C	187	47	0.00			187				

2028 | Base + TEMPro + Committed Devs | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		1175.87	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-55	Stream B-AC	1175.87	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
D11	2028	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	✓	435	100.000
B		ONE HOUR	✓	521	100.000
C		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	271	164
	B	491	0	30
	C	134	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.62	0.38
	B	0.94	0.00	0.06
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	6	0
	B	4	0	0
	C	2	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.062	1.000
	B	1.042	1.000	1.000
	C	1.019	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	327	340
	B	392	408
	C	105	107
17:00-17:15	A	391	406
	B	468	487
	C	125	127
17:15-17:30	A	479	497
	B	574	596
	C	153	156
17:30-17:45	A	479	497
	B	574	596
	C	153	156
17:45-18:00	A	391	406
	B	468	487
	C	125	127
18:00-18:15	A	327	340
	B	392	408
	C	105	107

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.86	2463.99	236.5	F	478	717
C-AB	0.01	6.13	0.0	A	6	9
C-A					122	183
A-B					249	373
A-C					150	226

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	337	1.163	320	0.0	18.2	123.933	F
C-AB	5	1	0.00	595	0.008	4	0.0	0.0	6.094	A
C-A	100	25	0.00			100				
A-B	204	51	0.00			204				
A-C	123	31	0.00			123				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	325	1.441	324	18.2	54.2	430.407	F
C-AB	6	1	0.00	595	0.009	6	0.0	0.0	6.110	A
C-A	119	30	0.00			119				
A-B	244	61	0.00			244				
A-C	147	37	0.00			147				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	574	143	0.00	308	1.860	308	54.2	120.5	1032.083	F
C-AB	7	2	0.00	594	0.012	7	0.0	0.0	6.129	A
C-A	146	36	0.00			146				
A-B	298	75	0.00			298				
A-C	181	45	0.00			181				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	574	143	0.00	308	1.860	308	120.5	186.8	1808.153	F
C-AB	7	2	0.00	594	0.012	7	0.0	0.0	6.134	A
C-A	146	36	0.00			146				
A-B	298	75	0.00			298				
A-C	181	45	0.00			181				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	325	1.441	325	186.8	222.7	2231.377	F
C-AB	6	1	0.00	595	0.010	6	0.0	0.0	6.115	A
C-A	119	30	0.00			119				
A-B	244	61	0.00			244				
A-C	147	37	0.00			147				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	337	1.164	337	222.7	236.5	2463.988	F
C-AB	5	1	0.00	595	0.008	5	0.0	0.0	6.099	A
C-A	100	25	0.00			100				
A-B	204	51	0.00			204				
A-C	123	31	0.00			123				

2028 | Base + TEMPro + Committed Devs | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		82.30	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-28	Stream B-AC	82.30	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	2028	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	✓	309	100.000
B		ONE HOUR	✓	310	100.000
C		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	151	158
	B	275	0	35
	C	119	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.49	0.51
	B	0.89	0.00	0.11
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	9	0
	B	7	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.086	1.000
	B	1.065	1.000	1.000
	C	1.011	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	233	242
	B	233	247
	C	94	95
18:00-18:15	A	278	289
	B	279	295
	C	112	113
18:15-18:30	A	340	355
	B	341	361
	C	138	139
18:30-18:45	A	340	355
	B	341	361
	C	138	139
18:45-19:00	A	278	289
	B	279	295
	C	112	113
19:00-19:15	A	233	242
	B	233	247
	C	94	95

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.05	194.66	18.4	F	284	427
C-AB	0.01	5.97	0.0	A	7	10
C-A					108	162
A-B					139	208
A-C					145	217

