KEEPING BRITAIN TRADING

IMMINGHAM EASTERN RO-RO TERMINAL



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Immingham Eastern Ro-Ro Terminal, Port of Immingham

Transport Assessment Addendum

DTA

Transport Planning Consultants

Immingham Eastern Ro-Ro Terminal, Port of Immingham

Transport Assessment Addendum

8th December 2023

SJT/RT/23325-39a Transport Assessment Addendum

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been commissioned by Associated British Ports (ABP) to review the transport implications of the proposed roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham, which will be known as the Immingham Eastern Ro-Ro Terminal (IERRT).

1.2 Some changes to the Transport Assessment (TA) [**AS-008**] have been made during the course of the examination. This TA addendum has therefore been prepared to identify all the areas where a change has been made.

1.3 The TA was prepared in accordance with the National Policy Statement for Ports (NPSfP) published January 2012, the National Planning Policy Framework (NPPF) published July 2021, and the National Planning Practice Guidance issued in March 2014, which replaces the previous Guidance on Transport Assessment (2007).

1.4 This report follows the same structure as the TA and this TA Addendum should be read alongside the original TA.

2.0 NATIONAL AND LOCAL POLICY

2.1 National Policy Statement for Ports

2.1.1 Further consideration of this policy document, and how it relates to when mitigation is required can be seen in **Annex A** of this TA Addendum and is contained within DTA Report 23325035 – Transport Policy Mitigation Requirements [**REP6-034**].

2.2 National Planning Policy Framework

2.2.1 Since the TA [**AS-008**] was submitted, a revised National Planning Policy Framework (NPPF) was published (September 2023). However, this revision made no change to the summary provided in the TA.

2.2.2 Further consideration of this policy document, and how it relates to when mitigation is required can be seen in **Annex A** of this TA Addendum and is contained within DTA Report 23325035 – Transport Policy Mitigation Requirements [**REP6-034**].

2.3 DfT Circular 02/2013 – 'Strategic Road Network and the Delivery of Sustainable Development'

2.3.1 Since the original TA [**AS-008**] was agreed with National Highways (NH), a new Circular (01/2022) has been produced.

2.3.2 The significant difference between DfT Circular 02/2013 and DfT Circular 01/2022 is the requirement to assess residual transport impacts based on the measures established in the proposed development's emerging Travel Plan.

2.3.3 In traffic capacity terms, DfT Circular 02/2013 presents a more onerous scenario than that required by DfT Circular 01/2022 as the influence of Travel Plan measures on mode split was not specifically assessed. In any event Travel Planning measures will have a minimal impact on traffic impact given the low level of employee movement during the peak hours.

2.3.4 It has been confirmed by NH, via email and attached in **Annex B** of this TA Addendum, that due to the operational characters of the IERRT facility being primarily freight traffic that would not be influenced by the application of a Travel Plan, the TA presents a suitable assessment of traffic generated by the proposed development.

2.4 'Travel Plans, Transport Assessment and Statements in decision taking' Planning Practice Guidance

2.4.1 There is no change in this section from the TA [**AS-008**].

2.5 National Highways guidance document 'The Strategic Road Network: Planning for the Future' (2015)

2.5.1 There is no change in this section from the TA [**AS-008**].

2.6 North East Lincolnshire Local Plan 2013-2032

2.6.1 There is no change in this section from the TA [**AS-008**].

2.7 North East Lincolnshire Local Transport Plan 2016-2032

2.7.1 There is no change in this section from the TA [**AS-008**].

2.8 North Lincolnshire Local Plan 2020-2038

2.8.1 There is no change in this section from the TA [**AS-008**].

2.9 North Lincolnshire Local Transport Plan 2011-2026

2.9.1 There is no change in this section from the TA [**AS-008**].

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 There is no change in this section from the TA [**AS-008**].

3.2 Local Highway Network

3.2.1 There is no change in this section from the TA [**AS-008**].

3.3 Existing Rail Infrastructure

3.3.1 There is no change in this section from the TA [**AS-008**].

3.4 Baseline Traffic Flows

3.4.1 Additional traffic counts were undertaken in 2023, at the same locations as those undertaken in 2021, in order to validate the flows used in the TA [**AS-008**]. The full outputs of these counts can be seen in **Annex C** of this document and within **REP1-019** of the examination. A summary of the comparison between weekday averages of 2021 flows and the updated flows can be seen in **Tables 1-4** below which were also provided at Appendix 6 of the Written Summary of the Applicant's Oral Submissions at Issue Specific Hearing 3 with Appendices [**REP4-009]**.

Table 1 - Comparison of 2021 and 2023 flows on the A1173 (N of Kiln Lane)

	TA Surveys		2023 Update		Difference	
	Total	HGV	Total	HGV	Total	HGV
07:00-08:00	808	76	685	56	-122	-20
16:00-17:00	830	71	679	70	-152	-2
24 Hours	8918	1185	7698	949	-1221	-237

Table 2 - Comparison of 2021 and 2023 flows on the A1173 (N of Queens Road)

	TA Surveys		2023 Update		Difference	
	Total	HGV	Total	HGV	Total	HGV
07:00-08:00	746	54	701	38	-45	-16
16:00-17:00	860	52	790	54	-70	+2

24 Hours	9220	823	8740	703	-480	-120

Table 3 - Comparison of 2021 and 2023 flows on the A1173 (Manby Road)

	TA Surveys		2023 Update		Difference	
	Total	HGV	Total	HGV	Total	HGV
07:00-08:00	777	97	767	76	-10	-21
16:00-17:00	857	98	891	84	+35	-14
24 Hours	8940	1385	9281	1156	+341	-229

Table 4 - Comparison of 2021 and 2023 flows on the A1173 (Queens Road)

	TA Surveys		2023 Update		Difference	
	Total	HGV	Total	HGV	Total	HGV
07:00-08:00	505	70	320	31	-185	-39
16:00-17:00	358	43	316	24	-42	-18
24 Hours	4905	744	3667	423	-1238	-321

3.4.2 The above shows that, generally, 2023 flows are comparable or lower than the 2021 flows recorded and used in the junction capacity assessments.

3.4.3 As well as additional counts to validate the 2021 counts, consideration to the impact that the COVID-19 pandemic may have had on flows was also undertaken using 2019 flows from planning applications in the area.

3.4.4 TAG (Transport Analysis Guidance) Unit M2.2 paragraph 4.4.4 states that - “Practitioners should establish evidence on scale of changes to land use and demographic characteristics, transport networks, and travel patterns, with more attention given to the key movements in the model internal area, and use this evidence to assess the validity of ‘old’ data sources and their suitability for the intended use(s) of the model to judge their suitability for those use(s).”

3.4.5 The impact that Covid-19 has had on traffic demand is unprecedented with long lasting and permanent changes in travel behaviour. Of relevance to this is DfT analysis (National Road Traffic Projections 2022, DfT) which, in line with the TAG guidance stated above, considered the use of recent traffic counts over the ‘older’ pre-Covid-19 counts.

3.4.6 The DfT analysis showed that in February 2022, traffic nationally was 8% lower than 2019 traffic with car traffic changes causing this reduction and HGV and LGV traffic being higher than pre-Covid-19 levels (July 2022 levels are 15% and 24% above February 2020 levels, respectively). In the context of the DfT expectations for traffic projections a 5% net reduction in car vehicle miles has been applied to projections compared to projections without Covid-19, with no adjustment applied to HGV and LGV vehicle miles. Overall, the report suggests that "people have formed new habits and expectations […] particularly around working from home and online shopping."

3.4.7 The comparison between 2019 and 2021 flows showed that on average, over the entire local network, traffic in total has decreased by up to 10%. In comparison, on average, over the entire local network, HGV traffic has increased by approximately 15% to 25%. This is in line with the analysis undertaken by DfT.

3.4.8 Considering the above, and the lack of significant change between the 2021 traffic flows in the TA and the 2023 updated traffic flows the data would suggest that the 'new normal' following Covid-19 has been reached on the local network and that 2019 traffic data is no longer suitable for assessment of the junctions.

3.4.9 This clearly confirms that the change in flows from 2019 to 2021 – 23 are as expected and consistent with national findings by the DfT.

3.4.10 Overall, it is confirmed that baseline data on which the TA is based is appropriate data for the assessment and is robust.

3.4.11 On that basis the assessments presented in the TA are robust as they adopted higher flows than would be the case if the 2023 surveys were adopted.

3.5 Personal Injury Collisions

3.5.1 Updated Personal Injury Collision (PIC) data was obtained from North East Lincolnshire Council (NELC) for the period following that which was supplied whilst the TA was being drafted (21/08/2016-20/08/2021) and updated data was later provided 06/07/2023. This update identified only two additional PICs on the NELC roads that were not originally reported in the TA [**AS-008**].

3.5.2 These do not materially change the outcome of the assessment which was that there are no existing highway safety issues that need to be addressed as part of the application.

3.5.3 Furthermore, the conclusions of the updated traffic modelling (as discussed below) do not affect or alter the assessment of highway safety impact of the scheme.

3.5.4 This has been agreed and summarised in the SoCG between NELC and the Applicant.

3.6 Public Transport Provision

3.6.1 There is no change in this section from the TA [**AS-008**].

3.7 Walking and Cycling Provision

3.7.1 There is no change in this section from the TA [**AS-008**].

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 There is no change in this section from the TA [**AS-008**].

4.2 Access

4.2.1 There is no change to the access arrangement plans from the TA [**AS-008**]. There is however a change in the number of "ground slots" being provided in the main landside storage area and this is discussed in detail in the Applicant's Response to CLdN's Deadline 4 Submissions [**REP5-032**]. This change relates to internal operational capacity of the facility but does not change the inputs to, or outputs from, the Transport Assessment.

4.3 Staff

4.3.1 There is no change in this section from the TA [**AS-008**].

4.4 Parking Provision

4.4.1 A minor change to the parking provision on site has been made. The location of the parking can be seen in the General Arrangement Plans as submitted in the change request [**AS-049**].

5.0 PROPOSED TRAFFIC GENERATION AND DISTRIBUTION

5.1 Construction Traffic Generation

5.1.1 There is no change in this section from the TA [**AS-008**].

5.2 Proposed Operational Traffic Generation

5.2.1 The base test distribution, as summarised in this section of the TA [**AS-008**], remains unchanged. An additional sensitivity test has been undertaken which considers 36% solo tractor movements. This is based on data received from the CLdN gatehouse for existing Stena movements during the course of the examination which is attached at **Annex D** of this TA Addendum.

5.3 Proposed Traffic Profile

5.3.1 There is no change in this section from the TA [**AS-008**].

5.4 Peak Hour Identification

5.4.1 There is no change in this section from the TA [**AS-008**].

5.5 Proposed Traffic Distribution

5.5.1 The base test distribution, as summarised in this section of the TA [**AS-008**], remains unchanged. An additional sensitivity test has been undertaken which considers 60% of traffic accessing the site via West Gate at the request of interested parties. This is discussed below.

6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Committed Development

6.1.1 There is no change in the committed development sites from those considered in the TA [**AS-008**], however, there are some minor changes in the flows associated with them. In the original, TA the peak hours of each individual site TA were used, regardless of if they were the same peak hour used in the IERRT assessment. On review with the IP's this was amended to reflect a consistent use of peak hours between 07:00-08:00 and 16:00-17:00. The flows used in the updated assessment can be seen in the flow diagrams attached at **Annex F** of this TA Addendum.

6.2 Background Traffic Growth

6.2.1 There is no change in this section from the TA [**AS-008**].

6.3 Overall Committed Development Traffic Flows

6.3.1 The updated combined traffic flows from known committed developments and background growth at individual junctions are set out in Appendix TN2 A of the updated Junction Assessment Technical Note at **Annex G** and this is a final version and replaces those previously submitted including to both IPs, the Highway Authorities and the examination as part of the DTA Report 23325-27 that formed part of the appendices to the Action Points from Issue Specific Hearing 3 [**REP5-028**]**.**

6.4 Junction Operation Assessments

6.4.1 There have been no changes since the TA [**AS-008**] to the junctions at which traffic assessments have been carried out at. However, minor changes to the geometry used in the assessment of each junction have been made, the measurements used in the updated assessment can be seen in **Annex H**.

6.4.2 A number of changes have been made to the junction modelling assessment that was originally presented in Annex K of the TA following comments received from Interested Parties during the course of the examination. A summary of the changes made are:

- Renaming of roundabout arm names at the A1173/ Kings Road for clarity;
- Review of peak hours used for each committed development (as described above);
- Stallingborough Interchange development flows taken out of the base case for the A1173/ SHIIP roundabout;
- Conversion of all HGVs to PCUs (2.3 PCUs to HGV);
- Final review, and alteration when needed, of the geometric parameters of each junction assessed; and
- Updating of circulatory flows at relevant roundabouts.

6.4.3 The resulting assessment can be seen an updated Technical Note 2 in **Annex G** of this TA Addendum. The original conclusions made in the TA that the proposed development will not have a significant impact on any of the assessed junctions and that no mitigation is required have not changed.

6.4.4 The same traffic input changes made to the junctions in Technical Note 2 have also been needed to be made to the internal port junctions, held in Annex M of the TA, with the same conclusions in the TA also being made in the updated assessment. The results are summarised in **Annex I** of this TA Addendum and can be seen in DTA Report 23325-27 [**REP5-029**].

6.4.5 In addition to the updated base assessments, a sensitivity scenario has also been undertaken without prejudice to the Applicant's position as to the robustness of the existing assessments. The scenario takes the Stena profile for both AM and PM peak periods and applies 60% of traffic to the West Gate. The local highway network is assessed with 36% solo tractor movements and is attached at **Annex J**

of this TA Addendum. The internal port network is assessed with 40% solo tractor movements and is attached at **Annex K** of this TA Addendum.

6.4.6 Section 6.4.10 of AS008 provided an initial assessment of security gate capacity. During the course of the examination, a more detailed appraisal has been prepared at the request of the ExA mathematical assessment. This is agreed with all parties and demonstrates that the proposed development traffic can be accommodated at either security gate without causing capacity or queuing issues. This assessment can be seen in **Annex L** of this TA Addendum.

6.4.7 The impacts of simultaneous construction and operation have been questioned by Interested Parties during the course of the examination. This matter has been considered by the applicant in response to question TT.1.6 in the Applicant's Response to the ExA's First Written Questions [**REP2-009**] and is repeated below for completeness.

"The applicant has not explicitly assessed a split in the construction/ operation phases of the development. The assessment of construction impact is provided at Section 5.1 of the TA. This forecasts construction traffic at a peak of 280 HGV and 240 light vehicle movements per day (a peak of 520 movements per day). The average generation is 420 movements per day.

The full operation of the proposed development is described in Section 5.2 of the TA and has been assessed on the basis that it will, as a worst-case scenario, generate circa 2,000 movements per day. That assessment has concluded that any traffic impact on strategic and local highways will be acceptable.

If construction were to be undertaken on a sequential basis, and interacted with some operational use of the site, the impacts would remain lower at all times than that assessed in the TA.

For example, on a pro-rata basis one Berth would generate a maximum of around 650 movements and two berths a maximum of around 1,300 movements, so even if

construction took place alongside the operation of two berths, the overall peak combined traffic level would be 1820 movements per day.

On the basis of the above, it is not considered that any further assessment is required."

6.4.8 The traffic movements for each peak period and 24hr period have been further included in this TA Addendum in **Table 5** below for the traffic between the IERRT site and East Gate. The peak hours for construction have assumed no workers vehicles with work arrival and departure times occurring outside of the peak hours and a flat profile of construction vehicles through the day (i.e. 280/12).

Table 5 - Comparison of Assessed Flows and Simultaneous Construction and Operation Flows

Tested in Technical Note 2 (Three Berths Operating)			
	In	Out	Total
0700-0800	70	41	111
1600-1700	95	57	151
24hr	1,000	1,000	2,000
Simultaneous Construction and Operation (Two Berths Operating)			
Construction			
	In	Out	Total
0700-0800	12	12	24
1600-1700	12	12	24
24hr	260	260	520
Two Berth Operation			
	In	Out	Total
0700-0800	47	27	74
1600-1700	63	38	101
24hr	667	667	1333
Construction + Operation			
	In	Out	Total
0700-0800	59	39	98
1600-1700	75	49	125
24hr	927	927	1853

6.4.9 As can be seen above, simultaneous construction and operation traffic would result in a lower level of traffic as assessed in the TA and as was summarised in [**REP2-009**] it is considered that no further assessment is required.

7.0 MITIGATION MEASURES

7.1 Use of Rail to reduce Road Traffic

7.1.1 There is no change in this section from the TA [**AS-008**].

7.2 Peak Hour Impacts

7.2.1 There is no change in this section from the TA [**AS-008**]. The traffic modelling that informs those conclusions has been updated (as discussed above) and the overall conclusions should be read in consultation with the updated traffic modelling assessment (**Annex G**) and the review of Policy requirements (**Annex A**).

7.3 HGV Parking and Off-Site Impacts

7.3.1 There is no change in this section from the TA [**AS-008**].

7.4 Other Mitigation

7.4.1 Following discussions at the Examination, further documents to secure the management of operational and construction HGV movements have been prepared and are submitted separately.

7.4.2 It is also proposed to amend the DCO to include a cap of 1,800 units per day (in place of the original cap of 660,000 units per year), to ensure the operation of the terminal aligns with the assumptions in the TA.

8.0 CONCLUSIONS

8.1 Some changes to the Transport Assessment (TA) [**AS-008**] have been made during the course of the examination. This TA addendum has therefore been prepared to identify all the areas where a change has been made and consider the implications of those changes.

8.2 This review confirms that the conclusions of the original TA remain unaltered and it is concluded that the development would not result in a severe impact on highway safety or capacity and would meet the relevant national tests as set out in the NPPF and NPSfP.

8.3 There is therefore no reasonable highway or transport reason to withhold consent.

Annex A

1.0 INTRODUCTION AND CONTEXT

1.1 The applicant has provided revised junction assessments which are discussed in detail in the submissions provided at REP5-027 and REP5-028.

1.2 As explained in REP5-027 the updated modelling provided in REP5-028 takes into account the issues raised by DFDS in their submission following ISH3 (REP4-025) and further comments received on 16th October 2023. The majority of comments received on the 16th October 2023 relate to comments that should have properly been provided at the Written Representation stage of the examination as they relate to modelling assumptions made in the original TA. They have nonetheless been responded to comprehensively within the modelling.

1.3 A comparison of the changes is provided at **Appendix A**. In summary, the results of the revised modelling supports and confirms the conclusions of the original Transport Assessment. There are some junctions which are operating closer to capacity than originally forecast in 2032.

1.4 The significant proportion of the reduction in capacity is related to committed development traffic and growth rather than the development itself. In any event queuing is manageable and delay dissipates quickly after the central ~15% uplift central time period.

1.5 In all cases, the level of traffic generated by the proposed IERRT development results in no material change in operation between the 2032 scenario without the development to the 2032 scenario with the development. The development therefore clearly has no material change on the operation of the junction.

1.6 On that basis there is no justification for mitigation arising from the proposed development. Notwithstanding this, DFDS contended at ISH3 that current forecast of development impact would lead to the need for physical mitigation. It is now alleged in REP5-042 by DFDS:

"Following several fruitful meetings of transport consultants once the examination had started, the Applicant's consultants now generally agree with those of DFDS and CLdN, and the implications of this are likely to be the need for improvements to at least two highway junctions….."

1.7 For the avoidance of any doubt this position is not agreed by the Applicant and it is not the case that there is any need for improvements at highway junctions on the basis of the updated modelling. The relevant policy tests for any consideration of the need for traffic and transport related mitigation are set out in:

- The National Policy Statement for Ports (NPSfP) Section 5.4 and
- The National Planning Policy Framework (NPPF) Section 9.

2.0 NPSfP

2.1 The Applicant's general position on the NPSfP is set out in the Planning Statement that was submitted as part of the IERRT application (APP-019, Appendix 1 – pages 175 - 184).

2.2 In summary, the Applicant has followed the process that is required by the NPSfP and in particular the guidance given to the decision maker in terms of considering the traffic and transport impacts of the proposal. These matters are summarised in the following paragraphs:

i. The Transport Assessment should be prepared in accordance with relevant DfT Guidance (NPSfP, paragraph 5.4.4). The specific guidance referred to in the NPSfP has subsequently been replaced by relevant guidance in the National Planning Practice Guidance (NPPG) found under the heading "Travel Plans, Transport Assessments and Statements" that was published in March 2014.

ii. Paragraph: 005 Reference ID: 42-005-20140306 of the NPPG states, amongst other things, that "The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts." – (Our underlining)

iii. This is, in effect, the same test that is set out in the NPPF (Paragraphs 110 and 111) that is discussed further below).

iv. In terms of guidance for the decision-maker, the NPSfP at paragraph 5.4.9 confirms that

> *"A new nationally significant infrastructure project may give rise to substantial impacts on the surrounding transport infrastructure, and the IPC should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels* (emphasis added)*, the IPC should consider conditions to mitigate adverse impacts on transport networks arising from the development, as set out below. Applicants may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts."*

v. The NPSfP test is in the first instance, therefore, whether or not the development gives rise to 'substantial impacts on the surrounding transport infrastructure'. In such circumstances, the decision maker is then to ensure that the Applicant has sought to mitigate such impacts. In circumstances where the decision maker does not consider that the mitigation proposed by the Applicant is sufficient to result in an acceptable impact then other steps are indicated as being available to the decision maker.

vi. The Applicant considers that substantial and acceptable should be interpreted having regard to advice in the NPPG and policy contained within the NPPF as referred to above.

2.3 It is clearly the case that the traffic and transport impacts of the IERRT development are not 'substantial' and, furthermore, that the overall traffic and transport impact after considering mitigation proposed by the Applicant is not unacceptable or indeed severe (a matter discussed further below in terms of the NPPF).

2.4 Even if, however, for whatever reason the decision maker were to reach a different conclusion – i.e. the impacts in the first instance were considered 'substantial' and that, after the Applicant's proposed mitigation, the impacts were still considered to be unacceptable then paragraph 5.4.9 requires the decision maker to consider conditions to mitigate adverse impact "as set out below" rather than resort to junction improvements. The options for mitigation "as set out below" are then covered in paragraph 5.4.11 to 5.4.25 under the following headings. (It should be noted that a

number of mitigation measures falling within these headings have been put forward by the Applicant in respect of the IERRT proposal.)

Mitigation: demand management (NPSfP paragraphs 5.4.11 to 5.4.13)

Mitigation: modal share (NPSfP paragraphs 5.4.14 to 5.4.21)

Mitigation: HGVs (NPSfP paragraphs 5.4.22 to 5.4.23

Mitigation: access (NPSfP paragraphs 5.4.24 to 5.4.25)

2.5 In addition to the decision maker being required to consider conditions relating to the above mitigation areas to ensure impacts are reduced to acceptable levels, paragraph 5.4.9 of the NPSfP also identifies that an Applicant 'may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse effects'.

2.6 Paragraph 5.4.10 of the NPSfP then goes on to make clear – having regard to paragraph 5.4.9, and in circumstances where the mitigation is secured through a planning obligation or conditions - that:

"[….]development consent should not be withheld and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure."

2.7 In terms of the NPSfP, therefore, there is no specific policy test that requires highway capacity mitigation measures. The NPSfP only indicates that the Applicant 'may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts', but this suggestion is made in the context of a proposed development in the first instance giving rise to 'substantial impacts on the surrounding transport infrastructure', and when other mitigation options are not then able to reduce the substantial impact to acceptable levels.

2.8 In respect of the provision of transport infrastructure improvements, the NPSfP provides further guidance at paragraph 5.4.26 and following, under the heading of 'Funding of infrastructure'. In paragraph 5.4.26 that it is:

"… The essential principle is that the developer is expected to fund provision of infrastructure required solely to accommodate users of the development without detriment to pre-existing users (emphasis added)*. Where, in the case of a nationally significant infrastructure project (NSIP) such as a major port development, there is a case for bringing forward schemes which help meet the 'background' growth in 'third-party' traffic, the guidance explains the circumstances in which the Government would expect to 'co-fund' in respect of such benefits and the methodology that should be employed to determine funding shares."*

2.9 The Applicant considers that the NPSfP policy position set out above reflects the position set out in the NPPF and supporting case law, which is discussed below. In this case, the A160 has been recently upgraded by the DfT (itself a DCO) and there is no case for wider improvements and none has been sought by NH.

3.0 NPPF

3.1 The Applicant considers that the impact of the scheme and need for physical mitigation should also be considered against the policy test set out in paragraphs 110 and 111 of the NPPF, which states:.

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a. *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
b. *Safe and suitable access to the site can be achieved for all users; and*
c. *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
d. *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Para 110

3.2 Paragraph 111 establishes that there are very limited circumstances where development can be refused on highways grounds as reflected in the threshold that the residual cumulative impact must be severe. This is a high bar.

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
>
> Para 111

3.3 The NPPF policy test, therefore, is whether there are significant impacts on the transport network which need mitigation, whether those significant impacts can be cost effectively mitigated to an acceptable degree and ultimately whether the residual cumulative impacts (which includes taking account of any mitigation proposed) on the road network would be severe.

3.4 The way that the test of severity should be applied was considered in detail in Hawkhurst Parish Council v Tunbridge Wells DC [2020] EWHC 3019. The most pertinent conclusion of that judgment is set out in Para 138 where it is confirmed that:

> *"In my judgment, paragraph 109* [Note now 111] *of the NPPF necessarily requires consideration of whether the residual cumulative impact of the proposed development is severe, not simply whether existing or projected congestion without that development would be severe."*

3.5 On that basis it is the change that arises from the development that must be found 'severe'. In all reasonable terms, the interpretation of its use in Policy is that it sets a very high bar or hurdle. Traffic impact issues should in other words not prevent the deliverability of otherwise sustainable and appropriate development unless there are very significant and exceptional impacts arising. Such impacts would not be generated by the IERRT development.

07:00-08:00

Junction	2025 + Committed		2025 + Committed + Development		2032 + Committed		2032 + Committed + Development	
	TA	Updated TN2	TA	Updated TN2	TA	Updated TN2	TA	Updated TN2
A160/ A180*	Within Capacity Highest RFC of 0.48, Q of 0.9	Within Capacity Highest RFC of 0.81, Q of 4.25	Within Capacity Highest RFC of 0.51, Q of 1.1	Within Capacity Highest RFC of 0.82, Q of 4.4	Within Capacity Highest RFC of 0.51, Q of 1.0	Approaching Capacity Highest RFC of 0.89, Q of 7.1	Within Capacity Highest RFC of 0.54, Q of 1.2	Approaching Capacity Highest RFC of 0.91, Q of 7.8
A160/ Habrough Road/ Ulceby Road/ East Halton Road*	Within Capacity Highest RFC of 0.57, Q of 1.5	Approaching Capacity Highest RFC of 0.88, Q of 8.4	Within Capacity Highest RFC of 0.58, Q of 1.6	Approaching Capacity Highest RFC of 0.88, Q of 8.7	Within Capacity Highest RFC of 0.61, Q of 1.8	Approaching Capacity Highest RFC of 0.94, Q of 15.0	Within Capacity Highest RFC of 0.62, Q of 1.9	Approaching Capacity Highest RFC of 0.94, Q of 15.7
A160/ Humber Road/ Manby Road	Within Capacity Highest RFC of 0.45, Q of 1.0	Within Capacity Highest RFC of 0.55, Q of 1.7	Within Capacity Highest RFC of 0.47, Q of 1.1	Within Capacity Highest RFC of 0.57, Q of 1.8	Within Capacity Highest RFC of 0.47, Q of 1.1	Within Capacity Highest RFC of 0.59, Q of 2.0	Within Capacity Highest RFC of 0.49, Q of 1.2	Within Capacity Highest RFC of 0.61, Q of 2.1
A180/ A1173	Within Capacity Highest RFC of 0.38, Q of 0.7	Within Capacity Highest RFC of 0.42, Q of 0.8	Within Capacity Highest RFC of 0.46, Q of 1.1	Within Capacity Highest RFC of 0.45, Q of 0.9	Within Capacity Highest RFC of 0.39, Q of 0.7	Within Capacity Highest RFC of 0.44, Q of 0.8	Within Capacity Highest RFC of 0.48, Q of 1.1	Within Capacity Highest RFC of 0.46, Q of 0.9
A1173/ SHIIP*	Within Capacity Highest RFC of 0.44, Q of 0.9	Within Capacity Highest RFC of 0.59, Q of 1.6	Within Capacity Highest RFC of 0.48, Q of 1.0	Within Capacity Highest RFC of 0.61, Q of 1.8	Within Capacity Highest RFC of 0.46, Q of 0.9	Within Capacity Highest RFC of 0.78, Q of 3.9	Within Capacity Highest RFC of 0.49, Q of 1.1	Within Capacity Highest RFC of 0.80, Q of 4.5
A1173/ Kiln Lane*	Within Capacity Highest RFC of 0.73, Q of 3.0	Within Capacity Highest RFC of 0.83, Q of 5.5	Within Capacity Highest RFC of 0.83, Q of 5.3	Approaching Capacity Highest RFC of 0.86, Q of 6.8	Within Capacity Highest RFC of 0.75, Q of 3.4	Approaching Capacity Highest RFC of 0.86, Q of 6.7	Approaching Capacity Highest RFC of 0.85, Q of 6.3	Approaching Capacity Highest RFC of 0.89, Q of 8.6
Kings Road/ A1173	Within Capacity Highest RFC of 0.48, Q of 1.0	Within Capacity Highest RFC of 0.57, Q of 1.5	Within Capacity Highest RFC of 0.58, Q of 1.6	Within Capacity Highest RFC of 0.67, Q of 2.4	Within Capacity Highest RFC of 0.54, Q of 1.3	Within Capacity Highest RFC of 0.59, Q of 1.6	Within Capacity Highest RFC of 0.64, Q of 2.1	Within Capacity Highest RFC of 0.70, Q of 2.7
Queens Road/ Laporte Road	Within Capacity Highest RFC of 0.40, Q of 0.8	Within Capacity Highest RFC of 0.51, Q of 1.2	Within Capacity Highest RFC of 0.50, Q of 1.1	Within Capacity Highest RFC of 0.62, Q of 1.8	Within Capacity Highest RFC of 0.43, Q of 0.9	Within Capacity Highest RFC of 0.53, Q of 1.3	Within Capacity Highest RFC of 0.53, Q of 1.3	Within Capacity Highest RFC of 0.65, Q of 2.1
Laporte Road/ Kiln Lane/ Hobson Way	Within Capacity Highest RFC of 0.23, Q of 0.3	Within Capacity Highest RFC of 0.28, Q of 0.5	Within Capacity Highest RFC of 0.24, Q of 0.4	Within Capacity Highest RFC of 0.30, Q of 0.5	Within Capacity Highest RFC of 0.23, Q of 0.3	Within Capacity Highest RFC of 0.29, Q of 0.5	Within Capacity Highest RFC of 0.25, Q of 0.4	Within Capacity Highest RFC of 0.30, Q of 0.5

* Based on Stena Profile

16:00-17:00

Junction	2025 + Committed		2025 + Committed + Development		2032 + Committed		2032 + Committed + Development	
	TA	Updated TN2	TA	Updated TN2	TA	Updated TN2	TA	Updated TN2
A160/ A180	Within Capacity Highest RFC of 0.45, Q of 1.0	Within Capacity Highest RFC of 0.62, Q of 2.0	Within Capacity Highest RFC of 0.46, Q of 1.0	Within Capacity Highest RFC of 0.63, Q of 2.1	Within Capacity Highest RFC of 0.46, Q of 1.0	Within Capacity Highest RFC of 0.64, Q of 2.3	Within Capacity Highest RFC of 0.48, Q of 1.1	Within Capacity Highest RFC of 0.65, Q of 2.3
A160/ Habrough Road/ Ulceby Road/ East Halton Road	Within Capacity Highest RFC of 0.48, Q of 1.2	Approaching Capacity Highest RFC of 0.87, Q of 8.1	Within Capacity Highest RFC of 0.49, Q of 1.2	Approaching Capacity Highest RFC of 0.88, Q of 8.9	Within Capacity Highest RFC of 0.52, Q of 1.4	Approaching Capacity Highest RFC of 0.92, Q of 13.6	Within Capacity Highest RFC of 0.53, Q of 1.4	Within Capacity Highest RFC of 0.93, Q of 15.5
A160/ Humber Road/ Manby Road	Within Capacity Highest RFC of 0.52, Q of 1.4	Within Capacity Highest RFC of 0.81, Q of 5.6	Within Capacity Highest RFC of 0.53, Q of 1.4	Within Capacity Highest RFC of 0.82, Q of 6.2	Within Capacity Highest RFC of 0.55, Q of 1.5	Approaching Capacity Highest RFC of 0.86, Q of 8.0	Within Capacity Highest RFC of 0.56, Q of 1.6	Within Capacity Highest RFC of 0.88, Q of 9.1
A180/ A1173	Within Capacity Highest RFC of 0.54, Q of 1.3	Within Capacity Highest RFC of 0.55, Q of 1.3	Within Capacity Highest RFC of 0.60, Q of 1.6	Within Capacity Highest RFC of 0.60, Q of 1.7	Within Capacity Highest RFC of 0.27, Q of 0.4	Within Capacity Highest RFC of 0.57, Q of 1.5	Within Capacity Highest RFC of 0.61, Q of 1.7	Within Capacity Highest RFC of 0.62, Q of 1.9
A1173/ SHIIP*	Within Capacity Highest RFC of 0.45, Q of 0.9	Within Capacity Highest RFC of 0.70, Q of 2.5	Within Capacity Highest RFC of 0.53, Q of 1.3	Within Capacity Highest RFC of 0.77, Q of 3.7	Within Capacity Highest RFC of 0.46, Q of 1.0	Within Capacity Highest RFC of 0.72, Q of 2.8	Within Capacity Highest RFC of 0.55, Q of 1.4	Within Capacity Highest RFC of 0.79, Q of 4.2
A1173/ Kiln Lane	Within Capacity Highest RFC of 0.51, Q of 1.1	Within Capacity Highest RFC of 0.55, Q of 1.4	Within Capacity Highest RFC of 0.59, Q of 1.6	Within Capacity Highest RFC of 0.63, Q of 2.0	Within Capacity Highest RFC of 0.52, Q of 1.2	Within Capacity Highest RFC of 0.58, Q of 1.6	Within Capacity Highest RFC of 0.61, Q of 1.7	Within Capacity Highest RFC of 0.65, Q of 2.1
Kings Road/ A1173	Within Capacity Highest RFC of 0.37, Q of 0.6	Within Capacity Highest RFC of 0.45, Q of 0.9	Within Capacity Highest RFC of 0.47, Q of 1.0	Within Capacity Highest RFC of 0.51, Q of 1.1	Within Capacity Highest RFC of 0.39, Q of 0.7	Within Capacity Highest RFC of 0.47, Q of 1.0	Within Capacity Highest RFC of 0.48, Q of 1.1	Within Capacity Highest RFC of 0.53, Q of 1.2
Queens Road/ Laporte Road	Within Capacity Highest RFC of 0.13, Q of 0.2	Within Capacity Highest RFC of 0.15, Q of 0.2	Within Capacity Highest RFC of 0.16, Q of 0.3	Within Capacity Highest RFC of 0.22, Q of 0.4	Within Capacity Highest RFC of 0.14, Q of 0.2	Within Capacity Highest RFC of 0.16, Q of 0.2	Within Capacity Highest RFC of 0.17, Q of 0.3	Within Capacity Highest RFC of 0.23, Q of 0.4
Laporte Road/ Kiln Lane/ Hobson Way	Within Capacity Highest RFC of 0.25, Q of 0.4	Within Capacity Highest RFC of 0.29, Q of 0.5	Within Capacity Highest RFC of 0.26, Q of 0.4	Within Capacity Highest RFC of 0.30, Q of 0.5	Within Capacity Highest RFC of 0.26, Q of 0.4	Within Capacity Highest RFC of 0.30, Q of 0.5	Within Capacity Highest RFC of 0.27, Q of 0.4	Within Capacity Highest RFC of 0.32, Q of 0.5

Annex B

From: Rebecca Garrett [redacted]
Sent: 25 July 2023 19:13
To: Simon Tucker; Rose Tinley
Subject: RE: Immingham Eastern Terminal
Attachments: AA.23.05.31 Immingham Eastern Terminal to issue.pdf

Dear Simon/Rose,
I am the new planning manager taking over from Simon Geoghegan, it is my understanding the DCO examination for the Immingham Ro-Ro project commenced today. National Highways has consulted JSJV to establish our position on the DCO application based on previous material submitted and our responses [TM01-TM06] regarding the proposed developments transport related impacts on the Strategic Road Network [SRN]. Please find attached JSJVs response TM07.

JSJV highlight that the TA submitted within the application and the associated capacity assessment conforms to assessment criteria set out in DfT Circular 02/2013 that was the prevailing policy in December 2022 at the time of submission. JSJV note that Circular 01/2022 was established after the last correspondence with National Highways regarding this application. A significant difference between assessment methodologies established in DfT Circular 02/2013 and Circular 01/2022 is the requirement to assess residual transport impacts based on the measures established in the proposed developments emerging Travel Plan [in line with paragraphs 47-54 of Circular 01/2022].

JSJV notes that the as the TA produced by DTA does not assess residual assessment within the assessment methodology and this is considered to be a key deficiency. However, in traffic capacity assessment terms, considering DfT Circular 02/2013 presents a more onerous scenario than the methodology required by Circular 01/2022 as the influence of Travel Plan measures on mode split is not considered. Notwithstanding this deficiency in assessment, JSJV are satisfied that due to the operational characters of the proposed roll-on/roll-off facility at Immingham Port being primarily freight traffic that would not be influenced by the application of a Travel Plan, the TA presents a suitable assessment of traffic generated by the proposed development.

Consequently, JSJV maintains its December 2022 recommendation to National Highways that the impacts on reported RFC and estimated traffic queues during the most onerous scenarios at Manby Roundabout, Brocklesby Interchange, Stallingborough Interchange and Habrough Roundabout are marginal and are unlikely to result in a material impact that would require mitigation.

Note that JSJV recommends a suitably worded condition / agreement that a Construction Traffic Management Plan [CTMP] and a Construction Workers' Travel Plan [CWTP] are to be submitted and agreed with National Highways prior to on-site works.

Please do not hesitate to contact me if you have any queries.

Many thanks
Becky

Becky Garrett,Planning & Development
National Highways | 2 City Walk | Leeds | LS11 9AR

Mob: [redacted]
Web: www.nationalhighways.co.uk

For information about our engagement with the planning system please visit
https://highwaysengland.co.uk/our-work/planning-and-the-strategic-road-network-in-england/

Please note I work Monday to Thursday

Please note I am on leave from the week :31st July to the 4 August, 21st August to 25th August, and the Thursdays: 10th August, 17th August and 31st August.

Annex C


Dock West Gate
A1:60
Manby Rd
Immingham Docks
DFDS Dockside
Terminal & Office
IMMINGHAM
DOCK
3
Manby Rd
Immingham Lorry Park
Pelham Hotel
Baps & Buns
2
4
Queens Rd
Laporte Rd
Tronox
Pelham Rd
Immingham
Habrough Rd
A1173
A180
1
Catch Facility
myenergi
A1173
Kiln Ln
N Moss Ln
A180
A180

12384		IMMINGHAM								
		JUNE 2023								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12384001	Site 1 - A1173, Immingham (N of Kiln Ln) 53.60542, -0.18755	Channel: Northbound	Tue 06-Jun-23	Mon 12-Jun-23	40	22514	3926	3216	52.0	45.4
		Channel: Southbound	Tue 06-Jun-23	Mon 12-Jun-23		21791	3772	3113	50.2	43.5

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23															
00:00	**7**	0	6	0	0	0	0	0	1	0	0	0	0	0
01:00	**16**	0	13	1	0	0	0	0	0	0	0	2	0	0
02:00	**14**	0	11	1	1	0	0	0	0	0	0	1	0	0
03:00	**29**	0	19	7	0	0	0	0	0	0	1	2	0	0
04:00	**91**	0	63	19	0	0	1	1	1	0	3	3	0	0
05:00	**209**	1	170	18	0	0	5	0	2	1	4	8	0	0
06:00	**386**	2	305	42	1	1	5	0	3	0	6	21	0	0
07:00	**503**	6	407	62	4	0	7	0	2	0	3	12	0	0
08:00	**372**	1	283	61	1	1	3	0	6	0	6	10	0	0
09:00	**223**	0	125	51	2	1	2	0	3	1	8	30	0	0
10:00	**205**	0	115	36	3	1	2	0	10	1	9	28	0	0
11:00	**231**	0	151	39	2	2	2	0	6	1	10	18	0	0
12:00	**252**	1	156	42	1	6	1	0	6	0	10	29	0	0
13:00	**273**	2	154	45	2	5	4	0	14	0	18	29	0	0
14:00	**245**	0	155	31	2	1	3	0	12	0	10	31	0	0
15:00	**253**	0	169	30	5	1	0	0	6	1	13	28	0	0
16:00	**223**	3	153	25	2	1	2	0	2	1	10	24	0	0
17:00	**219**	2	166	28	1	1	0	0	2	0	5	14	0	0
18:00	**133**	2	111	11	0	0	1	0	1	0	2	5	0	0
19:00	**68**	0	57	6	0	0	2	0	0	0	0	3	0	0
20:00	**56**	0	48	3	0	0	0	0	0	0	2	3	0	0
21:00	**43**	0	40	2	0	0	0	0	0	0	0	1	0	0
22:00	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
23:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3132**	**17**	**2145**	**461**	**25**	**20**	**27**	**0**	**70**	**5**	**104**	**258**	**0**	**0**
16H,6-22	**3685**	**19**	**2595**	**514**	**26**	**21**	**34**	**0**	**73**	**5**	**112**	**286**	**0**	**0**
18H,6-24	**3729**	**19**	**2636**	**517**	**26**	**21**	**34**	**0**	**73**	**5**	**112**	**286**	**0**	**0**
24H,0-24	**4095**	**20**	**2918**	**563**	**27**	**21**	**40**	**1**	**77**	**6**	**120**	**302**	**0**	**0**
Wed 07-Jun-23															
00:00	**16**	0	14	1	0	0	0	0	0	0	0	1	0	0
01:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
02:00	**15**	0	10	4	0	0	0	0	0	0	0	1	0	0
03:00	**29**	0	25	3	0	0	0	0	0	0	0	1	0	0
04:00	**93**	0	69	13	0	0	3	0	2	0	0	6	0	0
05:00	**202**	0	162	17	0	0	3	0	4	1	5	10	0	0

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**398**	3	319	49	1	0	1	0	5	0	8	12	0	0
07:00	**514**	2	403	80	1	3	4	0	5	1	6	9	0	0
08:00	**375**	2	288	57	2	1	3	0	7	1	3	11	0	0
09:00	**207**	0	131	47	0	0	2	0	4	0	9	14	0	0
10:00	**209**	0	120	37	0	4	2	0	7	1	9	29	0	0
11:00	**204**	1	121	35	3	1	1	0	14	1	10	17	0	0
12:00	**246**	0	167	39	2	1	3	0	10	0	8	16	0	0
13:00	**242**	1	135	42	1	4	1	0	11	0	15	32	0	0
14:00	**243**	2	138	55	4	4	3	0	6	0	11	20	0	0
15:00	**237**	2	143	31	3	1	1	0	5	1	18	32	0	0
16:00	**231**	2	156	33	3	0	0	0	4	0	9	24	0	0
17:00	**230**	2	184	20	0	3	2	0	2	1	5	11	0	0
18:00	**120**	1	99	15	1	0	0	0	0	0	2	2	0	0
19:00	**80**	0	67	6	1	0	0	0	0	0	2	4	0	0
20:00	**58**	0	49	5	0	1	1	0	0	0	0	2	0	0
21:00	**46**	0	40	0	0	0	0	0	1	0	0	5	0	0
22:00	**31**	0	28	2	0	0	0	0	0	0	0	1	0	0
23:00	**17**	0	13	3	0	1	0	0	0	0	0	0	0	0
12H,7-19	**3058**	**15**	**2085**	**491**	**20**	**22**	**22**	**0**	**75**	**6**	**105**	**217**	**0**	**0**
16H,6-22	**3640**	**18**	**2560**	**551**	**22**	**23**	**24**	**0**	**81**	**6**	**115**	**240**	**0**	**0**
18H,6-24	**3688**	**18**	**2601**	**556**	**22**	**24**	**24**	**0**	**81**	**6**	**115**	**241**	**0**	**0**
24H,0-24	**4051**	**18**	**2887**	**596**	**22**	**24**	**30**	**0**	**87**	**7**	**120**	**260**	**0**	**0**
Thu 08-Jun-23														
00:00	**8**	0	6	1	0	0	0	0	0	0	0	1	0	0
01:00	**13**	0	9	3	0	0	0	0	0	0	0	1	0	0
02:00	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
03:00	**37**	0	25	7	0	0	1	0	1	0	0	3	0	0
04:00	**103**	0	82	11	0	0	1	0	2	0	2	5	0	0
05:00	**185**	2	152	12	0	1	3	0	6	0	1	8	0	0
06:00	**394**	2	327	46	0	0	1	0	1	1	3	13	0	0
07:00	**508**	4	415	69	1	1	3	0	4	0	4	7	0	0
08:00	**359**	3	271	47	5	2	2	0	9	1	3	16	0	0
09:00	**256**	0	163	57	2	1	1	0	4	2	9	17	0	0
10:00	**206**	0	119	39	0	1	3	0	11	2	9	22	0	0
11:00	**223**	2	135	50	2	1	3	0	4	1	4	21	0	0
12:00	**231**	0	150	43	3	0	3	0	9	0	6	17	0	0

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	238	1	147	30	2	2	2	0	11	0	11	32	0	0
14:00	201	1	120	37	0	2	1	0	9	0	4	27	0	0
15:00	237	1	165	34	4	1	1	0	5	2	8	16	0	0
16:00	206	2	139	27	4	1	1	0	3	0	9	20	0	0
17:00	185	0	141	28	2	1	0	0	1	0	2	10	0	0
18:00	140	1	113	17	0	0	0	0	1	0	2	6	0	0
19:00	94	0	83	8	0	0	0	0	0	0	1	2	0	0
20:00	52	0	44	6	0	0	1	0	0	0	0	1	0	0
21:00	42	0	32	5	0	1	0	0	1	0	2	1	0	0
22:00	31	0	26	2	0	0	0	0	1	0	0	2	0	0
23:00	20	0	15	1	1	0	0	0	0	0	1	2	0	0
12H,7-19	2990	15	2078	478	25	13	20	0	71	8	71	211	0	0
16H,6-22	3572	17	2564	543	25	14	22	0	73	9	77	228	0	0
18H,6-24	3623	17	2605	546	26	14	22	0	74	9	78	232	0	0
24H,0-24	3986	19	2894	582	26	15	27	0	83	9	81	250	0	0
Fri 09-Jun-23														
00:00	17	0	15	1	0	0	0	0	0	0	0	1	0	0
01:00	10	0	8	1	0	0	0	0	0	0	0	1	0	0
02:00	11	0	9	1	0	0	0	0	0	0	0	1	0	0
03:00	28	0	20	4	0	0	0	0	1	0	1	2	0	0
04:00	92	0	76	9	0	0	2	0	0	1	0	4	0	0
05:00	165	3	124	19	0	0	3	0	3	1	4	8	0	0
06:00	361	1	297	34	0	1	4	0	4	0	8	12	0	0
07:00	459	3	377	63	1	0	0	0	3	0	4	8	0	0
08:00	285	2	199	51	3	2	1	0	5	0	5	17	0	0
09:00	190	0	119	39	0	3	3	0	3	2	6	15	0	0
10:00	197	1	110	44	1	4	1	0	6	1	6	23	0	0
11:00	199	1	135	36	0	0	2	0	5	0	4	16	0	0
12:00	239	0	148	39	3	2	3	0	7	1	6	30	0	0
13:00	234	1	144	44	2	3	5	0	5	0	8	22	0	0
14:00	222	2	143	36	2	3	2	0	6	0	4	24	0	0
15:00	217	1	165	30	3	0	0	0	3	0	6	9	0	0
16:00	209	0	163	21	1	0	2	0	3	0	4	15	0	0
17:00	217	0	185	19	0	1	1	0	3	1	3	4	0	0
18:00	133	2	110	11	1	0	0	0	2	0	0	7	0	0
19:00	87	2	77	5	1	0	0	0	0	0	0	2	0	0

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**56**	1	50	4	0	0	0	0	0	0	0	1	0	0
21:00	**34**	0	27	2	0	0	0	0	0	0	3	2	0	0
22:00	**29**	1	27	1	0	0	0	0	0	0	0	0	0	0
23:00	**15**	1	13	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**2801**	**13**	**1998**	**433**	**17**	**18**	**20**	**0**	**51**	**5**	**56**	**190**	**0**	**0**
16H,6-22	**3339**	**17**	**2449**	**478**	**18**	**19**	**24**	**0**	**55**	**5**	**67**	**207**	**0**	**0**
18H,6-24	**3383**	**19**	**2489**	**479**	**18**	**20**	**24**	**0**	**55**	**5**	**67**	**207**	**0**	**0**
24H,0-24	**3706**	**22**	**2741**	**514**	**18**	**20**	**29**	**0**	**59**	**7**	**72**	**224**	**0**	**0**
Sat 10-Jun-23														
00:00	**8**	0	6	0	0	0	0	0	0	0	0	2	0	0
01:00	**11**	0	10	0	0	0	0	0	0	0	0	1	0	0
02:00	**8**	0	6	0	0	0	0	0	0	0	0	2	0	0
03:00	**19**	0	14	2	0	0	0	0	0	0	0	3	0	0
04:00	**25**	0	20	2	0	0	0	0	1	0	1	1	0	0
05:00	**82**	1	75	4	0	0	0	0	1	0	0	1	0	0
06:00	**108**	0	88	14	0	2	1	0	2	0	1	0	0	0
07:00	**112**	1	72	26	2	1	1	0	0	0	4	5	0	0
08:00	**94**	0	66	22	1	2	0	0	0	0	2	1	0	0
09:00	**113**	1	83	23	0	2	0	0	0	0	4	0	0	0
10:00	**126**	4	93	20	0	0	1	0	2	0	3	3	0	0
11:00	**120**	1	95	17	0	1	1	0	1	0	1	3	0	0
12:00	**122**	0	97	21	0	1	0	0	0	0	0	3	0	0
13:00	**106**	0	85	13	0	0	0	0	1	0	2	5	0	0
14:00	**91**	0	80	7	0	1	2	0	0	0	1	0	0	0
15:00	**90**	1	78	6	0	1	0	0	0	0	2	2	0	0
16:00	**81**	0	70	8	0	0	1	0	0	0	1	1	0	0
17:00	**69**	1	58	9	0	0	0	0	0	0	0	1	0	0
18:00	**81**	1	71	7	0	0	0	0	0	0	0	2	0	0
19:00	**44**	1	36	7	0	0	0	0	0	0	0	0	0	0
20:00	**34**	0	33	1	0	0	0	0	0	0	0	0	0	0
21:00	**34**	0	30	1	0	0	0	0	0	0	2	1	0	0
22:00	**26**	1	24	1	0	0	0	0	0	0	0	0	0	0
23:00	**26**	0	23	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1205**	**10**	**948**	**179**	**3**	**9**	**6**	**0**	**4**	**0**	**20**	**26**	**0**	**0**
16H,6-22	**1425**	**11**	**1135**	**202**	**3**	**11**	**7**	**0**	**6**	**0**	**23**	**27**	**0**	**0**
18H,6-24	**1477**	**12**	**1182**	**206**	**3**	**11**	**7**	**0**	**6**	**0**	**23**	**27**	**0**	**0**

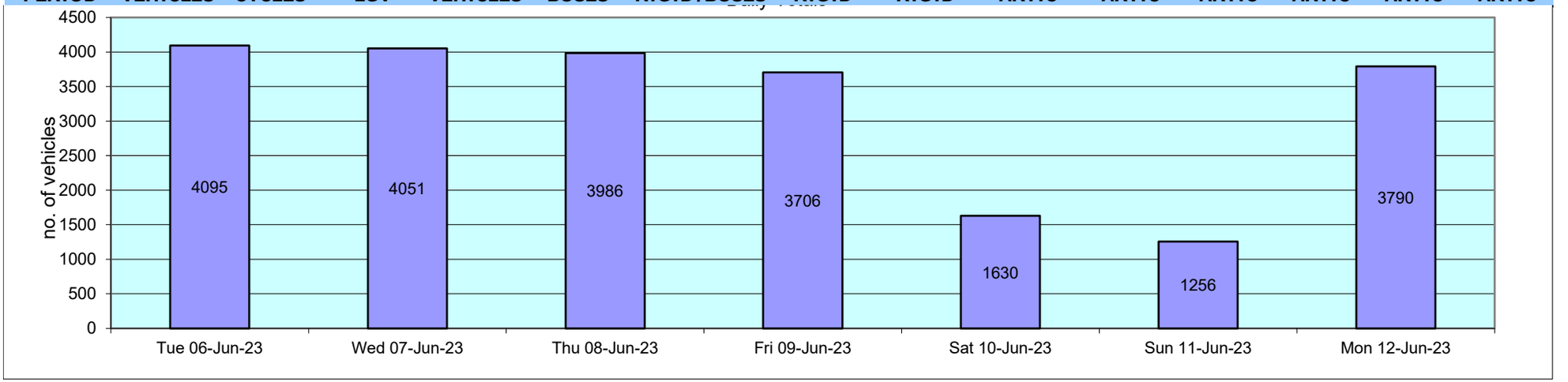
12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	1630	13	1313	214	3	11	7	0	8	0	24	37	0	0
Sun 11-Jun-23														
00:00	14	0	12	0	0	1	0	0	1	0	0	0	0	0
01:00	10	0	9	0	0	0	0	0	0	0	0	1	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
04:00	19	0	15	2	0	0	0	0	2	0	0	0	0	0
05:00	60	1	55	1	0	0	0	0	0	0	1	2	0	0
06:00	82	0	66	13	0	0	0	0	1	0	0	2	0	0
07:00	43	0	29	8	0	2	0	0	1	0	0	3	0	0
08:00	31	0	25	5	0	0	0	0	0	0	0	1	0	0
09:00	54	2	38	4	0	0	1	0	0	0	6	3	0	0
10:00	85	0	62	16	0	0	0	0	0	0	0	7	0	0
11:00	76	2	63	7	0	0	1	0	0	0	0	3	0	0
12:00	119	3	102	10	0	0	0	0	2	0	0	2	0	0
13:00	94	1	82	6	0	0	1	0	1	0	0	3	0	0
14:00	97	5	76	10	0	0	0	0	0	0	2	4	0	0
15:00	76	2	58	9	0	0	1	0	1	0	2	3	0	0
16:00	71	0	67	3	0	0	0	0	0	0	0	1	0	0
17:00	84	2	72	7	0	0	0	0	0	0	2	1	0	0
18:00	89	0	80	7	0	0	0	0	0	0	0	2	0	0
19:00	50	2	45	2	0	0	0	0	1	0	0	0	0	0
20:00	36	0	32	3	0	1	0	0	0	0	0	0	0	0
21:00	20	0	17	2	0	0	1	0	0	0	0	0	0	0
22:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0
23:00	11	0	9	1	0	0	0	0	0	0	0	1	0	0
12H,7-19	919	17	754	92	0	2	4	0	5	0	12	33	0	0
16H,6-22	1107	19	914	112	0	3	5	0	7	0	12	35	0	0
18H,6-24	1133	19	938	113	0	3	5	0	7	0	12	36	0	0
24H,0-24	1256	20	1048	117	0	4	5	0	10	0	13	39	0	0
Mon 12-Jun-23														
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
01:00	12	0	10	1	0	0	0	0	0	0	0	1	0	0
02:00	15	0	7	6	0	0	0	0	0	0	0	2	0	0
03:00	40	0	31	6	0	0	0	0	0	0	0	3	0	0
04:00	86	0	53	28	0	0	3	0	0	0	1	1	0	0

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**227**	2	173	33	0	0	1	0	1	1	3	13	0	0
06:00	**397**	2	293	65	0	0	6	0	4	0	6	21	0	0
07:00	**454**	2	357	60	3	2	3	0	7	0	1	19	0	0
08:00	**338**	3	232	66	4	1	4	0	2	1	7	18	0	0
09:00	**229**	1	136	42	1	2	4	0	9	1	14	19	0	0
10:00	**179**	3	111	40	0	1	2	0	6	0	7	9	0	0
11:00	**191**	1	97	38	2	3	5	0	7	0	9	29	0	0
12:00	**237**	2	171	32	2	1	1	0	5	0	4	19	0	0
13:00	**207**	1	125	41	1	0	3	0	6	0	8	22	0	0
14:00	**200**	1	123	32	4	3	3	0	9	0	4	21	0	0
15:00	**208**	1	127	28	1	2	2	0	5	1	8	33	0	0
16:00	**212**	2	158	21	3	0	1	0	7	0	6	14	0	0
17:00	**211**	0	173	23	1	1	0	0	0	0	4	9	0	0
18:00	**150**	0	117	19	0	0	1	0	1	0	4	8	0	0
19:00	**63**	1	52	4	1	0	0	0	1	0	0	4	0	0
20:00	**53**	0	43	6	0	0	1	0	0	0	1	2	0	0
21:00	**28**	1	26	0	0	0	0	0	0	0	1	0	0	0
22:00	**32**	0	28	1	0	0	1	0	0	0	1	1	0	0
23:00	**16**	0	13	2	0	0	0	0	0	0	1	0	0	0
12H,7-19	**2816**	**17**	**1927**	**442**	**22**	**16**	**29**	**0**	**64**	**3**	**76**	**220**	**0**	**0**
16H,6-22	**3357**	**21**	**2341**	**517**	**23**	**16**	**36**	**0**	**69**	**3**	**84**	**247**	**0**	**0**
18H,6-24	**3405**	**21**	**2382**	**520**	**23**	**16**	**37**	**0**	**69**	**3**	**86**	**248**	**0**	**0**
24H,0-24	**3790**	**23**	**2661**	**594**	**23**	**16**	**41**	**0**	**70**	**4**	**90**	**268**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**4095**	20	2918	563	27	21	40	1	77	6	120	302	0	0
Wed 07-Jun-23	**4051**	18	2887	596	22	24	30	0	87	7	120	260	0	0
Thu 08-Jun-23	**3986**	19	2894	582	26	15	27	0	83	9	81	250	0	0
Fri 09-Jun-23	**3706**	22	2741	514	18	20	29	0	59	7	72	224	0	0
Sat 10-Jun-23	**1630**	13	1313	214	3	11	7	0	8	0	24	37	0	0
Sun 11-Jun-23	**1256**	20	1048	117	0	4	5	0	10	0	13	39	0	0
Mon 12-Jun-23	**3790**	23	2661	594	23	16	41	0	70	4	90	268	0	0
Total Vehicles														
[--]	**22514**	135	16462	3180	119	111	179	1	394	33	520	1380	0	0

Daily Totals

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
01:00	**16**	0	0.0	13	81.3	1	6.3	2	12.5	0	0.0
02:00	**14**	0	0.0	11	78.6	1	7.1	1	7.1	1	7.1
03:00	**29**	0	0.0	19	65.5	7	24.1	3	10.3	0	0.0
04:00	**91**	0	0.0	63	69.2	19	20.9	9	9.9	0	0.0
05:00	**209**	1	0.5	170	81.3	18	8.6	20	9.6	0	0.0
06:00	**386**	2	0.5	305	79.0	42	10.9	36	9.3	1	0.3
07:00	**503**	6	1.2	407	80.9	62	12.3	24	4.8	4	0.8
08:00	**372**	1	0.3	283	76.1	61	16.4	26	7.0	1	0.3
09:00	**223**	0	0.0	125	56.1	51	22.9	45	20.2	2	0.9
10:00	**205**	0	0.0	115	56.1	36	17.6	51	24.9	3	1.5
11:00	**231**	0	0.0	151	65.4	39	16.9	39	16.9	2	0.9
12:00	**252**	1	0.4	156	61.9	42	16.7	52	20.6	1	0.4
13:00	**273**	2	0.7	154	56.4	45	16.5	70	25.6	2	0.7
14:00	**245**	0	0.0	155	63.3	31	12.7	57	23.3	2	0.8
15:00	**253**	0	0.0	169	66.8	30	11.9	49	19.4	5	2.0
16:00	**223**	3	1.4	153	68.6	25	11.2	40	17.9	2	0.9
17:00	**219**	2	0.9	166	75.8	28	12.8	22	10.1	1	0.5
18:00	**133**	2	1.5	111	83.5	11	8.3	9	6.8	0	0.0
19:00	**68**	0	0.0	57	83.8	6	8.8	5	7.4	0	0.0
20:00	**56**	0	0.0	48	85.7	3	5.4	5	8.9	0	0.0
21:00	**43**	0	0.0	40	93.0	2	4.7	1	2.3	0	0.0
22:00	**30**	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
23:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
12H,7-19	**3132**	**17**	**0.5**	**2145**	**68.5**	**461**	**14.7**	**484**	**15.5**	**25**	**0.8**
16H,6-22	**3685**	**19**	**0.5**	**2595**	**70.4**	**514**	**14.0**	**531**	**14.4**	**26**	**0.7**
18H,6-24	**3729**	**19**	**0.5**	**2636**	**70.7**	**517**	**13.9**	**531**	**14.2**	**26**	**0.7**
24H,0-24	**4095**	**20**	**0.5**	**2918**	**71.3**	**563**	**13.8**	**567**	**13.9**	**27**	**0.7**
Wed 07-Jun-23											
00:00	**16**	0	0.0	14	87.5	1	6.3	1	6.3	0	0.0
01:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
02:00	**15**	0	0.0	10	66.7	4	26.7	1	6.7	0	0.0
03:00	**29**	0	0.0	25	86.2	3	10.3	1	3.5	0	0.0
04:00	**93**	0	0.0	69	74.2	13	14.0	11	11.8	0	0.0
05:00	**202**	0	0.0	162	80.2	17	8.4	23	11.4	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**398**	3	0.8	319	80.2	49	12.3	26	6.5	1	0.3
07:00	**514**	2	0.4	403	78.4	80	15.6	28	5.5	1	0.2
08:00	**375**	2	0.5	288	76.8	57	15.2	26	6.9	2	0.5
09:00	**207**	0	0.0	131	63.3	47	22.7	29	14.0	0	0.0
10:00	**209**	0	0.0	120	57.4	37	17.7	52	24.9	0	0.0
11:00	**204**	1	0.5	121	59.3	35	17.2	44	21.6	3	1.5
12:00	**246**	0	0.0	167	67.9	39	15.9	38	15.5	2	0.8
13:00	**242**	1	0.4	135	55.8	42	17.4	63	26.0	1	0.4
14:00	**243**	2	0.8	138	56.8	55	22.6	44	18.1	4	1.7
15:00	**237**	2	0.8	143	60.3	31	13.1	58	24.5	3	1.3
16:00	**231**	2	0.9	156	67.5	33	14.3	37	16.0	3	1.3
17:00	**230**	2	0.9	184	80.0	20	8.7	24	10.4	0	0.0
18:00	**120**	1	0.8	99	82.5	15	12.5	4	3.3	1	0.8
19:00	**80**	0	0.0	67	83.8	6	7.5	6	7.5	1	1.3
20:00	**58**	0	0.0	49	84.5	5	8.6	4	6.9	0	0.0
21:00	**46**	0	0.0	40	87.0	0	0.0	6	13.0	0	0.0
22:00	**31**	0	0.0	28	90.3	2	6.5	1	3.2	0	0.0
23:00	**17**	0	0.0	13	76.5	3	17.7	1	5.9	0	0.0
12H,7-19	**3058**	**15**	**0.5**	**2085**	**68.2**	**491**	**16.1**	**447**	**14.6**	**20**	**0.7**
16H,6-22	**3640**	**18**	**0.5**	**2560**	**70.3**	**551**	**15.1**	**489**	**13.4**	**22**	**0.6**
18H,6-24	**3688**	**18**	**0.5**	**2601**	**70.5**	**556**	**15.1**	**491**	**13.3**	**22**	**0.6**
24H,0-24	**4051**	**18**	**0.4**	**2887**	**71.3**	**596**	**14.7**	**528**	**13.0**	**22**	**0.5**
Thu 08-Jun-23											
00:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
01:00	**13**	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
02:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
03:00	**37**	0	0.0	25	67.6	7	18.9	5	13.5	0	0.0
04:00	**103**	0	0.0	82	79.6	11	10.7	10	9.7	0	0.0
05:00	**185**	2	1.1	152	82.2	12	6.5	19	10.3	0	0.0
06:00	**394**	2	0.5	327	83.0	46	11.7	19	4.8	0	0.0
07:00	**508**	4	0.8	415	81.7	69	13.6	19	3.7	1	0.2
08:00	**359**	3	0.8	271	75.5	47	13.1	33	9.2	5	1.4
09:00	**256**	0	0.0	163	63.7	57	22.3	34	13.3	2	0.8
10:00	**206**	0	0.0	119	57.8	39	18.9	48	23.3	0	0.0
11:00	**223**	2	0.9	135	60.5	50	22.4	34	15.3	2	0.9
12:00	**231**	0	0.0	150	64.9	43	18.6	35	15.2	3	1.3

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	238	1	0.4	147	61.8	30	12.6	58	24.4	2	0.8
14:00	201	1	0.5	120	59.7	37	18.4	43	21.4	0	0.0
15:00	237	1	0.4	165	69.6	34	14.4	33	13.9	4	1.7
16:00	206	2	1.0	139	67.5	27	13.1	34	16.5	4	1.9
17:00	185	0	0.0	141	76.2	28	15.1	14	7.6	2	1.1
18:00	140	1	0.7	113	80.7	17	12.1	9	6.4	0	0.0
19:00	94	0	0.0	83	88.3	8	8.5	3	3.2	0	0.0
20:00	52	0	0.0	44	84.6	6	11.5	2	3.9	0	0.0
21:00	42	0	0.0	32	76.2	5	11.9	5	11.9	0	0.0
22:00	31	0	0.0	26	83.9	2	6.5	3	9.7	0	0.0
23:00	20	0	0.0	15	75.0	1	5.0	3	15.0	1	5.0
12H,7-19	2990	15	0.5	2078	69.5	478	16.0	394	13.2	25	0.8
16H,6-22	3572	17	0.5	2564	71.8	543	15.2	423	11.8	25	0.7
18H,6-24	3623	17	0.5	2605	71.9	546	15.1	429	11.8	26	0.7
24H,0-24	3986	19	0.5	2894	72.6	582	14.6	465	11.7	26	0.7
Fri 09-Jun-23											
00:00	17	0	0.0	15	88.2	1	5.9	1	5.9	0	0.0
01:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
02:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
03:00	28	0	0.0	20	71.4	4	14.3	4	14.3	0	0.0
04:00	92	0	0.0	76	82.6	9	9.8	7	7.6	0	0.0
05:00	165	3	1.8	124	75.2	19	11.5	19	11.5	0	0.0
06:00	361	1	0.3	297	82.3	34	9.4	29	8.0	0	0.0
07:00	459	3	0.7	377	82.1	63	13.7	15	3.3	1	0.2
08:00	285	2	0.7	199	69.8	51	17.9	30	10.5	3	1.1
09:00	190	0	0.0	119	62.6	39	20.5	32	16.8	0	0.0
10:00	197	1	0.5	110	55.8	44	22.3	41	20.8	1	0.5
11:00	199	1	0.5	135	67.8	36	18.1	27	13.6	0	0.0
12:00	239	0	0.0	148	61.9	39	16.3	49	20.5	3	1.3
13:00	234	1	0.4	144	61.5	44	18.8	43	18.4	2	0.9
14:00	222	2	0.9	143	64.4	36	16.2	39	17.6	2	0.9
15:00	217	1	0.5	165	76.0	30	13.8	18	8.3	3	1.4
16:00	209	0	0.0	163	78.0	21	10.1	24	11.5	1	0.5
17:00	217	0	0.0	185	85.3	19	8.8	13	6.0	0	0.0
18:00	133	2	1.5	110	82.7	11	8.3	9	6.8	1	0.8
19:00	87	2	2.3	77	88.5	5	5.8	2	2.3	1	1.2

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**56**	1	1.8	50	89.3	4	7.1	1	1.8	0	0.0
21:00	**34**	0	0.0	27	79.4	2	5.9	5	14.7	0	0.0
22:00	**29**	1	3.5	27	93.1	1	3.5	0	0.0	0	0.0
23:00	**15**	1	6.7	13	86.7	0	0.0	1	6.7	0	0.0
12H,7-19	**2801**	**13**	**0.5**	**1998**	**71.3**	**433**	**15.5**	**340**	**12.1**	**17**	**0.6**
16H,6-22	**3339**	**17**	**0.5**	**2449**	**73.4**	**478**	**14.3**	**377**	**11.3**	**18**	**0.5**
18H,6-24	**3383**	**19**	**0.6**	**2489**	**73.6**	**479**	**14.2**	**378**	**11.2**	**18**	**0.5**
24H,0-24	**3706**	**22**	**0.6**	**2741**	**74.0**	**514**	**13.9**	**411**	**11.1**	**18**	**0.5**
Sat 10-Jun-23											
00:00	**8**	0	0.0	6	75.0	0	0.0	2	25.0	0	0.0
01:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
02:00	**8**	0	0.0	6	75.0	0	0.0	2	25.0	0	0.0
03:00	**19**	0	0.0	14	73.7	2	10.5	3	15.8	0	0.0
04:00	**25**	0	0.0	20	80.0	2	8.0	3	12.0	0	0.0
05:00	**82**	1	1.2	75	91.5	4	4.9	2	2.4	0	0.0
06:00	**108**	0	0.0	88	81.5	14	13.0	6	5.6	0	0.0
07:00	**112**	1	0.9	72	64.3	26	23.2	11	9.8	2	1.8
08:00	**94**	0	0.0	66	70.2	22	23.4	5	5.3	1	1.1
09:00	**113**	1	0.9	83	73.5	23	20.4	6	5.3	0	0.0
10:00	**126**	4	3.2	93	73.8	20	15.9	9	7.1	0	0.0
11:00	**120**	1	0.8	95	79.2	17	14.2	7	5.8	0	0.0
12:00	**122**	0	0.0	97	79.5	21	17.2	4	3.3	0	0.0
13:00	**106**	0	0.0	85	80.2	13	12.3	8	7.6	0	0.0
14:00	**91**	0	0.0	80	87.9	7	7.7	4	4.4	0	0.0
15:00	**90**	1	1.1	78	86.7	6	6.7	5	5.6	0	0.0
16:00	**81**	0	0.0	70	86.4	8	9.9	3	3.7	0	0.0
17:00	**69**	1	1.5	58	84.1	9	13.0	1	1.5	0	0.0
18:00	**81**	1	1.2	71	87.7	7	8.6	2	2.5	0	0.0
19:00	**44**	1	2.3	36	81.8	7	15.9	0	0.0	0	0.0
20:00	**34**	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
21:00	**34**	0	0.0	30	88.2	1	2.9	3	8.8	0	0.0
22:00	**26**	1	3.9	24	92.3	1	3.9	0	0.0	0	0.0
23:00	**26**	0	0.0	23	88.5	3	11.5	0	0.0	0	0.0
12H,7-19	**1205**	**10**	**0.8**	**948**	**78.7**	**179**	**14.9**	**65**	**5.4**	**3**	**0.3**
16H,6-22	**1425**	**11**	**0.8**	**1135**	**79.7**	**202**	**14.2**	**74**	**5.2**	**3**	**0.2**
18H,6-24	**1477**	**12**	**0.8**	**1182**	**80.0**	**206**	**14.0**	**74**	**5.0**	**3**	**0.2**

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	1630	13	0.8	1313	80.6	214	13.1	87	5.3	3	0.2
Sun 11-Jun-23											
00:00	14	0	0.0	12	85.7	0	0.0	2	14.3	0	0.0
01:00	10	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
04:00	19	0	0.0	15	79.0	2	10.5	2	10.5	0	0.0
05:00	60	1	1.7	55	91.7	1	1.7	3	5.0	0	0.0
06:00	82	0	0.0	66	80.5	13	15.9	3	3.7	0	0.0
07:00	43	0	0.0	29	67.4	8	18.6	6	14.0	0	0.0
08:00	31	0	0.0	25	80.7	5	16.1	1	3.2	0	0.0
09:00	54	2	3.7	38	70.4	4	7.4	10	18.5	0	0.0
10:00	85	0	0.0	62	72.9	16	18.8	7	8.2	0	0.0
11:00	76	2	2.6	63	82.9	7	9.2	4	5.3	0	0.0
12:00	119	3	2.5	102	85.7	10	8.4	4	3.4	0	0.0
13:00	94	1	1.1	82	87.2	6	6.4	5	5.3	0	0.0
14:00	97	5	5.2	76	78.4	10	10.3	6	6.2	0	0.0
15:00	76	2	2.6	58	76.3	9	11.8	7	9.2	0	0.0
16:00	71	0	0.0	67	94.4	3	4.2	1	1.4	0	0.0
17:00	84	2	2.4	72	85.7	7	8.3	3	3.6	0	0.0
18:00	89	0	0.0	80	89.9	7	7.9	2	2.3	0	0.0
19:00	50	2	4.0	45	90.0	2	4.0	1	2.0	0	0.0
20:00	36	0	0.0	32	88.9	3	8.3	1	2.8	0	0.0
21:00	20	0	0.0	17	85.0	2	10.0	1	5.0	0	0.0
22:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
12H,7-19	919	17	1.9	754	82.1	92	10.0	56	6.1	0	0.0
16H,6-22	1107	19	1.7	914	82.6	112	10.1	62	5.6	0	0.0
18H,6-24	1133	19	1.7	938	82.8	113	10.0	63	5.6	0	0.0
24H,0-24	1256	20	1.6	1048	83.4	117	9.3	71	5.7	0	0.0
Mon 12-Jun-23											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	12	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
02:00	15	0	0.0	7	46.7	6	40.0	2	13.3	0	0.0
03:00	40	0	0.0	31	77.5	6	15.0	3	7.5	0	0.0
04:00	86	0	0.0	53	61.6	28	32.6	5	5.8	0	0.0

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

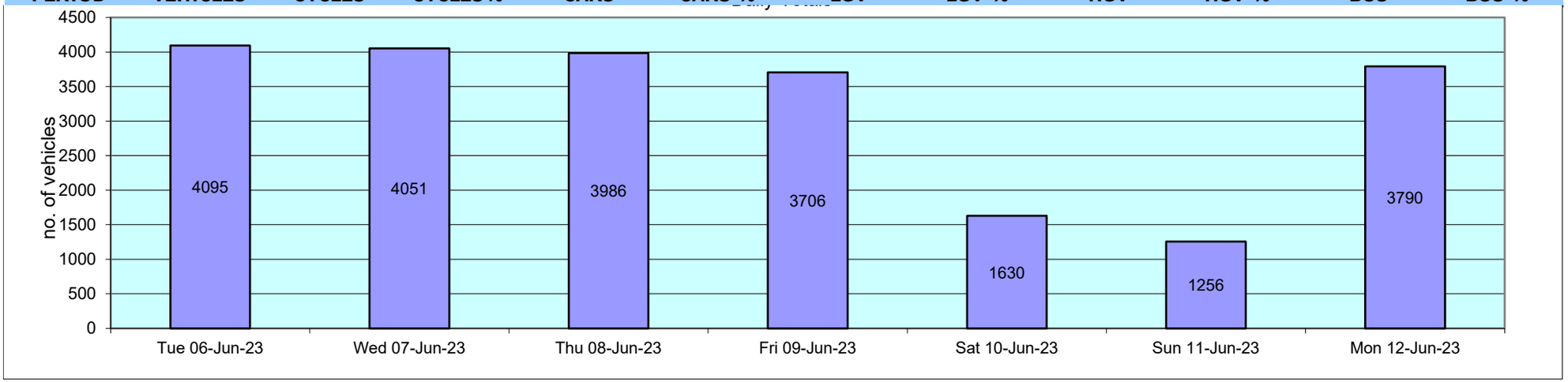
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**227**	2	0.9	173	76.2	33	14.5	19	8.4	0	0.0
06:00	**397**	2	0.5	293	73.8	65	16.4	37	9.3	0	0.0
07:00	**454**	2	0.4	357	78.6	60	13.2	32	7.1	3	0.7
08:00	**338**	3	0.9	232	68.6	66	19.5	33	9.8	4	1.2
09:00	**229**	1	0.4	136	59.4	42	18.3	49	21.4	1	0.4
10:00	**179**	3	1.7	111	62.0	40	22.4	25	14.0	0	0.0
11:00	**191**	1	0.5	97	50.8	38	19.9	53	27.8	2	1.1
12:00	**237**	2	0.8	171	72.2	32	13.5	30	12.7	2	0.8
13:00	**207**	1	0.5	125	60.4	41	19.8	39	18.8	1	0.5
14:00	**200**	1	0.5	123	61.5	32	16.0	40	20.0	4	2.0
15:00	**208**	1	0.5	127	61.1	28	13.5	51	24.5	1	0.5
16:00	**212**	2	0.9	158	74.5	21	9.9	28	13.2	3	1.4
17:00	**211**	0	0.0	173	82.0	23	10.9	14	6.6	1	0.5
18:00	**150**	0	0.0	117	78.0	19	12.7	14	9.3	0	0.0
19:00	**63**	1	1.6	52	82.5	4	6.4	5	7.9	1	1.6
20:00	**53**	0	0.0	43	81.1	6	11.3	4	7.6	0	0.0
21:00	**28**	1	3.6	26	92.9	0	0.0	1	3.6	0	0.0
22:00	**32**	0	0.0	28	87.5	1	3.1	3	9.4	0	0.0
23:00	**16**	0	0.0	13	81.3	2	12.5	1	6.3	0	0.0
12H,7-19	**2816**	**17**	**0.6**	**1927**	**68.4**	**442**	**15.7**	**408**	**14.5**	**22**	**0.8**
16H,6-22	**3357**	**21**	**0.6**	**2341**	**69.7**	**517**	**15.4**	**455**	**13.6**	**23**	**0.7**
18H,6-24	**3405**	**21**	**0.6**	**2382**	**70.0**	**520**	**15.3**	**459**	**13.5**	**23**	**0.7**
24H,0-24	**3790**	**23**	**0.6**	**2661**	**70.2**	**594**	**15.7**	**489**	**12.9**	**23**	**0.6**
Daily Totals											
Tue 06-Jun-23	**4095**	20	0.5	2918	71.3	563	13.8	567	13.9	27	0.7
Wed 07-Jun-23	**4051**	18	0.4	2887	71.3	596	14.7	528	13.0	22	0.5
Thu 08-Jun-23	**3986**	19	0.5	2894	72.6	582	14.6	465	11.7	26	0.7
Fri 09-Jun-23	**3706**	22	0.6	2741	74.0	514	13.9	411	11.1	18	0.5
Sat 10-Jun-23	**1630**	13	0.8	1313	80.6	214	13.1	87	5.3	3	0.2
Sun 11-Jun-23	**1256**	20	1.6	1048	83.4	117	9.3	71	5.7	0	0.0
Mon 12-Jun-23	**3790**	23	0.6	2661	70.2	594	15.7	489	12.9	23	0.6
Total Vehicles											
[--]	**22514**	135	0.7	16462	74.8	3180	13.6	2618	10.5	119	0.4

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)						
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 06-Jun-23																	
00:00	**7**	-	57.1	11.1	0	0	0	0	0	0	1	1	0	0	0	5
01:00	**16**	55.1	49.4	8.3	0	0	0	0	0	1	2	1	5	5	0	2
02:00	**14**	52	45.3	7.6	0	0	0	0	0	0	5	4	2	2	0	1
03:00	**29**	51.4	45.7	6.8	0	0	0	0	0	1	7	7	9	2	3	0
04:00	**91**	51.5	45.6	6.5	0	0	0	0	0	5	14	33	24	8	6	1
05:00	**209**	50.9	45.3	6.1	0	0	0	0	0	11	31	82	54	21	8	2
06:00	**386**	50.6	44.7	6.4	0	0	0	0	2	19	87	127	101	33	10	7
07:00	**503**	50.8	44.8	6.5	0	0	0	3	2	42	78	159	149	56	11	3
08:00	**372**	50.8	44.8	6.2	0	0	0	0	1	15	88	121	95	35	15	2
09:00	**223**	49.8	43.5	6.3	0	0	0	0	0	20	56	84	38	18	4	3
10:00	**205**	48.8	42.2	6.2	0	0	0	0	1	33	54	67	34	13	2	1
11:00	**231**	49.7	42.9	7.1	0	0	0	5	3	21	63	65	52	13	7	2
12:00	**252**	50.6	43.5	7.1	0	0	0	4	3	19	63	85	43	22	11	2
13:00	**273**	49	42.5	6.2	0	0	0	0	5	28	85	78	59	13	4	1
14:00	**245**	48.9	41.9	6.1	0	0	0	0	3	37	77	63	48	16	1	0
15:00	**253**	49.4	42.9	6.3	0	0	0	0	2	24	81	74	50	15	4	3
16:00	**223**	49.8	42.6	6.8	0	0	0	0	6	31	57	60	46	17	6	0
17:00	**219**	51.1	45.2	6.3	0	0	0	0	0	9	44	79	53	23	7	4
18:00	**133**	54.7	47.6	6.9	0	0	0	0	0	4	20	31	36	29	9	4
19:00	**68**	53.7	46.4	7	0	0	0	0	2	2	5	27	16	10	5	1
20:00	**56**	53.2	45.3	7.8	0	0	0	0	2	3	9	20	10	7	3	2
21:00	**43**	51.1	47.3	6.4	0	0	0	0	0	1	5	10	20	3	2	2
22:00	**30**	53.5	47.2	6.8	0	0	0	0	0	1	4	8	10	4	2	1
23:00	**14**	55.3	49.9	7.8	0	0	0	0	0	0	2	2	4	4	0	2
12H,7-19	**3132**	**50.3**	**43.7**	**6.6**	**0**	**0**	**0**	**12**	**26**	**283**	**766**	**966**	**703**	**270**	**81**	**25**
16H,6-22	**3685**	**50.5**	**43.9**	**6.6**	**0**	**0**	**0**	**12**	**32**	**308**	**872**	**1150**	**850**	**323**	**101**	**37**
18H,6-24	**3729**	**50.5**	**44**	**6.7**	**0**	**0**	**0**	**12**	**32**	**309**	**878**	**1160**	**864**	**331**	**103**	**40**
24H,0-24	**4095**	**50.6**	**44.1**	**6.7**	**0**	**0**	**0**	**12**	**32**	**327**	**938**	**1288**	**958**	**369**	**120**	**51**
Wed 07-Jun-23																	
00:00	**16**	59.5	52.6	7.5	0	0	0	0	0	0	1	3	1	6	3	2
01:00	**8**	-	50.4	6.6	0	0	0	0	0	0	0	2	3	2	0	1
02:00	**15**	53.3	46.2	7.7	0	0	0	0	1	0	3	2	4	5	0	0
03:00	**29**	52.2	47.1	5.8	0	0	0	0	0	0	4	8	11	5	0	1
04:00	**93**	53.1	46.2	6.2	0	0	0	0	0	3	8	45	18	11	7	1
05:00	**202**	50.7	45.7	5.9	0	0	0	0	0	7	29	76	63	14	11	2
06:00	**398**	50	44	6.3	1	0	0	0	0	23	104	128	101	29	8	4
07:00	**514**	50.5	44.4	6.3	0	0	0	0	2	44	97	171	135	51	11	3
08:00	**375**	51.7	44.7	7.2	0	0	0	0	7	37	67	98	104	40	18	4

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
09:00	**207**	50.6	44.3	6.6	0	0	0	0	0	21	42	67	49	19	7	2
10:00	**209**	48.6	42.7	5.7	0	0	0	0	0	18	67	74	35	11	3	1
11:00	**204**	50.6	44.1	6.4	0	0	0	0	1	17	45	68	46	21	4	2
12:00	**246**	51.6	44.2	7.1	0	1	0	0	2	19	57	82	44	30	7	4
13:00	**242**	48.2	41	7.6	2	0	0	0	10	46	65	70	28	14	4	3
14:00	**243**	50.2	43.2	6.8	0	0	0	0	3	28	69	65	49	20	7	2
15:00	**237**	50.1	42.7	6.9	0	0	0	0	3	40	58	65	43	21	6	1
16:00	**231**	50.2	43.9	6.6	0	0	0	0	4	19	49	80	52	19	5	3
17:00	**230**	53.4	46.2	7.1	0	0	0	0	3	11	34	72	58	35	9	8
18:00	**120**	53.6	46.4	6.7	0	0	0	0	0	6	16	41	29	18	8	2
19:00	**80**	55.4	47.4	8	0	0	0	0	0	2	16	22	16	13	3	8
20:00	**58**	54.3	47.9	6.8	0	0	0	0	0	1	8	14	16	15	1	3
21:00	**46**	48.6	44.4	4.2	0	0	0	0	0	0	7	28	7	4	0	0
22:00	**31**	49.7	44.3	7.7	0	0	0	0	0	3	8	9	8	0	1	2
23:00	**17**	53.4	49.1	4.8	0	0	0	0	0	0	1	2	9	4	1	0
12H,7-19	**3058**	**50.7**	**43.9**	**6.9**	**2**	**1**	**0**	**0**	**35**	**306**	**666**	**953**	**672**	**299**	**89**	**35**
16H,6-22	**3640**	**50.8**	**44.1**	**6.9**	**3**	**1**	**0**	**0**	**35**	**332**	**801**	**1145**	**812**	**360**	**101**	**50**
18H,6-24	**3688**	**50.8**	**44.1**	**6.9**	**3**	**1**	**0**	**0**	**35**	**335**	**810**	**1156**	**829**	**364**	**103**	**52**
24H,0-24	**4051**	**50.9**	**44.3**	**6.8**	**3**	**1**	**0**	**0**	**36**	**345**	**855**	**1292**	**929**	**407**	**124**	**59**
Thu 08-Jun-23																
00:00	**8**	-	46.6	7.7	0	0	0	0	0	0	1	5	0	0	2	0
01:00	**13**	54.3	48.9	6.1	0	0	0	0	0	0	2	2	2	7	0	0
02:00	**17**	53	46.4	5.5	0	0	0	0	0	0	2	8	2	5	0	0
03:00	**37**	53	46.9	6.4	0	0	0	0	0	0	7	10	12	5	2	1
04:00	**103**	50.5	45	6	0	0	0	0	0	4	22	35	29	9	3	1
05:00	**185**	53.5	46.6	7.1	0	0	0	0	0	15	24	42	59	33	6	6
06:00	**394**	50.8	45.7	5.5	0	0	0	0	0	14	50	145	130	43	10	2
07:00	**508**	49.8	43.9	6.2	0	0	0	0	5	55	80	176	150	31	8	3
08:00	**359**	50.5	44.5	6.6	0	0	0	0	3	28	75	108	101	31	5	8
09:00	**256**	49.9	43.7	6.6	0	0	0	0	5	29	39	101	55	19	5	3
10:00	**206**	49.9	43.2	6.5	0	0	0	0	0	26	55	61	42	15	6	1
11:00	**223**	50	44.3	5.7	0	0	0	0	0	15	41	91	52	18	6	0
12:00	**231**	50.8	43.9	6.7	0	0	0	1	3	17	55	74	48	28	2	3
13:00	**238**	49.4	42.9	6.1	0	0	0	0	1	27	63	79	47	18	2	1
14:00	**201**	49.6	43.6	5.8	0	0	0	0	0	18	46	72	48	14	3	0
15:00	**237**	49.8	43.8	6.3	0	1	0	0	0	13	65	79	56	15	6	2
16:00	**206**	50.1	43.5	6.9	0	0	0	0	4	25	41	67	46	16	4	3
17:00	**185**	51.5	44.2	6.5	0	0	0	0	2	13	40	69	30	27	2	2
18:00	**140**	52.6	46.2	7	0	0	0	0	1	9	22	31	49	20	3	5

12384			IMMINGHAM		Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
19:00	**94**	53.9	47.1	6.5	0	0	0	0	1	2	6	38	26	11	8	2
20:00	**52**	52.9	47.8	6.6	0	0	0	1	0	0	4	11	25	7	2	2
21:00	**42**	50	45	6	0	0	0	0	1	1	6	16	14	2	2	0
22:00	**31**	53.9	46.6	7.6	0	0	0	0	0	1	7	8	7	5	1	2
23:00	**20**	55.2	46.8	7.4	0	0	0	0	0	0	6	4	4	3	3	0
12H,7-19	**2990**	**50.2**	**43.9**	**6.4**	**0**	**1**	**0**	**1**	**24**	**275**	**622**	**1008**	**724**	**252**	**52**	**31**
16H,6-22	**3572**	**50.4**	**44.3**	**6.4**	**0**	**1**	**0**	**2**	**26**	**292**	**688**	**1218**	**919**	**315**	**74**	**37**
18H,6-24	**3623**	**50.4**	**44.3**	**6.4**	**0**	**1**	**0**	**2**	**26**	**293**	**701**	**1230**	**930**	**323**	**78**	**39**
24H,0-24	**3986**	**50.6**	**44.5**	**6.4**	**0**	**1**	**0**	**2**	**26**	**312**	**759**	**1332**	**1034**	**382**	**91**	**47**
Fri 09-Jun-23																
00:00	**17**	55.9	49.1	7	0	0	0	0	0	0	2	3	7	2	2	1
01:00	**10**	52.7	46.5	6.5	0	0	0	0	0	0	3	1	3	3	0	0
02:00	**11**	50.3	46.7	6.6	0	0	0	0	0	1	0	4	4	1	1	0
03:00	**28**	52.6	46.4	6	0	0	0	0	0	0	5	10	7	4	2	0
04:00	**92**	50.6	46.4	4.7	0	0	0	0	0	1	8	33	39	9	2	0
05:00	**165**	53.8	47	6.8	0	0	0	0	0	6	20	52	50	21	10	6
06:00	**361**	50.8	44.7	6.3	0	0	0	1	9	14	61	130	96	39	10	1
07:00	**459**	51.6	45.6	6.2	0	0	0	2	4	21	51	175	129	61	12	4
08:00	**285**	51	42.9	7	0	0	0	0	5	29	94	78	36	34	5	4
09:00	**190**	51	44.2	6.8	0	0	0	0	1	15	42	74	29	18	7	4
10:00	**197**	49.5	42.9	6.8	0	1	0	0	3	15	61	64	33	13	5	2
11:00	**199**	52.4	45.4	6.7	0	0	1	0	0	11	30	78	42	24	11	2
12:00	**239**	50.3	43.9	6.4	0	0	0	0	1	22	56	77	54	20	8	1
13:00	**234**	50.4	44.1	6.3	0	0	0	0	0	25	40	88	52	23	3	3
14:00	**222**	50.6	44.6	7	0	0	0	0	1	16	50	75	50	15	7	8
15:00	**217**	53.9	46.1	7.5	0	0	0	0	0	16	34	70	50	24	13	10
16:00	**209**	53.4	46.2	6.8	0	0	0	0	3	13	22	65	53	44	7	2
17:00	**217**	54.1	46.5	7.7	0	0	0	1	5	10	24	67	58	31	10	11
18:00	**133**	50.8	46	5.9	0	0	0	0	1	3	18	46	45	14	4	2
19:00	**87**	52.2	46.2	6.6	0	0	0	0	0	4	11	31	25	10	3	3
20:00	**56**	55.4	48.9	7	0	0	0	0	0	1	4	14	21	8	3	5
21:00	**34**	53	46.7	7	0	0	0	0	0	1	6	9	10	6	0	2
22:00	**29**	53.9	46.3	8.1	0	0	0	0	0	1	6	11	5	2	1	3
23:00	**15**	51.4	46.5	5.5	0	0	0	0	0	0	3	3	6	3	0	0
12H,7-19	**2801**	**51.7**	**44.8**	**6.8**	**0**	**1**	**1**	**3**	**24**	**196**	**522**	**957**	**631**	**321**	**92**	**53**
16H,6-22	**3339**	**51.7**	**45**	**6.8**	**0**	**1**	**1**	**4**	**33**	**216**	**604**	**1141**	**783**	**384**	**108**	**64**
18H,6-24	**3383**	**51.7**	**45**	**6.8**	**0**	**1**	**1**	**4**	**33**	**217**	**613**	**1155**	**794**	**389**	**109**	**67**
24H,0-24	**3706**	**51.8**	**45.1**	**6.8**	**0**	**1**	**1**	**4**	**33**	**225**	**651**	**1258**	**904**	**429**	**126**	**74**
Sat 10-Jun-23																

Data produced by
Auto Surveys Ltd

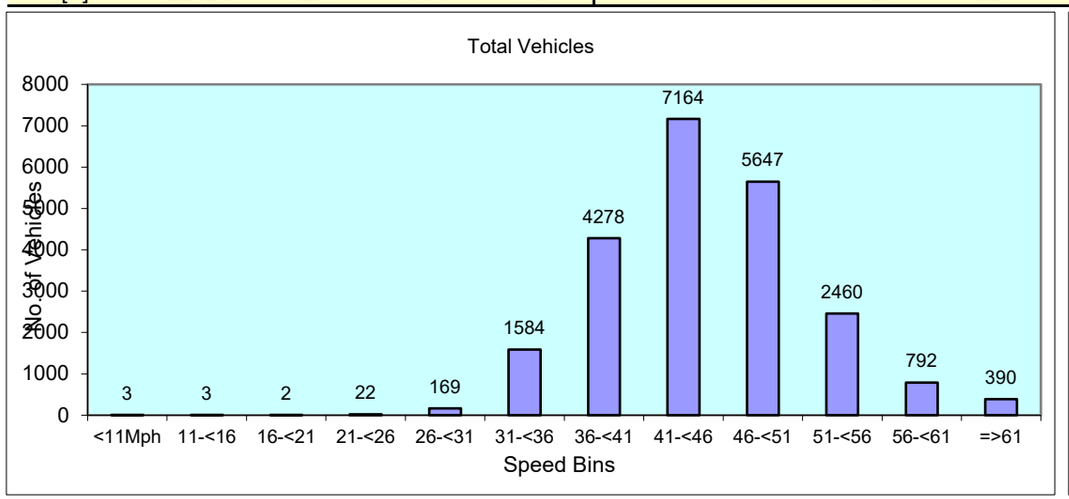
12384			IMMINGHAM				Site No: 12384001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	8	-	44.8	9.2	0	0	0	0	0	1	2	2	2	0	0	1
01:00	11	52.4	45.8	6.2	0	0	0	0	0	0	3	3	2	3	0	0
02:00	8	-	47.3	7	0	0	0	0	0	0	2	1	3	1	1	0
03:00	19	44.3	41.7	6.8	0	0	0	0	0	4	5	7	1	1	1	0
04:00	25	53.2	46.9	6.5	0	0	0	0	0	1	1	12	5	4	1	1
05:00	82	54.6	48.7	5.8	0	0	0	0	0	0	5	22	30	17	6	2
06:00	108	55.9	49.2	6.5	0	0	0	0	0	2	10	17	38	25	14	2
07:00	112	54.5	47	6.9	0	0	0	0	0	8	12	28	32	21	11	0
08:00	94	54.1	47.6	6.2	0	0	0	0	0	3	6	29	32	15	8	1
09:00	113	53.5	46.7	6.8	0	0	0	0	0	4	21	25	36	19	5	3
10:00	126	53.9	45.2	8.1	0	0	1	1	0	12	24	30	30	15	11	2
11:00	120	54.4	47.3	7.3	0	0	0	0	0	6	14	36	32	20	4	8
12:00	122	55.8	48	7.3	0	0	0	1	0	0	14	41	31	17	10	8
13:00	106	53.8	47.5	6.4	0	0	0	0	0	3	10	30	37	17	6	3
14:00	91	55.1	48.9	6.2	0	0	0	0	0	1	7	21	28	24	8	2
15:00	90	52.8	46.1	7	0	0	0	0	0	1	23	24	24	11	2	5
16:00	81	54.1	46.6	7.8	0	0	0	0	2	3	12	22	22	12	3	5
17:00	69	56.1	49.1	7.3	0	0	0	0	1	2	6	12	19	18	9	2
18:00	81	54.5	48.6	6.2	0	0	0	0	0	0	6	23	28	16	4	4
19:00	44	54.7	48.8	6.1	0	0	0	0	0	0	3	11	17	8	3	2
20:00	34	54.4	48.2	5.9	0	0	0	0	0	0	4	8	11	8	3	0
21:00	34	53.8	43.8	8.8	0	0	0	0	2	6	4	10	3	6	3	0
22:00	26	54	47.7	7.4	0	0	0	0	0	1	1	10	10	0	1	3
23:00	26	50.3	47.3	5	0	0	0	0	0	0	3	5	14	3	1	0
12H,7-19	1205	54.6	47.3	7.1	0	0	1	2	3	43	155	321	351	205	81	43
16H,6-22	1425	54.7	47.4	7.1	0	0	1	2	5	51	176	367	420	252	104	47
18H,6-24	1477	54.7	47.4	7	0	0	1	2	5	52	180	382	444	255	106	50
24H,0-24	1630	54.6	47.4	7	0	0	1	2	5	58	198	429	487	281	115	54
Sun 11-Jun-23																
00:00	14	53.3	45.3	8.6	0	0	0	0	0	1	5	2	2	3	0	1
01:00	10	56	48	8.4	0	0	0	0	0	0	2	3	2	1	1	1
02:00	4	-	53.5	9.1	0	0	0	0	0	0	0	1	1	0	1	1
03:00	16	52.8	47.6	5.4	0	0	0	0	0	0	1	6	5	3	1	0
04:00	19	52.7	48.2	4.2	0	0	0	0	0	0	0	6	8	5	0	0
05:00	60	53.5	47.9	5.1	0	0	0	0	0	0	4	18	21	15	2	0
06:00	82	53.6	47.8	6.6	0	0	0	0	0	1	8	25	29	12	1	6
07:00	43	56.1	46.9	7.4	0	0	0	0	1	0	5	17	12	1	5	2
08:00	31	54.2	48.7	7.4	0	0	0	1	0	0	1	6	14	6	1	2
09:00	54	53	45.5	7.3	0	0	0	0	0	7	6	15	15	6	5	0