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	58	0.00	347	0.672	226	0.0	1.9	28.166	D
C-AB	5	1	0.00	609	0.009	5	0.0	0.0	5.961	A
C-A	89	22	0.00			89				
A-B	114	28	0.00			114				
A-C	119	30	0.00			119				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	279	70	0.00	338	0.825	271	1.9	3.7	49.246	E
C-AB	7	2	0.00	611	0.011	7	0.0	0.0	5.956	A
C-A	106	26	0.00			106				
A-B	136	34	0.00			136				
A-C	142	36	0.00			142				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	341	85	0.00	324	1.053	307	3.7	12.2	118.038	F
C-AB	8	2	0.00	614	0.014	8	0.0	0.0	5.947	A
C-A	129	32	0.00			129				
A-B	166	42	0.00			166				
A-C	174	43	0.00			174				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	341	85	0.00	324	1.053	317	12.2	18.4	194.659	F
C-AB	8	2	0.00	614	0.014	8	0.0	0.0	5.950	A
C-A	129	32	0.00			129				
A-B	166	42	0.00			166				
A-C	174	43	0.00			174				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	279	70	0.00	338	0.825	322	18.4	7.5	157.907	F
C-AB	7	2	0.00	611	0.011	7	0.0	0.0	5.961	A
C-A	106	26	0.00			106				
A-B	136	34	0.00			136				
A-C	142	36	0.00			142				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	58	0.00	347	0.672	254	7.5	2.3	44.643	E
C-AB	5	1	0.00	609	0.009	5	0.0	0.0	5.965	A
C-A	89	22	0.00			89				
A-B	114	28	0.00			114				
A-C	119	30	0.00			119				

2028 | Base + TEMPro + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		49.19	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	Stream B-AC	49.19	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
D13	2028	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	✓	654	100.000
B		ONE HOUR	✓	266	100.000
C		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	463	191
	B	255	0	11
	C	105	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.96	0.00	0.04
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	3
	B	4	0	11
	C	1	20	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.019	1.033
	B	1.044	1.000	1.111
	C	1.012	1.200	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	492	504
	B	200	210
	C	84	85
07:00-07:15	A	588	601
	B	239	250
	C	100	102
07:15-07:30	A	720	737
	B	293	307
	C	122	125
07:30-07:45	A	720	737
	B	293	307
	C	122	125
07:45-08:00	A	588	601
	B	239	250
	C	100	102
08:00-08:15	A	492	504
	B	200	210
	C	84	85

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.04	187.15	15.0	F	244	366
C-AB	0.02	8.15	0.0	A	7	11
C-A					95	142
A-B					425	637
A-C					175	263

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	318	0.629	194	0.0	1.6	27.767	D
C-AB	5	1	0.00	466	0.012	5	0.0	0.0	7.812	A
C-A	78	20	0.00			78				
A-B	349	87	0.00			349				
A-C	144	36	0.00			144				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	303	0.788	233	1.6	3.0	47.507	E
C-AB	7	2	0.00	460	0.015	7	0.0	0.0	7.963	A
C-A	93	23	0.00			93				
A-B	416	104	0.00			416				
A-C	172	43	0.00			172				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	283	1.036	264	3.0	10.2	116.586	F
C-AB	9	2	0.00	452	0.020	9	0.0	0.0	8.150	A
C-A	113	28	0.00			113				
A-B	510	127	0.00			510				
A-C	210	53	0.00			210				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	283	1.036	274	10.2	15.0	187.148	F
C-AB	9	2	0.00	452	0.020	9	0.0	0.0	8.121	A
C-A	113	28	0.00			113				
A-B	510	127	0.00			510				
A-C	210	53	0.00			210				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	303	0.788	278	15.0	5.1	133.964	F
C-AB	7	2	0.00	460	0.015	7	0.0	0.0	7.904	A
C-A	93	23	0.00			93				
A-B	416	104	0.00			416				
A-C	172	43	0.00			172				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	318	0.629	213	5.1	1.8	37.687	E
C-AB	5	1	0.00	466	0.012	5	0.0	0.0	7.787	A
C-A	78	20	0.00			78				
A-B	349	87	0.00			349				
A-C	144	36	0.00			144				

2028 | Base + TEMPro + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		116.82	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-35	Stream B-AC	116.82	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	2028	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	✓	592	100.000
B		ONE HOUR	✓	293	100.000
C		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	336	256
	B	277	0	16
	C	157	8	0

Proportions

		To		
		A	B	C
From	A	0.00	0.57	0.43
	B	0.95	0.00	0.05
	C	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	4	5
	B	5	0	8
	C	8	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.045	1.048
	B	1.054	1.000	1.077
	C	1.078	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	446	466
	B	221	233
	C	124	133
08:00-08:15	A	532	557
	B	263	278
	C	148	159
08:15-08:30	A	652	682
	B	323	341
	C	182	195
08:30-08:45	A	652	682
	B	323	341
	C	182	195
08:45-09:00	A	532	557
	B	263	278
	C	148	159
09:00-09:15	A	446	466
	B	221	233
	C	124	133

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.21	417.50	35.2	F	269	403
C-AB	0.02	6.45	0.0	A	10	15
C-A					141	212
A-B					308	462
A-C					235	352

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	0.00	307	0.720	212	0.0	2.2	35.289	E
C-AB	8	2	0.00	578	0.013	8	0.0	0.0	6.310	A
C-A	117	29	0.00			117				
A-B	253	63	0.00			253				
A-C	193	48	0.00			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	290	0.909	251	2.2	5.4	74.379	F
C-AB	10	2	0.00	575	0.017	10	0.0	0.0	6.359	A
C-A	139	35	0.00			139				
A-B	302	76	0.00			302				
A-C	230	58	0.00			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	323	81	0.00	267	1.210	261	5.4	20.8	210.053	F
C-AB	13	3	0.00	571	0.022	13	0.0	0.0	6.430	A
C-A	169	42	0.00			169				
A-B	370	92	0.00			370				
A-C	282	70	0.00			282				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	323	81	0.00	267	1.210	265	20.8	35.2	395.603	F
C-AB	13	3	0.00	571	0.022	13	0.0	0.0	6.446	A
C-A	169	42	0.00			169				
A-B	370	92	0.00			370				
A-C	282	70	0.00			282				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	290	0.909	282	35.2	30.6	417.498	F
C-AB	10	2	0.00	575	0.017	10	0.0	0.0	6.388	A
C-A	139	35	0.00			139				
A-B	302	76	0.00			302				
A-C	230	58	0.00			230				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	0.00	307	0.720	297	30.6	11.6	265.302	F
C-AB	8	2	0.00	578	0.013	8	0.0	0.0	6.323	A
C-A	117	29	0.00			117				
A-B	253	63	0.00			253				
A-C	193	48	0.00			193				

2028 | Base + TEMPro + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		155.07	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-35	Stream B-AC	155.07	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
D15	2028	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	✓	430	100.000
B		ONE HOUR	✓	339	100.000
C		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	261	169
	B	334	0	5
	C	139	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.99	0.00	0.01
	C	0.97	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.022	1.018
	B	1.014	1.000	1.000
	C	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	324	330
	B	255	259
	C	108	113
17:00-17:15	A	387	394
	B	305	309
	C	129	134
17:15-17:30	A	473	483
	B	373	378
	C	159	165
17:30-17:45	A	473	483
	B	373	378
	C	159	165
17:45-18:00	A	387	394
	B	305	309
	C	129	134
18:00-18:15	A	324	330
	B	255	259
	C	108	113

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.20	420.52	39.4	F	311	467
C-AB	0.01	6.07	0.0	A	6	9
C-A					126	189
A-B					239	359
A-C					155	233

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	0.00	340	0.750	245	0.0	2.6	34.802	D
C-AB	5	1	0.00	599	0.008	5	0.0	0.0	6.052	A
C-A	104	26	0.00			104				
A-B	196	49	0.00			196				
A-C	127	32	0.00			127				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	328	0.930	290	2.6	6.3	74.169	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.057	A
C-A	124	31	0.00			124				
A-B	235	59	0.00			235				
A-C	152	38	0.00			152				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	373	93	0.00	311	1.202	305	6.3	23.4	201.382	F
C-AB	7	2	0.00	601	0.012	7	0.0	0.0	6.064	A
C-A	151	38	0.00			151				
A-B	287	72	0.00			287				
A-C	186	47	0.00			186				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	373	93	0.00	311	1.202	309	23.4	39.4	381.502	F
C-AB	7	2	0.00	601	0.012	7	0.0	0.0	6.069	A
C-A	151	38	0.00			151				
A-B	287	72	0.00			287				
A-C	186	47	0.00			186				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	0.00	328	0.930	320	39.4	35.7	420.522	F
C-AB	6	1	0.00	600	0.009	6	0.0	0.0	6.070	A
C-A	124	31	0.00			124				
A-B	235	59	0.00			235				
A-C	152	38	0.00			152				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	0.00	340	0.750	331	35.7	16.7	291.860	F
C-AB	5	1	0.00	599	0.008	5	0.0	0.0	6.057	A
C-A	104	26	0.00			104				
A-B	196	49	0.00			196				
A-C	127	32	0.00			127				