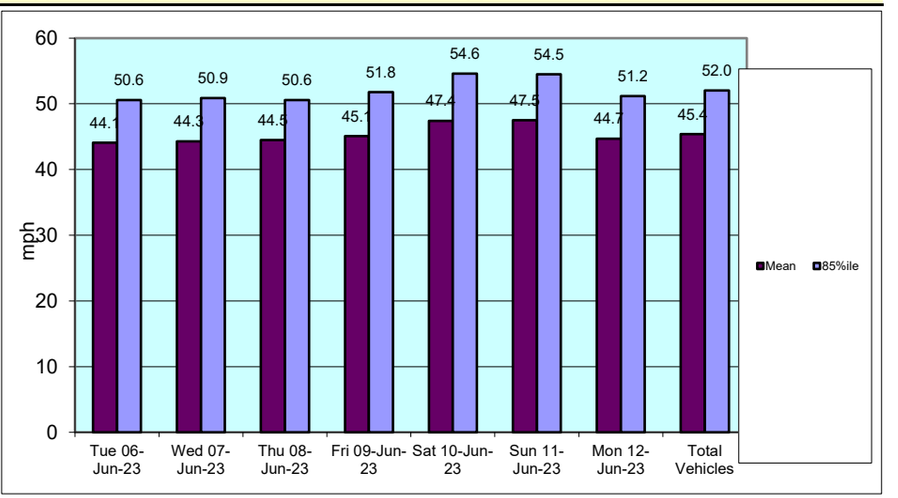
Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)						
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
10:00	85	53.8	46.5	6.8	0	0	0	0	1	3	13	23	24	14	7	0
11:00	76	53.2	47.2	7	0	0	0	0	0	6	8	12	32	14	0	4
12:00	119	53.6	47	5.9	0	0	0	0	0	1	17	36	34	24	7	0
13:00	94	53.7	46.6	7	0	0	0	0	2	0	18	23	30	12	7	2
14:00	97	55.5	47.9	7.3	0	0	0	0	1	2	5	39	25	11	6	8
15:00	76	53.7	46.9	6.7	0	0	0	0	0	2	13	19	23	13	4	2
16:00	71	56.5	48.6	6.5	0	0	0	0	0	0	4	25	22	8	9	3
17:00	84	54.6	48.7	6.6	0	0	0	0	0	3	5	16	34	18	3	5
18:00	89	55.8	48.5	7.2	0	0	0	0	0	3	8	23	25	17	8	5
19:00	50	53.1	47.7	6	0	0	0	0	1	0	5	9	24	7	4	0
20:00	36	54.4	47.3	7.4	0	0	0	0	1	0	7	6	12	6	3	1
21:00	20	54.1	47.3	7.4	0	0	0	0	0	0	5	4	5	4	1	1
22:00	15	56.6	50.2	7.1	0	0	0	0	0	0	1	4	3	4	2	1
23:00	11	-	49.4	9.5	0	0	0	0	0	0	3	1	3	1	1	2
12H,7-19	919	54.5	47.4	6.9	0	0	0	1	5	27	103	254	290	144	62	33
16H,6-22	1107	54.4	47.4	6.8	0	0	0	1	7	28	128	298	360	173	71	41
18H,6-24	1133	54.5	47.5	6.9	0	0	0	1	7	28	132	303	366	178	74	44
24H,0-24	1256	54.5	47.5	6.8	0	0	0	1	7	29	144	339	405	205	79	47
Mon 12-Jun-23																
00:00	5	-	45.5	9.1	0	0	0	0	0	1	0	2	1	0	1	0
01:00	12	53.8	46.4	7.6	0	0	0	0	0	1	2	3	2	3	1	0
02:00	15	49.3	43.5	6.1	0	0	0	0	0	2	3	4	5	1	0	0
03:00	40	51.9	46.5	4.9	0	0	0	0	0	0	4	16	12	8	0	0
04:00	86	53.2	45	7.5	0	0	0	0	3	3	20	27	13	15	3	2
05:00	227	52.5	45	7	0	0	0	0	0	21	41	73	49	28	12	3
06:00	397	50.8	45.2	6.4	0	0	0	0	5	25	56	127	129	42	7	6
07:00	454	50.6	44.7	6.3	0	0	0	0	3	32	85	147	129	41	13	4
08:00	338	49.8	43.4	6.5	0	0	0	0	2	42	75	108	79	22	7	3
09:00	229	49.6	42.9	6.3	0	0	0	0	1	28	65	68	45	16	6	0
10:00	179	50.9	43.8	7.1	0	0	0	0	1	18	49	52	32	18	4	5
11:00	191	50.2	43	7	0	0	0	0	1	34	40	55	38	18	3	2
12:00	237	51.2	44.7	6.5	0	0	0	0	0	13	56	81	50	26	7	4
13:00	207	50.5	45.1	6.6	0	0	0	0	0	16	32	75	58	14	5	7
14:00	200	51.4	45.3	6.4	0	0	0	0	0	10	38	69	51	19	11	2
15:00	208	49.8	42.5	7.2	0	0	0	0	11	22	52	67	32	17	5	2
16:00	212	52.7	45.7	6.3	0	0	0	1	0	3	42	76	49	26	14	1
17:00	211	53.6	46.8	6	0	0	0	0	0	2	28	77	53	36	13	2
18:00	150	54.9	46.7	7.5	0	0	0	0	3	5	19	48	41	14	14	6
19:00	63	52.5	46.4	6.7	0	0	0	0	0	2	11	17	21	7	3	2

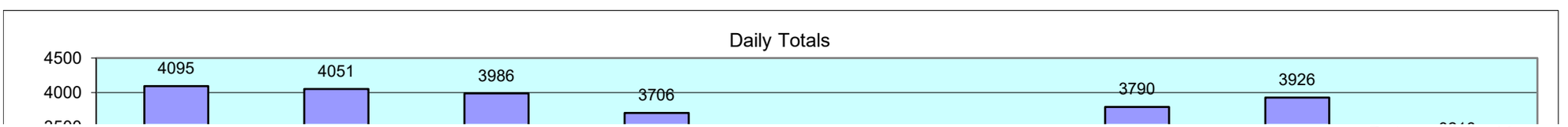
Data produced by
Auto Surveys Ltd

12384		IMMINGHAM			Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**=>61**
20:00	**53**	57.3	48.4	8.1	0	0	0	0	0	3	6	12	14	8	6	4
21:00	**28**	54.6	48.1	6.9	0	0	0	0	0	1	3	6	9	6	2	1
22:00	**32**	49.9	45.7	6.7	0	0	0	0	0	2	5	8	15	0	0	2
23:00	**16**	49.5	44.1	5.9	0	0	0	0	0	2	1	8	3	2	0	0
12H,7-19	**2816**	**50.9**	**44.5**	**6.7**	**0**	**0**	**0**	**1**	**22**	**225**	**581**	**923**	**657**	**267**	**102**	**38**
16H,6-22	**3357**	**51**	**44.7**	**6.7**	**0**	**0**	**0**	**1**	**27**	**256**	**657**	**1085**	**830**	**330**	**120**	**51**
18H,6-24	**3405**	**51**	**44.7**	**6.7**	**0**	**0**	**0**	**1**	**27**	**260**	**663**	**1101**	**848**	**332**	**120**	**53**
24H,0-24	**3790**	**51.2**	**44.7**	**6.7**	**0**	**0**	**0**	**1**	**30**	**288**	**733**	**1226**	**930**	**387**	**137**	**58**
Daily Totals																
Tue 06-Jun-23	**4095**	50.6	44.1	6.7	0	0	0	12	32	327	938	1288	958	369	120	51
Wed 07-Jun-23	**4051**	50.9	44.3	6.8	3	1	0	0	36	345	855	1292	929	407	124	59
Thu 08-Jun-23	**3986**	50.6	44.5	6.4	0	1	0	2	26	312	759	1332	1034	382	91	47
Fri 09-Jun-23	**3706**	51.8	45.1	6.8	0	1	1	4	33	225	651	1258	904	429	126	74
Sat 10-Jun-23	**1630**	54.6	47.4	7	0	0	1	2	5	58	198	429	487	281	115	54
Sun 11-Jun-23	**1256**	54.5	47.5	6.8	0	0	0	1	7	29	144	339	405	205	79	47
Mon 12-Jun-23	**3790**	51.2	44.7	6.7	0	0	0	1	30	288	733	1226	930	387	137	58
Total Vehicles																
[--]	**22514**	52.0	45.4	6.7	3	3	2	22	169	1584	4278	7164	5647	2460	792	390



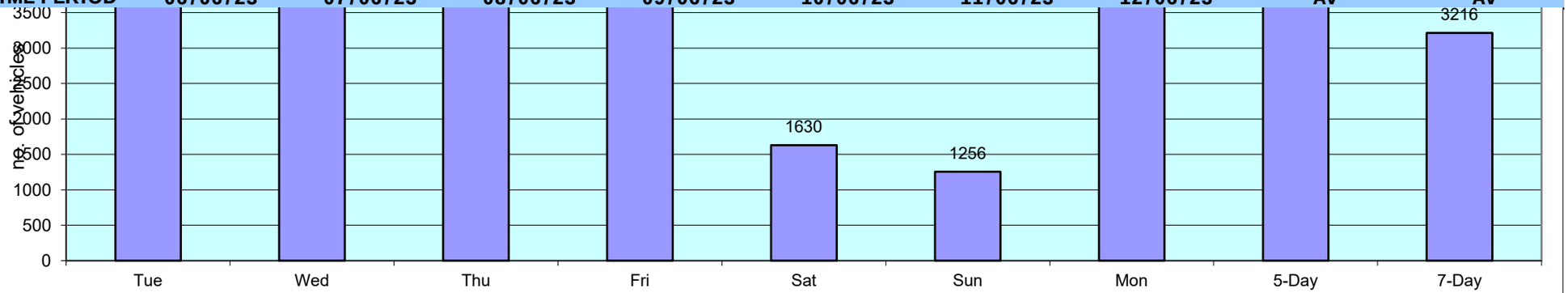


12384		IMMINGHAM		Site No: 12384001 Channel: Northbound		Location	Site 1 - A1173, Immingham (N of Kiln Ln)		
TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av
Week Begin: 06-Jun-23									
00:00	**7**	16	8	17	8	14	5	11	11
01:00	**16**	8	13	10	11	10	12	12	11
02:00	**14**	15	17	11	8	4	15	14	12
03:00	**29**	29	37	28	19	16	40	33	28
04:00	**91**	93	103	92	25	19	86	93	73
05:00	**209**	202	185	165	82	60	227	198	161
06:00	**386**	398	394	361	108	82	397	387	304
07:00	**503**	514	508	459	112	43	454	488	370
08:00	**372**	375	359	285	94	31	338	346	265
09:00	**223**	207	256	190	113	54	229	221	182
10:00	**205**	209	206	197	126	85	179	199	172
11:00	**231**	204	223	199	120	76	191	210	178
12:00	**252**	246	231	239	122	119	237	241	207
13:00	**273**	242	238	234	106	94	207	239	199
14:00	**245**	243	201	222	91	97	200	222	186
15:00	**253**	237	237	217	90	76	208	230	188
16:00	**223**	231	206	209	81	71	212	216	176
17:00	**219**	230	185	217	69	84	211	212	174
18:00	**133**	120	140	133	81	89	150	135	121
19:00	**68**	80	94	87	44	50	63	78	69
20:00	**56**	58	52	56	34	36	53	55	49
21:00	**43**	46	42	34	34	20	28	39	35
22:00	**30**	31	31	29	26	15	32	31	28
23:00	**14**	17	20	15	26	11	16	16	17
12H,7-19	**3132**	**3058**	**2990**	**2801**	**1205**	**919**	**2816**	**2959**	**2417**
16H,6-22	**3685**	**3640**	**3572**	**3339**	**1425**	**1107**	**3357**	**3519**	**2875**
18H,6-24	**3729**	**3688**	**3623**	**3383**	**1477**	**1133**	**3405**	**3566**	**2920**
24H,0-24	**4095**	**4051**	**3986**	**3706**	**1630**	**1256**	**3790**	**3926**	**3216**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**10:00**	**10:00**	**07:00**		
Peak	**503**	**514**	**508**	**459**	**126**	**85**	**454**		
Pm	**13:00**	**12:00**	**13:00**	**12:00**	**12:00**	**12:00**	**12:00**		
Peak	**273**	**246**	**238**	**239**	**122**	**119**	**237**		



12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
		Channel: Northbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23														
00:00	**14**	0	12	1	0	0	0	0	0	0	0	1	0	0
01:00	**12**	0	8	3	0	0	1	0	0	0	0	0	0	0
02:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
03:00	**25**	1	22	1	1	0	0	0	0	0	0	0	0	0
04:00	**37**	0	30	2	2	0	0	0	1	0	2	0	0	0
05:00	**95**	2	74	4	1	0	3	0	1	0	10	0	0	0
06:00	**138**	2	113	10	2	0	1	0	2	0	6	2	0	0
07:00	**212**	0	161	22	1	0	1	0	5	3	16	3	0	0
08:00	**222**	1	148	37	2	0	1	1	10	0	16	6	0	0
09:00	**196**	0	105	42	3	4	3	0	8	0	22	9	0	0
10:00	**189**	1	117	41	0	1	1	0	7	0	17	4	0	0
11:00	**196**	0	122	38	1	1	1	0	6	1	15	11	0	0
12:00	**237**	1	151	40	2	0	0	0	10	0	25	8	0	0
13:00	**244**	2	145	49	1	2	2	0	14	1	19	9	0	0
14:00	**257**	0	166	43	3	2	3	0	9	1	25	5	0	0
15:00	**320**	0	218	49	1	2	3	0	12	0	27	8	0	0
16:00	**515**	1	413	60	2	0	3	1	10	0	19	6	0	0
17:00	**414**	6	323	45	1	2	4	0	3	1	23	6	0	0
18:00	**209**	0	168	26	1	0	1	0	3	0	7	3	0	0
19:00	**103**	1	79	15	0	0	2	0	1	0	4	1	0	0
20:00	**54**	0	46	7	0	0	0	0	0	1	0	0	0	0
21:00	**38**	0	28	6	0	0	0	0	2	0	1	1	0	0
22:00	**37**	1	32	2	0	0	0	0	0	0	2	0	0	0
23:00	**32**	0	28	1	0	1	0	0	0	0	1	1	0	0
12H,7-19	**3211**	**12**	**2237**	**492**	**18**	**14**	**23**	**2**	**97**	**7**	**231**	**78**	**0**	**0**
16H,6-22	**3544**	**15**	**2503**	**530**	**20**	**14**	**26**	**2**	**102**	**8**	**242**	**82**	**0**	**0**
18H,6-24	**3613**	**16**	**2563**	**533**	**20**	**15**	**26**	**2**	**102**	**8**	**245**	**83**	**0**	**0**
24H,0-24	**3813**	**19**	**2726**	**544**	**24**	**15**	**30**	**2**	**104**	**8**	**257**	**84**	**0**	**0**
Wed 07-Jun-23														
00:00	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
01:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
02:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
03:00	**12**	1	9	1	0	0	0	0	0	0	1	0	0	0
04:00	**32**	0	25	1	1	0	0	0	0	0	5	0	0	0
05:00	**89**	2	68	6	2	1	0	0	2	0	7	1	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**120**	2	91	9	2	0	1	0	0	1	11	3	0	0
07:00	**211**	2	142	26	1	2	3	0	6	3	19	7	0	0
08:00	**201**	1	133	27	3	1	2	0	8	0	15	11	0	0
09:00	**225**	0	131	52	2	2	5	0	8	0	16	9	0	0
10:00	**192**	1	115	34	1	3	3	0	10	0	17	8	0	0
11:00	**162**	1	101	30	1	0	0	0	9	0	16	4	0	0
12:00	**226**	0	159	33	4	1	1	0	7	0	16	5	0	0
13:00	**256**	0	172	48	1	1	5	0	7	2	12	8	0	0
14:00	**282**	2	179	61	4	1	1	1	10	1	15	7	0	0
15:00	**295**	0	192	53	3	5	1	0	6	0	24	11	0	0
16:00	**475**	2	363	62	3	2	3	0	6	1	21	12	0	0
17:00	**391**	5	315	39	0	2	2	0	2	0	19	7	0	0
18:00	**256**	2	202	33	1	0	1	0	1	0	13	3	0	0
19:00	**126**	0	91	17	0	0	2	1	0	0	8	7	0	0
20:00	**94**	0	73	10	0	0	1	0	2	0	8	0	0	0
21:00	**81**	0	68	9	0	0	0	0	2	1	0	1	0	0
22:00	**65**	1	56	6	0	0	0	0	0	0	1	1	0	0
23:00	**48**	0	41	4	0	1	0	0	0	0	1	1	0	0
12H,7-19	**3172**	**16**	**2204**	**498**	**24**	**20**	**27**	**1**	**80**	**7**	**203**	**92**	**0**	**0**
16H,6-22	**3593**	**18**	**2527**	**543**	**26**	**20**	**31**	**2**	**84**	**9**	**230**	**103**	**0**	**0**
18H,6-24	**3706**	**19**	**2624**	**553**	**26**	**21**	**31**	**2**	**84**	**9**	**232**	**105**	**0**	**0**
24H,0-24	**3868**	**22**	**2750**	**566**	**29**	**22**	**31**	**2**	**86**	**9**	**245**	**106**	**0**	**0**
Thu 08-Jun-23														
00:00	**63**	0	53	8	0	0	1	0	0	0	1	0	0	0
01:00	**45**	0	36	7	0	1	0	0	0	0	1	0	0	0
02:00	**34**	0	30	4	0	0	0	0	0	0	0	0	0	0
03:00	**56**	1	45	3	2	0	1	0	0	0	3	1	0	0
04:00	**40**	0	27	6	1	1	1	0	1	0	2	1	0	0
05:00	**123**	2	100	6	1	0	1	0	3	0	7	3	0	0
06:00	**117**	1	90	5	3	1	2	0	2	0	8	5	0	0
07:00	**202**	0	153	19	2	0	3	1	5	1	9	9	0	0
08:00	**192**	0	123	42	3	2	0	0	7	1	10	4	0	0
09:00	**209**	2	136	39	1	0	2	0	7	0	13	9	0	0
10:00	**183**	0	125	30	2	1	2	1	6	0	10	6	0	0
11:00	**214**	1	115	57	2	1	1	0	14	1	16	6	0	0
12:00	**257**	2	179	39	2	2	3	0	7	1	18	4	0	0

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	**225**	0	144	38	1	1	5	0	12	1	16	7	0	0
14:00	**262**	0	169	50	2	1	3	0	4	0	25	8	0	0
15:00	**320**	1	210	59	1	2	1	0	7	0	27	12	0	0
16:00	**473**	3	383	52	0	5	0	0	6	0	15	9	0	0
17:00	**392**	5	321	36	0	2	4	0	0	0	19	5	0	0
18:00	**216**	2	181	19	0	1	0	2	2	0	5	4	0	0
19:00	**110**	1	87	14	2	0	0	0	0	0	4	2	0	0
20:00	**59**	0	48	8	0	0	1	0	1	0	0	1	0	0
21:00	**53**	1	43	4	0	1	1	0	1	0	2	0	0	0
22:00	**26**	1	22	3	0	0	0	0	0	0	0	0	0	0
23:00	**38**	0	31	2	0	0	1	0	0	0	3	1	0	0
12H,7-19	**3145**	**16**	**2239**	**480**	**16**	**18**	**24**	**4**	**77**	**5**	**183**	**83**	**0**	**0**
16H,6-22	**3484**	**19**	**2507**	**511**	**21**	**20**	**28**	**4**	**81**	**5**	**197**	**91**	**0**	**0**
18H,6-24	**3548**	**20**	**2560**	**516**	**21**	**20**	**29**	**4**	**81**	**5**	**200**	**92**	**0**	**0**
24H,0-24	**3909**	**23**	**2851**	**550**	**25**	**22**	**33**	**4**	**85**	**5**	**214**	**97**	**0**	**0**
Fri 09-Jun-23														
00:00	**15**	0	12	2	0	0	0	0	0	0	0	1	0	0
01:00	**15**	0	11	2	0	0	0	0	0	0	1	1	0	0
02:00	**15**	0	14	0	0	0	0	0	0	0	1	0	0	0
03:00	**38**	2	30	0	3	0	1	0	0	0	1	1	0	0
04:00	**47**	0	38	5	0	1	0	0	0	0	2	1	0	0
05:00	**89**	1	67	7	0	1	2	0	2	0	9	0	0	0
06:00	**107**	1	80	7	2	0	1	0	2	0	7	7	0	0
07:00	**172**	3	125	18	2	1	2	0	0	0	11	10	0	0
08:00	**190**	1	122	34	2	1	1	1	5	0	13	10	0	0
09:00	**184**	1	116	35	2	4	1	0	8	0	13	4	0	0
10:00	**211**	1	133	50	0	1	1	0	4	0	19	2	0	0
11:00	**211**	0	138	44	0	1	3	0	5	0	15	5	0	0
12:00	**239**	0	167	34	1	3	7	0	2	1	17	7	0	0
13:00	**327**	2	202	71	4	2	4	0	9	1	20	12	0	0
14:00	**297**	1	206	56	3	1	2	0	4	1	16	7	0	0
15:00	**353**	4	275	44	0	2	2	0	1	0	15	10	0	0
16:00	**343**	0	274	39	1	1	6	0	4	0	8	10	0	0
17:00	**343**	2	271	50	0	1	4	0	1	0	12	2	0	0
18:00	**200**	1	156	31	1	0	2	0	0	0	2	7	0	0
19:00	**89**	0	77	10	0	0	1	0	1	0	0	0	0	0

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12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**70**	1	57	7	0	0	1	0	1	0	2	1	0	0
21:00	**37**	0	30	4	0	0	0	0	0	0	2	1	0	0
22:00	**39**	1	35	1	0	0	0	0	0	0	2	0	0	0
23:00	**27**	1	23	2	0	1	0	0	0	0	0	0	0	0
12H,7-19	**3070**	**16**	**2185**	**506**	**16**	**18**	**35**	**1**	**43**	**3**	**161**	**86**	**0**	**0**
16H,6-22	**3373**	**18**	**2429**	**534**	**18**	**18**	**38**	**1**	**47**	**3**	**172**	**95**	**0**	**0**
18H,6-24	**3439**	**20**	**2487**	**537**	**18**	**19**	**38**	**1**	**47**	**3**	**174**	**95**	**0**	**0**
24H,0-24	**3658**	**23**	**2659**	**553**	**21**	**21**	**41**	**1**	**49**	**3**	**188**	**99**	**0**	**0**
Sat 10-Jun-23														
00:00	**20**	0	17	1	0	0	0	0	0	0	1	1	0	0
01:00	**9**	0	6	1	0	0	0	0	0	0	0	2	0	0
02:00	**21**	0	18	2	0	0	0	0	1	0	0	0	0	0
03:00	**11**	0	8	0	1	0	1	0	0	0	1	0	0	0
04:00	**26**	1	22	3	0	0	0	0	0	0	0	0	0	0
05:00	**52**	0	43	7	0	0	1	0	1	0	0	0	0	0
06:00	**74**	1	63	6	0	1	0	0	0	0	3	0	0	0
07:00	**74**	0	49	17	0	2	1	0	0	0	2	3	0	0
08:00	**100**	1	66	25	1	1	0	0	2	0	2	2	0	0
09:00	**162**	4	119	32	0	1	1	0	1	0	1	3	0	0
10:00	**143**	3	111	20	0	2	1	0	1	1	2	2	0	0
11:00	**145**	1	115	28	0	0	0	0	0	0	1	0	0	0
12:00	**152**	0	124	26	0	0	1	0	0	0	0	1	0	0
13:00	**113**	0	97	12	0	0	0	0	0	0	4	0	0	0
14:00	**107**	5	83	12	0	0	1	0	2	0	2	2	0	0
15:00	**85**	1	73	6	0	0	0	0	1	0	4	0	0	0
16:00	**83**	0	68	13	0	0	0	0	0	0	2	0	0	0
17:00	**103**	4	86	11	0	0	0	0	0	0	1	1	0	0
18:00	**86**	2	73	10	0	0	1	0	0	0	0	0	0	0
19:00	**40**	0	38	1	0	0	0	0	0	0	1	0	0	0
20:00	**30**	0	26	3	1	0	0	0	0	0	0	0	0	0
21:00	**27**	0	27	0	0	0	0	0	0	0	0	0	0	0
22:00	**26**	0	24	0	1	1	0	0	0	0	0	0	0	0
23:00	**22**	0	18	1	0	1	0	0	0	0	1	1	0	0
12H,7-19	**1353**	**21**	**1064**	**212**	**1**	**6**	**6**	**0**	**7**	**1**	**21**	**14**	**0**	**0**
16H,6-22	**1524**	**22**	**1218**	**222**	**2**	**7**	**6**	**0**	**7**	**1**	**25**	**14**	**0**	**0**
18H,6-24	**1572**	**22**	**1260**	**223**	**3**	**9**	**6**	**0**	**7**	**1**	**26**	**15**	**0**	**0**

12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	1711	23	1374	237	4	9	8	0	9	1	28	18	0	0
Sun 11-Jun-23														
00:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0
01:00	8	1	6	0	0	0	0	0	0	0	1	0	0	0
02:00	9	0	8	0	0	0	0	0	0	1	0	0	0	0
03:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
04:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0
05:00	30	1	25	2	0	0	0	0	1	0	1	0	0	0
06:00	66	1	62	0	0	0	0	0	0	0	2	1	0	0
07:00	18	0	17	0	0	0	0	0	0	0	1	0	0	0
08:00	40	0	35	5	0	0	0	0	0	0	0	0	0	0
09:00	64	1	54	6	0	0	1	0	0	0	2	0	0	0
10:00	75	0	66	3	0	0	2	0	1	0	2	1	0	0
11:00	89	0	73	9	0	0	1	0	0	1	4	1	0	0
12:00	108	2	96	7	0	0	0	0	0	0	3	0	0	0
13:00	103	4	81	16	0	0	0	0	0	0	2	0	0	0
14:00	94	0	84	7	0	0	0	0	1	0	2	0	0	0
15:00	93	0	81	6	0	0	0	0	0	0	5	1	0	0
16:00	76	0	69	4	0	0	0	0	0	0	1	2	0	0
17:00	103	1	85	12	1	0	0	0	2	0	0	2	0	0
18:00	88	0	77	8	1	0	1	0	0	0	1	0	0	0
19:00	49	0	45	3	0	0	0	0	0	0	1	0	0	0
20:00	22	0	19	1	0	1	0	0	0	0	0	1	0	0
21:00	29	0	25	3	0	0	0	0	0	0	0	1	0	0
22:00	14	0	12	0	0	0	0	0	0	0	0	2	0	0
23:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	951	8	818	83	2	0	5	0	4	1	23	7	0	0
16H,6-22	1117	9	969	90	2	1	5	0	4	1	26	10	0	0
18H,6-24	1143	9	991	92	2	1	5	0	4	1	26	12	0	0
24H,0-24	1220	12	1057	96	2	1	5	0	5	2	28	12	0	0
Mon 12-Jun-23														
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
01:00	7	1	4	1	0	0	0	0	0	0	1	0	0	0
02:00	6	0	5	0	0	0	0	0	0	0	1	0	0	0
03:00	23	0	21	0	0	0	0	0	0	0	1	1	0	0
04:00	38	0	32	2	1	0	0	0	1	0	2	0	0	0

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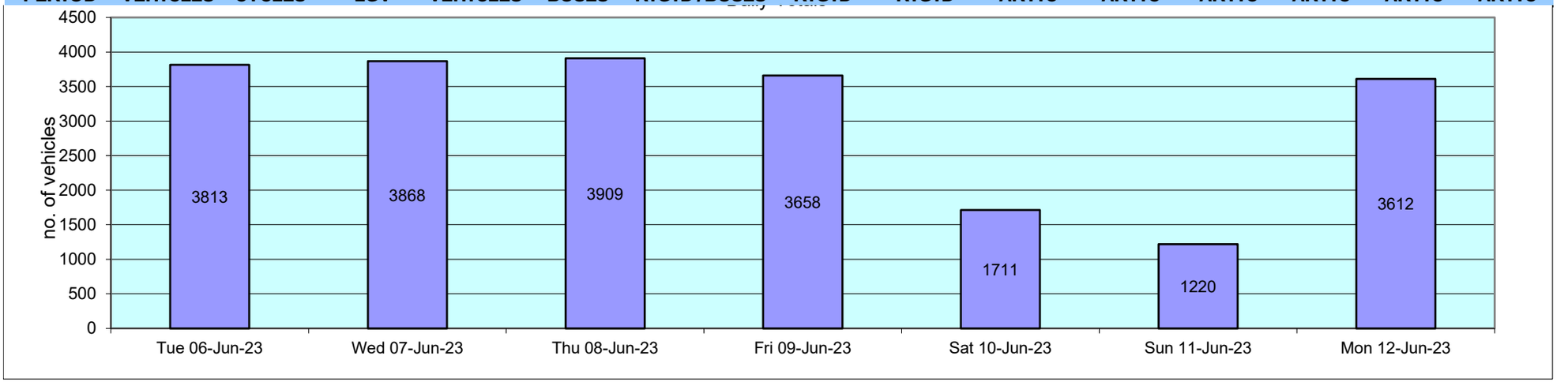
12384			IMMINGHAM			Site No: 12384001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**134**	1	114	6	0	1	0	0	3	0	8	1	0	0
06:00	**117**	2	87	9	0	2	0	0	0	1	13	3	0	0
07:00	**191**	2	128	17	3	2	5	0	3	3	23	5	0	0
08:00	**209**	0	138	37	1	0	2	0	5	0	20	6	0	0
09:00	**191**	0	113	40	1	1	3	0	5	1	21	6	0	0
10:00	**197**	1	126	39	2	1	3	0	4	0	15	6	0	0
11:00	**177**	2	116	41	1	0	1	0	2	0	11	3	0	0
12:00	**232**	0	163	37	1	2	4	0	3	1	12	9	0	0
13:00	**188**	1	132	32	1	1	4	0	1	0	11	5	0	0
14:00	**236**	3	154	43	6	1	2	0	6	0	15	6	0	0
15:00	**264**	0	173	45	2	1	3	0	8	2	22	8	0	0
16:00	**507**	0	408	61	1	2	2	0	5	0	14	14	0	0
17:00	**396**	1	313	55	1	1	1	0	4	0	11	9	0	0
18:00	**233**	2	192	25	1	0	3	1	2	0	5	2	0	0
19:00	**99**	0	68	22	0	0	0	0	0	0	6	3	0	0
20:00	**72**	2	61	3	0	0	0	0	1	0	5	0	0	0
21:00	**33**	0	29	1	0	0	0	0	2	0	1	0	0	0
22:00	**23**	1	18	2	0	1	0	0	0	0	1	0	0	0
23:00	**32**	0	30	1	0	0	0	0	0	0	1	0	0	0
12H,7-19	**3021**	**12**	**2156**	**472**	**21**	**12**	**33**	**1**	**48**	**7**	**180**	**79**	**0**	**0**
16H,6-22	**3342**	**16**	**2401**	**507**	**21**	**14**	**33**	**1**	**51**	**8**	**205**	**85**	**0**	**0**
18H,6-24	**3397**	**17**	**2449**	**510**	**21**	**15**	**33**	**1**	**51**	**8**	**207**	**85**	**0**	**0**
24H,0-24	**3612**	**19**	**2631**	**520**	**22**	**16**	**33**	**1**	**55**	**8**	**220**	**87**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**3813**	19	2726	544	24	15	30	2	104	8	257	84	0	0
Wed 07-Jun-23	**3868**	22	2750	566	29	22	31	2	86	9	245	106	0	0
Thu 08-Jun-23	**3909**	23	2851	550	25	22	33	4	85	5	214	97	0	0
Fri 09-Jun-23	**3658**	23	2659	553	21	21	41	1	49	3	188	99	0	0
Sat 10-Jun-23	**1711**	23	1374	237	4	9	8	0	9	1	28	18	0	0
Sun 11-Jun-23	**1220**	12	1057	96	2	1	5	0	5	2	28	12	0	0
Mon 12-Jun-23	**3612**	19	2631	520	22	16	33	1	55	8	220	87	0	0
Total Vehicles														
[--]	**21791**	141	16048	3066	127	106	181	10	393	36	1180	503	0	0

Daily Totals

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Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**14**	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
01:00	**12**	0	0.0	8	66.7	3	25.0	1	8.3	0	0.0
02:00	**17**	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
03:00	**25**	1	4.0	22	88.0	1	4.0	0	0.0	1	4.0
04:00	**37**	0	0.0	30	81.1	2	5.4	3	8.1	2	5.4
05:00	**95**	2	2.1	74	77.9	4	4.2	14	14.7	1	1.1
06:00	**138**	2	1.5	113	81.9	10	7.3	11	8.0	2	1.5
07:00	**212**	0	0.0	161	75.9	22	10.4	28	13.2	1	0.5
08:00	**222**	1	0.5	148	66.7	37	16.7	34	15.3	2	0.9
09:00	**196**	0	0.0	105	53.6	42	21.4	46	23.5	3	1.5
10:00	**189**	1	0.5	117	61.9	41	21.7	30	15.9	0	0.0
11:00	**196**	0	0.0	122	62.2	38	19.4	35	17.9	1	0.5
12:00	**237**	1	0.4	151	63.7	40	16.9	43	18.1	2	0.8
13:00	**244**	2	0.8	145	59.4	49	20.1	47	19.3	1	0.4
14:00	**257**	0	0.0	166	64.6	43	16.7	45	17.5	3	1.2
15:00	**320**	0	0.0	218	68.1	49	15.3	52	16.3	1	0.3
16:00	**515**	1	0.2	413	80.2	60	11.7	39	7.6	2	0.4
17:00	**414**	6	1.5	323	78.0	45	10.9	39	9.4	1	0.2
18:00	**209**	0	0.0	168	80.4	26	12.4	14	6.7	1	0.5
19:00	**103**	1	1.0	79	76.7	15	14.6	8	7.8	0	0.0
20:00	**54**	0	0.0	46	85.2	7	13.0	1	1.9	0	0.0
21:00	**38**	0	0.0	28	73.7	6	15.8	4	10.5	0	0.0
22:00	**37**	1	2.7	32	86.5	2	5.4	2	5.4	0	0.0
23:00	**32**	0	0.0	28	87.5	1	3.1	3	9.4	0	0.0
12H,7-19	**3211**	**12**	**0.4**	**2237**	**69.7**	**492**	**15.3**	**452**	**14.1**	**18**	**0.6**
16H,6-22	**3544**	**15**	**0.4**	**2503**	**70.6**	**530**	**15.0**	**476**	**13.4**	**20**	**0.6**
18H,6-24	**3613**	**16**	**0.4**	**2563**	**70.9**	**533**	**14.8**	**481**	**13.3**	**20**	**0.6**
24H,0-24	**3813**	**19**	**0.5**	**2726**	**71.5**	**544**	**14.3**	**500**	**13.1**	**24**	**0.6**
Wed 07-Jun-23											
00:00	**14**	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
01:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
02:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	**12**	1	8.3	9	75.0	1	8.3	1	8.3	0	0.0
04:00	**32**	0	0.0	25	78.1	1	3.1	5	15.6	1	3.1
05:00	**89**	2	2.3	68	76.4	6	6.7	11	12.4	2	2.3

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**120**	2	1.7	91	75.8	9	7.5	16	13.3	2	1.7
07:00	**211**	2	1.0	142	67.3	26	12.3	40	19.0	1	0.5
08:00	**201**	1	0.5	133	66.2	27	13.4	37	18.4	3	1.5
09:00	**225**	0	0.0	131	58.2	52	23.1	40	17.8	2	0.9
10:00	**192**	1	0.5	115	59.9	34	17.7	41	21.4	1	0.5
11:00	**162**	1	0.6	101	62.4	30	18.5	29	17.9	1	0.6
12:00	**226**	0	0.0	159	70.4	33	14.6	30	13.3	4	1.8
13:00	**256**	0	0.0	172	67.2	48	18.8	35	13.7	1	0.4
14:00	**282**	2	0.7	179	63.5	61	21.6	36	12.8	4	1.4
15:00	**295**	0	0.0	192	65.1	53	18.0	47	15.9	3	1.0
16:00	**475**	2	0.4	363	76.4	62	13.1	45	9.5	3	0.6
17:00	**391**	5	1.3	315	80.6	39	10.0	32	8.2	0	0.0
18:00	**256**	2	0.8	202	78.9	33	12.9	18	7.0	1	0.4
19:00	**126**	0	0.0	91	72.2	17	13.5	18	14.3	0	0.0
20:00	**94**	0	0.0	73	77.7	10	10.6	11	11.7	0	0.0
21:00	**81**	0	0.0	68	84.0	9	11.1	4	4.9	0	0.0
22:00	**65**	1	1.5	56	86.2	6	9.2	2	3.1	0	0.0
23:00	**48**	0	0.0	41	85.4	4	8.3	3	6.3	0	0.0
12H,7-19	**3172**	**16**	**0.5**	**2204**	**69.5**	**498**	**15.7**	**430**	**13.6**	**24**	**0.8**
16H,6-22	**3593**	**18**	**0.5**	**2527**	**70.3**	**543**	**15.1**	**479**	**13.3**	**26**	**0.7**
18H,6-24	**3706**	**19**	**0.5**	**2624**	**70.8**	**553**	**14.9**	**484**	**13.1**	**26**	**0.7**
24H,0-24	**3868**	**22**	**0.6**	**2750**	**71.1**	**566**	**14.6**	**501**	**13.0**	**29**	**0.8**
Thu 08-Jun-23											
00:00	**63**	0	0.0	53	84.1	8	12.7	2	3.2	0	0.0
01:00	**45**	0	0.0	36	80.0	7	15.6	2	4.4	0	0.0
02:00	**34**	0	0.0	30	88.2	4	11.8	0	0.0	0	0.0
03:00	**56**	1	1.8	45	80.4	3	5.4	5	8.9	2	3.6
04:00	**40**	0	0.0	27	67.5	6	15.0	6	15.0	1	2.5
05:00	**123**	2	1.6	100	81.3	6	4.9	14	11.4	1	0.8
06:00	**117**	1	0.9	90	76.9	5	4.3	18	15.4	3	2.6
07:00	**202**	0	0.0	153	75.7	19	9.4	28	13.9	2	1.0
08:00	**192**	0	0.0	123	64.1	42	21.9	24	12.5	3	1.6
09:00	**209**	2	1.0	136	65.1	39	18.7	31	14.8	1	0.5
10:00	**183**	0	0.0	125	68.3	30	16.4	26	14.2	2	1.1
11:00	**214**	1	0.5	115	53.7	57	26.6	39	18.2	2	0.9
12:00	**257**	2	0.8	179	69.7	39	15.2	35	13.6	2	0.8

Data produced by
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12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**225**	0	0.0	144	64.0	38	16.9	42	18.7	1	0.4
14:00	**262**	0	0.0	169	64.5	50	19.1	41	15.7	2	0.8
15:00	**320**	1	0.3	210	65.6	59	18.4	49	15.3	1	0.3
16:00	**473**	3	0.6	383	81.0	52	11.0	35	7.4	0	0.0
17:00	**392**	5	1.3	321	81.9	36	9.2	30	7.7	0	0.0
18:00	**216**	2	0.9	181	83.8	19	8.8	14	6.5	0	0.0
19:00	**110**	1	0.9	87	79.1	14	12.7	6	5.5	2	1.8
20:00	**59**	0	0.0	48	81.4	8	13.6	3	5.1	0	0.0
21:00	**53**	1	1.9	43	81.1	4	7.6	5	9.4	0	0.0
22:00	**26**	1	3.9	22	84.6	3	11.5	0	0.0	0	0.0
23:00	**38**	0	0.0	31	81.6	2	5.3	5	13.2	0	0.0
12H,7-19	**3145**	**16**	**0.5**	**2239**	**71.2**	**480**	**15.3**	**394**	**12.5**	**16**	**0.5**
16H,6-22	**3484**	**19**	**0.6**	**2507**	**72.0**	**511**	**14.7**	**426**	**12.2**	**21**	**0.6**
18H,6-24	**3548**	**20**	**0.6**	**2560**	**72.2**	**516**	**14.5**	**431**	**12.2**	**21**	**0.6**
24H,0-24	**3909**	**23**	**0.6**	**2851**	**72.9**	**550**	**14.1**	**460**	**11.8**	**25**	**0.6**
Fri 09-Jun-23											
00:00	**15**	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
01:00	**15**	0	0.0	11	73.3	2	13.3	2	13.3	0	0.0
02:00	**15**	0	0.0	14	93.3	0	0.0	1	6.7	0	0.0
03:00	**38**	2	5.3	30	79.0	0	0.0	3	7.9	3	7.9
04:00	**47**	0	0.0	38	80.9	5	10.6	4	8.5	0	0.0
05:00	**89**	1	1.1	67	75.3	7	7.9	14	15.7	0	0.0
06:00	**107**	1	0.9	80	74.8	7	6.5	17	15.9	2	1.9
07:00	**172**	3	1.7	125	72.7	18	10.5	24	14.0	2	1.2
08:00	**190**	1	0.5	122	64.2	34	17.9	31	16.3	2	1.1
09:00	**184**	1	0.5	116	63.0	35	19.0	30	16.3	2	1.1
10:00	**211**	1	0.5	133	63.0	50	23.7	27	12.8	0	0.0
11:00	**211**	0	0.0	138	65.4	44	20.9	29	13.7	0	0.0
12:00	**239**	0	0.0	167	69.9	34	14.2	37	15.5	1	0.4
13:00	**327**	2	0.6	202	61.8	71	21.7	48	14.7	4	1.2
14:00	**297**	1	0.3	206	69.4	56	18.9	31	10.4	3	1.0
15:00	**353**	4	1.1	275	77.9	44	12.5	30	8.5	0	0.0
16:00	**343**	0	0.0	274	79.9	39	11.4	29	8.5	1	0.3
17:00	**343**	2	0.6	271	79.0	50	14.6	20	5.8	0	0.0
18:00	**200**	1	0.5	156	78.0	31	15.5	11	5.5	1	0.5
19:00	**89**	0	0.0	77	86.5	10	11.2	2	2.3	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**70**	1	1.4	57	81.4	7	10.0	5	7.1	0	0.0
21:00	**37**	0	0.0	30	81.1	4	10.8	3	8.1	0	0.0
22:00	**39**	1	2.6	35	89.7	1	2.6	2	5.1	0	0.0
23:00	**27**	1	3.7	23	85.2	2	7.4	1	3.7	0	0.0
12H,7-19	**3070**	**16**	**0.5**	**2185**	**71.2**	**506**	**16.5**	**347**	**11.3**	**16**	**0.5**
16H,6-22	**3373**	**18**	**0.5**	**2429**	**72.0**	**534**	**15.8**	**374**	**11.1**	**18**	**0.5**
18H,6-24	**3439**	**20**	**0.6**	**2487**	**72.3**	**537**	**15.6**	**377**	**11.0**	**18**	**0.5**
24H,0-24	**3658**	**23**	**0.6**	**2659**	**72.7**	**553**	**15.1**	**402**	**11.0**	**21**	**0.6**
Sat 10-Jun-23											
00:00	**20**	0	0.0	17	85.0	1	5.0	2	10.0	0	0.0
01:00	**9**	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
02:00	**21**	0	0.0	18	85.7	2	9.5	1	4.8	0	0.0
03:00	**11**	0	0.0	8	72.7	0	0.0	2	18.2	1	9.1
04:00	**26**	1	3.9	22	84.6	3	11.5	0	0.0	0	0.0
05:00	**52**	0	0.0	43	82.7	7	13.5	2	3.9	0	0.0
06:00	**74**	1	1.4	63	85.1	6	8.1	4	5.4	0	0.0
07:00	**74**	0	0.0	49	66.2	17	23.0	8	10.8	0	0.0
08:00	**100**	1	1.0	66	66.0	25	25.0	7	7.0	1	1.0
09:00	**162**	4	2.5	119	73.5	32	19.8	7	4.3	0	0.0
10:00	**143**	3	2.1	111	77.6	20	14.0	9	6.3	0	0.0
11:00	**145**	1	0.7	115	79.3	28	19.3	1	0.7	0	0.0
12:00	**152**	0	0.0	124	81.6	26	17.1	2	1.3	0	0.0
13:00	**113**	0	0.0	97	85.8	12	10.6	4	3.5	0	0.0
14:00	**107**	5	4.7	83	77.6	12	11.2	7	6.5	0	0.0
15:00	**85**	1	1.2	73	85.9	6	7.1	5	5.9	0	0.0
16:00	**83**	0	0.0	68	81.9	13	15.7	2	2.4	0	0.0
17:00	**103**	4	3.9	86	83.5	11	10.7	2	1.9	0	0.0
18:00	**86**	2	2.3	73	84.9	10	11.6	1	1.2	0	0.0
19:00	**40**	0	0.0	38	95.0	1	2.5	1	2.5	0	0.0
20:00	**30**	0	0.0	26	86.7	3	10.0	0	0.0	1	3.3
21:00	**27**	0	0.0	27	100.0	0	0.0	0	0.0	0	0.0
22:00	**26**	0	0.0	24	92.3	0	0.0	1	3.9	1	3.9
23:00	**22**	0	0.0	18	81.8	1	4.6	3	13.6	0	0.0
12H,7-19	**1353**	**21**	**1.6**	**1064**	**78.6**	**212**	**15.7**	**55**	**4.1**	**1**	**0.1**
16H,6-22	**1524**	**22**	**1.4**	**1218**	**79.9**	**222**	**14.6**	**60**	**3.9**	**2**	**0.1**
18H,6-24	**1572**	**22**	**1.4**	**1260**	**80.2**	**223**	**14.2**	**64**	**4.1**	**3**	**0.2**