2028 | Base + TEMPro + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		13.11	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-4	Stream B-AC	13.11	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
D16	2028	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	✓	299	100.000
B		ONE HOUR	✓	222	100.000
C		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	139	160
	B	212	0	10
	C	157	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.46	0.54
	B	0.95	0.00	0.05
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.008	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	225	225
	B	167	167
	C	123	124
18:00-18:15	A	269	269
	B	200	200
	C	147	148
18:15-18:30	A	329	329
	B	244	244
	C	179	181
18:30-18:45	A	329	329
	B	244	244
	C	179	181
18:45-19:00	A	269	269
	B	200	200
	C	147	148
19:00-19:15	A	225	225
	B	167	167
	C	123	124

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.74	40.28	2.6	E	204	306
C-AB	0.01	5.74	0.0	A	7	11
C-A					142	214
A-B					128	191
A-C					147	220

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	0.00	358	0.467	164	0.0	0.8	18.273	C
C-AB	6	1	0.00	633	0.009	6	0.0	0.0	5.739	A
C-A	117	29	0.00			117				
A-B	105	26	0.00			105				
A-C	120	30	0.00			120				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	347	0.576	198	0.8	1.3	23.875	C
C-AB	7	2	0.00	639	0.011	7	0.0	0.0	5.692	A
C-A	140	35	0.00			140				
A-B	125	31	0.00			125				
A-C	144	36	0.00			144				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	0.00	332	0.737	240	1.3	2.4	37.297	E
C-AB	9	2	0.00	649	0.014	9	0.0	0.0	5.626	A
C-A	170	43	0.00			170				
A-B	153	38	0.00			153				
A-C	176	44	0.00			176				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	0.00	332	0.737	244	2.4	2.6	40.277	E
C-AB	9	2	0.00	649	0.014	9	0.0	0.0	5.627	A
C-A	170	43	0.00			170				
A-B	153	38	0.00			153				
A-C	176	44	0.00			176				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	347	0.576	204	2.6	1.4	26.009	D
C-AB	7	2	0.00	639	0.011	7	0.0	0.0	5.696	A
C-A	140	35	0.00			140				
A-B	125	31	0.00			125				
A-C	144	36	0.00			144				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	0.00	358	0.467	169	1.4	0.9	19.319	C
C-AB	6	1	0.00	633	0.009	6	0.0	0.0	5.740	A
C-A	117	29	0.00			117				
A-B	105	26	0.00			105				
A-C	120	30	0.00			120				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		110.57	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-36	Stream B-AC	110.57	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
D17	2028	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	✓	773	100.000
B		ONE HOUR	✓	279	100.000
C		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	582	191
	B	268	0	11
	C	105	31	0

Proportions

		To		
		A	B	C
From	A	0.00	0.75	0.25
	B	0.96	0.00	0.04
	C	0.77	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	4	3
	B	9	0	11
	C	1	4	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.044	1.033
	B	1.091	1.000	1.111
	C	1.012	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
06:45-07:00	A	582	606
	B	210	229
	C	102	104
07:00-07:15	A	695	724
	B	251	274
	C	122	125
07:15-07:30	A	851	886
	B	307	335
	C	150	152
07:30-07:45	A	851	886
	B	307	335
	C	150	152
07:45-08:00	A	695	724
	B	251	274
	C	122	125
08:00-08:15	A	582	606
	B	210	229
	C	102	104

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.23	452.08	35.7	F	256	384
C-AB	0.10	8.43	0.1	A	36	54
C-A					89	133
A-B					534	801
A-C					175	263

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	0.00	291	0.722	201	0.0	2.2	37.215	E
C-AB	28	7	0.00	504	0.055	27	0.0	0.1	7.555	A
C-A	75	19	0.00			75				
A-B	438	110	0.00			438				
A-C	144	36	0.00			144				

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	251	63	0.00	274	0.917	238	2.2	5.5	79.571	F
C-AB	35	9	0.00	490	0.071	34	0.1	0.1	7.903	A
C-A	88	22	0.00			88				
A-B	523	131	0.00			523				
A-C	172	43	0.00			172				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	307	77	0.00	250	1.229	245	5.5	21.1	225.381	F
C-AB	45	11	0.00	472	0.096	45	0.1	0.1	8.432	A
C-A	104	26	0.00			104				
A-B	641	160	0.00			641				
A-C	210	53	0.00			210				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	307	77	0.00	250	1.229	249	21.1	35.7	424.483	F
C-AB	45	11	0.00	473	0.096	45	0.1	0.1	8.434	A
C-A	104	26	0.00			104				
A-B	641	160	0.00			641				
A-C	210	53	0.00			210				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	251	63	0.00	274	0.917	266	35.7	31.9	452.078	F
C-AB	35	9	0.00	490	0.071	35	0.1	0.1	7.902	A
C-A	88	22	0.00			88				
A-B	523	131	0.00			523				
A-C	172	43	0.00			172				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	0.00	291	0.723	282	31.9	13.9	300.951	F
C-AB	28	7	0.00	504	0.055	28	0.1	0.1	7.562	A
C-A	75	19	0.00			75				
A-B	438	110	0.00			438				
A-C	144	36	0.00			144				

2028 | Base + TEMPro + Committed Devs + Sea Link | AM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		224.39	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-42	Stream B-AC	224.39	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	2028	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	✓	711	100.000
B		ONE HOUR	✓	306	100.000
C		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	455	256
	B	290	0	16
	C	157	33	0

Proportions

		To		
		A	B	C
From	A	0.00	0.64	0.36
	B	0.95	0.00	0.05
	C	0.83	0.17	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	7	5
	B	10	0	8
	C	8	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.070	1.048
	B	1.097	1.000	1.077
	C	1.078	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	535	569
	B	230	252
	C	143	152
08:00-08:15	A	639	679
	B	275	301
	C	171	182
08:15-08:30	A	783	832
	B	337	369
	C	209	223
08:30-08:45	A	783	832
	B	337	369
	C	209	223
08:45-09:00	A	639	679
	B	275	301
	C	171	182
09:00-09:15	A	535	569
	B	230	252
	C	143	152

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.43	864.23	65.4	F	281	421
C-AB	0.10	7.41	0.2	A	42	63
C-A					133	199
A-B					418	626
A-C					235	352

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	0.00	281	0.821	217	0.0	3.4	49.253	E
C-AB	32	8	0.00	556	0.057	31	0.0	0.1	6.860	A
C-A	111	28	0.00			111				
A-B	343	86	0.00			343				
A-C	193	48	0.00			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	275	69	0.00	262	1.051	246	3.4	10.6	132.319	F
C-AB	40	10	0.00	549	0.073	40	0.1	0.1	7.068	A
C-A	131	33	0.00			131				
A-B	409	102	0.00			409				
A-C	230	58	0.00			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	337	84	0.00	235	1.431	234	10.6	36.3	389.370	F
C-AB	54	13	0.00	540	0.099	53	0.1	0.2	7.385	A
C-A	156	39	0.00			156				
A-B	501	125	0.00			501				
A-C	282	70	0.00			282				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	337	84	0.00	235	1.431	235	36.3	61.8	737.750	F
C-AB	54	13	0.00	540	0.099	54	0.2	0.2	7.409	A
C-A	156	39	0.00			156				
A-B	501	125	0.00			501				
A-C	282	70	0.00			282				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	275	69	0.00	262	1.051	261	61.8	65.4	864.230	F
C-AB	40	10	0.00	549	0.073	40	0.2	0.1	7.110	A
C-A	131	33	0.00			131				
A-B	409	102	0.00			409				
A-C	230	58	0.00			230				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	0.00	281	0.821	276	65.4	53.9	778.159	F
C-AB	32	8	0.00	556	0.057	32	0.1	0.1	6.890	A
C-A	111	28	0.00			111				
A-B	343	86	0.00			343				
A-C	193	48	0.00			193				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Network Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		1220.61	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-56	Stream B-AC	1220.61	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
D19	2028	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	✓	443	100.000
B		ONE HOUR	✓	524	100.000
C		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	274	169
	B	494	0	30
	C	139	5	0

Proportions

		To		
		A	B	C
From	A	0.00	0.62	0.38
	B	0.94	0.00	0.06
	C	0.97	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	7	2
	B	5	0	0
	C	4	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.068	1.018
	B	1.046	1.000	1.000
	C	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	334	350
	B	394	411
	C	108	113
17:00-17:15	A	398	418
	B	471	491
	C	129	134
17:15-17:30	A	488	512
	B	577	602
	C	159	165
17:30-17:45	A	488	512
	B	577	602
	C	159	165
17:45-18:00	A	398	418
	B	471	491
	C	129	134
18:00-18:15	A	334	350
	B	394	411
	C	108	113

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.90	2592.36	246.6	F	481	721
C-AB	0.01	6.13	0.0	A	6	9
C-A					126	189
A-B					251	377
A-C					155	233