12384		IMMINGHAM		Site No: 12384001		Location		Site 1 - A1173, Immingham (N of Kiln Ln)			
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	1711	23	1.3	1374	80.3	237	13.9	73	4.3	4	0.2
Sun 11-Jun-23											
00:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
01:00	8	1	12.5	6	75.0	0	0.0	1	12.5	0	0.0
02:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
03:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
04:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
05:00	30	1	3.3	25	83.3	2	6.7	2	6.7	0	0.0
06:00	66	1	1.5	62	93.9	0	0.0	3	4.6	0	0.0
07:00	18	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
08:00	40	0	0.0	35	87.5	5	12.5	0	0.0	0	0.0
09:00	64	1	1.6	54	84.4	6	9.4	3	4.7	0	0.0
10:00	75	0	0.0	66	88.0	3	4.0	6	8.0	0	0.0
11:00	89	0	0.0	73	82.0	9	10.1	7	7.9	0	0.0
12:00	108	2	1.9	96	88.9	7	6.5	3	2.8	0	0.0
13:00	103	4	3.9	81	78.6	16	15.5	2	1.9	0	0.0
14:00	94	0	0.0	84	89.4	7	7.5	3	3.2	0	0.0
15:00	93	0	0.0	81	87.1	6	6.5	6	6.5	0	0.0
16:00	76	0	0.0	69	90.8	4	5.3	3	4.0	0	0.0
17:00	103	1	1.0	85	82.5	12	11.7	4	3.9	1	1.0
18:00	88	0	0.0	77	87.5	8	9.1	2	2.3	1	1.1
19:00	49	0	0.0	45	91.8	3	6.1	1	2.0	0	0.0
20:00	22	0	0.0	19	86.4	1	4.6	2	9.1	0	0.0
21:00	29	0	0.0	25	86.2	3	10.3	1	3.5	0	0.0
22:00	14	0	0.0	12	85.7	0	0.0	2	14.3	0	0.0
23:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
12H,7-19	951	8	0.8	818	86.0	83	8.7	40	4.2	2	0.2
16H,6-22	1117	9	0.8	969	86.8	90	8.1	47	4.2	2	0.2
18H,6-24	1143	9	0.8	991	86.7	92	8.1	49	4.3	2	0.2
24H,0-24	1220	12	1.0	1057	86.6	96	7.9	53	4.3	2	0.2
Mon 12-Jun-23											
00:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
01:00	7	1	14.3	4	57.1	1	14.3	1	14.3	0	0.0
02:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
03:00	23	0	0.0	21	91.3	0	0.0	2	8.7	0	0.0
04:00	38	0	0.0	32	84.2	2	5.3	3	7.9	1	2.6

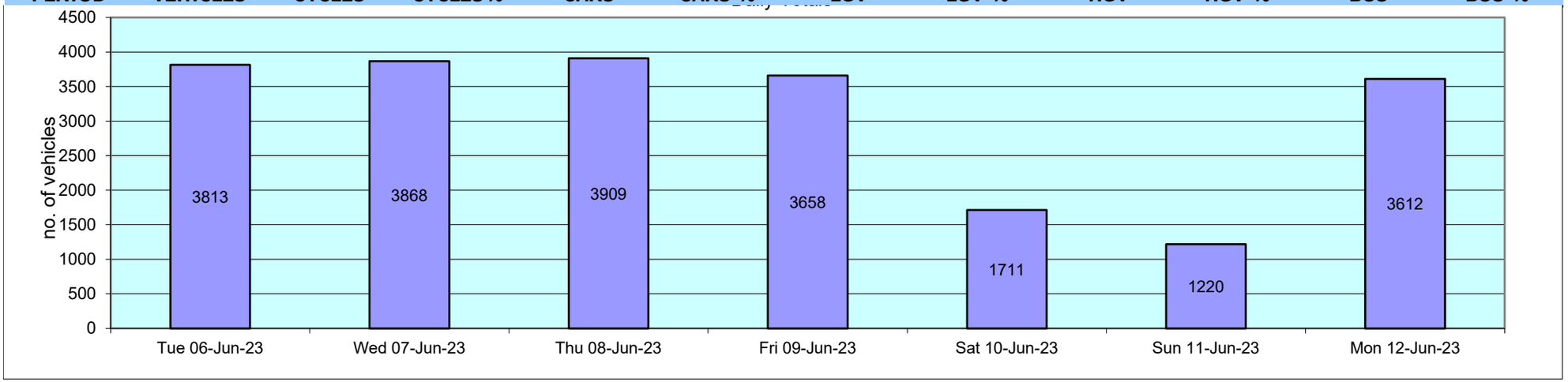
12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**134**	1	0.8	114	85.1	6	4.5	13	9.7	0	0.0
06:00	**117**	2	1.7	87	74.4	9	7.7	19	16.2	0	0.0
07:00	**191**	2	1.1	128	67.0	17	8.9	41	21.5	3	1.6
08:00	**209**	0	0.0	138	66.0	37	17.7	33	15.8	1	0.5
09:00	**191**	0	0.0	113	59.2	40	20.9	37	19.4	1	0.5
10:00	**197**	1	0.5	126	64.0	39	19.8	29	14.7	2	1.0
11:00	**177**	2	1.1	116	65.5	41	23.2	17	9.6	1	0.6
12:00	**232**	0	0.0	163	70.3	37	16.0	31	13.4	1	0.4
13:00	**188**	1	0.5	132	70.2	32	17.0	22	11.7	1	0.5
14:00	**236**	3	1.3	154	65.3	43	18.2	30	12.7	6	2.5
15:00	**264**	0	0.0	173	65.5	45	17.1	44	16.7	2	0.8
16:00	**507**	0	0.0	408	80.5	61	12.0	37	7.3	1	0.2
17:00	**396**	1	0.3	313	79.0	55	13.9	26	6.6	1	0.3
18:00	**233**	2	0.9	192	82.4	25	10.7	13	5.6	1	0.4
19:00	**99**	0	0.0	68	68.7	22	22.2	9	9.1	0	0.0
20:00	**72**	2	2.8	61	84.7	3	4.2	6	8.3	0	0.0
21:00	**33**	0	0.0	29	87.9	1	3.0	3	9.1	0	0.0
22:00	**23**	1	4.4	18	78.3	2	8.7	2	8.7	0	0.0
23:00	**32**	0	0.0	30	93.8	1	3.1	1	3.1	0	0.0
12H,7-19	**3021**	**12**	**0.4**	**2156**	**71.4**	**472**	**15.6**	**360**	**11.9**	**21**	**0.7**
16H,6-22	**3342**	**16**	**0.5**	**2401**	**71.8**	**507**	**15.2**	**397**	**11.9**	**21**	**0.6**
18H,6-24	**3397**	**17**	**0.5**	**2449**	**72.1**	**510**	**15.0**	**400**	**11.8**	**21**	**0.6**
24H,0-24	**3612**	**19**	**0.5**	**2631**	**72.8**	**520**	**14.4**	**420**	**11.6**	**22**	**0.6**
Daily Totals											
Tue 06-Jun-23	**3813**	19	0.5	2726	71.5	544	14.3	500	13.1	24	0.6
Wed 07-Jun-23	**3868**	22	0.6	2750	71.1	566	14.6	501	13.0	29	0.8
Thu 08-Jun-23	**3909**	23	0.6	2851	72.9	550	14.1	460	11.8	25	0.6
Fri 09-Jun-23	**3658**	23	0.6	2659	72.7	553	15.1	402	11.0	21	0.6
Sat 10-Jun-23	**1711**	23	1.3	1374	80.3	237	13.9	73	4.3	4	0.2
Sun 11-Jun-23	**1220**	12	1.0	1057	86.6	96	7.9	53	4.3	2	0.2
Mon 12-Jun-23	**3612**	19	0.5	2631	72.8	520	14.4	420	11.6	22	0.6
Total Vehicles											
[--]	**21791**	141	0.7	16048	75.4	3066	13.5	2409	9.9	127	0.5

Daily Totals

12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 06-Jun-23																
00:00	**14**	56.7	44.6	9.5	0	0	0	0	1	1	3	5	0	1	3	0
01:00	**12**	54.5	49.8	6.2	0	0	0	0	0	0	0	3	6	1	1	1
02:00	**17**	58.4	51.1	8.6	0	0	0	0	0	1	2	1	2	7	2	2
03:00	**25**	49.8	46.1	4.6	0	0	0	0	0	0	3	8	13	0	1	0
04:00	**37**	54.5	48.5	5.9	0	0	0	0	0	0	2	12	12	7	3	1
05:00	**95**	47.9	42.4	5.6	0	0	0	0	0	7	35	34	11	6	2	0
06:00	**138**	50.6	44.4	6.7	0	0	1	0	0	13	18	59	28	13	5	1
07:00	**212**	46.3	40.7	5.8	0	0	0	0	7	35	67	69	29	3	2	0
08:00	**222**	47.1	41.4	5.8	0	0	0	0	7	23	79	71	36	3	2	1
09:00	**196**	45.9	41.5	4.9	0	0	0	0	3	12	79	73	24	4	1	0
10:00	**189**	45.7	41.5	5	0	0	0	0	0	15	83	66	15	9	1	0
11:00	**196**	47.8	42	5.9	0	0	0	0	5	11	77	63	28	8	3	1
12:00	**237**	45.8	40.7	5.7	0	0	1	0	2	38	90	73	24	7	1	1
13:00	**244**	47.3	41.8	6	0	0	0	0	6	26	80	88	26	14	3	1
14:00	**257**	45.8	41	5	0	0	0	0	2	17	138	63	28	6	3	0
15:00	**320**	45.9	40.7	5.9	0	0	0	1	13	36	131	92	30	15	2	0
16:00	**515**	45.5	40.1	5.3	0	0	0	0	6	92	232	119	50	15	1	0
17:00	**414**	45.4	40.4	5.8	0	1	0	0	4	66	181	114	28	14	2	4
18:00	**209**	49.9	42.7	7.2	0	0	0	0	10	24	52	58	42	17	4	2
19:00	**103**	51.9	46.6	6.2	0	0	0	0	1	4	11	27	42	12	5	1
20:00	**54**	54	45.6	8.1	0	0	0	0	0	4	15	11	10	9	2	3
21:00	**38**	52	46	6.1	0	0	0	0	0	1	5	16	9	4	3	0
22:00	**37**	57.6	50	8	0	0	0	0	0	2	5	2	9	11	6	2
23:00	**32**	53.1	43.5	8	0	0	0	0	0	4	10	11	0	4	2	1
12H,7-19	**3211**	**46.4**	**41**	**5.7**	**0**	**1**	**1**	**1**	**65**	**395**	**1289**	**949**	**360**	**115**	**25**	**10**
16H,6-22	**3544**	**47.4**	**41.4**	**6**	**0**	**1**	**2**	**1**	**66**	**417**	**1338**	**1062**	**449**	**153**	**40**	**15**
18H,6-24	**3613**	**47.6**	**41.6**	**6.1**	**0**	**1**	**2**	**1**	**66**	**423**	**1353**	**1075**	**458**	**168**	**48**	**18**
24H,0-24	**3813**	**48**	**41.8**	**6.2**	**0**	**1**	**2**	**1**	**67**	**432**	**1398**	**1138**	**502**	**190**	**60**	**22**
Wed 07-Jun-23																
00:00	**14**	53.3	47.1	6.8	0	0	0	0	0	1	1	4	4	3	1	0
01:00	**9**	-	47.4	7.1	0	0	0	0	0	0	2	2	2	2	1	0
02:00	**6**	-	50.2	5.4	0	0	0	0	0	0	0	2	0	4	0	0
03:00	**12**	53.1	46.8	5.5	0	0	0	0	0	0	1	6	1	4	0	0
04:00	**32**	51.7	43.7	6.8	0	0	0	0	0	4	7	12	3	5	1	0
05:00	**89**	51.7	45	7.2	0	0	0	0	0	4	28	19	23	8	4	3
06:00	**120**	52.5	45.1	6.8	0	0	0	0	0	8	28	33	27	18	5	1
07:00	**211**	45.8	40.6	5.6	0	0	0	0	4	33	82	63	21	6	2	0
08:00	**201**	48.1	41.8	6	0	0	0	0	1	30	65	59	36	7	2	1

12384			IMMINGHAM		Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
09:00	225	47	41.6	6.1	0	0	0	1	2	26	87	70	24	9	4	2
10:00	192	45.9	40.7	5.2	0	0	0	0	6	19	82	56	27	2	0	0
11:00	162	48.9	42.9	6.7	0	0	0	4	7	4	34	69	33	8	2	1
12:00	226	48.4	41.9	6.1	0	0	0	0	4	21	90	61	33	13	3	1
13:00	256	46.5	41.8	5.3	0	0	0	0	0	29	84	101	33	6	2	1
14:00	282	47.8	42.1	5.7	0	0	0	0	0	36	85	101	48	6	4	2
15:00	295	45.7	40.9	5.3	0	0	0	0	1	40	124	91	26	11	1	1
16:00	475	45	40.3	5.3	0	0	0	0	10	68	205	150	25	14	1	2
17:00	391	47	41.4	5.7	0	0	0	0	7	48	141	125	53	12	5	0
18:00	256	49.9	43.5	6.7	0	0	0	0	1	22	76	77	53	15	6	6
19:00	126	53.5	45.5	7.4	0	0	0	0	0	11	30	23	33	19	8	2
20:00	94	53.5	44.5	7.3	0	0	0	0	0	6	30	28	7	17	4	2
21:00	81	55.1	48.9	6.3	0	0	0	0	0	1	7	17	27	20	7	2
22:00	65	52.3	45.6	6.9	0	0	0	0	0	2	14	24	14	3	7	1
23:00	48	51.3	45.8	6.4	0	0	0	0	0	3	7	14	16	6	1	1
12H,7-19	3172	47.1	41.5	5.8	0	0	0	5	43	376	1155	1023	412	109	32	17
16H,6-22	3593	48.3	42	6.1	0	0	0	5	43	402	1250	1124	506	183	56	24
18H,6-24	3706	48.4	42.1	6.2	0	0	0	5	43	407	1271	1162	536	192	64	26
24H,0-24	3868	48.7	42.3	6.3	0	0	0	5	43	416	1310	1207	569	218	71	29
Thu 08-Jun-23																
00:00	63	53.9	47.5	6.6	0	0	0	0	0	3	3	23	16	14	1	3
01:00	45	52.7	45.7	7	0	0	0	0	1	1	10	11	12	8	1	1
02:00	34	56.3	46.6	7	0	0	0	0	0	0	7	13	6	2	6	0
03:00	56	56.1	48.3	7.3	0	0	0	0	0	2	5	18	10	12	7	2
04:00	40	52.5	46.3	5.7	0	0	0	0	0	0	5	19	8	5	3	0
05:00	123	48.7	42.4	6.2	0	0	0	0	2	7	52	31	22	6	1	2
06:00	117	52.5	45.8	6.3	0	0	0	0	0	2	23	44	25	17	3	3
07:00	202	47.9	41.8	5.8	0	0	0	0	0	19	91	49	32	5	5	1
08:00	192	47.1	41.2	5.8	0	0	0	0	3	27	70	57	26	7	2	0
09:00	209	45.8	41.3	4.8	0	0	0	0	3	12	93	72	26	1	2	0
10:00	183	47.3	42.1	5.3	0	0	0	0	0	13	75	62	19	13	1	0
11:00	214	48	41.3	6.1	0	0	0	0	0	39	78	51	33	11	0	2
12:00	257	46.8	41.2	6.4	0	0	0	0	8	33	96	76	33	2	4	5
13:00	225	47.4	41.5	5.4	0	0	0	0	0	33	76	72	35	9	0	0
14:00	262	45	39.5	5.7	0	0	1	2	17	38	97	84	21	2	0	0
15:00	320	45.5	40	5.7	0	0	0	0	6	74	106	94	31	8	0	1
16:00	473	45	39.9	5.6	0	0	1	4	9	75	213	125	31	11	3	1
17:00	392	48.1	41.2	6.9	0	0	0	5	15	60	115	114	57	17	6	3
18:00	216	51	43.8	6.5	0	0	0	0	0	16	70	54	43	28	3	2

Data produced by
Auto Surveys Ltd

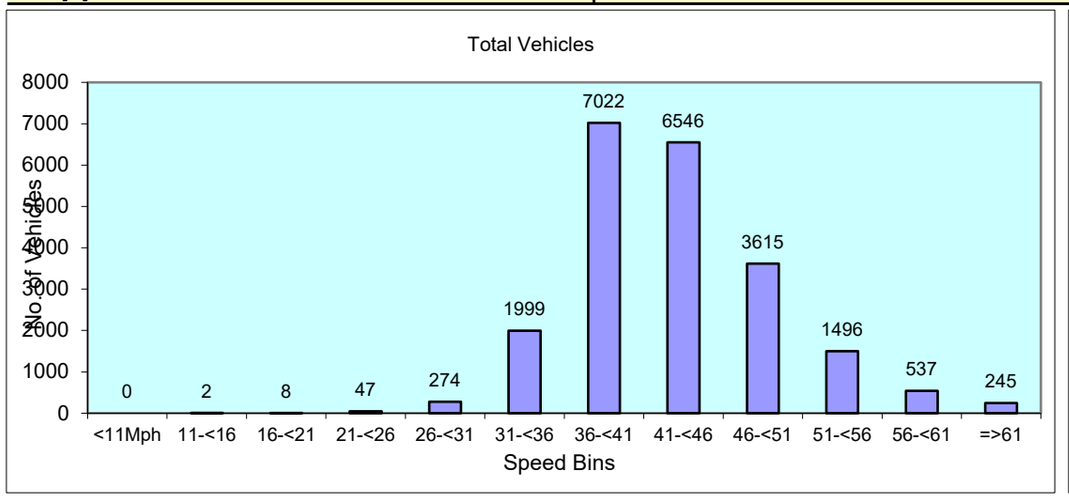
12384			IMMINGHAM		Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
19:00	**110**	52.5	45.5	6.9	0	0	0	0	0	3	29	33	24	13	4	4
20:00	**59**	53.7	46.7	6.9	0	0	0	0	0	1	8	24	14	5	4	3
21:00	**53**	53.6	46.3	7.8	0	0	0	0	0	2	13	12	15	5	2	4
22:00	**26**	-	48.9	9.9	0	0	0	0	0	1	8	1	5	5	1	5
23:00	**38**	55.8	45.9	8.7	0	0	0	0	3	0	7	11	7	4	5	1
12H,7-19	**3145**	**46.9**	**41**	**6**	**0**	**0**	**2**	**11**	**61**	**439**	**1180**	**910**	**387**	**114**	**26**	**15**
16H,6-22	**3484**	**47.8**	**41.5**	**6.3**	**0**	**0**	**2**	**11**	**61**	**447**	**1253**	**1023**	**465**	**154**	**39**	**29**
18H,6-24	**3548**	**48**	**41.6**	**6.4**	**0**	**0**	**2**	**11**	**64**	**448**	**1268**	**1035**	**477**	**163**	**45**	**35**
24H,0-24	**3909**	**48.6**	**42**	**6.5**	**0**	**0**	**2**	**11**	**67**	**461**	**1350**	**1150**	**551**	**210**	**64**	**43**
Fri 09-Jun-23																
00:00	**15**	59.8	51.2	8.7	0	0	0	0	0	0	3	1	3	3	3	2
01:00	**15**	55.1	49.2	6.4	0	0	0	0	0	0	2	2	5	4	2	0
02:00	**15**	51.6	45.5	8.3	0	0	0	0	1	0	3	4	4	2	0	1
03:00	**38**	48.3	42.7	5.7	0	0	0	0	0	1	17	12	4	3	1	0
04:00	**47**	52.5	45.9	5.6	0	0	0	0	0	2	1	28	6	8	2	0
05:00	**89**	50.1	42.9	7.1	0	0	0	0	0	14	25	23	16	8	1	2
06:00	**107**	49.5	43.5	6.1	0	0	0	0	0	4	36	40	15	8	2	2
07:00	**172**	48.5	42.2	5.5	0	0	0	0	0	12	75	43	32	8	2	0
08:00	**190**	47.6	41.6	6.1	0	1	0	0	1	24	69	59	22	12	2	0
09:00	**184**	45.9	41.2	6	0	0	1	3	0	21	62	71	16	8	2	0
10:00	**211**	44.9	39.2	6.1	0	0	0	9	5	31	96	49	15	5	1	0
11:00	**211**	49.6	43	6.9	0	0	1	0	1	10	87	54	36	13	2	7
12:00	**239**	48.1	42.1	5.7	0	0	0	0	0	26	87	73	39	11	2	1
13:00	**327**	45.3	39.4	6.6	0	0	0	1	33	45	138	71	22	10	6	1
14:00	**297**	46.2	41.6	5.7	0	0	0	0	9	20	115	107	29	12	4	1
15:00	**353**	47.3	41.4	5.5	0	0	0	0	5	39	135	106	58	6	3	1
16:00	**343**	47.9	42.5	6	0	0	0	0	3	32	105	133	48	9	10	3
17:00	**343**	47.6	41.9	6.3	0	0	0	10	2	23	111	131	45	16	4	1
18:00	**200**	50.7	44.3	6.3	0	0	0	0	0	4	71	53	44	16	12	0
19:00	**89**	56.1	48.5	7.2	0	0	0	0	0	2	11	22	21	19	11	3
20:00	**70**	53.3	46.1	6.8	0	0	0	0	0	2	17	15	20	11	4	1
21:00	**37**	57.2	47.6	8	0	0	0	0	0	0	7	15	3	5	4	3
22:00	**39**	51.8	44.7	7.7	0	0	0	0	2	1	9	12	8	4	2	1
23:00	**27**	53.9	48.1	6.3	0	0	0	0	0	1	1	8	9	6	1	1
12H,7-19	**3070**	**47.7**	**41.6**	**6.2**	**0**	**1**	**2**	**23**	**59**	**287**	**1151**	**950**	**406**	**126**	**50**	**15**
16H,6-22	**3373**	**48.4**	**42**	**6.4**	**0**	**1**	**2**	**23**	**59**	**295**	**1222**	**1042**	**465**	**169**	**71**	**24**
18H,6-24	**3439**	**48.5**	**42.1**	**6.5**	**0**	**1**	**2**	**23**	**61**	**297**	**1232**	**1062**	**482**	**179**	**74**	**26**
24H,0-24	**3658**	**48.8**	**42.3**	**6.5**	**0**	**1**	**2**	**23**	**62**	**314**	**1283**	**1132**	**520**	**207**	**83**	**31**
Sat 10-Jun-23																

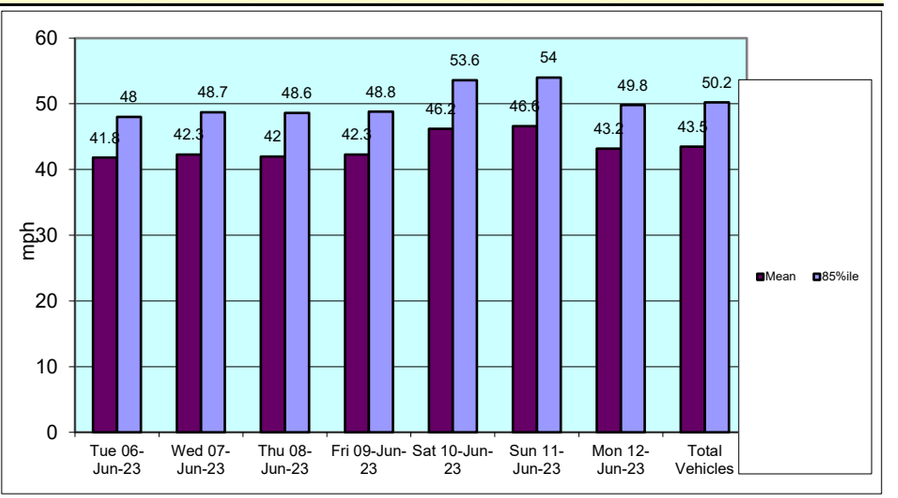
12384			IMMINGHAM		Site No: 12384001						Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	**20**	58.9	52	6.5	0	0	0	0	0	0	0	4	6	3	6	1
01:00	**9**	-	51.3	4.6	0	0	0	0	0	0	0	1	3	4	1	0
02:00	**21**	53.3	46.1	7.3	0	0	0	0	0	0	6	6	4	3	1	1
03:00	**11**	55.3	46.7	9.6	0	0	0	0	0	1	3	2	1	2	1	1
04:00	**26**	49.7	44.7	6.1	0	0	0	0	0	0	9	6	9	0	2	0
05:00	**52**	53.3	45.8	7.6	0	0	0	0	0	4	13	8	15	8	2	2
06:00	**74**	57.3	48	8.1	0	0	0	0	0	5	10	14	23	8	9	5
07:00	**74**	53.5	47.1	5.9	0	0	0	0	0	2	9	20	23	17	3	0
08:00	**100**	50.8	45.1	6.6	0	0	0	0	0	3	25	34	23	10	1	4
09:00	**162**	51.4	44.8	6.8	0	0	0	0	0	3	54	47	32	15	5	6
10:00	**143**	50.4	43.6	6.5	0	0	0	0	0	10	47	43	24	12	6	1
11:00	**145**	53.2	46.5	6.4	0	0	0	0	0	2	24	50	38	20	7	4
12:00	**152**	53.7	46.2	6.9	0	0	0	0	1	3	36	35	40	25	10	2
13:00	**113**	52.5	45.4	7	0	0	0	0	0	7	22	38	25	12	6	3
14:00	**107**	52.6	45.8	6.5	0	0	0	0	0	3	25	27	30	17	3	2
15:00	**85**	50.8	46	6.3	0	0	0	0	0	2	15	28	27	7	4	2
16:00	**83**	56.5	48.6	7.1	0	0	0	0	0	1	11	18	27	12	10	4
17:00	**103**	54.9	48.1	6.8	0	0	0	0	0	0	14	28	31	18	6	6
18:00	**86**	54	46.6	7.2	0	0	0	0	0	2	19	21	24	11	5	4
19:00	**40**	52.5	46.8	6.5	0	0	0	0	0	2	4	12	14	5	2	1
20:00	**30**	51	46.8	6.8	0	0	0	0	0	1	4	8	12	3	0	2
21:00	**27**	54.5	47.8	6.8	0	0	0	0	0	0	4	8	7	5	2	1
22:00	**26**	50.2	44.7	5.7	0	0	0	0	0	1	7	6	9	3	0	0
23:00	**22**	59.7	49.4	9.9	0	0	0	0	0	3	2	3	3	5	3	3
12H,7-19	**1353**	**53.2**	**46**	**6.8**	**0**	**0**	**0**	**0**	**1**	**38**	**301**	**389**	**344**	**176**	**66**	**38**
16H,6-22	**1524**	**53.4**	**46.1**	**6.9**	**0**	**0**	**0**	**0**	**1**	**46**	**323**	**431**	**400**	**197**	**79**	**47**
18H,6-24	**1572**	**53.5**	**46.1**	**6.9**	**0**	**0**	**0**	**0**	**1**	**50**	**332**	**440**	**412**	**205**	**82**	**50**
24H,0-24	**1711**	**53.6**	**46.2**	**7**	**0**	**0**	**0**	**0**	**1**	**55**	**363**	**467**	**450**	**225**	**95**	**55**
Sun 11-Jun-23																
00:00	**20**	59.1	51	8.2	0	0	0	0	0	0	3	3	3	5	4	2
01:00	**8**	-	43.5	14.4	0	0	1	0	0	2	0	1	1	2	0	1
02:00	**9**	-	49.6	9	0	0	0	0	0	1	0	2	2	2	1	1
03:00	**6**	-	46.8	5.3	0	0	0	0	0	0	1	1	3	1	0	0
04:00	**4**	-	43.5	7.1	0	0	0	0	0	0	2	1	0	1	0	0
05:00	**30**	58.5	50	7.5	0	0	0	0	0	0	3	6	10	4	4	3
06:00	**66**	55.1	46.9	6.8	0	0	0	0	0	2	10	21	16	8	9	0
07:00	**18**	57	49.1	7.2	0	0	0	0	0	0	3	3	5	3	4	0
08:00	**40**	54.8	46.8	8.2	0	0	0	0	1	0	7	16	5	6	1	4
09:00	**64**	50	45.4	5.8	0	0	0	0	0	0	16	18	25	2	1	2

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
10:00	**75**	53.4	47.1	6.1	0	0	0	0	0	3	8	19	27	13	5	0
11:00	**89**	50.6	45.6	6	0	0	0	0	0	4	18	19	37	7	4	0
12:00	**108**	52.2	45.8	6.2	0	0	0	0	0	3	18	42	25	14	4	2
13:00	**103**	52.6	45.9	6.5	0	0	0	0	0	2	23	31	27	13	5	2
14:00	**94**	53.6	46.9	6.5	0	0	0	0	0	0	19	26	26	16	4	3
15:00	**93**	52.1	45.3	7.1	0	0	0	0	1	3	26	21	26	7	8	1
16:00	**76**	55	46.8	8	0	0	0	0	0	6	16	11	20	14	6	3
17:00	**103**	52.1	46.4	6	0	0	0	0	0	2	18	27	37	14	4	1
18:00	**88**	53.4	47	6.4	0	0	0	0	0	2	14	22	29	15	4	2
19:00	**49**	57	48.8	7.7	0	0	0	0	0	1	9	6	15	9	6	3
20:00	**22**	54.5	46.9	7.7	0	0	0	0	0	2	4	3	5	6	2	0
21:00	**29**	54.7	47.1	8.9	0	0	0	2	0	0	1	10	6	7	2	1
22:00	**14**	56.7	50.6	5.3	0	0	0	0	0	0	0	2	7	2	3	0
23:00	**12**	54.5	46	9.7	0	0	0	0	1	0	3	2	3	1	1	1
12H,7-19	**951**	**53.1**	**46.3**	**6.6**	**0**	**0**	**0**	**0**	**2**	**25**	**186**	**255**	**289**	**124**	**50**	**20**
16H,6-22	**1117**	**53.6**	**46.4**	**6.8**	**0**	**0**	**0**	**2**	**2**	**30**	**210**	**295**	**331**	**154**	**69**	**24**
18H,6-24	**1143**	**53.6**	**46.5**	**6.8**	**0**	**0**	**0**	**2**	**3**	**30**	**213**	**299**	**341**	**157**	**73**	**25**
24H,0-24	**1220**	**54**	**46.6**	**6.9**	**0**	**0**	**1**	**2**	**3**	**33**	**222**	**313**	**360**	**172**	**82**	**32**
Mon 12-Jun-23																
00:00	**7**	-	46.4	6.5	0	0	0	0	0	1	0	1	4	1	0	0
01:00	**7**	-	41.4	12.2	0	0	1	0	0	0	2	2	1	0	1	0
02:00	**6**	-	51.8	7.6	0	0	0	0	0	0	1	0	1	2	2	0
03:00	**23**	55.3	48.9	6.4	0	0	0	0	0	0	2	7	4	7	3	0
04:00	**38**	55.1	48	7.3	0	0	0	0	0	2	5	6	13	7	4	1
05:00	**134**	50.9	44.3	6.3	0	0	0	0	0	6	38	44	26	16	2	2
06:00	**117**	50.5	45.1	5.6	0	0	0	0	0	4	18	52	28	11	3	1
07:00	**191**	49	42.2	6.7	0	0	0	2	5	18	60	57	33	12	2	2
08:00	**209**	49.1	42.8	6.8	0	0	0	3	0	19	65	70	32	9	8	3
09:00	**191**	51.4	44.4	6.1	0	0	0	0	0	7	53	66	34	26	4	1
10:00	**197**	49.2	43.1	5.9	0	0	0	0	3	12	56	74	34	14	4	0
11:00	**177**	50	44.6	6	0	0	0	0	0	9	42	53	57	9	5	2
12:00	**232**	48.6	42.6	5.7	0	0	0	0	4	10	85	79	36	14	4	0
13:00	**188**	50.7	44.1	6.1	0	0	0	0	0	13	43	72	33	23	3	1
14:00	**236**	50	43.5	6.3	0	0	0	0	3	21	58	74	55	20	4	1
15:00	**264**	49.3	43	6.2	0	0	0	0	0	21	92	82	44	18	3	4
16:00	**507**	45.8	40.8	5.3	0	0	0	0	6	68	209	154	51	17	2	0
17:00	**396**	47.1	41.1	6.2	0	0	0	0	10	56	157	103	47	14	6	3
18:00	**233**	50.7	45	6.2	0	0	0	0	0	14	46	74	68	22	6	3
19:00	**99**	51.9	45.3	6.8	0	0	0	0	0	1	29	31	21	9	5	3

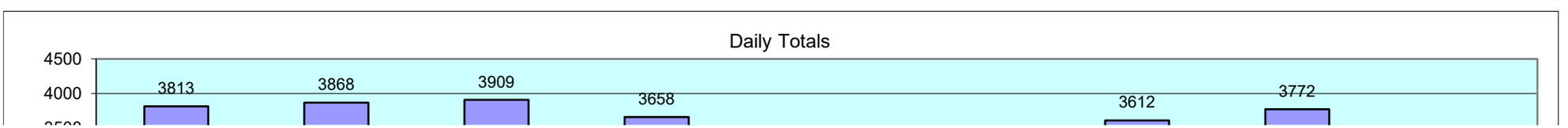
12384		IMMINGHAM			Site No: 12384001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**=>61**
20:00	**72**	53.1	45.4	7.2	0	0	0	0	0	3	21	17	16	9	4	2
21:00	**33**	55.3	46.8	8.3	0	0	0	0	0	2	7	8	6	5	3	2
22:00	**23**	54.8	47.2	7.5	0	0	0	0	0	1	3	8	4	4	2	1
23:00	**32**	53.7	48.3	6.1	0	0	0	0	0	0	4	5	15	5	2	1
12H,7-19	**3021**	**49.2**	**42.7**	**6.2**	**0**	**0**	**0**	**5**	**31**	**268**	**966**	**958**	**524**	**198**	**51**	**20**
16H,6-22	**3342**	**49.5**	**43**	**6.3**	**0**	**0**	**0**	**5**	**31**	**278**	**1041**	**1066**	**595**	**232**	**66**	**28**
18H,6-24	**3397**	**49.6**	**43.1**	**6.3**	**0**	**0**	**0**	**5**	**31**	**279**	**1048**	**1079**	**614**	**241**	**70**	**30**
24H,0-24	**3612**	**49.8**	**43.2**	**6.4**	**0**	**0**	**1**	**5**	**31**	**288**	**1096**	**1139**	**663**	**274**	**82**	**33**
Daily Totals																
Tue 06-Jun-23	**3813**	48	41.8	6.2	0	1	2	1	67	432	1398	1138	502	190	60	22
Wed 07-Jun-23	**3868**	48.7	42.3	6.3	0	0	0	5	43	416	1310	1207	569	218	71	29
Thu 08-Jun-23	**3909**	48.6	42	6.5	0	0	2	11	67	461	1350	1150	551	210	64	43
Fri 09-Jun-23	**3658**	48.8	42.3	6.5	0	1	2	23	62	314	1283	1132	520	207	83	31
Sat 10-Jun-23	**1711**	53.6	46.2	7	0	0	0	0	1	55	363	467	450	225	95	55
Sun 11-Jun-23	**1220**	54	46.6	6.9	0	0	1	2	3	33	222	313	360	172	82	32
Mon 12-Jun-23	**3612**	49.8	43.2	6.4	0	0	1	5	31	288	1096	1139	663	274	82	33
Total Vehicles																
[--]	**21791**	50.2	43.5	6.5	0	2	8	47	274	1999	7022	6546	3615	1496	537	245





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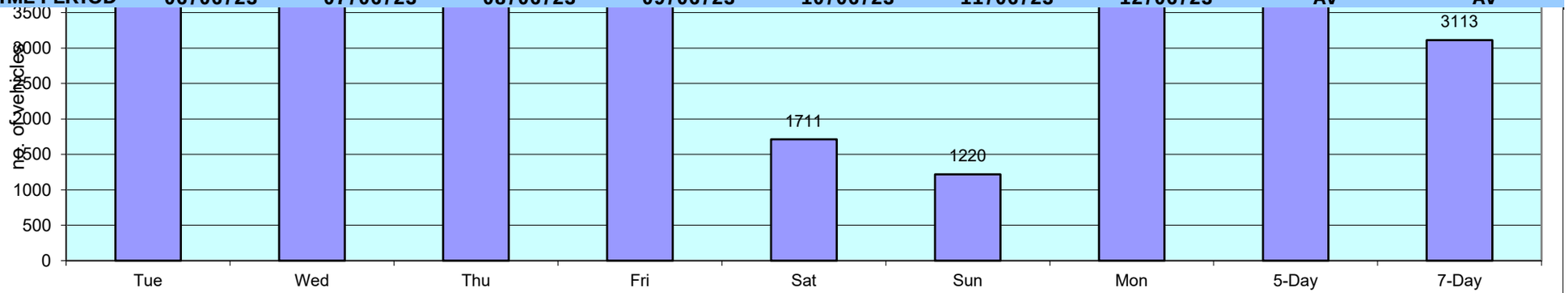
12384		IMMINGHAM		Site No: 12384001 Channel: Southbound		Location	Site 1 - A1173, Immingham (N of Kiln Ln)		
TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av
Week Begin: 06-Jun-23									
00:00	**14**	14	63	15	20	20	7	23	22
01:00	**12**	9	45	15	9	8	7	18	15
02:00	**17**	6	34	15	21	9	6	16	15
03:00	**25**	12	56	38	11	6	23	31	24
04:00	**37**	32	40	47	26	4	38	39	32
05:00	**95**	89	123	89	52	30	134	106	87
06:00	**138**	120	117	107	74	66	117	120	106
07:00	**212**	211	202	172	74	18	191	198	154
08:00	**222**	201	192	190	100	40	209	203	165
09:00	**196**	225	209	184	162	64	191	201	176
10:00	**189**	192	183	211	143	75	197	194	170
11:00	**196**	162	214	211	145	89	177	192	171
12:00	**237**	226	257	239	152	108	232	238	207
13:00	**244**	256	225	327	113	103	188	248	208
14:00	**257**	282	262	297	107	94	236	267	219
15:00	**320**	295	320	353	85	93	264	310	247
16:00	**515**	475	473	343	83	76	507	463	353
17:00	**414**	391	392	343	103	103	396	387	306
18:00	**209**	256	216	200	86	88	233	223	184
19:00	**103**	126	110	89	40	49	99	105	88
20:00	**54**	94	59	70	30	22	72	70	57
21:00	**38**	81	53	37	27	29	33	48	43
22:00	**37**	65	26	39	26	14	23	38	33
23:00	**32**	48	38	27	22	12	32	35	30
12H,7-19	**3211**	**3172**	**3145**	**3070**	**1353**	**951**	**3021**	**3124**	**2560**
16H,6-22	**3544**	**3593**	**3484**	**3373**	**1524**	**1117**	**3342**	**3467**	**2854**
18H,6-24	**3613**	**3706**	**3548**	**3439**	**1572**	**1143**	**3397**	**3541**	**2917**
24H,0-24	**3813**	**3868**	**3909**	**3658**	**1711**	**1220**	**3612**	**3772**	**3113**
Am	**08:00**	**09:00**	**11:00**	**11:00**	**09:00**	**11:00**	**08:00**		
Peak	**222**	**225**	**214**	**211**	**162**	**89**	**209**		
Pm	**16:00**	**16:00**	**16:00**	**15:00**	**12:00**	**12:00**	**16:00**		
Peak	**515**	**475**	**473**	**353**	**152**	**108**	**507**		



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12384	IMMINGHAM	Site No: 12384001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
		Channel: Southbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



12384		IMMINGHAM JUNE 2023								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 12384002	Site 2 - A1173, Immingham (N of Queens Rd) 53.61701, -0.19567	Channel: Northwestbound	Tue 06-Jun-23	Mon 12-Jun-23	30	25065	4299	3581	36.8	31.9
		Channel: Southeastbound	Tue 06-Jun-23	Mon 12-Jun-23		25769	4442	3681	39.9	34.6

12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23														
00:00	**11**	0	9	0	0	0	0	0	0	0	0	2	0	0
01:00	**18**	0	14	2	0	0	0	0	0	0	0	2	0	0
02:00	**13**	0	9	1	1	0	0	0	0	0	0	2	0	0
03:00	**35**	0	24	7	0	0	0	0	0	0	1	3	0	0
04:00	**79**	1	47	23	0	0	1	0	3	0	1	3	0	0
05:00	**163**	3	128	19	0	0	5	0	3	0	1	4	0	0
06:00	**319**	9	246	39	1	0	3	0	2	0	5	14	0	0
07:00	**406**	3	320	55	5	0	4	0	5	0	4	10	0	0
08:00	**304**	0	220	60	1	0	2	0	4	1	6	10	0	0
09:00	**245**	1	157	55	2	1	2	0	4	0	3	19	1	0
10:00	**245**	0	152	53	2	1	5	0	6	1	8	17	0	0
11:00	**269**	0	180	57	2	3	1	0	3	0	11	12	0	0
12:00	**308**	2	217	57	1	3	2	0	4	0	6	16	0	0
13:00	**302**	2	207	51	2	0	4	0	8	0	8	20	0	0
14:00	**286**	2	185	47	2	0	2	0	10	0	10	28	0	0
15:00	**306**	0	244	34	1	2	3	0	1	0	5	16	0	0
16:00	**384**	10	288	41	0	2	5	0	5	3	15	15	0	0
17:00	**291**	3	232	27	1	1	4	0	4	1	10	8	0	0
18:00	**154**	4	124	16	0	0	1	0	1	0	3	5	0	0
19:00	**80**	0	70	7	0	0	1	0	0	0	0	2	0	0
20:00	**69**	1	59	6	0	0	0	0	0	0	0	3	0	0
21:00	**49**	2	42	2	0	0	0	0	0	0	1	2	0	0
22:00	**38**	1	32	4	0	0	0	0	0	0	1	0	0	0
23:00	**19**	0	17	1	0	0	1	0	0	0	0	0	0	0
12H,7-19	**3500**	**27**	**2526**	**553**	**19**	**13**	**35**	**0**	**55**	**6**	**89**	**176**	**1**	**0**
16H,6-22	**4017**	**39**	**2943**	**607**	**20**	**13**	**39**	**0**	**57**	**6**	**95**	**197**	**1**	**0**
18H,6-24	**4074**	**40**	**2992**	**612**	**20**	**13**	**40**	**0**	**57**	**6**	**96**	**197**	**1**	**0**
24H,0-24	**4393**	**44**	**3223**	**664**	**21**	**13**	**46**	**0**	**63**	**6**	**99**	**213**	**1**	**0**
Wed 07-Jun-23														
00:00	**19**	0	15	3	0	0	0	0	0	0	1	0	0	0
01:00	**9**	0	6	2	0	0	0	0	0	0	0	1	0	0
02:00	**16**	0	10	4	0	0	0	0	0	0	1	1	0	0
03:00	**31**	1	22	4	1	0	0	0	0	0	0	3	0	0
04:00	**78**	0	48	15	0	0	2	0	3	0	2	8	0	0
05:00	**150**	1	116	14	0	1	5	0	2	0	4	7	0	0

12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**332**	8	255	45	1	0	4	0	5	0	4	10	0	0
07:00	**400**	2	299	66	3	2	3	0	8	0	7	10	0	0
08:00	**299**	4	215	54	1	1	4	0	1	1	4	14	0	0
09:00	**235**	0	151	50	0	0	6	0	2	0	13	12	1	0
10:00	**243**	0	157	53	1	5	3	0	3	1	5	15	0	0
11:00	**229**	1	146	48	2	0	2	0	6	0	8	16	0	0
12:00	**323**	1	244	49	2	0	3	0	9	0	6	9	0	0
13:00	**273**	4	175	45	0	3	4	0	8	0	15	19	0	0
14:00	**270**	2	173	55	2	3	5	0	2	0	13	14	1	0
15:00	**276**	4	183	44	2	1	5	0	5	1	12	19	0	0
16:00	**369**	9	286	40	1	2	3	0	2	1	5	20	0	0
17:00	**311**	4	253	28	1	3	1	0	4	1	8	8	0	0
18:00	**158**	3	124	21	0	0	2	0	1	0	5	2	0	0
19:00	**96**	0	81	10	0	0	0	0	1	0	1	3	0	0
20:00	**78**	1	64	6	0	1	0	0	0	0	2	4	0	0
21:00	**41**	0	38	0	0	0	0	0	1	0	1	1	0	0
22:00	**39**	0	34	3	0	0	0	0	0	0	1	1	0	0
23:00	**19**	0	14	4	0	0	0	0	0	0	1	0	0	0
12H,7-19	**3386**	**34**	**2406**	**553**	**15**	**20**	**41**	**0**	**51**	**5**	**101**	**158**	**2**	**0**
16H,6-22	**3933**	**43**	**2844**	**614**	**16**	**21**	**45**	**0**	**58**	**5**	**109**	**176**	**2**	**0**
18H,6-24	**3991**	**43**	**2892**	**621**	**16**	**21**	**45**	**0**	**58**	**5**	**111**	**177**	**2**	**0**
24H,0-24	**4294**	**45**	**3109**	**663**	**17**	**22**	**52**	**0**	**63**	**5**	**119**	**197**	**2**	**0**
Thu 08-Jun-23														
00:00	**12**	0	7	2	0	0	0	0	0	0	0	3	0	0
01:00	**13**	0	9	3	0	0	0	0	0	0	0	1	0	0
02:00	**18**	0	14	2	0	0	1	0	0	0	0	1	0	0
03:00	**35**	1	20	10	0	0	0	0	0	0	2	2	0	0
04:00	**75**	0	43	20	0	0	2	0	1	0	2	7	0	0
05:00	**145**	3	110	18	0	1	3	0	4	0	2	4	0	0
06:00	**327**	6	258	37	0	0	4	0	4	0	5	13	0	0
07:00	**415**	5	323	62	2	1	7	0	1	0	3	11	0	0
08:00	**299**	4	205	59	2	3	6	0	4	1	2	13	0	0
09:00	**252**	0	162	61	1	0	2	0	4	1	8	13	0	0
10:00	**232**	0	145	54	1	1	5	0	6	1	7	12	0	0
11:00	**268**	0	181	60	1	0	5	1	5	0	4	11	0	0
12:00	**302**	2	233	37	1	1	6	0	8	0	5	9	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	**268**	3	185	45	1	0	4	0	3	0	9	18	0	0
14:00	**256**	1	174	45	0	1	1	0	9	0	6	19	0	0
15:00	**298**	2	219	43	2	3	3	0	3	2	8	13	0	0
16:00	**350**	9	267	40	2	2	3	0	5	0	9	13	0	0
17:00	**260**	2	204	34	1	4	0	0	4	0	5	6	0	0
18:00	**184**	2	154	19	0	0	1	0	0	0	1	7	0	0
19:00	**94**	0	77	11	0	0	0	0	0	0	2	4	0	0
20:00	**58**	1	47	8	0	0	0	0	1	0	0	1	0	0
21:00	**44**	0	32	6	0	2	0	0	1	0	1	2	0	0
22:00	**44**	1	37	2	0	0	1	0	0	0	1	2	0	0
23:00	**25**	0	19	3	0	0	0	0	0	0	0	3	0	0
12H,7-19	**3384**	**30**	**2452**	**559**	**14**	**16**	**43**	**1**	**52**	**5**	**67**	**145**	**0**	**0**
16H,6-22	**3907**	**37**	**2866**	**621**	**14**	**18**	**47**	**1**	**58**	**5**	**75**	**165**	**0**	**0**
18H,6-24	**3976**	**38**	**2922**	**626**	**14**	**18**	**48**	**1**	**58**	**5**	**76**	**170**	**0**	**0**
24H,0-24	**4274**	**42**	**3125**	**681**	**14**	**19**	**54**	**1**	**63**	**5**	**82**	**188**	**0**	**0**
Fri 09-Jun-23														
00:00	**23**	0	20	2	0	0	0	0	0	0	0	1	0	0
01:00	**12**	0	10	1	0	0	0	0	0	0	0	1	0	0
02:00	**9**	1	4	2	0	0	0	0	0	0	0	2	0	0
03:00	**27**	0	21	3	0	0	0	0	1	0	0	2	0	0
04:00	**69**	0	38	15	0	0	0	0	2	0	3	11	0	0
05:00	**150**	5	106	21	0	0	3	0	2	0	0	13	0	0
06:00	**308**	7	261	26	0	0	4	0	3	0	5	2	0	0
07:00	**352**	4	286	42	2	0	4	0	4	0	8	2	0	0
08:00	**288**	3	188	62	2	5	2	0	5	1	8	12	0	0
09:00	**222**	0	146	49	2	2	5	0	3	0	4	11	0	0
10:00	**253**	0	151	61	1	4	6	0	6	0	8	16	0	0
11:00	**238**	0	167	49	0	1	1	0	5	0	8	7	0	0
12:00	**335**	3	243	52	2	3	4	0	6	1	6	15	0	0
13:00	**314**	3	219	54	2	1	8	0	6	0	10	11	0	0
14:00	**294**	5	200	46	2	3	7	0	6	0	5	20	0	0
15:00	**280**	2	221	37	1	0	2	0	7	0	3	7	0	0
16:00	**288**	4	230	31	1	1	3	0	1	0	10	7	0	0
17:00	**286**	0	238	26	0	2	2	0	6	1	3	8	0	0
18:00	**248**	4	216	18	0	1	0	0	4	0	0	5	0	0
19:00	**96**	5	83	7	0	0	0	0	0	0	0	1	0	0

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Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**65**	1	59	3	0	0	1	0	0	0	0	1	0	0
21:00	**36**	1	29	4	0	0	0	0	0	0	1	1	0	0
22:00	**40**	1	34	3	0	0	0	0	1	0	0	1	0	0
23:00	**19**	1	16	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**3398**	**28**	**2505**	**527**	**15**	**23**	**44**	**0**	**59**	**3**	**73**	**121**	**0**	**0**
16H,6-22	**3903**	**42**	**2937**	**567**	**15**	**23**	**49**	**0**	**62**	**3**	**79**	**126**	**0**	**0**
18H,6-24	**3962**	**44**	**2987**	**571**	**15**	**23**	**49**	**0**	**64**	**3**	**79**	**127**	**0**	**0**
24H,0-24	**4252**	**50**	**3186**	**615**	**15**	**23**	**52**	**0**	**69**	**3**	**82**	**157**	**0**	**0**
Sat 10-Jun-23														
00:00	**14**	0	12	1	0	0	0	0	0	0	0	1	0	0
01:00	**12**	0	11	0	0	0	0	0	0	0	0	1	0	0
02:00	**11**	0	9	0	0	0	0	0	0	0	0	2	0	0
03:00	**20**	0	13	3	0	0	0	0	0	0	0	4	0	0
04:00	**17**	1	12	1	0	0	0	0	1	0	1	1	0	0
05:00	**85**	4	70	6	0	0	0	0	3	0	0	2	0	0
06:00	**101**	4	84	10	0	2	0	0	0	0	1	0	0	0
07:00	**114**	2	80	23	2	1	1	0	1	0	1	3	0	0
08:00	**110**	1	75	30	1	1	0	0	0	0	1	1	0	0
09:00	**160**	1	114	37	0	2	1	0	2	0	3	0	0	0
10:00	**171**	4	130	29	0	0	1	0	1	0	4	2	0	0
11:00	**159**	1	122	24	1	0	2	0	4	0	2	3	0	0
12:00	**160**	0	134	22	0	1	0	0	0	0	1	2	0	0
13:00	**143**	2	120	17	0	0	0	0	1	0	1	2	0	0
14:00	**119**	0	107	8	0	1	2	0	0	0	0	1	0	0
15:00	**115**	2	101	9	0	1	0	0	0	0	1	1	0	0
16:00	**107**	2	90	10	0	0	2	0	1	0	1	1	0	0
17:00	**100**	2	85	9	0	0	0	0	2	0	0	2	0	0
18:00	**105**	5	90	8	0	0	0	0	0	0	0	2	0	0
19:00	**57**	1	48	8	0	0	0	0	0	0	0	0	0	0
20:00	**42**	0	41	1	0	0	0	0	0	0	0	0	0	0
21:00	**37**	2	33	1	0	0	0	0	0	0	0	1	0	0
22:00	**33**	1	30	0	0	0	0	0	1	0	1	0	0	0
23:00	**27**	0	22	4	0	0	0	0	0	0	0	1	0	0
12H,7-19	**1563**	**22**	**1248**	**226**	**4**	**7**	**9**	**0**	**12**	**0**	**15**	**20**	**0**	**0**
16H,6-22	**1800**	**29**	**1454**	**246**	**4**	**9**	**9**	**0**	**12**	**0**	**16**	**21**	**0**	**0**
18H,6-24	**1860**	**30**	**1506**	**250**	**4**	**9**	**9**	**0**	**13**	**0**	**17**	**22**	**0**	**0**

Data produced by
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12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	2019	35	1633	261	4	9	9	0	17	0	18	33	0	0
Sun 11-Jun-23														
00:00	18	0	15	1	0	0	0	0	2	0	0	0	0	0
01:00	9	0	8	0	0	0	0	0	0	0	0	1	0	0
02:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
03:00	17	0	14	1	0	0	1	0	0	0	0	1	0	0
04:00	14	0	10	1	0	0	0	0	3	0	0	0	0	0
05:00	58	2	54	0	0	0	0	0	0	0	0	2	0	0
06:00	78	3	61	11	0	0	0	0	1	0	1	1	0	0
07:00	52	0	38	7	0	2	0	0	2	0	0	3	0	0
08:00	46	2	36	5	0	0	0	0	1	0	1	1	0	0
09:00	69	3	53	8	0	0	1	0	0	0	2	2	0	0
10:00	103	1	80	18	0	1	0	0	0	0	0	3	0	0
11:00	92	1	76	10	0	0	1	0	0	0	2	2	0	0
12:00	155	5	128	18	0	0	1	0	0	0	0	3	0	0
13:00	138	2	123	6	0	0	1	0	3	0	0	3	0	0
14:00	132	6	107	13	0	0	1	0	0	0	1	4	0	0
15:00	95	3	75	12	0	0	1	0	2	0	1	1	0	0
16:00	87	1	85	0	0	0	0	0	0	0	0	1	0	0
17:00	94	3	83	7	0	0	0	0	0	0	0	1	0	0
18:00	117	4	104	8	0	0	0	0	0	0	0	1	0	0
19:00	71	2	64	5	0	0	0	0	0	0	0	0	0	0
20:00	43	1	35	6	0	1	0	0	0	0	0	0	0	0
21:00	28	0	24	2	0	0	1	0	0	0	0	1	0	0
22:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
23:00	13	1	10	1	0	0	0	0	0	0	0	1	0	0
12H,7-19	1180	31	988	112	0	3	6	0	8	0	7	25	0	0
16H,6-22	1400	37	1172	136	0	4	7	0	9	0	8	27	0	0
18H,6-24	1431	38	1200	137	0	4	7	0	9	0	8	28	0	0
24H,0-24	1553	40	1307	140	0	4	8	0	14	0	8	32	0	0
Mon 12-Jun-23														
00:00	6	0	5	0	0	0	0	0	1	0	0	0	0	0
01:00	11	0	8	2	0	0	0	0	0	0	0	1	0	0
02:00	16	0	8	6	0	0	0	0	0	0	0	2	0	0
03:00	38	0	25	8	0	0	0	0	0	0	0	5	0	0
04:00	82	1	44	31	0	0	1	0	1	0	1	3	0	0

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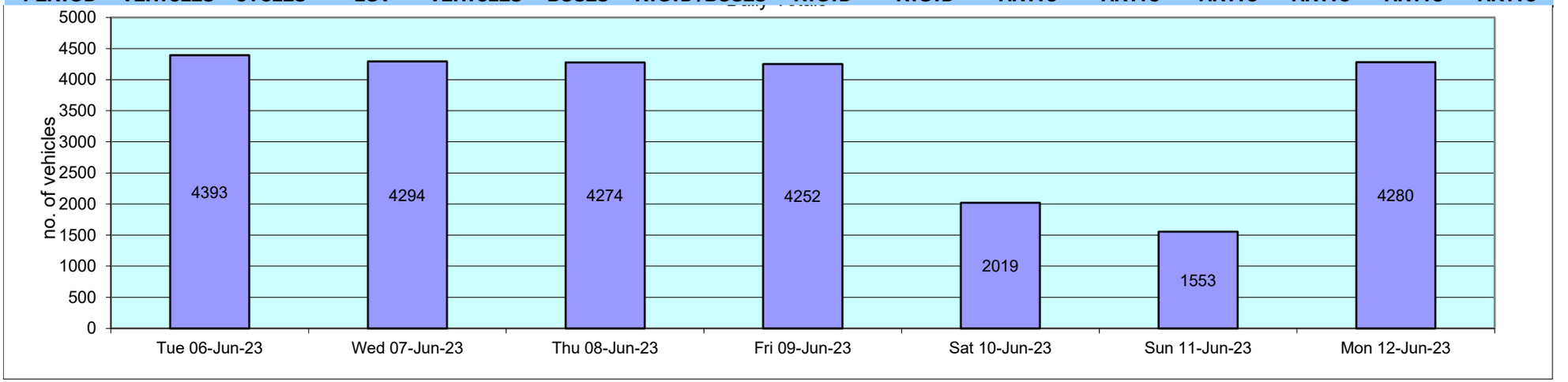
12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**192**	1	134	39	1	0	3	0	1	0	3	10	0	0
06:00	**330**	7	240	53	0	1	6	0	3	1	3	16	0	0
07:00	**378**	3	311	45	3	1	1	0	4	0	2	8	0	0
08:00	**306**	1	206	68	2	1	3	0	4	1	8	12	0	0
09:00	**244**	0	161	49	2	1	4	0	6	1	8	12	0	0
10:00	**235**	3	151	56	0	2	4	0	5	0	7	7	0	0
11:00	**232**	0	147	37	4	0	10	0	5	0	9	20	0	0
12:00	**320**	4	235	54	2	2	1	0	5	0	4	13	0	0
13:00	**288**	1	189	56	0	1	10	0	4	0	12	15	0	0
14:00	**265**	2	186	51	1	4	1	0	5	0	4	11	0	0
15:00	**263**	4	181	38	1	1	2	0	5	2	9	20	0	0
16:00	**359**	8	289	30	0	3	1	1	5	1	9	12	0	0
17:00	**306**	7	255	26	0	2	1	0	3	1	4	7	0	0
18:00	**168**	1	138	18	0	0	2	0	0	0	3	6	0	0
19:00	**93**	3	74	7	0	0	0	0	2	0	2	5	0	0
20:00	**65**	0	55	6	0	0	1	0	0	0	2	1	0	0
21:00	**34**	3	28	2	0	0	0	0	0	0	0	1	0	0
22:00	**34**	1	30	1	0	0	1	0	0	0	1	0	0	0
23:00	**15**	0	11	2	0	0	0	0	1	0	1	0	0	0
12H,7-19	**3364**	**34**	**2449**	**528**	**15**	**18**	**40**	**1**	**51**	**6**	**79**	**143**	**0**	**0**
16H,6-22	**3886**	**47**	**2846**	**596**	**15**	**19**	**47**	**1**	**56**	**7**	**86**	**166**	**0**	**0**
18H,6-24	**3935**	**48**	**2887**	**599**	**15**	**19**	**48**	**1**	**57**	**7**	**88**	**166**	**0**	**0**
24H,0-24	**4280**	**50**	**3111**	**685**	**16**	**19**	**52**	**1**	**60**	**7**	**92**	**187**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**4393**	44	3223	664	21	13	46	0	63	6	99	213	1	0
Wed 07-Jun-23	**4294**	45	3109	663	17	22	52	0	63	5	119	197	2	0
Thu 08-Jun-23	**4274**	42	3125	681	14	19	54	1	63	5	82	188	0	0
Fri 09-Jun-23	**4252**	50	3186	615	15	23	52	0	69	3	82	157	0	0
Sat 10-Jun-23	**2019**	35	1633	261	4	9	9	0	17	0	18	33	0	0
Sun 11-Jun-23	**1553**	40	1307	140	0	4	8	0	14	0	8	32	0	0
Mon 12-Jun-23	**4280**	50	3111	685	16	19	52	1	60	7	92	187	0	0
Total Vehicles														
[--]	**25065**	306	18694	3709	87	109	273	2	349	26	500	1007	3	0

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
01:00	**18**	0	0.0	14	77.8	2	11.1	2	11.1	0	0.0
02:00	**13**	0	0.0	9	69.2	1	7.7	2	15.4	1	7.7
03:00	**35**	0	0.0	24	68.6	7	20.0	4	11.4	0	0.0
04:00	**79**	1	1.3	47	59.5	23	29.1	8	10.1	0	0.0
05:00	**163**	3	1.8	128	78.5	19	11.7	13	8.0	0	0.0
06:00	**319**	9	2.8	246	77.1	39	12.2	24	7.5	1	0.3
07:00	**406**	3	0.7	320	78.8	55	13.6	23	5.7	5	1.2
08:00	**304**	0	0.0	220	72.4	60	19.7	23	7.6	1	0.3
09:00	**245**	1	0.4	157	64.1	55	22.5	30	12.2	2	0.8
10:00	**245**	0	0.0	152	62.0	53	21.6	38	15.5	2	0.8
11:00	**269**	0	0.0	180	66.9	57	21.2	30	11.2	2	0.7
12:00	**308**	2	0.7	217	70.5	57	18.5	31	10.1	1	0.3
13:00	**302**	2	0.7	207	68.5	51	16.9	40	13.3	2	0.7
14:00	**286**	2	0.7	185	64.7	47	16.4	50	17.5	2	0.7
15:00	**306**	0	0.0	244	79.7	34	11.1	27	8.8	1	0.3
16:00	**384**	10	2.6	288	75.0	41	10.7	45	11.7	0	0.0
17:00	**291**	3	1.0	232	79.7	27	9.3	28	9.6	1	0.3
18:00	**154**	4	2.6	124	80.5	16	10.4	10	6.5	0	0.0
19:00	**80**	0	0.0	70	87.5	7	8.8	3	3.8	0	0.0
20:00	**69**	1	1.5	59	85.5	6	8.7	3	4.4	0	0.0
21:00	**49**	2	4.1	42	85.7	2	4.1	3	6.1	0	0.0
22:00	**38**	1	2.6	32	84.2	4	10.5	1	2.6	0	0.0
23:00	**19**	0	0.0	17	89.5	1	5.3	1	5.3	0	0.0
12H,7-19	**3500**	**27**	**0.8**	**2526**	**72.2**	**553**	**15.8**	**375**	**10.7**	**19**	**0.5**
16H,6-22	**4017**	**39**	**1.0**	**2943**	**73.3**	**607**	**15.1**	**408**	**10.2**	**20**	**0.5**
18H,6-24	**4074**	**40**	**1.0**	**2992**	**73.4**	**612**	**15.0**	**410**	**10.1**	**20**	**0.5**
24H,0-24	**4393**	**44**	**1.0**	**3223**	**73.4**	**664**	**15.1**	**441**	**10.0**	**21**	**0.5**
Wed 07-Jun-23											
00:00	**19**	0	0.0	15	79.0	3	15.8	1	5.3	0	0.0
01:00	**9**	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
02:00	**16**	0	0.0	10	62.5	4	25.0	2	12.5	0	0.0
03:00	**31**	1	3.2	22	71.0	4	12.9	3	9.7	1	3.2
04:00	**78**	0	0.0	48	61.5	15	19.2	15	19.2	0	0.0
05:00	**150**	1	0.7	116	77.3	14	9.3	19	12.7	0	0.0

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12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**332**	8	2.4	255	76.8	45	13.6	23	6.9	1	0.3
07:00	**400**	2	0.5	299	74.8	66	16.5	30	7.5	3	0.8
08:00	**299**	4	1.3	215	71.9	54	18.1	25	8.4	1	0.3
09:00	**235**	0	0.0	151	64.3	50	21.3	34	14.5	0	0.0
10:00	**243**	0	0.0	157	64.6	53	21.8	32	13.2	1	0.4
11:00	**229**	1	0.4	146	63.8	48	21.0	32	14.0	2	0.9
12:00	**323**	1	0.3	244	75.5	49	15.2	27	8.4	2	0.6
13:00	**273**	4	1.5	175	64.1	45	16.5	49	18.0	0	0.0
14:00	**270**	2	0.7	173	64.1	55	20.4	38	14.1	2	0.7
15:00	**276**	4	1.5	183	66.3	44	15.9	43	15.6	2	0.7
16:00	**369**	9	2.4	286	77.5	40	10.8	33	8.9	1	0.3
17:00	**311**	4	1.3	253	81.4	28	9.0	25	8.0	1	0.3
18:00	**158**	3	1.9	124	78.5	21	13.3	10	6.3	0	0.0
19:00	**96**	0	0.0	81	84.4	10	10.4	5	5.2	0	0.0
20:00	**78**	1	1.3	64	82.1	6	7.7	7	9.0	0	0.0
21:00	**41**	0	0.0	38	92.7	0	0.0	3	7.3	0	0.0
22:00	**39**	0	0.0	34	87.2	3	7.7	2	5.1	0	0.0
23:00	**19**	0	0.0	14	73.7	4	21.1	1	5.3	0	0.0
12H,7-19	**3386**	**34**	**1.0**	**2406**	**71.1**	**553**	**16.3**	**378**	**11.2**	**15**	**0.4**
16H,6-22	**3933**	**43**	**1.1**	**2844**	**72.3**	**614**	**15.6**	**416**	**10.6**	**16**	**0.4**
18H,6-24	**3991**	**43**	**1.1**	**2892**	**72.5**	**621**	**15.6**	**419**	**10.5**	**16**	**0.4**
24H,0-24	**4294**	**45**	**1.1**	**3109**	**72.4**	**663**	**15.4**	**460**	**10.7**	**17**	**0.4**
Thu 08-Jun-23											
00:00	**12**	0	0.0	7	58.3	2	16.7	3	25.0	0	0.0
01:00	**13**	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
02:00	**18**	0	0.0	14	77.8	2	11.1	2	11.1	0	0.0
03:00	**35**	1	2.9	20	57.1	10	28.6	4	11.4	0	0.0
04:00	**75**	0	0.0	43	57.3	20	26.7	12	16.0	0	0.0
05:00	**145**	3	2.1	110	75.9	18	12.4	14	9.7	0	0.0
06:00	**327**	6	1.8	258	78.9	37	11.3	26	8.0	0	0.0
07:00	**415**	5	1.2	323	77.8	62	14.9	23	5.5	2	0.5
08:00	**299**	4	1.3	205	68.6	59	19.7	29	9.7	2	0.7
09:00	**252**	0	0.0	162	64.3	61	24.2	28	11.1	1	0.4
10:00	**232**	0	0.0	145	62.5	54	23.3	32	13.8	1	0.4
11:00	**268**	0	0.0	181	67.5	60	22.4	26	9.7	1	0.4
12:00	**302**	2	0.7	233	77.2	37	12.3	29	9.6	1	0.3

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Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**268**	3	1.1	185	69.0	45	16.8	34	12.7	1	0.4
14:00	**256**	1	0.4	174	68.0	45	17.6	36	14.1	0	0.0
15:00	**298**	2	0.7	219	73.5	43	14.4	32	10.7	2	0.7
16:00	**350**	9	2.6	267	76.3	40	11.4	32	9.1	2	0.6
17:00	**260**	2	0.8	204	78.5	34	13.1	19	7.3	1	0.4
18:00	**184**	2	1.1	154	83.7	19	10.3	9	4.9	0	0.0
19:00	**94**	0	0.0	77	81.9	11	11.7	6	6.4	0	0.0
20:00	**58**	1	1.7	47	81.0	8	13.8	2	3.5	0	0.0
21:00	**44**	0	0.0	32	72.7	6	13.6	6	13.6	0	0.0
22:00	**44**	1	2.3	37	84.1	2	4.6	4	9.1	0	0.0
23:00	**25**	0	0.0	19	76.0	3	12.0	3	12.0	0	0.0
12H,7-19	**3384**	**30**	**0.9**	**2452**	**72.5**	**559**	**16.5**	**329**	**9.7**	**14**	**0.4**
16H,6-22	**3907**	**37**	**1.0**	**2866**	**73.4**	**621**	**15.9**	**369**	**9.4**	**14**	**0.4**
18H,6-24	**3976**	**38**	**1.0**	**2922**	**73.5**	**626**	**15.7**	**376**	**9.5**	**14**	**0.4**
24H,0-24	**4274**	**42**	**1.0**	**3125**	**73.1**	**681**	**15.9**	**412**	**9.6**	**14**	**0.3**
Fri 09-Jun-23											
00:00	**23**	0	0.0	20	87.0	2	8.7	1	4.4	0	0.0
01:00	**12**	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
02:00	**9**	1	11.1	4	44.4	2	22.2	2	22.2	0	0.0
03:00	**27**	0	0.0	21	77.8	3	11.1	3	11.1	0	0.0
04:00	**69**	0	0.0	38	55.1	15	21.7	16	23.2	0	0.0
05:00	**150**	5	3.3	106	70.7	21	14.0	18	12.0	0	0.0
06:00	**308**	7	2.3	261	84.7	26	8.4	14	4.6	0	0.0
07:00	**352**	4	1.1	286	81.3	42	11.9	18	5.1	2	0.6
08:00	**288**	3	1.0	188	65.3	62	21.5	33	11.5	2	0.7
09:00	**222**	0	0.0	146	65.8	49	22.1	25	11.3	2	0.9
10:00	**253**	0	0.0	151	59.7	61	24.1	40	15.8	1	0.4
11:00	**238**	0	0.0	167	70.2	49	20.6	22	9.2	0	0.0
12:00	**335**	3	0.9	243	72.5	52	15.5	35	10.5	2	0.6
13:00	**314**	3	1.0	219	69.8	54	17.2	36	11.5	2	0.6
14:00	**294**	5	1.7	200	68.0	46	15.7	41	14.0	2	0.7
15:00	**280**	2	0.7	221	78.9	37	13.2	19	6.8	1	0.4
16:00	**288**	4	1.4	230	79.9	31	10.8	22	7.6	1	0.4
17:00	**286**	0	0.0	238	83.2	26	9.1	22	7.7	0	0.0
18:00	**248**	4	1.6	216	87.1	18	7.3	10	4.0	0	0.0
19:00	**96**	5	5.2	83	86.5	7	7.3	1	1.0	0	0.0

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**65**	1	1.5	59	90.8	3	4.6	2	3.1	0	0.0
21:00	**36**	1	2.8	29	80.6	4	11.1	2	5.6	0	0.0
22:00	**40**	1	2.5	34	85.0	3	7.5	2	5.0	0	0.0
23:00	**19**	1	5.3	16	84.2	1	5.3	1	5.3	0	0.0
12H,7-19	**3398**	**28**	**0.8**	**2505**	**73.7**	**527**	**15.5**	**323**	**9.5**	**15**	**0.4**
16H,6-22	**3903**	**42**	**1.1**	**2937**	**75.3**	**567**	**14.5**	**342**	**8.8**	**15**	**0.4**
18H,6-24	**3962**	**44**	**1.1**	**2987**	**75.4**	**571**	**14.4**	**345**	**8.7**	**15**	**0.4**
24H,0-24	**4252**	**50**	**1.2**	**3186**	**74.9**	**615**	**14.5**	**386**	**9.1**	**15**	**0.4**
Sat 10-Jun-23											
00:00	**14**	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
01:00	**12**	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
02:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
03:00	**20**	0	0.0	13	65.0	3	15.0	4	20.0	0	0.0
04:00	**17**	1	5.9	12	70.6	1	5.9	3	17.7	0	0.0
05:00	**85**	4	4.7	70	82.4	6	7.1	5	5.9	0	0.0
06:00	**101**	4	4.0	84	83.2	10	9.9	3	3.0	0	0.0
07:00	**114**	2	1.8	80	70.2	23	20.2	7	6.1	2	1.8
08:00	**110**	1	0.9	75	68.2	30	27.3	3	2.7	1	0.9
09:00	**160**	1	0.6	114	71.3	37	23.1	8	5.0	0	0.0
10:00	**171**	4	2.3	130	76.0	29	17.0	8	4.7	0	0.0
11:00	**159**	1	0.6	122	76.7	24	15.1	11	6.9	1	0.6
12:00	**160**	0	0.0	134	83.8	22	13.8	4	2.5	0	0.0
13:00	**143**	2	1.4	120	83.9	17	11.9	4	2.8	0	0.0
14:00	**119**	0	0.0	107	89.9	8	6.7	4	3.4	0	0.0
15:00	**115**	2	1.7	101	87.8	9	7.8	3	2.6	0	0.0
16:00	**107**	2	1.9	90	84.1	10	9.4	5	4.7	0	0.0
17:00	**100**	2	2.0	85	85.0	9	9.0	4	4.0	0	0.0
18:00	**105**	5	4.8	90	85.7	8	7.6	2	1.9	0	0.0
19:00	**57**	1	1.8	48	84.2	8	14.0	0	0.0	0	0.0
20:00	**42**	0	0.0	41	97.6	1	2.4	0	0.0	0	0.0
21:00	**37**	2	5.4	33	89.2	1	2.7	1	2.7	0	0.0
22:00	**33**	1	3.0	30	90.9	0	0.0	2	6.1	0	0.0
23:00	**27**	0	0.0	22	81.5	4	14.8	1	3.7	0	0.0
12H,7-19	**1563**	**22**	**1.4**	**1248**	**79.9**	**226**	**14.5**	**63**	**4.0**	**4**	**0.3**
16H,6-22	**1800**	**29**	**1.6**	**1454**	**80.8**	**246**	**13.7**	**67**	**3.7**	**4**	**0.2**
18H,6-24	**1860**	**30**	**1.6**	**1506**	**81.0**	**250**	**13.4**	**70**	**3.8**	**4**	**0.2**

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2019	35	1.7	1633	80.9	261	12.9	86	4.3	4	0.2
Sun 11-Jun-23											
00:00	18	0	0.0	15	83.3	1	5.6	2	11.1	0	0.0
01:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
02:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	17	0	0.0	14	82.4	1	5.9	2	11.8	0	0.0
04:00	14	0	0.0	10	71.4	1	7.1	3	21.4	0	0.0
05:00	58	2	3.5	54	93.1	0	0.0	2	3.5	0	0.0
06:00	78	3	3.9	61	78.2	11	14.1	3	3.9	0	0.0
07:00	52	0	0.0	38	73.1	7	13.5	7	13.5	0	0.0
08:00	46	2	4.4	36	78.3	5	10.9	3	6.5	0	0.0
09:00	69	3	4.4	53	76.8	8	11.6	5	7.3	0	0.0
10:00	103	1	1.0	80	77.7	18	17.5	4	3.9	0	0.0
11:00	92	1	1.1	76	82.6	10	10.9	5	5.4	0	0.0
12:00	155	5	3.2	128	82.6	18	11.6	4	2.6	0	0.0
13:00	138	2	1.5	123	89.1	6	4.4	7	5.1	0	0.0
14:00	132	6	4.6	107	81.1	13	9.9	6	4.6	0	0.0
15:00	95	3	3.2	75	79.0	12	12.6	5	5.3	0	0.0
16:00	87	1	1.2	85	97.7	0	0.0	1	1.2	0	0.0
17:00	94	3	3.2	83	88.3	7	7.5	1	1.1	0	0.0
18:00	117	4	3.4	104	88.9	8	6.8	1	0.9	0	0.0
19:00	71	2	2.8	64	90.1	5	7.0	0	0.0	0	0.0
20:00	43	1	2.3	35	81.4	6	14.0	1	2.3	0	0.0
21:00	28	0	0.0	24	85.7	2	7.1	2	7.1	0	0.0
22:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
23:00	13	1	7.7	10	76.9	1	7.7	1	7.7	0	0.0
12H,7-19	1180	31	2.6	988	83.7	112	9.5	49	4.2	0	0.0
16H,6-22	1400	37	2.6	1172	83.7	136	9.7	55	3.9	0	0.0
18H,6-24	1431	38	2.7	1200	83.9	137	9.6	56	3.9	0	0.0
24H,0-24	1553	40	2.6	1307	84.2	140	9.0	66	4.3	0	0.0
Mon 12-Jun-23											
00:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
01:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
02:00	16	0	0.0	8	50.0	6	37.5	2	12.5	0	0.0
03:00	38	0	0.0	25	65.8	8	21.1	5	13.2	0	0.0
04:00	82	1	1.2	44	53.7	31	37.8	6	7.3	0	0.0

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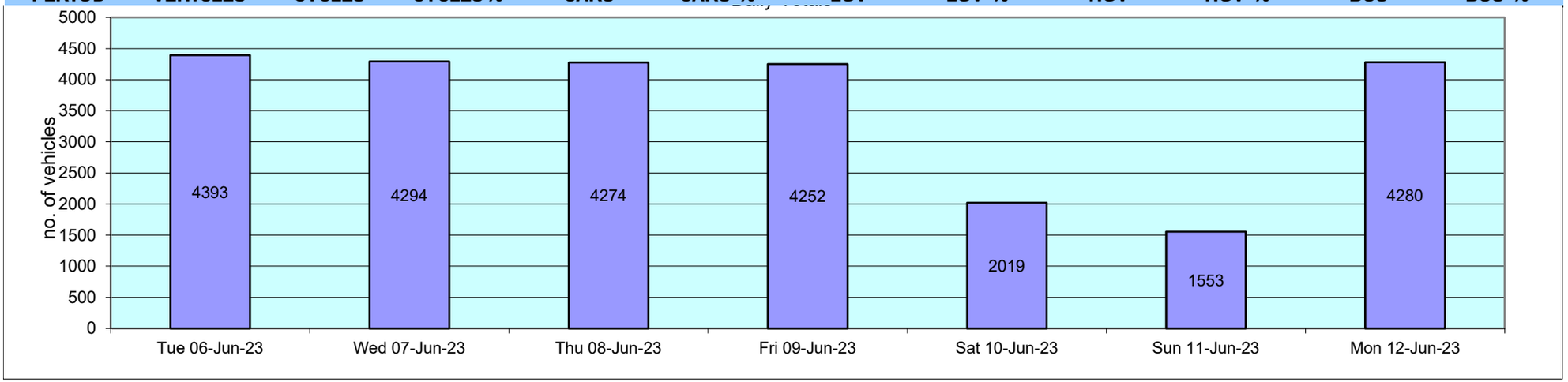
12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**192**	1	0.5	134	69.8	39	20.3	17	8.9	1	0.5
06:00	**330**	7	2.1	240	72.7	53	16.1	30	9.1	0	0.0
07:00	**378**	3	0.8	311	82.3	45	11.9	16	4.2	3	0.8
08:00	**306**	1	0.3	206	67.3	68	22.2	29	9.5	2	0.7
09:00	**244**	0	0.0	161	66.0	49	20.1	32	13.1	2	0.8
10:00	**235**	3	1.3	151	64.3	56	23.8	25	10.6	0	0.0
11:00	**232**	0	0.0	147	63.4	37	16.0	44	19.0	4	1.7
12:00	**320**	4	1.3	235	73.4	54	16.9	25	7.8	2	0.6
13:00	**288**	1	0.4	189	65.6	56	19.4	42	14.6	0	0.0
14:00	**265**	2	0.8	186	70.2	51	19.3	25	9.4	1	0.4
15:00	**263**	4	1.5	181	68.8	38	14.5	39	14.8	1	0.4
16:00	**359**	8	2.2	289	80.5	30	8.4	32	8.9	0	0.0
17:00	**306**	7	2.3	255	83.3	26	8.5	18	5.9	0	0.0
18:00	**168**	1	0.6	138	82.1	18	10.7	11	6.6	0	0.0
19:00	**93**	3	3.2	74	79.6	7	7.5	9	9.7	0	0.0
20:00	**65**	0	0.0	55	84.6	6	9.2	4	6.2	0	0.0
21:00	**34**	3	8.8	28	82.4	2	5.9	1	2.9	0	0.0
22:00	**34**	1	2.9	30	88.2	1	2.9	2	5.9	0	0.0
23:00	**15**	0	0.0	11	73.3	2	13.3	2	13.3	0	0.0
12H,7-19	**3364**	**34**	**1.0**	**2449**	**72.8**	**528**	**15.7**	**338**	**10.1**	**15**	**0.5**
16H,6-22	**3886**	**47**	**1.2**	**2846**	**73.2**	**596**	**15.3**	**382**	**9.8**	**15**	**0.4**
18H,6-24	**3935**	**48**	**1.2**	**2887**	**73.4**	**599**	**15.2**	**386**	**9.8**	**15**	**0.4**
24H,0-24	**4280**	**50**	**1.2**	**3111**	**72.7**	**685**	**16.0**	**418**	**9.8**	**16**	**0.4**
Daily Totals											
Tue 06-Jun-23	**4393**	44	1.0	3223	73.4	664	15.1	441	10.0	21	0.5
Wed 07-Jun-23	**4294**	45	1.1	3109	72.4	663	15.4	460	10.7	17	0.4
Thu 08-Jun-23	**4274**	42	1.0	3125	73.1	681	15.9	412	9.6	14	0.3
Fri 09-Jun-23	**4252**	50	1.2	3186	74.9	615	14.5	386	9.1	15	0.4
Sat 10-Jun-23	**2019**	35	1.7	1633	80.9	261	12.9	86	4.3	4	0.2
Sun 11-Jun-23	**1553**	40	2.6	1307	84.2	140	9.0	66	4.3	0	0.0
Mon 12-Jun-23	**4280**	50	1.2	3111	72.7	685	16.0	418	9.8	16	0.4
Total Vehicles											
[--]	**25065**	306	1.4	18694	75.9	3709	14.1	2269	8.3	87	0.3

Daily Totals

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM				Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)						
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 06-Jun-23																
00:00	**11**	40.3	37.1	7.2	0	0	0	0	0	2	3	4	1	0	1	0
01:00	**18**	44	36.8	6.8	0	0	0	0	0	4	5	4	3	2	0	0
02:00	**13**	44.2	37	8.4	0	0	0	0	2	2	0	4	4	1	0	0
03:00	**35**	42.9	35.4	6.9	0	0	0	0	0	12	9	6	6	1	1	0
04:00	**79**	37.4	32.6	4.9	0	0	1	0	0	29	33	13	3	0	0	0
05:00	**163**	36	32	5.1	0	0	1	1	2	73	61	18	5	1	1	0
06:00	**319**	35.2	30.3	5.4	0	0	2	5	41	150	87	23	9	1	1	0
07:00	**406**	34.7	30	4.4	0	0	0	1	51	217	101	31	5	0	0	0
08:00	**304**	33.9	29.8	3.9	0	0	0	0	28	186	76	11	3	0	0	0
09:00	**245**	34.8	30.6	4.6	0	0	2	3	11	129	82	13	4	1	0	0
10:00	**245**	34.6	30.3	4.3	0	0	0	2	14	151	56	18	3	1	0	0
11:00	**269**	34.8	30.4	4.2	0	0	0	1	20	150	75	21	1	1	0	0
12:00	**308**	35.5	31.2	4.7	0	0	0	4	14	148	107	23	12	0	0	0
13:00	**302**	35.1	30.3	5	0	0	0	7	39	129	98	23	6	0	0	0
14:00	**286**	35.8	31.2	4.8	0	0	1	1	18	138	88	32	7	1	0	0
15:00	**306**	34.8	30.4	4.1	0	0	0	1	20	179	78	26	2	0	0	0
16:00	**384**	34.5	29.2	5.9	0	7	9	7	36	199	96	27	2	0	0	1
17:00	**291**	34.4	29.6	5.5	0	2	7	2	31	151	79	13	3	3	0	0
18:00	**154**	35.3	31.5	4.5	0	0	0	1	4	75	58	9	7	0	0	0
19:00	**80**	38.8	32.6	6	0	0	0	0	2	42	15	15	3	2	1	0
20:00	**69**	39	32.8	6.4	0	0	1	0	2	28	23	7	6	1	1	0
21:00	**49**	38.6	33.6	5.2	0	0	0	0	2	12	23	8	3	1	0	0
22:00	**38**	38	32.7	5.1	0	0	0	0	2	13	14	7	2	0	0	0
23:00	**19**	37.1	33	7.6	0	0	0	0	1	8	6	3	0	0	0	1
12H,7-19	**3500**	**34.9**	**30.3**	**4.8**	**0**	**9**	**19**	**30**	**286**	**1852**	**994**	**247**	**55**	**7**	**0**	**1**
16H,6-22	**4017**	**35.1**	**30.4**	**4.9**	**0**	**9**	**22**	**35**	**333**	**2084**	**1142**	**300**	**76**	**12**	**3**	**1**
18H,6-24	**4074**	**35.1**	**30.4**	**4.9**	**0**	**9**	**22**	**35**	**336**	**2105**	**1162**	**310**	**78**	**12**	**3**	**2**
24H,0-24	**4393**	**35.3**	**30.6**	**5.1**	**0**	**9**	**24**	**36**	**340**	**2227**	**1273**	**359**	**100**	**17**	**6**	**2**
Wed 07-Jun-23																
00:00	**19**	50.1	37.7	10.1	0	0	0	0	1	5	4	3	2	1	2	1
01:00	**9**	-	39.6	6.1	0	0	0	0	0	0	2	5	1	0	1	0
02:00	**16**	42.8	35.1	7.6	0	0	0	0	2	3	4	3	3	1	0	0
03:00	**31**	40.5	35.6	6.1	0	0	0	0	1	6	9	11	2	2	0	0
04:00	**78**	36.9	33.1	4.3	0	0	0	0	0	24	40	10	4	0	0	0
05:00	**150**	35.9	32.4	5	0	0	0	1	3	57	68	15	3	1	2	0
06:00	**332**	35.4	31.2	5	0	0	1	1	19	163	111	25	7	4	1	0
07:00	**400**	35.6	30.8	5.2	0	0	0	8	35	187	120	39	8	2	0	1
08:00	**299**	35	30.6	4.9	0	1	0	2	27	142	102	18	5	1	1	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
09:00	**235**	35.2	30.8	4.5	0	0	0	2	15	122	71	20	5	0	0	0
10:00	**243**	34.8	30.5	4.2	0	0	0	1	14	141	66	17	4	0	0	0
11:00	**229**	35.2	30.2	4.9	0	0	1	6	17	124	55	22	4	0	0	0
12:00	**323**	35	30.6	4.5	0	0	0	0	27	172	94	24	3	3	0	0
13:00	**273**	34.9	30.5	4.4	0	1	0	0	22	141	87	19	2	1	0	0
14:00	**270**	34.7	30.2	4.8	0	0	0	3	27	143	76	15	5	0	0	1
15:00	**276**	35.1	30.5	4.6	0	0	0	1	24	153	68	25	4	1	0	0
16:00	**369**	34.5	29.9	4.9	0	0	2	10	36	196	98	19	6	2	0	0
17:00	**311**	35	30.3	5.2	0	0	1	8	29	152	93	17	9	1	1	0
18:00	**158**	38.8	32.6	5.8	0	0	0	1	5	72	42	25	9	3	1	0
19:00	**96**	36.8	32.4	5.7	0	0	0	0	3	44	33	7	6	2	1	0
20:00	**78**	37.8	32.6	5.7	0	0	0	1	1	34	25	13	1	2	1	0
21:00	**41**	40.2	33.9	5.9	0	0	0	0	0	15	16	4	4	2	0	0
22:00	**39**	40	33.9	6.5	0	0	0	1	0	13	13	7	4	0	1	0
23:00	**19**	39.9	35.3	4.7	0	0	0	0	0	3	8	6	2	0	0	0
12H,7-19	**3386**	**35.1**	**30.5**	**4.9**	**0**	**2**	**4**	**42**	**278**	**1745**	**972**	**260**	**64**	**14**	**3**	**2**
16H,6-22	**3933**	**35.3**	**30.7**	**4.9**	**0**	**2**	**5**	**44**	**301**	**2001**	**1157**	**309**	**82**	**24**	**6**	**2**
18H,6-24	**3991**	**35.3**	**30.8**	**5**	**0**	**2**	**5**	**45**	**301**	**2017**	**1178**	**322**	**88**	**24**	**7**	**2**
24H,0-24	**4294**	**35.5**	**31**	**5.1**	**0**	**2**	**5**	**46**	**308**	**2112**	**1305**	**369**	**103**	**29**	**12**	**3**
Thu 08-Jun-23																
00:00	**12**	50.3	37.3	9.4	0	0	0	0	0	4	3	1	2	0	2	0
01:00	**13**	49.9	37.3	8.1	0	0	0	0	0	2	5	4	0	0	2	0
02:00	**18**	45.5	37.7	7.5	0	0	0	0	0	3	6	4	2	2	1	0
03:00	**35**	44.8	37.1	6.8	0	0	0	0	0	7	11	6	7	4	0	0
04:00	**75**	38.2	33.3	5.9	0	0	0	0	2	26	30	12	2	2	0	1
05:00	**145**	38.2	32.7	5.8	0	0	1	2	7	43	59	24	8	0	0	1
06:00	**327**	37.3	31.5	5.5	0	0	1	5	20	156	83	47	11	4	0	0
07:00	**415**	35.3	30.7	4.7	0	0	0	5	34	205	125	39	5	2	0	0
08:00	**299**	34.3	30.3	3.9	0	0	0	0	20	173	91	12	2	1	0	0
09:00	**252**	35.4	30.7	4.9	0	1	0	0	22	129	70	22	8	0	0	0
10:00	**232**	34.8	30.5	4.5	0	0	0	0	15	138	57	15	6	1	0	0
11:00	**268**	34.8	31	4	0	0	0	0	8	139	105	10	5	1	0	0
12:00	**302**	35.9	31.2	5.3	0	0	0	3	22	148	85	28	12	4	0	0
13:00	**268**	35	30.7	4.1	0	0	0	0	16	143	85	22	1	1	0	0
14:00	**256**	35.7	32	4.9	0	0	0	2	8	103	110	23	6	2	2	0
15:00	**298**	35	30.5	4.6	0	0	0	1	32	145	94	20	4	2	0	0
16:00	**350**	34.6	30.2	4.5	0	0	2	2	22	206	91	21	3	3	0	0
17:00	**260**	35.7	30.9	5.1	0	0	1	5	15	129	75	27	7	1	0	0
18:00	**184**	35.5	31.2	4.9	0	0	0	1	12	90	59	15	5	2	0	0

12384			IMMINGHAM			Site No: 12384002				Location	Site 2 - A1173, Immingham (N of Queens Rd)						
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
19:00	**94**	39	33.2	6	0	0	0	0	1	39	34	9	8	2	0	1
20:00	**58**	38.1	33	5.1	0	0	0	0	1	22	22	9	3	1	0	0
21:00	**44**	35.9	32.5	5	0	0	0	0	0	20	17	4	2	1	0	0
22:00	**44**	42.4	34.2	6.8	0	0	0	0	1	17	13	4	7	1	1	0
23:00	**25**	42.9	35.9	8	0	0	0	0	3	4	5	8	2	2	1	0
12H,7-19	**3384**	**35.2**	**30.8**	**4.6**	**0**	**1**	**3**	**19**	**226**	**1748**	**1047**	**254**	**64**	**20**	**2**	**0**
16H,6-22	**3907**	**35.4**	**31**	**4.8**	**0**	**1**	**4**	**24**	**248**	**1985**	**1203**	**323**	**88**	**28**	**2**	**1**
18H,6-24	**3976**	**35.5**	**31**	**4.9**	**0**	**1**	**4**	**24**	**252**	**2006**	**1221**	**335**	**97**	**31**	**4**	**1**
24H,0-24	**4274**	**35.7**	**31.2**	**5.1**	**0**	**1**	**5**	**26**	**261**	**2091**	**1335**	**386**	**118**	**39**	**9**	**3**
Fri 09-Jun-23																
00:00	**23**	43.6	37.2	7.7	0	0	0	0	0	5	6	7	2	2	0	1
01:00	**12**	42.2	36.4	6	0	0	0	0	0	3	2	4	3	0	0	0
02:00	**9**	-	34.1	4.2	0	0	0	0	0	2	4	3	0	0	0	0
03:00	**27**	42.8	36.3	6.3	0	0	0	0	1	3	11	6	4	2	0	0
04:00	**69**	38.3	33	5.4	0	0	0	0	4	21	28	11	4	1	0	0
05:00	**150**	39.3	33.1	6.4	0	0	1	1	7	52	51	23	11	2	1	1
06:00	**308**	35.6	30.2	5.7	0	0	2	11	45	124	87	31	6	2	0	0
07:00	**352**	35.6	31.1	5.8	0	4	6	1	13	159	127	29	10	2	0	1
08:00	**288**	34.7	30.4	4.4	0	0	0	4	21	153	89	16	4	1	0	0
09:00	**222**	35.6	31.3	4.3	0	0	0	0	6	121	66	24	5	0	0	0
10:00	**253**	35.9	31.5	4.3	0	0	0	0	12	116	89	33	3	0	0	0
11:00	**238**	35.1	30.9	4.6	0	0	0	0	14	127	74	17	2	4	0	0
12:00	**335**	35.5	30.3	5.5	0	0	1	12	43	141	98	32	5	3	0	0
13:00	**314**	34.7	30.4	4.3	0	0	0	1	20	183	84	20	5	0	1	0
14:00	**294**	34.6	30.4	4	0	0	1	2	12	166	95	16	2	0	0	0
15:00	**280**	35.9	32	4.6	0	0	0	1	7	118	114	33	4	2	1	0
16:00	**288**	35.3	30.6	5	0	0	0	5	22	153	74	26	7	0	1	0
17:00	**286**	35.5	31.2	4.5	0	0	0	2	11	145	95	26	5	2	0	0
18:00	**248**	37.5	32.5	5.1	0	0	0	0	6	104	92	28	16	1	1	0
19:00	**96**	38.4	32.1	6	0	0	1	0	5	44	24	15	6	0	1	0
20:00	**65**	39	33.5	5.2	0	0	0	0	1	22	24	13	4	1	0	0
21:00	**36**	41.1	34.1	6.6	0	0	0	0	2	11	12	5	4	2	0	0
22:00	**40**	43.5	35.5	7.9	0	0	0	0	0	15	10	6	5	2	1	1
23:00	**19**	43.1	35.9	6.3	0	0	0	0	0	4	8	2	4	1	0	0
12H,7-19	**3398**	**35.4**	**31**	**4.8**	**0**	**4**	**8**	**28**	**187**	**1686**	**1097**	**300**	**68**	**15**	**4**	**1**
16H,6-22	**3903**	**35.6**	**31**	**5**	**0**	**4**	**11**	**39**	**240**	**1887**	**1244**	**364**	**88**	**20**	**5**	**1**
18H,6-24	**3962**	**35.6**	**31.1**	**5**	**0**	**4**	**11**	**39**	**240**	**1906**	**1262**	**372**	**97**	**23**	**6**	**2**
24H,0-24	**4252**	**35.8**	**31.3**	**5.2**	**0**	**4**	**12**	**40**	**252**	**1992**	**1364**	**426**	**121**	**30**	**7**	**4**
Sat 10-Jun-23																