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	394	99	0.00	333	1.183	317	0.0	19.4	131.307	F
C-AB	5	1	0.00	595	0.008	5	0.0	0.0	6.096	A
C-A	104	26	0.00			104				
A-B	206	52	0.00			206				
A-C	127	32	0.00			127				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	0.00	321	1.468	320	19.4	57.1	459.442	F
C-AB	6	1	0.00	595	0.010	6	0.0	0.0	6.109	A
C-A	124	31	0.00			124				
A-B	246	62	0.00			246				
A-C	152	38	0.00			152				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	577	144	0.00	304	1.900	304	57.1	125.4	1092.518	F
C-AB	7	2	0.00	594	0.012	7	0.0	0.0	6.127	A
C-A	151	38	0.00			151				
A-B	302	75	0.00			302				
A-C	186	47	0.00			186				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	577	144	0.00	304	1.900	304	125.4	193.7	1906.253	F
C-AB	7	2	0.00	594	0.013	7	0.0	0.0	6.132	A
C-A	151	38	0.00			151				
A-B	302	75	0.00			302				
A-C	186	47	0.00			186				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	118	0.00	321	1.468	321	193.7	231.3	2341.066	F
C-AB	6	1	0.00	595	0.010	6	0.0	0.0	6.120	A
C-A	124	31	0.00			124				
A-B	246	62	0.00			246				
A-C	152	38	0.00			152				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	394	99	0.00	333	1.183	333	231.3	246.6	2592.364	F
C-AB	5	1	0.00	595	0.008	5	0.0	0.0	6.101	A
C-A	104	26	0.00			104				
A-B	206	52	0.00			206				
A-C	127	32	0.00			127				

2028 | Base + TEMPro + Committed Devs + Sea Link | PM Development Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A1094/B1069 junction	T-Junction	Two-way	Two-way	Two-way		422.83	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-43	Stream B-AC	422.83	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	2028	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	✓	312	100.000
B		ONE HOUR	✓	407	100.000
C		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	152	160
	B	372	0	35
	C	157	6	0

Proportions

		To		
		A	B	C
From	A	0.00	0.49	0.51
	B	0.91	0.00	0.09
	C	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	9	0
	B	5	0	0
	C	1	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.086	1.000
	B	1.048	1.000	1.000
	C	1.008	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:45-18:00	A	235	245
	B	306	320
	C	123	124
18:00-18:15	A	280	292
	B	366	382
	C	147	148
18:15-18:30	A	344	358
	B	448	468
	C	179	181
18:30-18:45	A	344	358
	B	448	468
	C	179	181
18:45-19:00	A	280	292
	B	366	382
	C	147	148
19:00-19:15	A	235	245
	B	306	320
	C	123	124

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.40	909.54	88.4	F	373	560
C-AB	0.01	5.78	0.0	A	7	11
C-A					142	214
A-B					139	209
A-C					147	220

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	0.00	345	0.888	287	0.0	4.9	51.392	F
C-AB	6	1	0.00	628	0.009	6	0.0	0.0	5.778	A
C-A	117	29	0.00			117				
A-B	114	29	0.00			114				
A-C	120	30	0.00			120				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	0.00	334	1.094	323	4.9	15.8	141.464	F
C-AB	7	2	0.00	634	0.011	7	0.0	0.0	5.737	A
C-A	140	35	0.00			140				
A-B	137	34	0.00			137				
A-C	144	36	0.00			144				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	0.00	320	1.402	318	15.8	48.2	383.092	F
C-AB	9	2	0.00	643	0.014	9	0.0	0.0	5.680	A
C-A	170	43	0.00			170				
A-B	167	42	0.00			167				
A-C	176	44	0.00			176				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	448	112	0.00	320	1.402	319	48.2	80.4	727.216	F
C-AB	9	2	0.00	643	0.014	9	0.0	0.0	5.681	A
C-A	170	43	0.00			170				
A-B	167	42	0.00			167				
A-C	176	44	0.00			176				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	366	91	0.00	334	1.094	334	80.4	88.4	909.538	F
C-AB	7	2	0.00	634	0.011	7	0.0	0.0	5.742	A
C-A	140	35	0.00			140				
A-B	137	34	0.00			137				
A-C	144	36	0.00			144				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	306	77	0.00	345	0.888	341	88.4	79.7	887.586	F
C-AB	6	1	0.00	628	0.009	6	0.0	0.0	5.782	A
C-A	117	29	0.00			117				
A-B	114	29	0.00			114				
A-C	120	30	0.00			120				

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