Data produced by
Auto Surveys Ltd

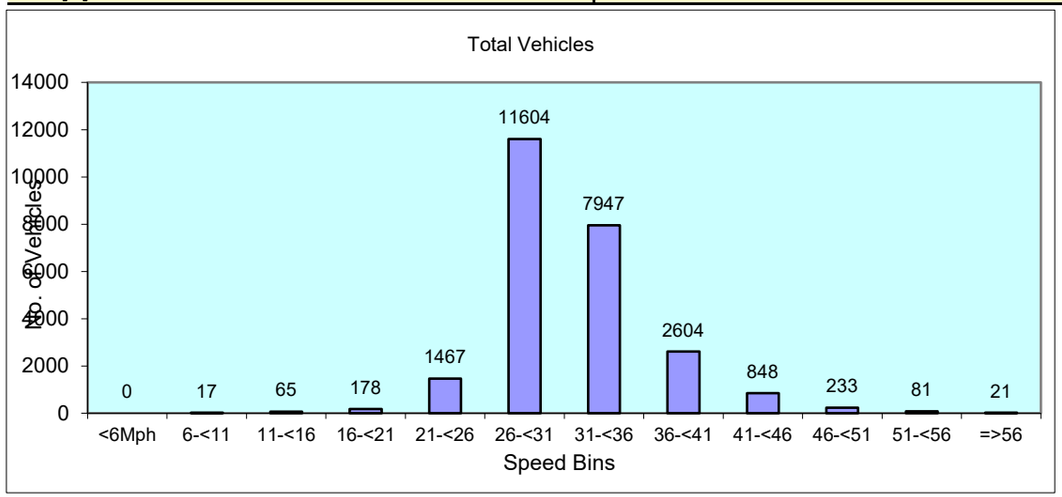
12384			IMMINGHAM		Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	**14**	35.5	32.1	5.1	0	0	0	0	1	5	6	1	1	0	0	0
01:00	**12**	43.8	38.5	5.8	0	0	0	0	0	1	3	4	3	1	0	0
02:00	**11**	35.6	33	3.8	0	0	0	0	0	3	6	2	0	0	0	0
03:00	**20**	47.3	37.8	8.7	0	0	0	0	0	6	4	3	3	2	2	0
04:00	**17**	38.4	34.1	5.5	0	0	0	0	0	5	7	4	0	1	0	0
05:00	**85**	40.4	34.6	7.3	0	0	1	1	0	26	28	18	4	3	4	0
06:00	**101**	41.7	34.5	6.4	0	0	0	1	0	30	41	12	10	6	1	0
07:00	**114**	38.9	33.5	5.6	0	0	0	0	2	39	42	23	5	1	2	0
08:00	**110**	39.8	34.3	5.6	0	0	0	0	2	28	47	21	7	5	0	0
09:00	**160**	39.1	33.2	5.2	0	0	0	0	3	62	49	35	10	1	0	0
10:00	**171**	35.5	30.9	4.6	0	0	0	0	13	91	45	17	5	0	0	0
11:00	**159**	37.6	32.7	5.4	0	0	0	0	6	61	61	21	8	0	1	1
12:00	**160**	38.1	33.8	5.6	0	0	0	0	1	46	79	23	4	3	3	1
13:00	**143**	40.9	34.4	6.4	0	0	0	1	0	54	35	32	16	2	3	0
14:00	**119**	39.2	33.5	5.6	0	0	0	0	0	46	42	20	9	1	0	1
15:00	**115**	38.4	33.5	5.3	0	0	0	0	0	40	51	13	7	4	0	0
16:00	**107**	38.2	32.4	5.3	0	0	0	1	2	49	32	15	7	1	0	0
17:00	**100**	41.8	34.8	6	0	0	0	0	0	35	24	23	16	2	0	0
18:00	**105**	39.7	33.8	6.1	0	0	0	2	4	26	42	20	9	0	2	0
19:00	**57**	43	36.3	7.5	0	0	0	0	0	16	15	15	5	1	5	0
20:00	**42**	41.9	34.6	6.5	0	0	0	0	4	7	16	7	7	1	0	0
21:00	**37**	42.6	35.9	7.4	0	0	0	0	0	12	8	10	3	2	2	0
22:00	**33**	44.9	38	8.6	0	0	0	0	0	7	10	5	6	2	1	2
23:00	**27**	45.1	36.6	8	0	0	0	0	1	5	10	4	3	2	2	0
12H,7-19	**1563**	**39.1**	**33.3**	**5.6**	**0**	**0**	**0**	**4**	**33**	**577**	**549**	**263**	**103**	**20**	**11**	**3**
16H,6-22	**1800**	**39.5**	**33.5**	**5.8**	**0**	**0**	**0**	**5**	**37**	**642**	**629**	**307**	**128**	**30**	**19**	**3**
18H,6-24	**1860**	**39.7**	**33.7**	**6**	**0**	**0**	**0**	**5**	**38**	**654**	**649**	**316**	**137**	**34**	**22**	**5**
24H,0-24	**2019**	**39.8**	**33.8**	**6.1**	**0**	**0**	**1**	**6**	**39**	**700**	**703**	**348**	**148**	**41**	**28**	**5**
Sun 11-Jun-23																
00:00	**18**	45.5	36.8	8	0	0	0	0	0	5	5	3	2	2	1	0
01:00	**9**	-	39.1	5.4	0	0	0	0	0	0	3	3	2	1	0	0
02:00	**6**	-	36.8	4.3	0	0	0	0	0	1	0	5	0	0	0	0
03:00	**17**	40.4	37.3	4.7	0	0	0	0	0	1	5	9	1	1	0	0
04:00	**14**	45.3	39.2	6.3	0	0	0	0	0	1	4	3	4	2	0	0
05:00	**58**	39.8	34	6.3	0	0	1	0	0	18	20	13	4	1	1	0
06:00	**78**	40.1	34.2	6.4	0	0	1	1	0	25	19	24	5	3	0	0
07:00	**52**	40.7	35.1	6.7	0	0	1	0	1	8	23	11	5	2	1	0
08:00	**46**	40.2	35	6.3	0	0	1	0	0	9	16	15	4	0	1	0
09:00	**69**	37.6	32.8	4.9	0	0	0	0	1	26	28	10	3	1	0	0

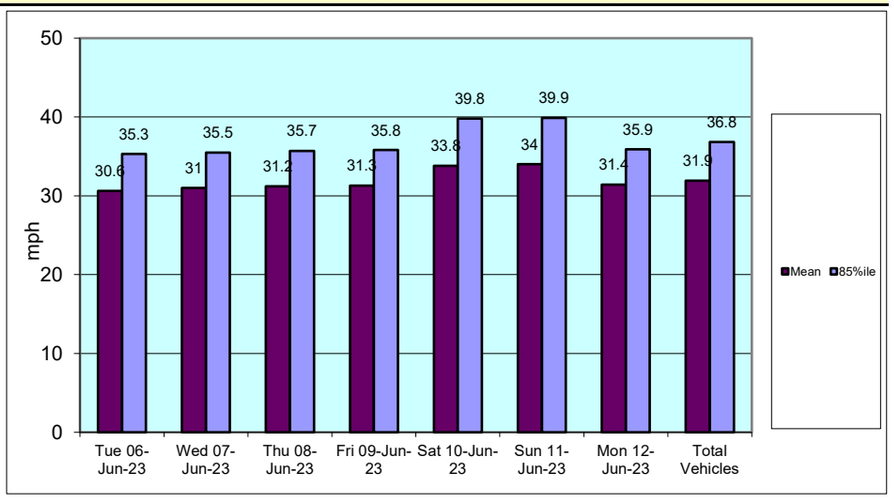
Data produced by
Auto Surveys Ltd

12384			IMMINGHAM				Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Northwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
10:00	103	36.7	32.5	4.6	0	0	0	0	3	37	45	15	2	1	0	0
11:00	92	38.4	32.6	5.5	0	0	0	1	3	37	31	12	7	1	0	0
12:00	155	38.7	33.2	5.8	0	1	0	1	0	57	59	25	7	4	1	0
13:00	138	40	34.2	5.4	0	0	0	1	0	38	60	22	14	3	0	0
14:00	132	39.6	34.1	5.5	0	0	0	0	2	37	56	23	10	3	1	0
15:00	95	36.5	32.7	4.6	0	0	0	0	0	37	42	12	2	2	0	0
16:00	87	39.2	33.8	5.7	0	0	0	0	0	30	34	15	4	3	1	0
17:00	94	39.2	33.9	5.4	0	0	0	1	0	27	38	21	5	1	1	0
18:00	117	39.7	33.8	6.1	0	0	1	1	0	38	44	20	10	1	2	0
19:00	71	42.3	35.2	6.5	0	0	0	0	1	21	21	15	7	6	0	0
20:00	43	40.6	34.4	6.4	0	0	1	0	0	12	13	11	5	1	0	0
21:00	28	41.5	35.5	6	0	0	0	0	0	6	12	5	3	2	0	0
22:00	18	43.3	36.8	6.3	0	0	0	0	0	4	4	5	4	1	0	0
23:00	13	43.8	40	8.1	0	0	0	0	0	1	4	2	4	1	0	1
12H,7-19	1180	39.1	33.6	5.6	0	1	3	5	10	381	476	201	73	22	8	0
16H,6-22	1400	39.5	33.7	5.7	0	1	5	6	11	445	541	256	93	34	8	0
18H,6-24	1431	39.7	33.8	5.8	0	1	5	6	11	450	549	263	101	36	8	1
24H,0-24	1553	39.9	34	5.9	0	1	6	6	11	476	586	299	114	43	10	1
Mon 12-Jun-23																
00:00	6	-	32.7	6	0	0	0	0	0	3	2	0	1	0	0	0
01:00	11	45.6	40.8	5.8	0	0	0	0	0	0	3	2	4	2	0	0
02:00	16	43.8	35.7	8.7	0	0	0	0	2	3	4	3	2	1	1	0
03:00	38	44.2	36.7	7	0	0	0	0	2	6	11	7	9	3	0	0
04:00	82	38.9	33.6	5.6	0	0	0	0	1	28	32	14	6	0	0	1
05:00	192	38.6	33.2	5.4	0	0	0	0	1	76	73	24	14	2	2	0
06:00	330	37.8	32.4	5.1	0	0	1	1	6	145	109	50	16	1	1	0
07:00	378	35.6	31.3	4.7	0	0	0	0	25	181	126	33	11	1	1	0
08:00	306	34.9	30.4	4.7	0	0	0	0	41	139	102	16	6	2	0	0
09:00	244	35	30.8	4.6	0	0	1	0	9	144	66	19	4	0	0	1
10:00	235	36.2	31.8	4.8	0	0	0	0	10	107	81	29	5	3	0	0
11:00	232	35.2	31	4.7	0	0	0	0	17	118	73	15	8	1	0	0
12:00	320	35	30.8	4.5	0	0	0	3	16	169	104	21	4	3	0	0
13:00	288	35.9	31.3	5	0	0	0	0	22	135	89	34	5	1	2	0
14:00	265	35.5	31.2	4.6	0	0	0	1	16	125	92	26	3	2	0	0
15:00	263	35.3	30.6	4.6	0	0	0	0	26	134	74	23	5	1	0	0
16:00	359	34.9	29.8	5.6	0	0	8	8	38	182	89	25	5	4	0	0
17:00	306	35.4	30.9	4.7	0	0	2	3	15	155	97	27	7	0	0	0
18:00	168	35.8	32.5	4.9	0	0	0	0	3	67	75	12	8	2	1	0
19:00	93	38.7	33	5.4	0	0	0	0	2	38	31	14	6	2	0	0

Data produced by
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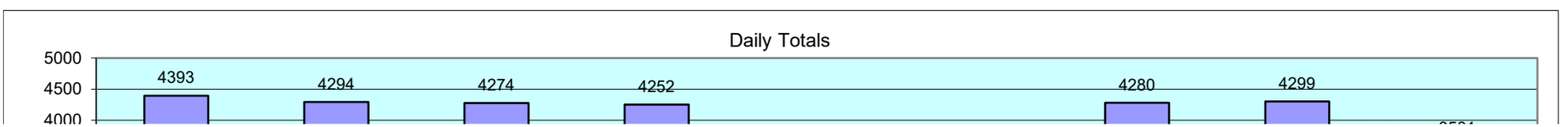
12384		IMMINGHAM			Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
20:00	**65**	40.9	33.9	5.9	0	0	0	0	0	25	22	8	9	0	1	0
21:00	**34**	40.3	33.2	6.9	0	0	0	1	1	13	10	4	3	2	0	0
22:00	**34**	39.6	33.2	6.2	0	0	0	1	2	10	9	9	3	0	0	0
23:00	**15**	39.1	35.2	8.7	0	0	0	0	1	3	7	2	0	1	0	1
12H,7-19	**3364**	**35.4**	**30.9**	**4.8**	**0**	**0**	**11**	**15**	**238**	**1656**	**1068**	**280**	**71**	**20**	**4**	**1**
16H,6-22	**3886**	**35.6**	**31.2**	**5**	**0**	**0**	**12**	**17**	**247**	**1877**	**1240**	**356**	**105**	**25**	**6**	**1**
18H,6-24	**3935**	**35.7**	**31.2**	**5**	**0**	**0**	**12**	**18**	**250**	**1890**	**1256**	**367**	**108**	**26**	**6**	**2**
24H,0-24	**4280**	**35.9**	**31.4**	**5.1**	**0**	**0**	**12**	**18**	**256**	**2006**	**1381**	**417**	**144**	**34**	**9**	**3**
Daily Totals																
Tue 06-Jun-23	**4393**	35.3	30.6	5.1	0	9	24	36	340	2227	1273	359	100	17	6	2
Wed 07-Jun-23	**4294**	35.5	31	5.1	0	2	5	46	308	2112	1305	369	103	29	12	3
Thu 08-Jun-23	**4274**	35.7	31.2	5.1	0	1	5	26	261	2091	1335	386	118	39	9	3
Fri 09-Jun-23	**4252**	35.8	31.3	5.2	0	4	12	40	252	1992	1364	426	121	30	7	4
Sat 10-Jun-23	**2019**	39.8	33.8	6.1	0	0	1	6	39	700	703	348	148	41	28	5
Sun 11-Jun-23	**1553**	39.9	34	5.9	0	1	6	6	11	476	586	299	114	43	10	1
Mon 12-Jun-23	**4280**	35.9	31.4	5.1	0	0	12	18	256	2006	1381	417	144	34	9	3
Total Vehicles																
[--]	**25065**	36.8	31.9	5.4	0	17	65	178	1467	11604	7947	2604	848	233	81	21





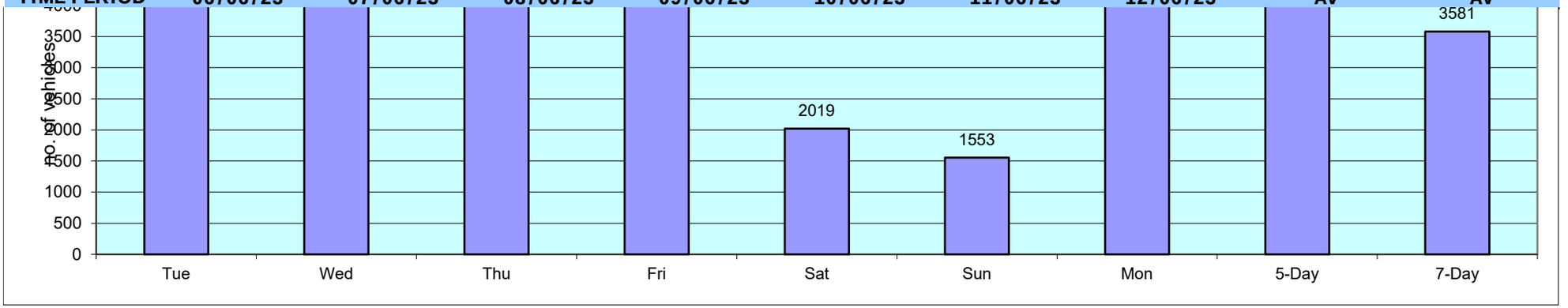
Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384002 Channel: Northwestbound		Location	Site 2 - A1173, Immingham (N of Queens Rd)		
TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av
Week Begin: 06-Jun-23									
00:00	**11**	19	12	23	14	18	6	14	15
01:00	**18**	9	13	12	12	9	11	13	12
02:00	**13**	16	18	9	11	6	16	14	13
03:00	**35**	31	35	27	20	17	38	33	29
04:00	**79**	78	75	69	17	14	82	77	59
05:00	**163**	150	145	150	85	58	192	160	135
06:00	**319**	332	327	308	101	78	330	323	256
07:00	**406**	400	415	352	114	52	378	390	302
08:00	**304**	299	299	288	110	46	306	299	236
09:00	**245**	235	252	222	160	69	244	240	204
10:00	**245**	243	232	253	171	103	235	242	212
11:00	**269**	229	268	238	159	92	232	247	212
12:00	**308**	323	302	335	160	155	320	318	272
13:00	**302**	273	268	314	143	138	288	289	247
14:00	**286**	270	256	294	119	132	265	274	232
15:00	**306**	276	298	280	115	95	263	285	233
16:00	**384**	369	350	288	107	87	359	350	278
17:00	**291**	311	260	286	100	94	306	291	235
18:00	**154**	158	184	248	105	117	168	182	162
19:00	**80**	96	94	96	57	71	93	92	84
20:00	**69**	78	58	65	42	43	65	67	60
21:00	**49**	41	44	36	37	28	34	41	38
22:00	**38**	39	44	40	33	18	34	39	35
23:00	**19**	19	25	19	27	13	15	19	20
12H,7-19	**3500**	**3386**	**3384**	**3398**	**1563**	**1180**	**3364**	**3406**	**2825**
16H,6-22	**4017**	**3933**	**3907**	**3903**	**1800**	**1400**	**3886**	**3929**	**3264**
18H,6-24	**4074**	**3991**	**3976**	**3962**	**1860**	**1431**	**3935**	**3988**	**3318**
24H,0-24	**4393**	**4294**	**4274**	**4252**	**2019**	**1553**	**4280**	**4299**	**3581**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**10:00**	**10:00**	**07:00**		
Peak	**406**	**400**	**415**	**352**	**171**	**103**	**378**		
Pm	**16:00**	**16:00**	**16:00**	**12:00**	**12:00**	**12:00**	**16:00**		
Peak	**384**	**369**	**350**	**335**	**160**	**155**	**359**		



12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
		Channel: Northwestbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23														
00:00	**19**	1	14	2	0	0	0	0	0	0	1	1	0	0
01:00	**15**	0	13	1	0	0	1	0	0	0	0	0	0	0
02:00	**15**	0	12	1	0	0	0	0	0	0	2	0	0	0
03:00	**22**	1	18	1	0	0	0	0	0	0	2	0	0	0
04:00	**39**	0	32	2	2	0	0	0	0	0	3	0	0	0
05:00	**150**	4	130	7	0	0	4	0	0	1	4	0	0	0
06:00	**215**	3	177	19	2	0	1	0	0	0	5	8	0	0
07:00	**342**	4	291	30	0	0	5	0	2	0	6	4	0	0
08:00	**311**	2	254	35	0	0	5	0	6	0	4	5	0	0
09:00	**294**	0	230	47	1	0	3	0	2	0	3	8	0	0
10:00	**247**	1	187	42	0	2	3	1	2	1	5	3	0	0
11:00	**261**	0	188	52	0	1	5	0	3	2	6	4	0	0
12:00	**317**	2	248	47	0	0	2	0	7	0	3	8	0	0
13:00	**287**	3	213	44	1	0	2	0	6	0	11	7	0	0
14:00	**348**	1	288	44	1	2	1	1	6	0	2	2	0	0
15:00	**363**	0	298	45	1	0	4	1	5	1	5	3	0	0
16:00	**470**	3	405	44	3	0	3	0	1	0	5	6	0	0
17:00	**429**	8	380	25	1	1	5	0	1	0	3	5	0	0
18:00	**242**	2	210	17	1	0	6	0	2	0	2	2	0	0
19:00	**110**	1	92	12	0	0	3	0	0	0	1	1	0	0
20:00	**61**	0	53	5	0	0	1	0	0	0	2	0	0	0
21:00	**44**	0	34	7	0	0	0	0	0	0	2	1	0	0
22:00	**41**	2	37	2	0	0	0	0	0	0	0	0	0	0
23:00	**38**	0	34	2	0	1	0	0	0	0	0	1	0	0
12H,7-19	**3911**	**26**	**3192**	**472**	**9**	**6**	**44**	**3**	**43**	**4**	**55**	**57**	**0**	**0**
16H,6-22	**4341**	**30**	**3548**	**515**	**11**	**6**	**49**	**3**	**43**	**4**	**65**	**67**	**0**	**0**
18H,6-24	**4420**	**32**	**3619**	**519**	**11**	**7**	**49**	**3**	**43**	**4**	**65**	**68**	**0**	**0**
24H,0-24	**4680**	**38**	**3838**	**533**	**13**	**7**	**54**	**3**	**43**	**5**	**77**	**69**	**0**	**0**
Wed 07-Jun-23														
00:00	**16**	0	10	5	0	0	0	0	0	0	1	0	0	0
01:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
02:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
03:00	**12**	1	6	3	0	0	0	0	0	0	1	1	0	0
04:00	**52**	0	43	1	3	0	0	0	1	0	3	1	0	0
05:00	**133**	5	116	5	0	1	0	0	1	0	3	2	0	0

12384		IMMINGHAM				Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**182**	5	140	19	3	0	1	1	0	0	9	4	0	0
07:00	**362**	4	316	29	0	0	4	0	1	1	5	2	0	0
08:00	**321**	3	275	26	1	1	6	0	1	0	5	3	0	0
09:00	**295**	1	229	50	0	0	5	0	2	0	6	2	0	0
10:00	**260**	1	207	36	1	1	1	0	2	0	4	7	0	0
11:00	**227**	1	174	40	0	1	1	0	2	1	5	2	0	0
12:00	**314**	0	253	48	1	2	3	0	1	0	4	2	0	0
13:00	**291**	1	229	42	1	2	5	0	0	0	5	6	0	0
14:00	**316**	3	241	54	1	0	5	0	3	0	5	4	0	0
15:00	**314**	1	235	46	3	1	5	0	4	0	12	7	0	0
16:00	**490**	2	416	52	1	2	1	0	3	0	5	8	0	0
17:00	**387**	7	326	40	0	2	6	0	1	0	3	2	0	0
18:00	**270**	3	226	27	1	0	4	0	1	0	7	1	0	0
19:00	**150**	1	121	16	0	0	3	0	0	0	6	3	0	0
20:00	**103**	0	92	10	0	0	0	0	0	0	1	0	0	0
21:00	**94**	1	80	8	0	0	0	0	3	0	0	2	0	0
22:00	**68**	1	61	4	0	0	0	0	0	0	1	1	0	0
23:00	**50**	0	44	5	1	0	0	0	0	0	0	0	0	0
12H,7-19	**3847**	**27**	**3127**	**490**	**10**	**12**	**46**	**0**	**21**	**2**	**66**	**46**	**0**	**0**
16H,6-22	**4376**	**34**	**3560**	**543**	**13**	**12**	**50**	**1**	**24**	**2**	**82**	**55**	**0**	**0**
18H,6-24	**4494**	**35**	**3665**	**552**	**14**	**12**	**50**	**1**	**24**	**2**	**83**	**56**	**0**	**0**
24H,0-24	**4725**	**41**	**3856**	**568**	**17**	**13**	**50**	**1**	**26**	**2**	**91**	**60**	**0**	**0**
Thu 08-Jun-23														
00:00	**56**	0	46	7	0	0	1	0	0	0	2	0	0	0
01:00	**48**	0	39	7	0	1	0	0	0	0	0	1	0	0
02:00	**32**	0	27	4	0	0	0	0	0	0	1	0	0	0
03:00	**63**	1	54	3	2	0	0	0	2	0	0	1	0	0
04:00	**45**	0	31	5	1	0	1	0	0	1	4	2	0	0
05:00	**153**	3	135	5	0	0	1	0	2	0	5	2	0	0
06:00	**187**	2	157	16	1	0	1	0	1	0	4	5	0	0
07:00	**297**	4	254	22	0	1	4	0	2	0	6	4	0	0
08:00	**314**	2	250	41	3	1	5	1	5	0	4	2	0	0
09:00	**253**	1	189	45	1	0	6	1	1	0	4	5	0	0
10:00	**244**	0	189	40	1	1	2	1	5	0	1	4	0	0
11:00	**258**	1	174	67	1	0	3	0	4	1	5	2	0	0
12:00	**319**	3	245	52	1	2	3	0	3	1	7	2	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	**298**	2	223	50	1	1	6	0	3	0	6	6	0	0
14:00	**272**	0	197	48	0	1	4	1	2	0	8	11	0	0
15:00	**375**	1	280	68	0	3	3	0	2	1	10	7	0	0
16:00	**445**	4	383	42	3	1	0	0	3	0	5	4	0	0
17:00	**372**	8	314	33	0	2	3	0	1	0	7	4	0	0
18:00	**242**	5	212	17	0	1	0	0	1	0	4	2	0	0
19:00	**120**	2	95	18	1	0	0	0	0	0	3	1	0	0
20:00	**62**	0	56	5	0	0	1	0	0	0	0	0	0	0
21:00	**59**	3	47	5	0	1	1	0	1	0	1	0	0	0
22:00	**31**	1	26	3	0	0	0	0	0	0	1	0	0	0
23:00	**33**	0	28	1	0	0	1	0	0	0	2	1	0	0
12H,7-19	**3689**	**31**	**2910**	**525**	**11**	**14**	**39**	**4**	**32**	**3**	**67**	**53**	**0**	**0**
16H,6-22	**4117**	**38**	**3265**	**569**	**13**	**15**	**42**	**4**	**34**	**3**	**75**	**59**	**0**	**0**
18H,6-24	**4181**	**39**	**3319**	**573**	**13**	**15**	**43**	**4**	**34**	**3**	**78**	**60**	**0**	**0**
24H,0-24	**4578**	**43**	**3651**	**604**	**16**	**16**	**46**	**4**	**38**	**4**	**90**	**66**	**0**	**0**
Fri 09-Jun-23														
00:00	**22**	0	19	2	0	0	0	0	0	0	0	1	0	0
01:00	**17**	0	14	2	0	0	0	0	0	0	0	1	0	0
02:00	**10**	0	8	0	0	0	0	0	0	0	1	1	0	0
03:00	**36**	2	28	1	2	0	0	0	0	0	3	0	0	0
04:00	**45**	0	34	4	0	0	0	0	0	0	5	2	0	0
05:00	**120**	3	98	9	0	1	0	0	3	0	5	1	0	0
06:00	**59**	0	47	7	1	0	0	0	0	0	1	3	0	0
07:00	**253**	3	198	31	1	0	2	1	1	0	7	9	0	0
08:00	**298**	2	233	48	1	3	3	0	1	0	2	5	0	0
09:00	**240**	3	176	41	1	3	6	0	4	0	3	3	0	0
10:00	**261**	0	192	51	0	4	4	0	2	0	6	2	0	0
11:00	**266**	0	201	50	0	0	5	0	2	0	2	6	0	0
12:00	**290**	0	219	47	0	3	5	1	1	1	7	6	0	0
13:00	**341**	2	241	59	3	1	3	0	4	0	15	13	0	0
14:00	**304**	2	206	64	3	0	4	0	3	1	13	7	1	0
15:00	**364**	4	285	46	0	1	3	0	3	0	9	13	0	0
16:00	**345**	1	283	34	2	2	7	0	1	0	6	9	0	0
17:00	**338**	8	265	52	0	1	2	0	1	0	7	2	0	0
18:00	**242**	3	202	29	0	0	2	1	0	0	0	5	0	0
19:00	**87**	1	78	6	0	0	0	0	1	0	0	1	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384002			Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**87**	2	72	8	0	0	1	0	1	0	2	1	0	0
21:00	**42**	1	32	6	0	0	0	0	0	0	2	1	0	0
22:00	**34**	1	30	3	0	0	0	0	0	0	0	0	0	0
23:00	**25**	1	21	2	0	1	0	0	0	0	0	0	0	0
12H,7-19	**3542**	**28**	**2701**	**552**	**11**	**18**	**46**	**3**	**23**	**2**	**77**	**80**	**1**	**0**
16H,6-22	**3817**	**32**	**2930**	**579**	**12**	**18**	**47**	**3**	**25**	**2**	**82**	**86**	**1**	**0**
18H,6-24	**3876**	**34**	**2981**	**584**	**12**	**19**	**47**	**3**	**25**	**2**	**82**	**86**	**1**	**0**
24H,0-24	**4126**	**39**	**3182**	**602**	**14**	**20**	**47**	**3**	**28**	**2**	**96**	**92**	**1**	**0**
Sat 10-Jun-23														
00:00	**19**	0	15	1	0	0	0	0	0	0	1	2	0	0
01:00	**11**	0	4	5	0	0	0	0	0	0	0	2	0	0
02:00	**18**	0	14	2	0	0	0	0	0	0	2	0	0	0
03:00	**11**	0	7	0	3	0	1	0	0	0	0	0	0	0
04:00	**21**	1	14	3	0	1	0	0	0	0	0	2	0	0
05:00	**65**	1	51	11	0	0	0	0	0	0	2	0	0	0
06:00	**84**	2	73	6	0	0	1	0	0	0	2	0	0	0
07:00	**100**	0	70	24	0	2	0	0	0	0	2	2	0	0
08:00	**131**	1	95	33	1	0	0	0	0	0	0	1	0	0
09:00	**192**	1	147	34	0	1	2	0	4	0	2	1	0	0
10:00	**170**	3	138	24	0	1	1	0	0	0	2	1	0	0
11:00	**182**	1	145	32	0	0	0	0	0	0	3	1	0	0
12:00	**181**	3	148	25	1	1	0	0	1	0	1	1	0	0
13:00	**155**	0	131	18	0	0	0	0	0	0	6	0	0	0
14:00	**122**	6	95	15	0	0	0	0	0	0	4	2	0	0
15:00	**109**	3	91	8	0	0	0	0	2	0	4	1	0	0
16:00	**109**	1	93	12	0	0	1	0	1	0	1	0	0	0
17:00	**127**	9	104	12	0	0	0	0	0	0	1	1	0	0
18:00	**96**	1	84	11	0	0	0	0	0	0	0	0	0	0
19:00	**51**	0	47	1	1	0	0	0	0	0	2	0	0	0
20:00	**43**	2	38	3	0	0	0	0	0	0	0	0	0	0
21:00	**32**	1	31	0	0	0	0	0	0	0	0	0	0	0
22:00	**26**	1	21	2	0	0	0	0	0	0	2	0	0	0
23:00	**26**	0	21	3	0	1	0	0	0	0	1	0	0	0
12H,7-19	**1674**	**29**	**1341**	**248**	**2**	**5**	**4**	**0**	**8**	**0**	**26**	**11**	**0**	**0**
16H,6-22	**1884**	**34**	**1530**	**258**	**3**	**5**	**5**	**0**	**8**	**0**	**30**	**11**	**0**	**0**
18H,6-24	**1936**	**35**	**1572**	**263**	**3**	**6**	**5**	**0**	**8**	**0**	**33**	**11**	**0**	**0**

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12384			IMMINGHAM			Site No: 12384002		Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	2081	37	1677	285	6	7	6	0	8	0	38	17	0	0
Sun 11-Jun-23														
00:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0
01:00	9	1	7	0	0	0	0	0	0	0	1	0	0	0
02:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
03:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
04:00	6	1	2	2	0	0	0	0	0	0	1	0	0	0
05:00	41	3	33	2	0	0	0	0	0	1	2	0	0	0
06:00	75	3	68	2	0	0	0	0	0	0	1	1	0	0
07:00	31	0	28	2	0	0	0	0	0	0	1	0	0	0
08:00	44	0	35	7	0	0	0	0	1	0	1	0	0	0
09:00	87	2	75	7	0	0	0	0	0	0	3	0	0	0
10:00	100	0	86	8	0	0	3	0	0	0	2	1	0	0
11:00	117	0	97	14	0	0	0	0	0	0	5	1	0	0
12:00	130	3	116	9	0	0	0	0	0	0	2	0	0	0
13:00	144	0	120	19	0	0	0	0	1	0	3	1	0	0
14:00	110	1	98	8	0	0	0	0	0	0	3	0	0	0
15:00	106	1	91	7	0	0	2	0	0	0	4	1	0	0
16:00	85	0	82	2	0	0	0	0	0	0	1	0	0	0
17:00	107	2	90	12	0	0	0	0	0	0	1	2	0	0
18:00	99	1	89	7	0	0	1	0	0	0	1	0	0	0
19:00	60	0	57	3	0	0	0	0	0	0	0	0	0	0
20:00	30	0	25	4	0	1	0	0	0	0	0	0	0	0
21:00	30	2	25	1	0	0	0	0	0	0	1	1	0	0
22:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0
23:00	15	0	13	1	0	1	0	0	0	0	0	0	0	0
12H,7-19	1160	10	1007	102	0	0	6	0	2	0	27	6	0	0
16H,6-22	1355	15	1182	112	0	1	6	0	2	0	29	8	0	0
18H,6-24	1387	15	1211	114	0	2	6	0	2	0	29	8	0	0
24H,0-24	1480	20	1287	121	0	2	6	0	2	1	33	8	0	0
Mon 12-Jun-23														
00:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
01:00	8	1	6	0	0	0	0	0	0	0	1	0	0	0
02:00	10	1	8	0	0	0	0	0	0	0	1	0	0	0
03:00	26	0	25	0	0	0	0	0	0	0	0	1	0	0
04:00	39	0	36	1	0	0	0	0	1	0	1	0	0	0

Data produced by
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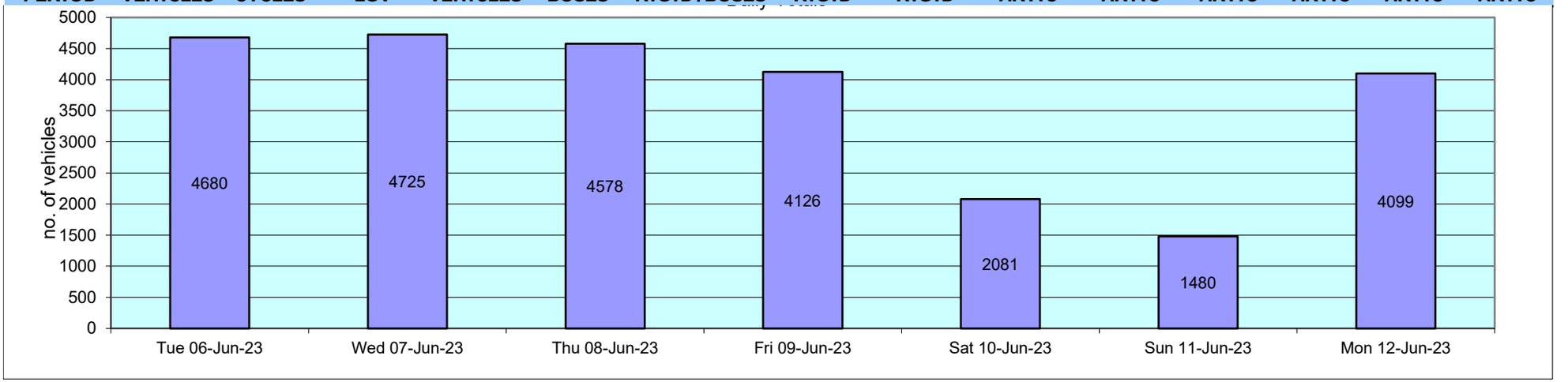
12384		IMMINGHAM				Site No: 12384002		Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**148**	2	117	7	0	0	0	0	3	0	16	3	0	0
06:00	**185**	7	148	14	0	1	1	0	0	1	3	10	0	0
07:00	**299**	1	251	32	1	1	3	0	0	0	3	7	0	0
08:00	**281**	1	218	44	1	0	0	0	1	1	10	5	0	0
09:00	**230**	3	140	61	0	1	4	0	5	1	10	5	0	0
10:00	**240**	2	144	56	1	2	4	0	5	1	18	7	0	0
11:00	**200**	1	147	41	1	1	1	0	1	0	6	1	0	0
12:00	**293**	2	207	60	0	1	6	0	2	1	9	5	0	0
13:00	**246**	3	185	34	1	1	7	0	4	0	8	3	0	0
14:00	**284**	4	192	55	3	4	4	0	3	1	11	7	0	0
15:00	**276**	2	197	47	1	1	2	0	2	1	14	9	0	0
16:00	**452**	2	362	54	1	2	5	0	1	2	13	10	0	0
17:00	**372**	5	293	48	0	2	2	0	2	0	13	7	0	0
18:00	**240**	1	201	23	1	0	3	0	2	0	4	5	0	0
19:00	**112**	1	84	18	0	0	1	0	0	0	5	3	0	0
20:00	**70**	2	53	7	0	0	0	0	0	0	7	1	0	0
21:00	**33**	0	33	0	0	0	0	0	0	0	0	0	0	0
22:00	**24**	1	20	2	0	0	0	0	0	0	1	0	0	0
23:00	**24**	0	21	1	0	1	0	0	0	0	1	0	0	0
12H,7-19	**3413**	**27**	**2537**	**555**	**11**	**16**	**41**	**0**	**28**	**8**	**119**	**71**	**0**	**0**
16H,6-22	**3813**	**37**	**2855**	**594**	**11**	**17**	**43**	**0**	**28**	**9**	**134**	**85**	**0**	**0**
18H,6-24	**3861**	**38**	**2896**	**597**	**11**	**18**	**43**	**0**	**28**	**9**	**136**	**85**	**0**	**0**
24H,0-24	**4099**	**42**	**3093**	**607**	**11**	**18**	**43**	**0**	**32**	**9**	**155**	**89**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**4680**	38	3838	533	13	7	54	3	43	5	77	69	0	0
Wed 07-Jun-23	**4725**	41	3856	568	17	13	50	1	26	2	91	60	0	0
Thu 08-Jun-23	**4578**	43	3651	604	16	16	46	4	38	4	90	66	0	0
Fri 09-Jun-23	**4126**	39	3182	602	14	20	47	3	28	2	96	92	1	0
Sat 10-Jun-23	**2081**	37	1677	285	6	7	6	0	8	0	38	17	0	0
Sun 11-Jun-23	**1480**	20	1287	121	0	2	6	0	2	1	33	8	0	0
Mon 12-Jun-23	**4099**	42	3093	607	11	18	43	0	32	9	155	89	0	0
Total Vehicles														
[--]	**25769**	260	20584	3320	77	83	252	11	177	23	580	401	1	0

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384002		Location	Site 2 - A1173, Immingham (N of Queens Rd)				
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**19**	1	5.3	14	73.7	2	10.5	2	10.5	0	0.0
01:00	**15**	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
02:00	**15**	0	0.0	12	80.0	1	6.7	2	13.3	0	0.0
03:00	**22**	1	4.6	18	81.8	1	4.6	2	9.1	0	0.0
04:00	**39**	0	0.0	32	82.1	2	5.1	3	7.7	2	5.1
05:00	**150**	4	2.7	130	86.7	7	4.7	9	6.0	0	0.0
06:00	**215**	3	1.4	177	82.3	19	8.8	14	6.5	2	0.9
07:00	**342**	4	1.2	291	85.1	30	8.8	17	5.0	0	0.0
08:00	**311**	2	0.6	254	81.7	35	11.3	20	6.4	0	0.0
09:00	**294**	0	0.0	230	78.2	47	16.0	16	5.4	1	0.3
10:00	**247**	1	0.4	187	75.7	42	17.0	17	6.9	0	0.0
11:00	**261**	0	0.0	188	72.0	52	19.9	21	8.1	0	0.0
12:00	**317**	2	0.6	248	78.2	47	14.8	20	6.3	0	0.0
13:00	**287**	3	1.1	213	74.2	44	15.3	26	9.1	1	0.4
14:00	**348**	1	0.3	288	82.8	44	12.6	14	4.0	1	0.3
15:00	**363**	0	0.0	298	82.1	45	12.4	19	5.2	1	0.3
16:00	**470**	3	0.6	405	86.2	44	9.4	15	3.2	3	0.6
17:00	**429**	8	1.9	380	88.6	25	5.8	15	3.5	1	0.2
18:00	**242**	2	0.8	210	86.8	17	7.0	12	5.0	1	0.4
19:00	**110**	1	0.9	92	83.6	12	10.9	5	4.6	0	0.0
20:00	**61**	0	0.0	53	86.9	5	8.2	3	4.9	0	0.0
21:00	**44**	0	0.0	34	77.3	7	15.9	3	6.8	0	0.0
22:00	**41**	2	4.9	37	90.2	2	4.9	0	0.0	0	0.0
23:00	**38**	0	0.0	34	89.5	2	5.3	2	5.3	0	0.0
12H,7-19	**3911**	**26**	**0.7**	**3192**	**81.6**	**472**	**12.1**	**212**	**5.4**	**9**	**0.2**
16H,6-22	**4341**	**30**	**0.7**	**3548**	**81.7**	**515**	**11.9**	**237**	**5.5**	**11**	**0.3**
18H,6-24	**4420**	**32**	**0.7**	**3619**	**81.9**	**519**	**11.7**	**239**	**5.4**	**11**	**0.3**
24H,0-24	**4680**	**38**	**0.8**	**3838**	**82.0**	**533**	**11.4**	**258**	**5.5**	**13**	**0.3**
Wed 07-Jun-23											
00:00	**16**	0	0.0	10	62.5	5	31.3	1	6.3	0	0.0
01:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
02:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	**12**	1	8.3	6	50.0	3	25.0	2	16.7	0	0.0
04:00	**52**	0	0.0	43	82.7	1	1.9	5	9.6	3	5.8
05:00	**133**	5	3.8	116	87.2	5	3.8	7	5.3	0	0.0

Data produced by
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12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**182**	5	2.8	140	76.9	19	10.4	15	8.2	3	1.7
07:00	**362**	4	1.1	316	87.3	29	8.0	13	3.6	0	0.0
08:00	**321**	3	0.9	275	85.7	26	8.1	16	5.0	1	0.3
09:00	**295**	1	0.3	229	77.6	50	17.0	15	5.1	0	0.0
10:00	**260**	1	0.4	207	79.6	36	13.9	15	5.8	1	0.4
11:00	**227**	1	0.4	174	76.7	40	17.6	12	5.3	0	0.0
12:00	**314**	0	0.0	253	80.6	48	15.3	12	3.8	1	0.3
13:00	**291**	1	0.3	229	78.7	42	14.4	18	6.2	1	0.3
14:00	**316**	3	1.0	241	76.3	54	17.1	17	5.4	1	0.3
15:00	**314**	1	0.3	235	74.8	46	14.7	29	9.2	3	1.0
16:00	**490**	2	0.4	416	84.9	52	10.6	19	3.9	1	0.2
17:00	**387**	7	1.8	326	84.2	40	10.3	14	3.6	0	0.0
18:00	**270**	3	1.1	226	83.7	27	10.0	13	4.8	1	0.4
19:00	**150**	1	0.7	121	80.7	16	10.7	12	8.0	0	0.0
20:00	**103**	0	0.0	92	89.3	10	9.7	1	1.0	0	0.0
21:00	**94**	1	1.1	80	85.1	8	8.5	5	5.3	0	0.0
22:00	**68**	1	1.5	61	89.7	4	5.9	2	2.9	0	0.0
23:00	**50**	0	0.0	44	88.0	5	10.0	0	0.0	1	2.0
12H,7-19	**3847**	**27**	**0.7**	**3127**	**81.3**	**490**	**12.7**	**193**	**5.0**	**10**	**0.3**
16H,6-22	**4376**	**34**	**0.8**	**3560**	**81.4**	**543**	**12.4**	**226**	**5.2**	**13**	**0.3**
18H,6-24	**4494**	**35**	**0.8**	**3665**	**81.6**	**552**	**12.3**	**228**	**5.1**	**14**	**0.3**
24H,0-24	**4725**	**41**	**0.9**	**3856**	**81.6**	**568**	**12.0**	**243**	**5.1**	**17**	**0.4**
Thu 08-Jun-23											
00:00	**56**	0	0.0	46	82.1	7	12.5	3	5.4	0	0.0
01:00	**48**	0	0.0	39	81.3	7	14.6	2	4.2	0	0.0
02:00	**32**	0	0.0	27	84.4	4	12.5	1	3.1	0	0.0
03:00	**63**	1	1.6	54	85.7	3	4.8	3	4.8	2	3.2
04:00	**45**	0	0.0	31	68.9	5	11.1	8	17.8	1	2.2
05:00	**153**	3	2.0	135	88.2	5	3.3	10	6.5	0	0.0
06:00	**187**	2	1.1	157	84.0	16	8.6	11	5.9	1	0.5
07:00	**297**	4	1.4	254	85.5	22	7.4	17	5.7	0	0.0
08:00	**314**	2	0.6	250	79.6	41	13.1	18	5.7	3	1.0
09:00	**253**	1	0.4	189	74.7	45	17.8	17	6.7	1	0.4
10:00	**244**	0	0.0	189	77.5	40	16.4	14	5.7	1	0.4
11:00	**258**	1	0.4	174	67.4	67	26.0	15	5.8	1	0.4
12:00	**319**	3	0.9	245	76.8	52	16.3	18	5.6	1	0.3

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12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**298**	2	0.7	223	74.8	50	16.8	22	7.4	1	0.3
14:00	**272**	0	0.0	197	72.4	48	17.7	27	9.9	0	0.0
15:00	**375**	1	0.3	280	74.7	68	18.1	26	6.9	0	0.0
16:00	**445**	4	0.9	383	86.1	42	9.4	13	2.9	3	0.7
17:00	**372**	8	2.2	314	84.4	33	8.9	17	4.6	0	0.0
18:00	**242**	5	2.1	212	87.6	17	7.0	8	3.3	0	0.0
19:00	**120**	2	1.7	95	79.2	18	15.0	4	3.3	1	0.8
20:00	**62**	0	0.0	56	90.3	5	8.1	1	1.6	0	0.0
21:00	**59**	3	5.1	47	79.7	5	8.5	4	6.8	0	0.0
22:00	**31**	1	3.2	26	83.9	3	9.7	1	3.2	0	0.0
23:00	**33**	0	0.0	28	84.9	1	3.0	4	12.1	0	0.0
12H,7-19	**3689**	**31**	**0.8**	**2910**	**78.9**	**525**	**14.2**	**212**	**5.8**	**11**	**0.3**
16H,6-22	**4117**	**38**	**0.9**	**3265**	**79.3**	**569**	**13.8**	**232**	**5.6**	**13**	**0.3**
18H,6-24	**4181**	**39**	**0.9**	**3319**	**79.4**	**573**	**13.7**	**237**	**5.7**	**13**	**0.3**
24H,0-24	**4578**	**43**	**0.9**	**3651**	**79.8**	**604**	**13.2**	**264**	**5.8**	**16**	**0.4**
Fri 09-Jun-23											
00:00	**22**	0	0.0	19	86.4	2	9.1	1	4.6	0	0.0
01:00	**17**	0	0.0	14	82.4	2	11.8	1	5.9	0	0.0
02:00	**10**	0	0.0	8	80.0	0	0.0	2	20.0	0	0.0
03:00	**36**	2	5.6	28	77.8	1	2.8	3	8.3	2	5.6
04:00	**45**	0	0.0	34	75.6	4	8.9	7	15.6	0	0.0
05:00	**120**	3	2.5	98	81.7	9	7.5	10	8.3	0	0.0
06:00	**59**	0	0.0	47	79.7	7	11.9	4	6.8	1	1.7
07:00	**253**	3	1.2	198	78.3	31	12.3	20	7.9	1	0.4
08:00	**298**	2	0.7	233	78.2	48	16.1	14	4.7	1	0.3
09:00	**240**	3	1.3	176	73.3	41	17.1	19	7.9	1	0.4
10:00	**261**	0	0.0	192	73.6	51	19.5	18	6.9	0	0.0
11:00	**266**	0	0.0	201	75.6	50	18.8	15	5.6	0	0.0
12:00	**290**	0	0.0	219	75.5	47	16.2	24	8.3	0	0.0
13:00	**341**	2	0.6	241	70.7	59	17.3	36	10.6	3	0.9
14:00	**304**	2	0.7	206	67.8	64	21.1	29	9.5	3	1.0
15:00	**364**	4	1.1	285	78.3	46	12.6	29	8.0	0	0.0
16:00	**345**	1	0.3	283	82.0	34	9.9	25	7.3	2	0.6
17:00	**338**	8	2.4	265	78.4	52	15.4	13	3.9	0	0.0
18:00	**242**	3	1.2	202	83.5	29	12.0	8	3.3	0	0.0
19:00	**87**	1	1.2	78	89.7	6	6.9	2	2.3	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**87**	2	2.3	72	82.8	8	9.2	5	5.8	0	0.0
21:00	**42**	1	2.4	32	76.2	6	14.3	3	7.1	0	0.0
22:00	**34**	1	2.9	30	88.2	3	8.8	0	0.0	0	0.0
23:00	**25**	1	4.0	21	84.0	2	8.0	1	4.0	0	0.0
12H,7-19	**3542**	**28**	**0.8**	**2701**	**76.3**	**552**	**15.6**	**250**	**7.1**	**11**	**0.3**
16H,6-22	**3817**	**32**	**0.8**	**2930**	**76.8**	**579**	**15.2**	**264**	**6.9**	**12**	**0.3**
18H,6-24	**3876**	**34**	**0.9**	**2981**	**76.9**	**584**	**15.1**	**265**	**6.8**	**12**	**0.3**
24H,0-24	**4126**	**39**	**1.0**	**3182**	**77.1**	**602**	**14.6**	**289**	**7.0**	**14**	**0.3**
Sat 10-Jun-23											
00:00	**19**	0	0.0	15	79.0	1	5.3	3	15.8	0	0.0
01:00	**11**	0	0.0	4	36.4	5	45.5	2	18.2	0	0.0
02:00	**18**	0	0.0	14	77.8	2	11.1	2	11.1	0	0.0
03:00	**11**	0	0.0	7	63.6	0	0.0	1	9.1	3	27.3
04:00	**21**	1	4.8	14	66.7	3	14.3	3	14.3	0	0.0
05:00	**65**	1	1.5	51	78.5	11	16.9	2	3.1	0	0.0
06:00	**84**	2	2.4	73	86.9	6	7.1	3	3.6	0	0.0
07:00	**100**	0	0.0	70	70.0	24	24.0	6	6.0	0	0.0
08:00	**131**	1	0.8	95	72.5	33	25.2	1	0.8	1	0.8
09:00	**192**	1	0.5	147	76.6	34	17.7	10	5.2	0	0.0
10:00	**170**	3	1.8	138	81.2	24	14.1	5	2.9	0	0.0
11:00	**182**	1	0.6	145	79.7	32	17.6	4	2.2	0	0.0
12:00	**181**	3	1.7	148	81.8	25	13.8	4	2.2	1	0.6
13:00	**155**	0	0.0	131	84.5	18	11.6	6	3.9	0	0.0
14:00	**122**	6	4.9	95	77.9	15	12.3	6	4.9	0	0.0
15:00	**109**	3	2.8	91	83.5	8	7.3	7	6.4	0	0.0
16:00	**109**	1	0.9	93	85.3	12	11.0	3	2.8	0	0.0
17:00	**127**	9	7.1	104	81.9	12	9.5	2	1.6	0	0.0
18:00	**96**	1	1.0	84	87.5	11	11.5	0	0.0	0	0.0
19:00	**51**	0	0.0	47	92.2	1	2.0	2	3.9	1	2.0
20:00	**43**	2	4.7	38	88.4	3	7.0	0	0.0	0	0.0
21:00	**32**	1	3.1	31	96.9	0	0.0	0	0.0	0	0.0
22:00	**26**	1	3.9	21	80.8	2	7.7	2	7.7	0	0.0
23:00	**26**	0	0.0	21	80.8	3	11.5	2	7.7	0	0.0
12H,7-19	**1674**	**29**	**1.7**	**1341**	**80.1**	**248**	**14.8**	**54**	**3.2**	**2**	**0.1**
16H,6-22	**1884**	**34**	**1.8**	**1530**	**81.2**	**258**	**13.7**	**59**	**3.1**	**3**	**0.2**
18H,6-24	**1936**	**35**	**1.8**	**1572**	**81.2**	**263**	**13.6**	**63**	**3.3**	**3**	**0.2**

Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384002		Location		Site 2 - A1173, Immingham (N of Queens Rd)			
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2081	37	1.8	1677	80.6	285	13.7	76	3.7	6	0.3
Sun 11-Jun-23											
00:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
01:00	9	1	11.1	7	77.8	0	0.0	1	11.1	0	0.0
02:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
04:00	6	1	16.7	2	33.3	2	33.3	1	16.7	0	0.0
05:00	41	3	7.3	33	80.5	2	4.9	3	7.3	0	0.0
06:00	75	3	4.0	68	90.7	2	2.7	2	2.7	0	0.0
07:00	31	0	0.0	28	90.3	2	6.5	1	3.2	0	0.0
08:00	44	0	0.0	35	79.6	7	15.9	2	4.6	0	0.0
09:00	87	2	2.3	75	86.2	7	8.1	3	3.5	0	0.0
10:00	100	0	0.0	86	86.0	8	8.0	6	6.0	0	0.0
11:00	117	0	0.0	97	82.9	14	12.0	6	5.1	0	0.0
12:00	130	3	2.3	116	89.2	9	6.9	2	1.5	0	0.0
13:00	144	0	0.0	120	83.3	19	13.2	5	3.5	0	0.0
14:00	110	1	0.9	98	89.1	8	7.3	3	2.7	0	0.0
15:00	106	1	0.9	91	85.9	7	6.6	7	6.6	0	0.0
16:00	85	0	0.0	82	96.5	2	2.4	1	1.2	0	0.0
17:00	107	2	1.9	90	84.1	12	11.2	3	2.8	0	0.0
18:00	99	1	1.0	89	89.9	7	7.1	2	2.0	0	0.0
19:00	60	0	0.0	57	95.0	3	5.0	0	0.0	0	0.0
20:00	30	0	0.0	25	83.3	4	13.3	1	3.3	0	0.0
21:00	30	2	6.7	25	83.3	1	3.3	2	6.7	0	0.0
22:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
23:00	15	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
12H,7-19	1160	10	0.9	1007	86.8	102	8.8	41	3.5	0	0.0
16H,6-22	1355	15	1.1	1182	87.2	112	8.3	46	3.4	0	0.0
18H,6-24	1387	15	1.1	1211	87.3	114	8.2	47	3.4	0	0.0
24H,0-24	1480	20	1.4	1287	87.0	121	8.2	52	3.5	0	0.0
Mon 12-Jun-23											
00:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
01:00	8	1	12.5	6	75.0	0	0.0	1	12.5	0	0.0
02:00	10	1	10.0	8	80.0	0	0.0	1	10.0	0	0.0
03:00	26	0	0.0	25	96.2	0	0.0	1	3.9	0	0.0
04:00	39	0	0.0	36	92.3	1	2.6	2	5.1	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

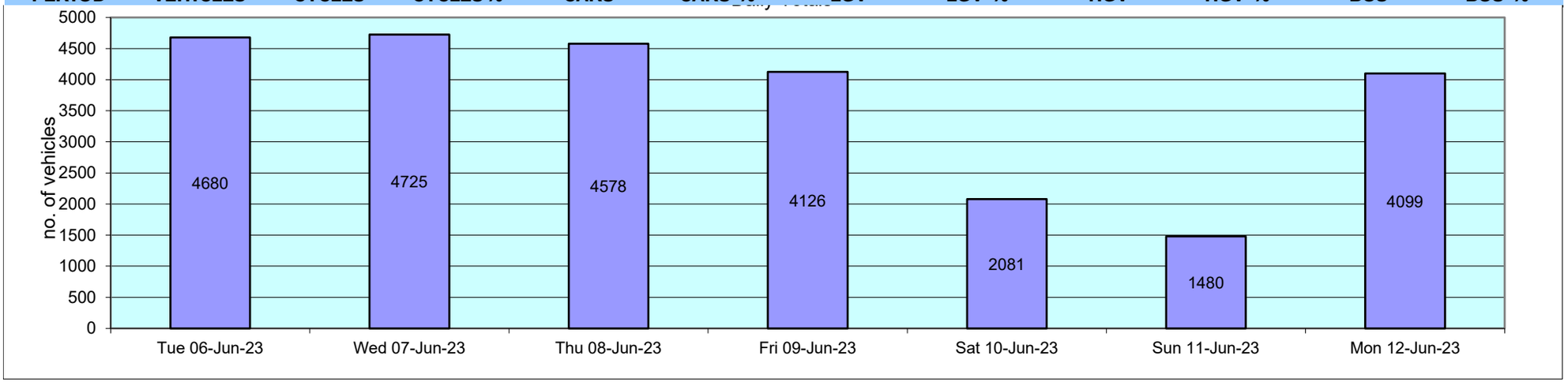
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**148**	2	1.4	117	79.1	7	4.7	22	14.9	0	0.0
06:00	**185**	7	3.8	148	80.0	14	7.6	16	8.7	0	0.0
07:00	**299**	1	0.3	251	84.0	32	10.7	14	4.7	1	0.3
08:00	**281**	1	0.4	218	77.6	44	15.7	17	6.1	1	0.4
09:00	**230**	3	1.3	140	60.9	61	26.5	26	11.3	0	0.0
10:00	**240**	2	0.8	144	60.0	56	23.3	37	15.4	1	0.4
11:00	**200**	1	0.5	147	73.5	41	20.5	10	5.0	1	0.5
12:00	**293**	2	0.7	207	70.7	60	20.5	24	8.2	0	0.0
13:00	**246**	3	1.2	185	75.2	34	13.8	23	9.4	1	0.4
14:00	**284**	4	1.4	192	67.6	55	19.4	30	10.6	3	1.1
15:00	**276**	2	0.7	197	71.4	47	17.0	29	10.5	1	0.4
16:00	**452**	2	0.4	362	80.1	54	12.0	33	7.3	1	0.2
17:00	**372**	5	1.3	293	78.8	48	12.9	26	7.0	0	0.0
18:00	**240**	1	0.4	201	83.8	23	9.6	14	5.8	1	0.4
19:00	**112**	1	0.9	84	75.0	18	16.1	9	8.0	0	0.0
20:00	**70**	2	2.9	53	75.7	7	10.0	8	11.4	0	0.0
21:00	**33**	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
22:00	**24**	1	4.2	20	83.3	2	8.3	1	4.2	0	0.0
23:00	**24**	0	0.0	21	87.5	1	4.2	2	8.3	0	0.0
12H,7-19	**3413**	**27**	**0.8**	**2537**	**74.3**	**555**	**16.3**	**283**	**8.3**	**11**	**0.3**
16H,6-22	**3813**	**37**	**1.0**	**2855**	**74.9**	**594**	**15.6**	**316**	**8.3**	**11**	**0.3**
18H,6-24	**3861**	**38**	**1.0**	**2896**	**75.0**	**597**	**15.5**	**319**	**8.3**	**11**	**0.3**
24H,0-24	**4099**	**42**	**1.0**	**3093**	**75.5**	**607**	**14.8**	**346**	**8.4**	**11**	**0.3**
Daily Totals											
Tue 06-Jun-23	**4680**	38	0.8	3838	82.0	533	11.4	258	5.5	13	0.3
Wed 07-Jun-23	**4725**	41	0.9	3856	81.6	568	12.0	243	5.1	17	0.4
Thu 08-Jun-23	**4578**	43	0.9	3651	79.8	604	13.2	264	5.8	16	0.4
Fri 09-Jun-23	**4126**	39	1.0	3182	77.1	602	14.6	289	7.0	14	0.3
Sat 10-Jun-23	**2081**	37	1.8	1677	80.6	285	13.7	76	3.7	6	0.3
Sun 11-Jun-23	**1480**	20	1.4	1287	87.0	121	8.2	52	3.5	0	0.0
Mon 12-Jun-23	**4099**	42	1.0	3093	75.5	607	14.8	346	8.4	11	0.3
Total Vehicles											
[--]	**25769**	260	1.1	20584	80.5	3320	12.6	1528	5.6	77	0.3

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384002				Location	Site 2 - A1173, Immingham (N of Queens Rd)						
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 06-Jun-23																	
00:00	**19**	42.6	33.8	10	0	0	0	2	1	5	5	2	2	1	0	1
01:00	**15**	46.6	37.5	7.2	0	0	0	0	0	1	8	3	0	2	1	0
02:00	**15**	52.3	40.2	11	0	0	0	1	0	1	3	5	1	1	1	2
03:00	**22**	44.5	38.7	7.4	0	0	0	0	1	2	4	7	6	0	2	0
04:00	**39**	42.7	34.9	7.1	0	0	0	0	4	7	13	7	5	3	0	0
05:00	**150**	39.4	33.3	6.4	0	0	0	1	11	46	47	32	9	1	2	1
06:00	**215**	38.6	33.6	4.9	0	0	0	1	5	54	98	46	10	0	1	0
07:00	**342**	35.9	32.8	4.2	0	0	1	1	6	88	200	36	8	2	0	0
08:00	**311**	38.7	33.5	5.3	0	0	0	7	4	74	146	60	16	3	1	0
09:00	**294**	37.5	32.9	4.8	0	0	0	0	19	70	146	47	11	1	0	0
10:00	**247**	38.5	33.8	4.4	0	0	0	0	11	36	133	60	7	0	0	0
11:00	**261**	37.8	33.3	4.6	0	0	0	0	7	64	133	48	7	1	0	1
12:00	**317**	37.7	33.6	4.5	0	0	0	2	7	59	182	55	8	3	1	0
13:00	**287**	38.4	33.4	4.7	0	0	0	1	3	83	127	62	9	1	1	0
14:00	**348**	37.4	32.9	4.7	0	0	0	0	14	97	168	59	6	3	1	0
15:00	**363**	38.7	33.8	4.6	0	0	0	0	12	75	173	88	13	2	0	0
16:00	**470**	37.2	33.4	4	0	0	0	0	7	95	279	76	11	2	0	0
17:00	**429**	39.4	34.3	5.3	0	0	1	6	11	67	203	111	24	4	1	1
18:00	**242**	39.2	33.9	5.8	0	0	4	1	3	49	116	50	15	2	1	1
19:00	**110**	42.3	36	6.1	0	0	0	0	2	21	36	30	15	5	1	0
20:00	**61**	41.3	35.3	6.2	0	0	0	0	1	16	18	16	6	4	0	0
21:00	**44**	40.5	35.8	5.9	0	0	0	0	0	8	18	12	3	2	1	0
22:00	**41**	47.7	38.9	8.4	0	0	0	0	0	5	14	10	4	4	1	3
23:00	**38**	42.3	35.7	7.6	0	0	0	0	0	12	11	8	3	2	1	1
12H,7-19	**3911**	**38.2**	**33.5**	**4.8**	**0**	**0**	**6**	**18**	**104**	**857**	**2006**	**752**	**135**	**24**	**6**	**3**
16H,6-22	**4341**	**38.5**	**33.6**	**4.9**	**0**	**0**	**6**	**19**	**112**	**956**	**2176**	**856**	**169**	**35**	**9**	**3**
18H,6-24	**4420**	**38.5**	**33.7**	**5**	**0**	**0**	**6**	**19**	**112**	**973**	**2201**	**874**	**176**	**41**	**11**	**7**
24H,0-24	**4680**	**38.7**	**33.7**	**5.1**	**0**	**0**	**6**	**23**	**129**	**1035**	**2281**	**930**	**199**	**49**	**17**	**11**
Wed 07-Jun-23																	
00:00	**16**	46.5	40.4	7.6	0	0	0	0	0	0	5	6	2	1	1	1
01:00	**10**	48.5	40	8.6	0	0	0	0	0	2	1	3	1	2	1	0
02:00	**8**	-	40.4	6.6	0	0	0	0	0	1	1	1	4	1	0	0
03:00	**12**	42.8	37.7	6.8	0	0	0	0	0	1	5	3	2	0	1	0
04:00	**52**	40.7	33	8.8	0	0	0	8	1	7	21	7	5	2	0	1
05:00	**133**	42.4	35.6	7	0	0	0	1	0	33	49	26	13	5	5	1
06:00	**182**	39.5	33.8	5.6	0	0	2	0	9	38	72	47	13	1	0	0
07:00	**362**	37.3	33	4.4	0	0	1	0	14	83	193	62	9	0	0	0
08:00	**321**	37.1	33.5	4.4	0	0	0	0	1	76	186	44	8	5	1	0

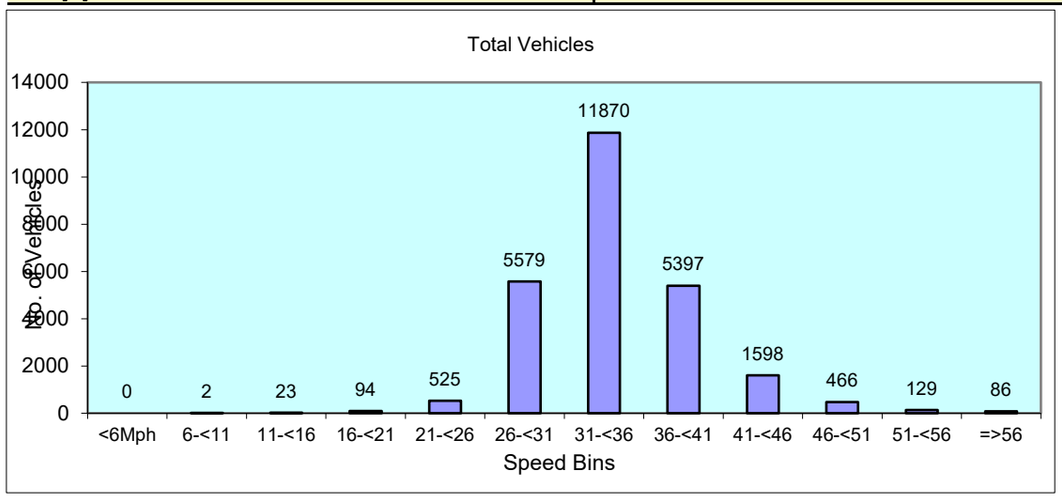
12384			IMMINGHAM		Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
09:00	**295**	37.4	33	5.5	0	0	0	0	11	91	134	51	2	1	0	5
10:00	**260**	37.1	33.2	4.3	0	0	0	0	6	63	143	37	10	1	0	0
11:00	**227**	39	34	4.7	0	0	0	0	4	49	112	46	15	1	0	0
12:00	**314**	37.3	32.7	4.5	0	0	0	5	3	98	145	59	3	1	0	0
13:00	**291**	38.7	34.1	4.7	0	0	0	0	5	56	154	60	11	4	0	1
14:00	**316**	37.9	33.5	4.6	0	0	0	1	4	75	169	51	15	0	0	1
15:00	**314**	37.5	33.4	4.5	0	0	0	2	5	67	177	50	10	3	0	0
16:00	**490**	37.6	32.9	4.7	0	0	0	4	16	133	236	87	11	2	0	1
17:00	**387**	38.9	34.3	4.5	0	0	0	1	0	75	199	91	15	5	1	0
18:00	**270**	39.6	34.2	5.1	0	0	0	0	5	67	110	65	20	3	0	0
19:00	**150**	41	35.5	6.7	0	0	0	1	8	26	46	46	15	6	0	2
20:00	**103**	43	36.9	6.5	0	0	0	1	0	18	25	37	15	5	1	1
21:00	**94**	42.8	37.4	5.7	0	0	0	0	0	10	28	36	15	2	3	0
22:00	**68**	43.4	37.4	6.6	0	0	0	0	0	9	22	22	9	3	2	1
23:00	**50**	42.4	37.1	5.3	0	0	0	0	0	4	19	17	7	3	0	0
12H,7-19	**3847**	**38.1**	**33.5**	**4.7**	**0**	**0**	**1**	**13**	**74**	**933**	**1958**	**703**	**129**	**26**	**2**	**8**
16H,6-22	**4376**	**38.6**	**33.7**	**4.9**	**0**	**0**	**3**	**15**	**91**	**1025**	**2129**	**869**	**187**	**40**	**6**	**11**
18H,6-24	**4494**	**38.8**	**33.8**	**5**	**0**	**0**	**3**	**15**	**91**	**1038**	**2170**	**908**	**203**	**46**	**8**	**12**
24H,0-24	**4725**	**38.9**	**33.9**	**5.2**	**0**	**0**	**3**	**24**	**92**	**1082**	**2252**	**954**	**230**	**57**	**16**	**15**
Thu 08-Jun-23																
00:00	**56**	46.9	39.7	7.5	0	0	0	1	1	1	12	23	8	6	2	2
01:00	**48**	45.6	37.8	8	0	0	0	3	0	2	15	13	8	6	0	1
02:00	**32**	44.9	39.3	5.4	0	0	0	0	0	2	5	15	6	4	0	0
03:00	**63**	45.5	39.7	6	0	0	0	0	2	0	15	19	19	7	1	0
04:00	**45**	43.3	34.6	8.3	0	0	0	1	7	7	11	9	6	3	1	0
05:00	**153**	39.9	33.8	6.3	0	0	0	0	10	37	67	20	13	4	1	1
06:00	**187**	39.3	34.7	5	0	0	0	0	1	32	96	44	11	1	0	2
07:00	**297**	39	34.1	4.6	0	0	1	0	1	68	135	79	11	2	0	0
08:00	**314**	36.2	32.6	4.6	0	0	0	0	14	93	158	37	8	4	0	0
09:00	**253**	36.7	32.9	4.4	0	0	0	1	5	73	131	34	7	2	0	0
10:00	**244**	38.7	34	4.5	0	0	0	0	2	51	130	45	14	2	0	0
11:00	**258**	36.7	33.2	4.5	0	0	0	0	4	70	140	34	4	6	0	0
12:00	**319**	37.5	32.7	5.2	0	0	0	0	18	100	141	40	17	1	2	0
13:00	**298**	36.9	32.6	4.6	0	1	0	0	10	91	142	47	6	1	0	0
14:00	**272**	39.3	34.1	4.9	0	0	0	0	4	64	120	64	18	1	1	0
15:00	**375**	38.4	32.9	5.7	0	0	5	3	21	90	163	75	13	5	0	0
16:00	**445**	38	33.6	4.5	0	0	0	1	5	102	239	78	16	3	1	0
17:00	**372**	39.5	34.6	5.2	0	1	0	4	1	61	185	91	23	3	2	1
18:00	**242**	40.4	34.5	5.9	0	0	0	0	9	50	112	39	24	5	2	1

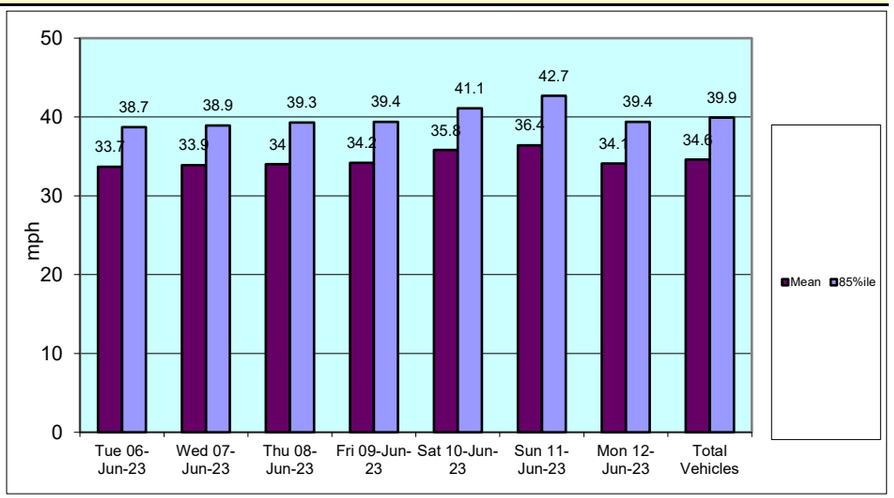
12384			IMMINGHAM		Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
19:00	**120**	42.5	36	6.5	0	0	0	1	0	27	36	32	18	3	2	1
20:00	**62**	40.8	36.3	6.5	0	0	0	0	2	6	25	20	6	1	0	2
21:00	**59**	40.3	34.9	6.3	0	0	0	0	0	15	26	10	4	3	0	1
22:00	**31**	45.3	39.5	9	0	0	0	0	1	4	8	4	9	1	2	2
23:00	**33**	45.3	36.8	8.3	0	0	0	0	1	8	8	8	3	3	1	1
12H,7-19	**3689**	**38.4**	**33.5**	**5**	**0**	**2**	**6**	**9**	**94**	**913**	**1796**	**663**	**161**	**35**	**8**	**2**
16H,6-22	**4117**	**38.7**	**33.7**	**5.1**	**0**	**2**	**6**	**10**	**97**	**993**	**1979**	**769**	**200**	**43**	**10**	**8**
18H,6-24	**4181**	**38.8**	**33.7**	**5.2**	**0**	**2**	**6**	**10**	**99**	**1005**	**1995**	**781**	**212**	**47**	**13**	**11**
24H,0-24	**4578**	**39.3**	**34**	**5.5**	**0**	**2**	**6**	**15**	**119**	**1054**	**2120**	**880**	**272**	**77**	**18**	**15**
Fri 09-Jun-23																
00:00	**22**	49.2	40.8	8.4	0	0	0	0	0	3	3	7	2	5	1	1
01:00	**17**	39.3	34.4	5.3	0	0	0	0	1	2	9	3	2	0	0	0
02:00	**10**	41	35.5	9.8	0	0	0	0	1	2	4	1	1	0	0	1
03:00	**36**	44.4	38.2	6.5	0	0	0	1	0	3	6	16	6	4	0	0
04:00	**45**	39.8	33.7	6.6	0	0	0	0	4	12	15	9	2	3	0	0
05:00	**120**	42.6	35	6.4	0	0	0	0	3	28	51	14	17	5	2	0
06:00	**59**	40.8	35.3	5.9	0	0	0	0	1	12	23	14	7	1	1	0
07:00	**253**	38.1	33.8	4.3	0	0	0	0	2	54	136	54	3	4	0	0
08:00	**298**	39.4	34.3	5	0	0	0	0	3	67	137	68	17	5	1	0
09:00	**240**	37.6	32.9	4.8	0	0	0	2	0	86	102	41	6	2	1	0
10:00	**261**	38.3	33.7	4.5	0	0	0	0	3	64	133	46	13	2	0	0
11:00	**266**	38.1	33.5	4.9	0	0	0	0	0	83	123	46	9	3	1	1
12:00	**290**	39.1	34.1	4.9	0	0	0	0	4	63	143	59	15	5	1	0
13:00	**341**	38.7	33.6	4.8	0	0	0	2	9	78	163	69	18	2	0	0
14:00	**304**	39.5	34.3	5	0	0	0	0	3	69	138	69	21	2	2	0
15:00	**364**	38.3	33.6	4.7	0	0	1	1	11	69	194	73	12	3	0	0
16:00	**345**	38.9	34.1	5.1	0	0	0	2	1	78	173	66	18	4	2	1
17:00	**338**	39.4	34.1	5.4	0	0	0	0	3	93	146	65	21	7	2	1
18:00	**242**	40	34.9	5.2	0	0	0	1	1	45	109	62	15	9	0	0
19:00	**87**	44	37.8	6.4	0	0	0	0	0	10	26	32	9	7	2	1
20:00	**87**	39.8	34	6.2	0	0	0	1	4	24	26	24	4	4	0	0
21:00	**42**	41.9	36	5.5	0	0	0	0	1	5	17	11	7	1	0	0
22:00	**34**	43.8	36.9	7.5	0	0	0	0	1	4	15	5	6	1	1	1
23:00	**25**	45.1	39.5	7.2	0	0	0	0	1	1	5	8	7	2	0	1
12H,7-19	**3542**	**38.9**	**33.9**	**4.9**	**0**	**0**	**1**	**8**	**40**	**849**	**1697**	**718**	**168**	**48**	**10**	**3**
16H,6-22	**3817**	**39.1**	**34.1**	**5**	**0**	**0**	**1**	**9**	**46**	**900**	**1789**	**799**	**195**	**61**	**13**	**4**
18H,6-24	**3876**	**39.2**	**34.1**	**5.1**	**0**	**0**	**1**	**9**	**48**	**905**	**1809**	**812**	**208**	**64**	**14**	**6**
24H,0-24	**4126**	**39.4**	**34.2**	**5.3**	**0**	**0**	**1**	**10**	**57**	**955**	**1897**	**862**	**238**	**81**	**17**	**8**
Sat 10-Jun-23																

12384			IMMINGHAM		Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	**19**	45.1	38.8	6.7	0	0	0	0	0	1	7	5	3	2	1	0
01:00	**11**	38.1	34.9	4.1	0	0	0	0	0	1	7	2	1	0	0	0
02:00	**18**	44.5	38.5	5.6	0	0	0	0	0	0	8	4	4	2	0	0
03:00	**11**	45.3	34.9	10.1	0	0	0	0	2	3	2	1	1	1	1	0
04:00	**21**	40.6	35.6	5.3	0	0	0	0	0	5	5	8	3	0	0	0
05:00	**65**	43.3	36.9	6.9	0	0	0	0	0	12	21	18	8	3	2	1
06:00	**84**	43.5	37	6.7	0	0	0	0	3	7	33	22	12	5	0	2
07:00	**100**	43.5	37.2	6.3	0	0	0	1	0	12	32	32	15	7	0	1
08:00	**131**	40.3	35.1	5.9	0	0	0	0	2	24	60	29	10	2	4	0
09:00	**192**	40.1	34.7	5	0	0	0	0	2	40	81	49	19	0	1	0
10:00	**170**	39.5	34.4	5.3	0	0	0	0	3	39	72	43	10	1	1	1
11:00	**182**	40.2	35.4	5.6	0	0	0	0	0	34	78	50	10	7	3	0
12:00	**181**	41.3	35.7	5.7	0	0	0	0	3	30	71	48	23	3	3	0
13:00	**155**	39.9	35.1	4.7	0	0	0	0	2	24	65	51	12	1	0	0
14:00	**122**	41.4	35.8	5.9	0	0	0	0	2	20	49	31	14	4	2	0
15:00	**109**	39.9	34.9	5.9	0	0	1	0	2	18	47	31	7	1	1	1
16:00	**109**	42.5	35.9	6	0	0	0	0	2	18	43	25	14	7	0	0
17:00	**127**	42.8	37.5	6.2	0	0	0	0	1	9	47	44	18	4	0	4
18:00	**96**	42.9	36.9	5.9	0	0	0	0	0	14	31	30	16	3	2	0
19:00	**51**	39.2	33.9	5.8	0	0	0	1	1	11	26	6	4	2	0	0
20:00	**43**	40.7	35.9	6.6	0	0	0	0	0	11	11	15	3	1	2	0
21:00	**32**	50.5	40.1	8.8	0	0	0	0	0	4	8	8	5	2	3	2
22:00	**26**	40.3	35	6.1	0	0	0	1	0	3	13	5	3	1	0	0
23:00	**26**	43.7	36.6	8.4	0	0	1	0	0	2	12	5	3	2	0	1
12H,7-19	**1674**	**40.8**	**35.6**	**5.7**	**0**	**0**	**1**	**1**	**19**	**282**	**676**	**463**	**168**	**40**	**17**	**7**
16H,6-22	**1884**	**40.9**	**35.7**	**5.9**	**0**	**0**	**1**	**2**	**23**	**315**	**754**	**514**	**192**	**50**	**22**	**11**
18H,6-24	**1936**	**40.9**	**35.7**	**5.9**	**0**	**0**	**2**	**3**	**23**	**320**	**779**	**524**	**198**	**53**	**22**	**12**
24H,0-24	**2081**	**41.1**	**35.8**	**6**	**0**	**0**	**2**	**3**	**25**	**342**	**829**	**562**	**218**	**61**	**26**	**13**
Sun 11-Jun-23																
00:00	**22**	44.2	36.9	6.8	0	0	0	0	0	5	6	4	5	2	0	0
01:00	**9**	-	39.6	12	0	0	0	1	0	0	3	1	2	0	1	1
02:00	**8**	-	41	7.6	0	0	0	0	0	1	0	4	1	1	1	0
03:00	**7**	-	42.8	7.9	0	0	0	0	0	0	2	1	1	2	1	0
04:00	**6**	-	34.3	2.5	0	0	0	0	0	0	5	1	0	0	0	0
05:00	**41**	46.4	39.2	7.9	0	0	0	0	0	5	12	8	9	4	1	2
06:00	**75**	43.4	36.6	6.7	0	0	0	0	2	11	26	17	15	2	1	1
07:00	**31**	44.1	37.9	6.3	0	0	0	0	0	3	10	11	3	3	1	0
08:00	**44**	40.9	34.8	5.8	0	0	0	0	1	11	16	9	6	1	0	0
09:00	**87**	40.6	35.2	5.8	0	0	0	0	1	20	32	22	7	5	0	0

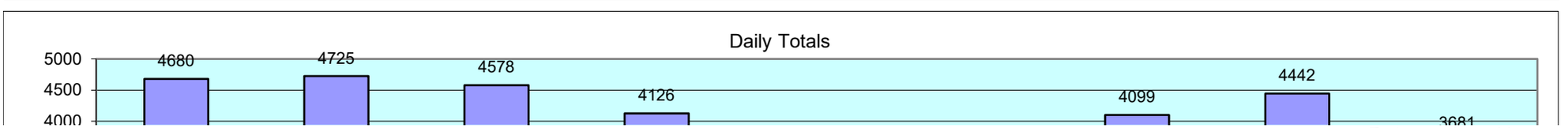
12384			IMMINGHAM		Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
10:00	**100**	40.3	35.8	6.3	0	0	0	0	2	20	29	39	4	4	0	2
11:00	**117**	40.6	35.1	5.2	0	0	0	1	3	14	54	29	16	0	0	0
12:00	**130**	40.6	34.9	6.4	0	0	0	1	0	35	49	27	12	2	3	1
13:00	**144**	40.7	35.9	5.2	0	0	0	0	1	19	60	45	14	4	1	0
14:00	**110**	42	35.6	5.5	0	0	0	0	1	15	55	19	15	5	0	0
15:00	**106**	41.7	36.6	5.5	0	0	0	0	0	10	47	31	12	4	2	0
16:00	**85**	40.8	36	6.5	0	0	0	0	5	9	30	28	8	3	1	1
17:00	**107**	44.4	38.1	6.5	0	0	0	0	2	5	39	30	21	5	4	1
18:00	**99**	42.8	36.8	5.8	0	0	0	0	0	10	42	28	10	8	1	0
19:00	**60**	44.8	37.8	6.9	0	0	0	0	0	9	18	16	10	5	1	1
20:00	**30**	44.1	37.7	6.1	0	0	0	0	0	4	9	7	8	2	0	0
21:00	**30**	44.8	38.5	6.7	0	0	0	0	0	2	10	10	4	3	0	1
22:00	**17**	45.8	39.7	7.9	0	0	0	0	0	1	5	6	2	1	1	1
23:00	**15**	43.1	36.8	6.6	0	0	0	0	0	4	2	5	3	1	0	0
12H,7-19	**1160**	**41.6**	**36**	**5.9**	**0**	**0**	**0**	**2**	**16**	**171**	**463**	**318**	**128**	**44**	**13**	**5**
16H,6-22	**1355**	**42.2**	**36.2**	**6**	**0**	**0**	**0**	**2**	**18**	**197**	**526**	**368**	**165**	**56**	**15**	**8**
18H,6-24	**1387**	**42.3**	**36.2**	**6.1**	**0**	**0**	**0**	**2**	**18**	**202**	**533**	**379**	**170**	**58**	**16**	**9**
24H,0-24	**1480**	**42.7**	**36.4**	**6.3**	**0**	**0**	**0**	**3**	**18**	**213**	**561**	**398**	**188**	**67**	**20**	**12**
Mon 12-Jun-23																
00:00	**7**	-	37.8	7.4	0	0	0	0	0	1	3	0	2	1	0	0
01:00	**8**	-	38.5	10.4	0	0	0	1	0	0	2	2	0	3	0	0
02:00	**10**	46	39	11	0	0	1	0	0	0	2	2	3	1	1	0
03:00	**26**	43.7	35.6	8.4	0	0	0	3	0	1	10	6	3	3	0	0
04:00	**39**	41.8	34.7	7.9	0	0	0	1	5	5	12	9	4	2	1	0
05:00	**148**	40.3	34.5	6.4	0	0	0	1	11	28	50	41	10	6	1	0
06:00	**185**	39.2	34	5.3	0	0	2	0	3	40	82	46	9	3	0	0
07:00	**299**	37	32.9	4.8	0	0	1	4	5	76	159	44	9	0	0	1
08:00	**281**	36.6	33	4.4	0	0	0	1	5	78	150	35	10	2	0	0
09:00	**230**	38.6	33.9	5.3	0	0	0	0	7	47	120	41	9	4	0	2
10:00	**240**	38.3	33.3	4.9	0	0	0	0	8	67	111	38	15	1	0	0
11:00	**200**	37.8	33.3	5.1	0	0	0	1	3	59	95	32	5	4	0	1
12:00	**293**	38.6	33.7	4.9	0	0	0	1	3	77	140	52	16	3	1	0
13:00	**246**	39.3	34.7	5	0	0	0	0	1	40	136	48	16	3	0	2
14:00	**284**	38.2	33.4	4.9	0	0	0	0	10	68	143	45	15	2	1	0
15:00	**276**	39.7	34.1	5.5	0	0	0	2	7	66	116	58	20	7	0	0
16:00	**452**	38	33.7	4.2	0	0	0	0	4	101	243	89	11	4	0	0
17:00	**372**	40	34.7	5.5	0	0	0	0	7	72	172	81	31	5	2	2
18:00	**240**	41.3	36.1	5.7	0	0	1	0	2	32	93	74	27	8	3	0
19:00	**112**	41.9	36.3	5.7	0	0	0	0	0	18	41	33	15	3	2	0

12384		IMMINGHAM			Site No: 12384002					Location	Site 2 - A1173, Immingham (N of Queens Rd)					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
20:00	**70**	42.4	35.7	6.2	0	0	0	1	1	10	30	14	11	2	1	0
21:00	**33**	43.6	36.7	7.8	0	0	0	0	1	6	11	8	3	2	1	1
22:00	**24**	49.2	39.1	9.7	0	0	0	0	1	4	5	6	2	3	1	2
23:00	**24**	45.2	39.3	7.6	0	0	0	0	1	2	4	7	7	2	0	1
12H,7-19	**3413**	**38.9**	**33.9**	**5**	**0**	**0**	**2**	**9**	**62**	**783**	**1678**	**637**	**184**	**43**	**7**	**8**
16H,6-22	**3813**	**39.1**	**34**	**5.2**	**0**	**0**	**4**	**10**	**67**	**857**	**1842**	**738**	**222**	**53**	**11**	**9**
18H,6-24	**3861**	**39.2**	**34.1**	**5.2**	**0**	**0**	**4**	**10**	**69**	**863**	**1851**	**751**	**231**	**58**	**12**	**12**
24H,0-24	**4099**	**39.4**	**34.1**	**5.4**	**0**	**0**	**5**	**16**	**85**	**898**	**1930**	**811**	**253**	**74**	**15**	**12**
Daily Totals																
Tue 06-Jun-23	**4680**	38.7	33.7	5.1	0	0	6	23	129	1035	2281	930	199	49	17	11
Wed 07-Jun-23	**4725**	38.9	33.9	5.2	0	0	3	24	92	1082	2252	954	230	57	16	15
Thu 08-Jun-23	**4578**	39.3	34	5.5	0	2	6	15	119	1054	2120	880	272	77	18	15
Fri 09-Jun-23	**4126**	39.4	34.2	5.3	0	0	1	10	57	955	1897	862	238	81	17	8
Sat 10-Jun-23	**2081**	41.1	35.8	6	0	0	2	3	25	342	829	562	218	61	26	13
Sun 11-Jun-23	**1480**	42.7	36.4	6.3	0	0	0	3	18	213	561	398	188	67	20	12
Mon 12-Jun-23	**4099**	39.4	34.1	5.4	0	0	5	16	85	898	1930	811	253	74	15	12
Total Vehicles																
[--]	**25769**	39.9	34.6	5.5	0	2	23	94	525	5579	11870	5397	1598	466	129	86





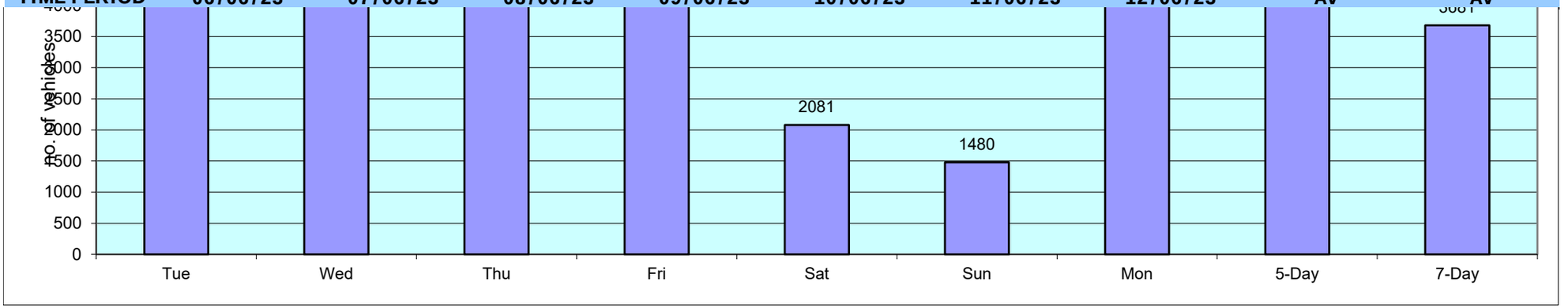
12384		IMMINGHAM		Site No: 12384002		Location	Site 2 - A1173, Immingham (N of Queens Rd)		
				Channel: Southeastbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	06/06/23	07/06/23	08/06/23	09/06/23	10/06/23	11/06/23	12/06/23	Av	Av
Week Begin: 06-Jun-23									
00:00	**19**	16	56	22	19	22	7	24	23
01:00	**15**	10	48	17	11	9	8	20	17
02:00	**15**	8	32	10	18	8	10	15	14
03:00	**22**	12	63	36	11	7	26	32	25
04:00	**39**	52	45	45	21	6	39	44	35
05:00	**150**	133	153	120	65	41	148	141	116
06:00	**215**	182	187	59	84	75	185	166	141
07:00	**342**	362	297	253	100	31	299	311	241
08:00	**311**	321	314	298	131	44	281	305	243
09:00	**294**	295	253	240	192	87	230	262	227
10:00	**247**	260	244	261	170	100	240	250	217
11:00	**261**	227	258	266	182	117	200	242	216
12:00	**317**	314	319	290	181	130	293	307	263
13:00	**287**	291	298	341	155	144	246	293	252
14:00	**348**	316	272	304	122	110	284	305	251
15:00	**363**	314	375	364	109	106	276	338	272
16:00	**470**	490	445	345	109	85	452	440	342
17:00	**429**	387	372	338	127	107	372	380	305
18:00	**242**	270	242	242	96	99	240	247	204
19:00	**110**	150	120	87	51	60	112	116	99
20:00	**61**	103	62	87	43	30	70	77	65
21:00	**44**	94	59	42	32	30	33	54	48
22:00	**41**	68	31	34	26	17	24	40	34
23:00	**38**	50	33	25	26	15	24	34	30
12H,7-19	**3911**	**3847**	**3689**	**3542**	**1674**	**1160**	**3413**	**3680**	**3034**
16H,6-22	**4341**	**4376**	**4117**	**3817**	**1884**	**1355**	**3813**	**4093**	**3386**
18H,6-24	**4420**	**4494**	**4181**	**3876**	**1936**	**1387**	**3861**	**4166**	**3451**
24H,0-24	**4680**	**4725**	**4578**	**4126**	**2081**	**1480**	**4099**	**4442**	**3681**
Am	**07:00**	**07:00**	**08:00**	**08:00**	**09:00**	**11:00**	**07:00**		
Peak	**342**	**362**	**314**	**298**	**192**	**117**	**299**		
Pm	**16:00**	**16:00**	**16:00**	**15:00**	**12:00**	**13:00**	**16:00**		
Peak	**470**	**490**	**445**	**364**	**181**	**144**	**452**		



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384002	Location	Site 2 - A1173, Immingham (N of Queens Rd)
		Channel: Southeastbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

12384		IMMINGHAM JUNE 2023								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 12384003	Site 3 - Manby Rd, Immingham 53.62543, -0.21352	Channel: Northwestbound	Tue 06-Jun-23	Mon 12-Jun-23	40	26607	4579	3801	52.3	44.8
		Channel: Southeastbound	Tue 06-Jun-23	Mon 12-Jun-23		27329	4702	3904	52.6	45.1

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23														
00:00	**12**	0	6	1	0	0	0	0	0	0	1	4	0	0
01:00	**13**	0	5	3	0	0	0	0	1	0	2	2	0	0
02:00	**23**	0	11	1	1	0	0	0	0	0	3	7	0	0
03:00	**40**	1	21	8	0	0	0	0	0	0	4	6	0	0
04:00	**119**	1	54	26	0	0	3	0	7	1	11	16	0	0
05:00	**300**	2	209	34	0	1	8	0	6	0	17	23	0	0
06:00	**475**	11	343	55	1	1	4	0	10	2	25	23	0	0
07:00	**567**	7	418	78	3	1	10	0	9	2	20	19	0	0
08:00	**284**	4	188	58	1	3	1	0	5	2	9	13	0	0
09:00	**215**	1	119	64	0	1	2	0	4	1	9	14	0	0
10:00	**204**	2	109	51	3	1	4	0	10	0	6	18	0	0
11:00	**255**	2	159	59	2	5	2	0	4	0	10	12	0	0
12:00	**265**	1	188	43	1	3	3	0	3	3	10	10	0	0
13:00	**248**	2	152	57	0	3	2	0	10	0	5	17	0	0
14:00	**225**	1	121	59	3	2	3	0	6	1	6	23	0	0
15:00	**293**	2	192	40	3	2	4	0	5	1	11	33	0	0
16:00	**351**	5	245	48	2	2	4	0	6	0	15	24	0	0
17:00	**341**	2	266	42	1	0	0	0	5	1	10	14	0	0
18:00	**173**	3	129	19	0	0	3	0	3	0	6	10	0	0
19:00	**80**	1	60	14	0	0	0	0	1	0	1	3	0	0
20:00	**59**	0	43	9	0	0	0	0	0	0	2	5	0	0
21:00	**50**	2	35	5	0	0	0	0	1	0	1	6	0	0
22:00	**32**	1	19	5	0	0	0	0	2	0	2	3	0	0
23:00	**16**	1	11	3	0	0	0	0	0	0	1	0	0	0
12H,7-19	**3421**	**32**	**2286**	**618**	**19**	**23**	**38**	**0**	**70**	**11**	**117**	**207**	**0**	**0**
16H,6-22	**4085**	**46**	**2767**	**701**	**20**	**24**	**42**	**0**	**82**	**13**	**146**	**244**	**0**	**0**
18H,6-24	**4133**	**48**	**2797**	**709**	**20**	**24**	**42**	**0**	**84**	**13**	**149**	**247**	**0**	**0**
24H,0-24	**4640**	**52**	**3103**	**782**	**21**	**25**	**53**	**0**	**98**	**14**	**187**	**305**	**0**	**0**
Wed 07-Jun-23														
00:00	**23**	0	12	4	0	0	0	0	0	1	1	5	0	0
01:00	**11**	0	5	3	0	0	0	0	0	0	0	3	0	0
02:00	**19**	0	7	6	0	0	0	0	0	0	1	5	0	0
03:00	**45**	2	25	6	1	0	1	0	1	0	5	4	0	0
04:00	**124**	1	52	28	0	0	2	0	7	0	15	19	0	0
05:00	**304**	4	202	37	1	2	4	0	7	1	19	27	0	0

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**463**	13	336	57	2	0	7	0	3	3	19	23	0	0
07:00	**519**	10	359	94	3	3	4	0	9	3	15	19	0	0
08:00	**263**	5	176	56	1	0	1	0	4	2	4	14	0	0
09:00	**218**	2	114	57	1	6	4	0	6	0	18	10	0	0
10:00	**221**	1	119	63	2	4	3	0	6	2	4	17	0	0
11:00	**237**	3	134	63	1	1	2	0	7	0	11	15	0	0
12:00	**261**	0	171	54	1	2	2	0	6	0	11	14	0	0
13:00	**259**	2	163	52	1	3	1	0	6	1	17	13	0	0
14:00	**243**	2	147	57	2	2	2	0	7	0	10	14	0	0
15:00	**256**	2	154	49	1	3	6	0	9	0	10	22	0	0
16:00	**373**	3	268	61	1	1	1	0	6	1	13	17	1	0
17:00	**314**	5	249	37	0	2	1	0	4	0	10	6	0	0
18:00	**154**	4	108	22	0	1	4	0	3	0	6	6	0	0
19:00	**72**	1	50	12	0	0	0	0	0	1	2	6	0	0
20:00	**75**	1	53	13	0	1	1	0	1	1	1	3	0	0
21:00	**45**	1	38	6	0	0	0	0	0	0	0	0	0	0
22:00	**36**	0	27	5	0	0	0	0	2	0	1	1	0	0
23:00	**14**	0	10	1	0	0	0	0	1	0	1	1	0	0
12H,7-19	**3318**	**39**	**2162**	**665**	**14**	**28**	**31**	**0**	**73**	**9**	**129**	**167**	**1**	**0**
16H,6-22	**3973**	**55**	**2639**	**753**	**16**	**29**	**39**	**0**	**77**	**14**	**151**	**199**	**1**	**0**
18H,6-24	**4023**	**55**	**2676**	**759**	**16**	**29**	**39**	**0**	**80**	**14**	**153**	**201**	**1**	**0**
24H,0-24	**4549**	**62**	**2979**	**843**	**18**	**31**	**46**	**0**	**95**	**16**	**194**	**264**	**1**	**0**
Thu 08-Jun-23														
00:00	**12**	0	6	2	0	0	0	0	0	0	0	4	0	0
01:00	**17**	0	8	5	0	0	0	0	0	0	2	2	0	0
02:00	**16**	1	9	2	0	0	1	0	0	0	2	1	0	0
03:00	**38**	1	16	9	0	0	0	0	2	0	4	6	0	0
04:00	**128**	2	65	26	0	0	3	0	5	0	12	15	0	0
05:00	**289**	3	186	36	1	1	4	0	11	1	23	23	0	0
06:00	**481**	14	346	60	2	0	3	0	8	1	27	20	0	0
07:00	**517**	8	369	89	2	0	8	0	7	1	16	17	0	0
08:00	**293**	5	183	61	2	3	6	0	5	0	9	19	0	0
09:00	**260**	0	151	71	1	3	2	0	10	3	8	11	0	0
10:00	**220**	0	115	69	0	2	3	0	7	0	9	15	0	0
11:00	**223**	1	133	60	1	1	5	1	5	0	4	12	0	0
12:00	**266**	1	167	59	3	3	2	0	7	2	9	13	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	**236**	3	156	46	1	2	5	0	5	0	6	12	0	0
14:00	**261**	2	166	59	0	3	1	0	5	0	9	16	0	0
15:00	**277**	1	185	43	4	1	4	1	9	2	9	18	0	0
16:00	**328**	5	233	51	2	0	3	0	3	1	13	17	0	0
17:00	**320**	4	247	46	1	0	1	0	3	0	8	10	0	0
18:00	**176**	2	127	27	0	2	1	0	4	0	4	9	0	0
19:00	**100**	0	68	21	0	0	1	0	1	0	4	5	0	0
20:00	**53**	1	40	10	0	0	0	0	0	0	1	1	0	0
21:00	**58**	0	39	8	0	2	0	0	1	0	3	5	0	0
22:00	**41**	1	32	4	0	0	0	0	1	0	1	2	0	0
23:00	**22**	0	16	2	0	0	0	0	2	1	0	1	0	0
12H,7-19	**3377**	**32**	**2232**	**681**	**17**	**20**	**41**	**2**	**70**	**9**	**104**	**169**	**0**	**0**
16H,6-22	**4069**	**47**	**2725**	**780**	**19**	**22**	**45**	**2**	**80**	**10**	**139**	**200**	**0**	**0**
18H,6-24	**4132**	**48**	**2773**	**786**	**19**	**22**	**45**	**2**	**83**	**11**	**140**	**203**	**0**	**0**
24H,0-24	**4632**	**55**	**3063**	**866**	**20**	**23**	**53**	**2**	**101**	**12**	**183**	**254**	**0**	**0**
Fri 09-Jun-23														
00:00	**14**	0	10	1	0	0	0	0	0	0	0	3	0	0
01:00	**15**	0	8	4	0	0	0	0	0	0	0	3	0	0
02:00	**10**	1	6	1	0	0	0	0	0	0	1	1	0	0
03:00	**24**	1	12	4	0	0	0	0	1	0	1	5	0	0
04:00	**110**	1	47	19	0	0	1	0	5	0	17	20	0	0
05:00	**304**	5	203	36	2	1	2	0	6	1	20	28	0	0
06:00	**446**	13	336	55	0	0	4	0	9	1	18	10	0	0
07:00	**478**	9	364	61	2	1	3	0	9	0	20	9	0	0
08:00	**286**	4	167	74	0	6	1	1	8	4	9	12	0	0
09:00	**231**	1	146	51	1	4	3	0	8	0	5	12	0	0
10:00	**243**	0	147	58	0	3	5	0	6	0	7	17	0	0
11:00	**232**	1	134	67	0	2	2	0	8	0	10	8	0	0
12:00	**251**	1	165	55	0	2	1	0	3	2	4	18	0	0
13:00	**283**	2	185	48	2	3	4	0	8	0	12	19	0	0
14:00	**272**	6	177	56	2	1	3	0	5	1	6	15	0	0
15:00	**238**	3	155	35	3	2	1	0	6	0	10	23	0	0
16:00	**285**	3	211	48	1	0	1	0	7	0	3	11	0	0
17:00	**250**	1	201	32	1	0	0	0	4	0	1	10	0	0
18:00	**240**	8	187	26	1	1	2	0	4	1	2	8	0	0
19:00	**96**	6	73	13	0	0	0	0	0	0	1	3	0	0

Data produced by
Auto Surveys Ltd
123

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**59**	0	48	7	0	0	1	0	0	0	2	1	0	0
21:00	**46**	2	37	2	0	0	0	0	2	0	1	2	0	0
22:00	**36**	2	30	3	0	0	0	0	1	0	0	0	0	0
23:00	**26**	2	18	4	0	0	0	0	1	0	1	0	0	0
12H,7-19	**3289**	**39**	**2239**	**611**	**13**	**25**	**26**	**1**	**76**	**8**	**89**	**162**	**0**	**0**
16H,6-22	**3936**	**60**	**2733**	**688**	**13**	**25**	**31**	**1**	**87**	**9**	**111**	**178**	**0**	**0**
18H,6-24	**3998**	**64**	**2781**	**695**	**13**	**25**	**31**	**1**	**89**	**9**	**112**	**178**	**0**	**0**
24H,0-24	**4475**	**72**	**3067**	**760**	**15**	**26**	**34**	**1**	**101**	**10**	**151**	**238**	**0**	**0**
Sat 10-Jun-23														
00:00	**14**	0	9	2	0	0	0	0	0	0	1	2	0	0
01:00	**13**	0	10	1	0	0	0	0	0	0	0	2	0	0
02:00	**8**	0	3	1	0	0	0	0	0	0	0	4	0	0
03:00	**18**	0	9	5	0	0	0	0	0	0	0	4	0	0
04:00	**37**	1	21	2	0	0	0	0	6	1	2	4	0	0
05:00	**156**	2	128	15	0	0	0	0	4	0	1	6	0	0
06:00	**128**	5	96	14	1	1	1	0	1	0	4	5	0	0
07:00	**159**	4	99	35	4	2	4	0	1	0	1	9	0	0
08:00	**114**	2	72	26	1	0	1	0	0	0	6	6	0	0
09:00	**149**	0	104	35	0	1	0	0	2	0	6	1	0	0
10:00	**140**	2	97	32	0	0	0	0	1	0	4	4	0	0
11:00	**139**	1	106	19	1	2	1	0	1	0	1	7	0	0
12:00	**127**	0	89	28	1	1	1	0	1	0	4	2	0	0
13:00	**129**	1	111	9	1	0	0	0	0	0	1	6	0	0
14:00	**99**	3	83	9	0	0	1	0	0	0	0	3	0	0
15:00	**124**	1	99	16	0	0	1	0	0	0	3	4	0	0
16:00	**104**	0	86	10	0	0	0	0	2	0	1	5	0	0
17:00	**126**	6	103	13	0	0	0	0	1	0	0	3	0	0
18:00	**119**	4	98	11	0	0	0	0	1	0	2	3	0	0
19:00	**67**	1	59	7	0	0	0	0	0	0	0	0	0	0
20:00	**41**	2	35	4	0	0	0	0	0	0	0	0	0	0
21:00	**39**	1	34	2	0	1	0	0	0	0	0	1	0	0
22:00	**31**	1	23	4	0	0	0	0	1	0	2	0	0	0
23:00	**13**	0	11	0	0	0	2	0	0	0	0	0	0	0
12H,7-19	**1529**	**24**	**1147**	**243**	**8**	**6**	**9**	**0**	**10**	**0**	**29**	**53**	**0**	**0**
16H,6-22	**1804**	**33**	**1371**	**270**	**9**	**8**	**10**	**0**	**11**	**0**	**33**	**59**	**0**	**0**
18H,6-24	**1848**	**34**	**1405**	**274**	**9**	**8**	**12**	**0**	**12**	**0**	**35**	**59**	**0**	**0**

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	2094	37	1585	300	9	8	12	0	22	1	39	81	0	0
Sun 11-Jun-23														
00:00	15	0	9	2	0	0	0	0	1	0	0	3	0	0
01:00	14	0	9	3	0	0	0	0	0	0	0	2	0	0
02:00	9	0	7	0	0	0	0	0	0	0	0	2	0	0
03:00	12	0	8	0	0	0	1	0	0	0	2	1	0	0
04:00	32	0	19	1	0	1	0	0	7	0	1	3	0	0
05:00	111	2	94	7	0	0	1	0	2	0	1	4	0	0
06:00	111	0	85	17	0	0	0	0	2	2	1	4	0	0
07:00	77	1	55	12	1	0	0	0	2	0	1	5	0	0
08:00	83	1	64	12	1	1	0	0	0	0	1	3	0	0
09:00	63	2	47	7	0	0	0	0	0	0	4	3	0	0
10:00	91	1	58	26	0	0	1	0	1	0	1	3	0	0
11:00	102	3	88	5	0	0	0	0	1	0	3	2	0	0
12:00	130	3	100	21	0	0	1	0	0	0	0	5	0	0
13:00	115	3	89	14	0	0	0	0	2	0	1	6	0	0
14:00	109	3	91	10	0	0	0	0	0	0	1	4	0	0
15:00	92	2	69	10	0	0	1	0	3	0	0	7	0	0
16:00	76	1	64	6	0	0	0	0	2	0	0	3	0	0
17:00	94	4	76	7	0	0	1	0	0	0	3	3	0	0
18:00	107	6	89	12	0	0	0	0	0	0	0	0	0	0
19:00	60	3	45	9	0	0	1	0	1	0	0	1	0	0
20:00	41	0	31	10	0	0	0	0	0	0	0	0	0	0
21:00	33	1	24	7	0	0	0	0	0	0	1	0	0	0
22:00	29	2	24	2	0	0	0	0	0	0	1	0	0	0
23:00	14	0	12	1	0	0	0	0	0	0	1	0	0	0
12H,7-19	1139	30	890	142	2	1	4	0	11	0	15	44	0	0
16H,6-22	1384	34	1075	185	2	1	5	0	14	2	17	49	0	0
18H,6-24	1427	36	1111	188	2	1	5	0	14	2	19	49	0	0
24H,0-24	1620	38	1257	201	2	2	7	0	24	2	23	64	0	0
Mon 12-Jun-23														
00:00	19	0	12	1	0	0	0	0	1	0	2	3	0	0
01:00	15	0	9	2	0	0	0	0	0	0	1	3	0	0
02:00	21	0	11	6	0	0	0	0	0	0	0	4	0	0
03:00	42	0	18	13	0	0	0	0	0	0	5	6	0	0
04:00	136	0	68	34	0	0	1	0	4	0	14	15	0	0

Data produced by
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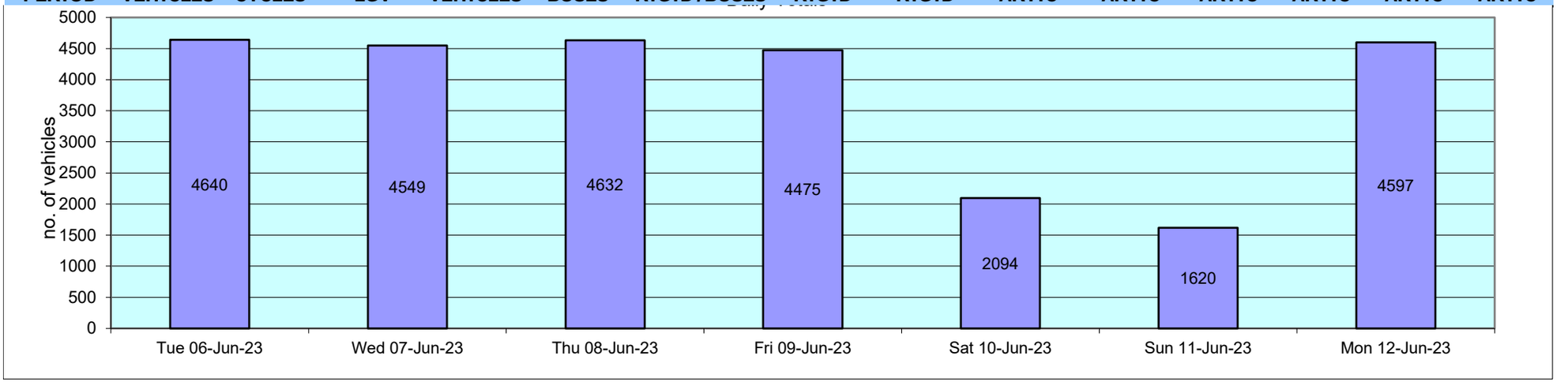
12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**309**	5	198	55	1	2	2	0	7	0	14	25	0	0
06:00	**459**	12	325	59	0	1	10	0	6	3	23	20	0	0
07:00	**461**	6	338	73	2	3	6	1	4	1	13	14	0	0
08:00	**309**	4	202	64	0	3	4	0	7	1	10	14	0	0
09:00	**244**	2	155	52	2	3	7	0	2	1	5	15	0	0
10:00	**213**	1	132	52	2	1	4	0	4	2	8	7	0	0
11:00	**236**	2	139	57	2	3	3	0	5	0	5	20	0	0
12:00	**281**	5	188	54	3	1	7	1	2	2	8	10	0	0
13:00	**287**	3	174	65	2	4	4	0	6	0	4	25	0	0
14:00	**219**	3	143	44	1	2	2	0	7	1	7	9	0	0
15:00	**295**	4	203	50	0	1	0	0	8	0	7	22	0	0
16:00	**319**	5	234	37	2	2	2	0	9	0	13	15	0	0
17:00	**301**	3	250	30	0	0	2	0	3	0	2	11	0	0
18:00	**192**	1	157	24	0	0	2	0	2	0	2	4	0	0
19:00	**79**	3	54	12	0	0	0	0	1	0	3	6	0	0
20:00	**71**	0	55	12	0	0	0	0	1	0	1	2	0	0
21:00	**41**	2	30	5	0	0	0	0	1	0	2	1	0	0
22:00	**31**	3	21	3	0	0	0	0	0	0	1	3	0	0
23:00	**17**	0	9	4	0	0	0	0	0	0	2	2	0	0
12H,7-19	**3357**	**39**	**2315**	**602**	**16**	**23**	**43**	**2**	**59**	**8**	**84**	**166**	**0**	**0**
16H,6-22	**4007**	**56**	**2779**	**690**	**16**	**24**	**53**	**2**	**68**	**11**	**113**	**195**	**0**	**0**
18H,6-24	**4055**	**59**	**2809**	**697**	**16**	**24**	**53**	**2**	**68**	**11**	**116**	**200**	**0**	**0**
24H,0-24	**4597**	**64**	**3125**	**808**	**17**	**26**	**56**	**2**	**80**	**11**	**152**	**256**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**4640**	52	3103	782	21	25	53	0	98	14	187	305	0	0
Wed 07-Jun-23	**4549**	62	2979	843	18	31	46	0	95	16	194	264	1	0
Thu 08-Jun-23	**4632**	55	3063	866	20	23	53	2	101	12	183	254	0	0
Fri 09-Jun-23	**4475**	72	3067	760	15	26	34	1	101	10	151	238	0	0
Sat 10-Jun-23	**2094**	37	1585	300	9	8	12	0	22	1	39	81	0	0
Sun 11-Jun-23	**1620**	38	1257	201	2	2	7	0	24	2	23	64	0	0
Mon 12-Jun-23	**4597**	64	3125	808	17	26	56	2	80	11	152	256	0	0
Total Vehicles														
[--]	**26607**	380	18179	4560	102	141	261	5	521	66	929	1462	1	0

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384003		Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**12**	0	0.0	6	50.0	1	8.3	5	41.7	0	0.0
01:00	**13**	0	0.0	5	38.5	3	23.1	5	38.5	0	0.0
02:00	**23**	0	0.0	11	47.8	1	4.4	10	43.5	1	4.4
03:00	**40**	1	2.5	21	52.5	8	20.0	10	25.0	0	0.0
04:00	**119**	1	0.8	54	45.4	26	21.9	38	31.9	0	0.0
05:00	**300**	2	0.7	209	69.7	34	11.3	55	18.3	0	0.0
06:00	**475**	11	2.3	343	72.2	55	11.6	65	13.7	1	0.2
07:00	**567**	7	1.2	418	73.7	78	13.8	61	10.8	3	0.5
08:00	**284**	4	1.4	188	66.2	58	20.4	33	11.6	1	0.4
09:00	**215**	1	0.5	119	55.4	64	29.8	31	14.4	0	0.0
10:00	**204**	2	1.0	109	53.4	51	25.0	39	19.1	3	1.5
11:00	**255**	2	0.8	159	62.4	59	23.1	33	12.9	2	0.8
12:00	**265**	1	0.4	188	70.9	43	16.2	32	12.1	1	0.4
13:00	**248**	2	0.8	152	61.3	57	23.0	37	14.9	0	0.0
14:00	**225**	1	0.4	121	53.8	59	26.2	41	18.2	3	1.3
15:00	**293**	2	0.7	192	65.5	40	13.7	56	19.1	3	1.0
16:00	**351**	5	1.4	245	69.8	48	13.7	51	14.5	2	0.6
17:00	**341**	2	0.6	266	78.0	42	12.3	30	8.8	1	0.3
18:00	**173**	3	1.7	129	74.6	19	11.0	22	12.7	0	0.0
19:00	**80**	1	1.3	60	75.0	14	17.5	5	6.3	0	0.0
20:00	**59**	0	0.0	43	72.9	9	15.3	7	11.9	0	0.0
21:00	**50**	2	4.0	35	70.0	5	10.0	8	16.0	0	0.0
22:00	**32**	1	3.1	19	59.4	5	15.6	7	21.9	0	0.0
23:00	**16**	1	6.3	11	68.8	3	18.8	1	6.3	0	0.0
12H,7-19	**3421**	**32**	**0.9**	**2286**	**66.8**	**618**	**18.1**	**466**	**13.6**	**19**	**0.6**
16H,6-22	**4085**	**46**	**1.1**	**2767**	**67.7**	**701**	**17.2**	**551**	**13.5**	**20**	**0.5**
18H,6-24	**4133**	**48**	**1.2**	**2797**	**67.7**	**709**	**17.2**	**559**	**13.5**	**20**	**0.5**
24H,0-24	**4640**	**52**	**1.1**	**3103**	**66.9**	**782**	**16.9**	**682**	**14.7**	**21**	**0.5**
Wed 07-Jun-23											
00:00	**23**	0	0.0	12	52.2	4	17.4	7	30.4	0	0.0
01:00	**11**	0	0.0	5	45.5	3	27.3	3	27.3	0	0.0
02:00	**19**	0	0.0	7	36.8	6	31.6	6	31.6	0	0.0
03:00	**45**	2	4.4	25	55.6	6	13.3	11	24.4	1	2.2
04:00	**124**	1	0.8	52	41.9	28	22.6	43	34.7	0	0.0
05:00	**304**	4	1.3	202	66.5	37	12.2	60	19.7	1	0.3

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**463**	13	2.8	336	72.6	57	12.3	55	11.9	2	0.4
07:00	**519**	10	1.9	359	69.2	94	18.1	53	10.2	3	0.6
08:00	**263**	5	1.9	176	66.9	56	21.3	25	9.5	1	0.4
09:00	**218**	2	0.9	114	52.3	57	26.2	44	20.2	1	0.5
10:00	**221**	1	0.5	119	53.9	63	28.5	36	16.3	2	0.9
11:00	**237**	3	1.3	134	56.5	63	26.6	36	15.2	1	0.4
12:00	**261**	0	0.0	171	65.5	54	20.7	35	13.4	1	0.4
13:00	**259**	2	0.8	163	62.9	52	20.1	41	15.8	1	0.4
14:00	**243**	2	0.8	147	60.5	57	23.5	35	14.4	2	0.8
15:00	**256**	2	0.8	154	60.2	49	19.1	50	19.5	1	0.4
16:00	**373**	3	0.8	268	71.9	61	16.4	40	10.7	1	0.3
17:00	**314**	5	1.6	249	79.3	37	11.8	23	7.3	0	0.0
18:00	**154**	4	2.6	108	70.1	22	14.3	20	13.0	0	0.0
19:00	**72**	1	1.4	50	69.4	12	16.7	9	12.5	0	0.0
20:00	**75**	1	1.3	53	70.7	13	17.3	8	10.7	0	0.0
21:00	**45**	1	2.2	38	84.4	6	13.3	0	0.0	0	0.0
22:00	**36**	0	0.0	27	75.0	5	13.9	4	11.1	0	0.0
23:00	**14**	0	0.0	10	71.4	1	7.1	3	21.4	0	0.0
12H,7-19	**3318**	**39**	**1.2**	**2162**	**65.2**	**665**	**20.0**	**438**	**13.2**	**14**	**0.4**
16H,6-22	**3973**	**55**	**1.4**	**2639**	**66.4**	**753**	**19.0**	**510**	**12.8**	**16**	**0.4**
18H,6-24	**4023**	**55**	**1.4**	**2676**	**66.5**	**759**	**18.9**	**517**	**12.9**	**16**	**0.4**
24H,0-24	**4549**	**62**	**1.4**	**2979**	**65.5**	**843**	**18.5**	**647**	**14.2**	**18**	**0.4**
Thu 08-Jun-23											
00:00	**12**	0	0.0	6	50.0	2	16.7	4	33.3	0	0.0
01:00	**17**	0	0.0	8	47.1	5	29.4	4	23.5	0	0.0
02:00	**16**	1	6.3	9	56.3	2	12.5	4	25.0	0	0.0
03:00	**38**	1	2.6	16	42.1	9	23.7	12	31.6	0	0.0
04:00	**128**	2	1.6	65	50.8	26	20.3	35	27.3	0	0.0
05:00	**289**	3	1.0	186	64.4	36	12.5	63	21.8	1	0.4
06:00	**481**	14	2.9	346	71.9	60	12.5	59	12.3	2	0.4
07:00	**517**	8	1.6	369	71.4	89	17.2	49	9.5	2	0.4
08:00	**293**	5	1.7	183	62.5	61	20.8	42	14.3	2	0.7
09:00	**260**	0	0.0	151	58.1	71	27.3	37	14.2	1	0.4
10:00	**220**	0	0.0	115	52.3	69	31.4	36	16.4	0	0.0
11:00	**223**	1	0.5	133	59.6	60	26.9	28	12.6	1	0.5
12:00	**266**	1	0.4	167	62.8	59	22.2	36	13.5	3	1.1

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**236**	3	1.3	156	66.1	46	19.5	30	12.7	1	0.4
14:00	**261**	2	0.8	166	63.6	59	22.6	34	13.0	0	0.0
15:00	**277**	1	0.4	185	66.8	43	15.5	44	15.9	4	1.4
16:00	**328**	5	1.5	233	71.0	51	15.6	37	11.3	2	0.6
17:00	**320**	4	1.3	247	77.2	46	14.4	22	6.9	1	0.3
18:00	**176**	2	1.1	127	72.2	27	15.3	20	11.4	0	0.0
19:00	**100**	0	0.0	68	68.0	21	21.0	11	11.0	0	0.0
20:00	**53**	1	1.9	40	75.5	10	18.9	2	3.8	0	0.0
21:00	**58**	0	0.0	39	67.2	8	13.8	11	19.0	0	0.0
22:00	**41**	1	2.4	32	78.1	4	9.8	4	9.8	0	0.0
23:00	**22**	0	0.0	16	72.7	2	9.1	4	18.2	0	0.0
12H,7-19	**3377**	**32**	**1.0**	**2232**	**66.1**	**681**	**20.2**	**415**	**12.3**	**17**	**0.5**
16H,6-22	**4069**	**47**	**1.2**	**2725**	**67.0**	**780**	**19.2**	**498**	**12.2**	**19**	**0.5**
18H,6-24	**4132**	**48**	**1.2**	**2773**	**67.1**	**786**	**19.0**	**506**	**12.3**	**19**	**0.5**
24H,0-24	**4632**	**55**	**1.2**	**3063**	**66.1**	**866**	**18.7**	**628**	**13.6**	**20**	**0.4**
Fri 09-Jun-23											
00:00	**14**	0	0.0	10	71.4	1	7.1	3	21.4	0	0.0
01:00	**15**	0	0.0	8	53.3	4	26.7	3	20.0	0	0.0
02:00	**10**	1	10.0	6	60.0	1	10.0	2	20.0	0	0.0
03:00	**24**	1	4.2	12	50.0	4	16.7	7	29.2	0	0.0
04:00	**110**	1	0.9	47	42.7	19	17.3	43	39.1	0	0.0
05:00	**304**	5	1.6	203	66.8	36	11.8	58	19.1	2	0.7
06:00	**446**	13	2.9	336	75.3	55	12.3	42	9.4	0	0.0
07:00	**478**	9	1.9	364	76.2	61	12.8	42	8.8	2	0.4
08:00	**286**	4	1.4	167	58.4	74	25.9	41	14.3	0	0.0
09:00	**231**	1	0.4	146	63.2	51	22.1	32	13.9	1	0.4
10:00	**243**	0	0.0	147	60.5	58	23.9	38	15.6	0	0.0
11:00	**232**	1	0.4	134	57.8	67	28.9	30	12.9	0	0.0
12:00	**251**	1	0.4	165	65.7	55	21.9	30	12.0	0	0.0
13:00	**283**	2	0.7	185	65.4	48	17.0	46	16.3	2	0.7
14:00	**272**	6	2.2	177	65.1	56	20.6	31	11.4	2	0.7
15:00	**238**	3	1.3	155	65.1	35	14.7	42	17.7	3	1.3
16:00	**285**	3	1.1	211	74.0	48	16.8	22	7.7	1	0.4
17:00	**250**	1	0.4	201	80.4	32	12.8	15	6.0	1	0.4
18:00	**240**	8	3.3	187	77.9	26	10.8	18	7.5	1	0.4
19:00	**96**	6	6.3	73	76.0	13	13.5	4	4.2	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**59**	0	0.0	48	81.4	7	11.9	4	6.8	0	0.0
21:00	**46**	2	4.4	37	80.4	2	4.4	5	10.9	0	0.0
22:00	**36**	2	5.6	30	83.3	3	8.3	1	2.8	0	0.0
23:00	**26**	2	7.7	18	69.2	4	15.4	2	7.7	0	0.0
12H,7-19	**3289**	**39**	**1.2**	**2239**	**68.1**	**611**	**18.6**	**387**	**11.8**	**13**	**0.4**
16H,6-22	**3936**	**60**	**1.5**	**2733**	**69.4**	**688**	**17.5**	**442**	**11.2**	**13**	**0.3**
18H,6-24	**3998**	**64**	**1.6**	**2781**	**69.6**	**695**	**17.4**	**445**	**11.1**	**13**	**0.3**
24H,0-24	**4475**	**72**	**1.6**	**3067**	**68.5**	**760**	**17.0**	**561**	**12.5**	**15**	**0.3**
Sat 10-Jun-23											
00:00	**14**	0	0.0	9	64.3	2	14.3	3	21.4	0	0.0
01:00	**13**	0	0.0	10	76.9	1	7.7	2	15.4	0	0.0
02:00	**8**	0	0.0	3	37.5	1	12.5	4	50.0	0	0.0
03:00	**18**	0	0.0	9	50.0	5	27.8	4	22.2	0	0.0
04:00	**37**	1	2.7	21	56.8	2	5.4	13	35.1	0	0.0
05:00	**156**	2	1.3	128	82.1	15	9.6	11	7.1	0	0.0
06:00	**128**	5	3.9	96	75.0	14	10.9	12	9.4	1	0.8
07:00	**159**	4	2.5	99	62.3	35	22.0	17	10.7	4	2.5
08:00	**114**	2	1.8	72	63.2	26	22.8	13	11.4	1	0.9
09:00	**149**	0	0.0	104	69.8	35	23.5	10	6.7	0	0.0
10:00	**140**	2	1.4	97	69.3	32	22.9	9	6.4	0	0.0
11:00	**139**	1	0.7	106	76.3	19	13.7	12	8.6	1	0.7
12:00	**127**	0	0.0	89	70.1	28	22.1	9	7.1	1	0.8
13:00	**129**	1	0.8	111	86.1	9	7.0	7	5.4	1	0.8
14:00	**99**	3	3.0	83	83.8	9	9.1	4	4.0	0	0.0
15:00	**124**	1	0.8	99	79.8	16	12.9	8	6.5	0	0.0
16:00	**104**	0	0.0	86	82.7	10	9.6	8	7.7	0	0.0
17:00	**126**	6	4.8	103	81.8	13	10.3	4	3.2	0	0.0
18:00	**119**	4	3.4	98	82.4	11	9.2	6	5.0	0	0.0
19:00	**67**	1	1.5	59	88.1	7	10.5	0	0.0	0	0.0
20:00	**41**	2	4.9	35	85.4	4	9.8	0	0.0	0	0.0
21:00	**39**	1	2.6	34	87.2	2	5.1	2	5.1	0	0.0
22:00	**31**	1	3.2	23	74.2	4	12.9	3	9.7	0	0.0
23:00	**13**	0	0.0	11	84.6	0	0.0	2	15.4	0	0.0
12H,7-19	**1529**	**24**	**1.6**	**1147**	**75.0**	**243**	**15.9**	**107**	**7.0**	**8**	**0.5**
16H,6-22	**1804**	**33**	**1.8**	**1371**	**76.0**	**270**	**15.0**	**121**	**6.7**	**9**	**0.5**
18H,6-24	**1848**	**34**	**1.8**	**1405**	**76.0**	**274**	**14.8**	**126**	**6.8**	**9**	**0.5**

Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384003		Location		Site 3 - Manby Rd, Immingham			
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2094	37	1.8	1585	75.7	300	14.3	163	7.8	9	0.4
Sun 11-Jun-23											
00:00	15	0	0.0	9	60.0	2	13.3	4	26.7	0	0.0
01:00	14	0	0.0	9	64.3	3	21.4	2	14.3	0	0.0
02:00	9	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
03:00	12	0	0.0	8	66.7	0	0.0	4	33.3	0	0.0
04:00	32	0	0.0	19	59.4	1	3.1	12	37.5	0	0.0
05:00	111	2	1.8	94	84.7	7	6.3	8	7.2	0	0.0
06:00	111	0	0.0	85	76.6	17	15.3	9	8.1	0	0.0
07:00	77	1	1.3	55	71.4	12	15.6	8	10.4	1	1.3
08:00	83	1	1.2	64	77.1	12	14.5	5	6.0	1	1.2
09:00	63	2	3.2	47	74.6	7	11.1	7	11.1	0	0.0
10:00	91	1	1.1	58	63.7	26	28.6	6	6.6	0	0.0
11:00	102	3	2.9	88	86.3	5	4.9	6	5.9	0	0.0
12:00	130	3	2.3	100	76.9	21	16.2	6	4.6	0	0.0
13:00	115	3	2.6	89	77.4	14	12.2	9	7.8	0	0.0
14:00	109	3	2.8	91	83.5	10	9.2	5	4.6	0	0.0
15:00	92	2	2.2	69	75.0	10	10.9	11	12.0	0	0.0
16:00	76	1	1.3	64	84.2	6	7.9	5	6.6	0	0.0
17:00	94	4	4.3	76	80.9	7	7.5	7	7.5	0	0.0
18:00	107	6	5.6	89	83.2	12	11.2	0	0.0	0	0.0
19:00	60	3	5.0	45	75.0	9	15.0	3	5.0	0	0.0
20:00	41	0	0.0	31	75.6	10	24.4	0	0.0	0	0.0
21:00	33	1	3.0	24	72.7	7	21.2	1	3.0	0	0.0
22:00	29	2	6.9	24	82.8	2	6.9	1	3.5	0	0.0
23:00	14	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
12H,7-19	1139	30	2.6	890	78.1	142	12.5	75	6.6	2	0.2
16H,6-22	1384	34	2.5	1075	77.7	185	13.4	88	6.4	2	0.1
18H,6-24	1427	36	2.5	1111	77.9	188	13.2	90	6.3	2	0.1
24H,0-24	1620	38	2.4	1257	77.6	201	12.4	122	7.5	2	0.1
Mon 12-Jun-23											
00:00	19	0	0.0	12	63.2	1	5.3	6	31.6	0	0.0
01:00	15	0	0.0	9	60.0	2	13.3	4	26.7	0	0.0
02:00	21	0	0.0	11	52.4	6	28.6	4	19.1	0	0.0
03:00	42	0	0.0	18	42.9	13	31.0	11	26.2	0	0.0
04:00	136	0	0.0	68	50.0	34	25.0	34	25.0	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

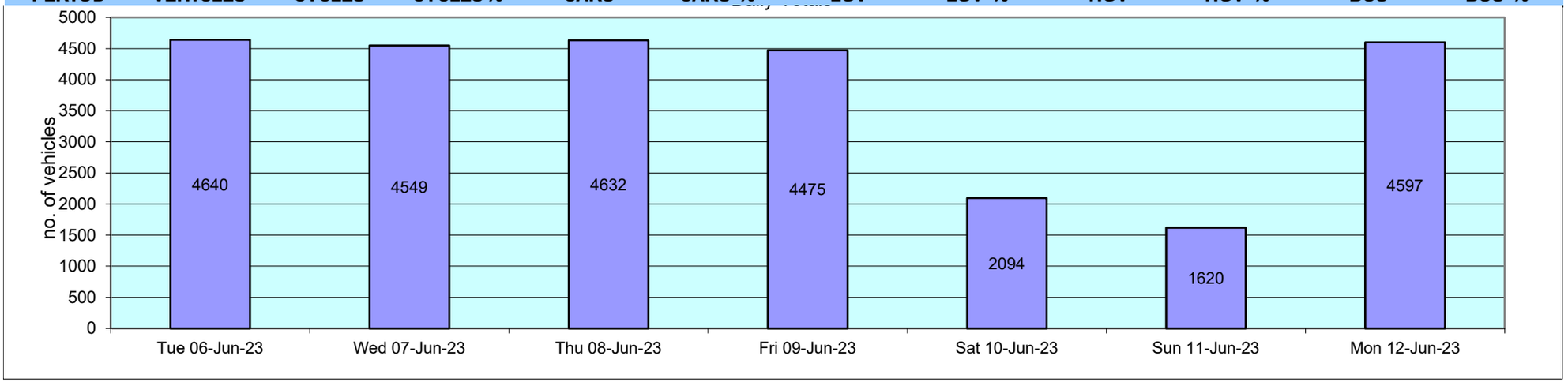
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**309**	5	1.6	198	64.1	55	17.8	50	16.2	1	0.3
06:00	**459**	12	2.6	325	70.8	59	12.9	63	13.7	0	0.0
07:00	**461**	6	1.3	338	73.3	73	15.8	42	9.1	2	0.4
08:00	**309**	4	1.3	202	65.4	64	20.7	39	12.6	0	0.0
09:00	**244**	2	0.8	155	63.5	52	21.3	33	13.5	2	0.8
10:00	**213**	1	0.5	132	62.0	52	24.4	26	12.2	2	0.9
11:00	**236**	2	0.9	139	58.9	57	24.2	36	15.3	2	0.9
12:00	**281**	5	1.8	188	66.9	54	19.2	31	11.0	3	1.1
13:00	**287**	3	1.1	174	60.6	65	22.7	43	15.0	2	0.7
14:00	**219**	3	1.4	143	65.3	44	20.1	28	12.8	1	0.5
15:00	**295**	4	1.4	203	68.8	50	17.0	38	12.9	0	0.0
16:00	**319**	5	1.6	234	73.4	37	11.6	41	12.9	2	0.6
17:00	**301**	3	1.0	250	83.1	30	10.0	18	6.0	0	0.0
18:00	**192**	1	0.5	157	81.8	24	12.5	10	5.2	0	0.0
19:00	**79**	3	3.8	54	68.4	12	15.2	10	12.7	0	0.0
20:00	**71**	0	0.0	55	77.5	12	16.9	4	5.6	0	0.0
21:00	**41**	2	4.9	30	73.2	5	12.2	4	9.8	0	0.0
22:00	**31**	3	9.7	21	67.7	3	9.7	4	12.9	0	0.0
23:00	**17**	0	0.0	9	52.9	4	23.5	4	23.5	0	0.0
12H,7-19	**3357**	**39**	**1.2**	**2315**	**69.0**	**602**	**17.9**	**385**	**11.5**	**16**	**0.5**
16H,6-22	**4007**	**56**	**1.4**	**2779**	**69.4**	**690**	**17.2**	**466**	**11.6**	**16**	**0.4**
18H,6-24	**4055**	**59**	**1.5**	**2809**	**69.3**	**697**	**17.2**	**474**	**11.7**	**16**	**0.4**
24H,0-24	**4597**	**64**	**1.4**	**3125**	**68.0**	**808**	**17.6**	**583**	**12.7**	**17**	**0.4**
Daily Totals											
Tue 06-Jun-23	**4640**	52	1.1	3103	66.9	782	16.9	682	14.7	21	0.5
Wed 07-Jun-23	**4549**	62	1.4	2979	65.5	843	18.5	647	14.2	18	0.4
Thu 08-Jun-23	**4632**	55	1.2	3063	66.1	866	18.7	628	13.6	20	0.4
Fri 09-Jun-23	**4475**	72	1.6	3067	68.5	760	17.0	561	12.5	15	0.3
Sat 10-Jun-23	**2094**	37	1.8	1585	75.7	300	14.3	163	7.8	9	0.4
Sun 11-Jun-23	**1620**	38	2.4	1257	77.6	201	12.4	122	7.5	2	0.1
Mon 12-Jun-23	**4597**	64	1.4	3125	68.0	808	17.6	583	12.7	17	0.4
Total Vehicles											
[--]	**26607**	380	1.5	18179	69.8	4560	16.5	3386	11.9	102	0.4

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384003				Location	Site 3 - Manby Rd, Immingham						
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 06-Jun-23																
00:00	**12**	48.1	41.8	7.6	0	0	0	1	0	1	2	4	4	0	0	0
01:00	**13**	53.8	45	10.6	0	0	1	0	0	0	1	6	3	0	1	1
02:00	**23**	51.1	45.2	7.1	0	0	0	0	0	2	5	5	7	2	2	0
03:00	**40**	53.5	41.9	10.4	0	1	0	0	3	7	9	10	1	5	2	2
04:00	**119**	49.7	42.4	7.5	0	0	1	0	7	12	28	38	20	10	1	2
05:00	**300**	50.6	43.3	7.4	1	0	0	1	11	27	70	85	65	32	4	4
06:00	**475**	51.1	43.8	7.8	0	4	1	6	5	48	88	136	114	56	14	3
07:00	**567**	50.7	43.7	7	0	0	0	2	15	60	113	164	137	58	16	2
08:00	**284**	50.9	43.2	7.2	0	0	0	1	11	29	68	80	53	35	5	2
09:00	**215**	49.5	42.5	6.6	0	0	0	1	5	22	64	66	35	16	6	0
10:00	**204**	49.1	42.7	6.3	0	0	0	2	2	19	55	73	35	15	2	1
11:00	**255**	48.2	41.8	6.8	0	0	0	3	11	27	67	91	39	11	4	2
12:00	**265**	52.1	44.7	7.1	0	0	1	0	1	23	53	82	58	30	15	2
13:00	**248**	50.4	43.6	7.3	0	1	1	0	2	27	54	81	50	16	14	2
14:00	**225**	49.3	42.8	6.5	0	0	0	1	7	14	65	79	38	15	5	1
15:00	**293**	49.5	42.5	6.9	0	1	0	2	4	37	78	92	49	22	8	0
16:00	**351**	49.6	43	6.4	0	0	0	0	5	38	91	112	72	24	8	1
17:00	**341**	51.5	45.1	7	0	1	0	0	0	26	69	92	98	35	15	5
18:00	**173**	53.6	45.1	8.1	0	0	0	0	8	12	30	48	37	22	11	5
19:00	**80**	54.5	45.8	7.6	0	0	0	0	0	7	16	21	15	12	8	1
20:00	**59**	52.7	42.9	10.1	0	0	1	1	7	7	5	14	12	8	2	2
21:00	**50**	57.7	47.3	9.2	0	0	0	0	0	6	8	10	8	8	6	4
22:00	**32**	53.6	43.5	9.3	0	0	0	0	4	2	7	8	2	7	1	1
23:00	**16**	56.2	46.3	9.6	0	0	0	0	1	1	4	1	3	3	3	0
12H,7-19	**3421**	**50.4**	**43.4**	**7**	**0**	**3**	**2**	**12**	**71**	**334**	**807**	**1060**	**701**	**299**	**109**	**23**
16H,6-22	**4085**	**50.7**	**43.6**	**7.2**	**0**	**7**	**4**	**19**	**83**	**402**	**924**	**1241**	**850**	**383**	**139**	**33**
18H,6-24	**4133**	**50.7**	**43.6**	**7.2**	**0**	**7**	**4**	**19**	**88**	**405**	**935**	**1250**	**855**	**393**	**143**	**34**
24H,0-24	**4640**	**50.7**	**43.5**	**7.3**	**1**	**8**	**6**	**21**	**109**	**454**	**1050**	**1398**	**955**	**442**	**153**	**43**
Wed 07-Jun-23																
00:00	**23**	56.3	45.9	11.3	0	0	0	2	1	1	1	6	6	2	1	3
01:00	**11**	50.3	44	8.9	0	0	0	0	1	1	2	2	3	1	1	0
02:00	**19**	44.7	39.8	5.9	0	0	0	0	1	3	8	5	1	1	0	0
03:00	**45**	50.6	44.2	8.9	0	1	0	1	1	1	8	16	10	3	3	1
04:00	**124**	51.5	42.8	8.8	0	1	0	1	4	19	31	29	19	10	6	4
05:00	**304**	51.3	43.5	7.7	0	1	2	1	7	34	66	84	61	34	13	1
06:00	**463**	51.6	44.1	7.6	0	5	0	2	3	34	113	120	110	54	19	3
07:00	**519**	52.4	44.7	7.8	0	2	3	3	11	36	96	131	139	71	22	5
08:00	**263**	52.5	43.8	8.3	2	0	0	2	7	21	65	69	47	33	13	4

12384			IMMINGHAM		Site No: 12384003					Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
09:00	**218**	49.3	42.1	7.6	1	0	1	2	3	26	70	58	36	11	7	3
10:00	**221**	48.8	42.1	6.6	0	0	0	3	3	31	57	67	47	7	6	0
11:00	**237**	49.5	42.1	7.4	0	0	0	5	8	28	65	68	39	15	7	2
12:00	**261**	50.5	43.7	6.5	0	0	0	0	4	19	71	82	50	29	3	3
13:00	**259**	49	41.7	7.2	0	0	4	0	8	36	67	81	40	18	4	1
14:00	**243**	50.2	42.8	7.3	0	0	0	1	6	26	73	71	35	17	10	4
15:00	**256**	49.8	42.8	7.2	0	1	0	1	8	30	62	69	60	19	4	2
16:00	**373**	50.3	42.9	7.5	0	0	1	3	17	43	81	95	89	34	7	3
17:00	**314**	52.7	45.9	6.9	0	1	0	0	0	15	48	108	84	31	19	8
18:00	**154**	53.7	45.8	7.7	0	0	0	0	4	12	20	44	36	27	6	5
19:00	**72**	53.4	45.2	7.6	0	0	0	0	1	5	19	13	17	12	4	1
20:00	**75**	52.9	44.2	8.5	0	0	0	2	3	5	16	17	16	11	4	1
21:00	**45**	57.5	48.1	8.5	0	0	0	1	0	1	6	10	13	5	6	3
22:00	**36**	54.1	46.3	8.2	0	0	0	0	1	4	4	7	8	10	1	1
23:00	**14**	49.5	42.4	7.5	0	0	0	0	1	2	2	5	2	2	0	0
12H,7-19	**3318**	**50.7**	**43.5**	**7.5**	**3**	**4**	**9**	**20**	**79**	**323**	**775**	**943**	**702**	**312**	**108**	**40**
16H,6-22	**3973**	**50.9**	**43.6**	**7.6**	**3**	**9**	**9**	**25**	**86**	**368**	**929**	**1103**	**858**	**394**	**141**	**48**
18H,6-24	**4023**	**51**	**43.7**	**7.6**	**3**	**9**	**9**	**25**	**88**	**374**	**935**	**1115**	**868**	**406**	**142**	**49**
24H,0-24	**4549**	**51**	**43.6**	**7.6**	**3**	**12**	**11**	**30**	**103**	**433**	**1051**	**1257**	**968**	**457**	**166**	**58**
Thu 08-Jun-23																
00:00	**12**	54.5	47.7	8	0	0	0	0	0	0	3	2	4	1	1	1
01:00	**17**	53.4	46.4	8.8	0	0	0	0	0	1	5	2	5	2	0	2
02:00	**16**	48.8	42.9	8.8	0	0	0	0	0	4	3	5	2	0	1	1
03:00	**38**	53.3	44.4	8.2	0	0	0	0	0	6	8	10	6	4	3	1
04:00	**128**	52.4	43	8.8	0	1	1	2	8	8	32	31	20	19	5	1
05:00	**289**	50.4	43.6	7.9	0	1	2	0	4	40	56	75	76	19	8	8
06:00	**481**	51	44.4	7.5	0	4	2	3	7	28	95	133	136	54	16	3
07:00	**517**	49.3	42.6	7.3	0	1	1	5	29	39	110	187	102	23	14	6
08:00	**293**	50.8	43	7.2	0	0	0	1	14	26	74	84	52	35	6	1
09:00	**260**	49.3	42.3	7.2	0	0	0	5	6	30	67	86	40	17	7	2
10:00	**220**	48.7	41.7	6.9	0	0	0	4	5	36	51	70	38	12	3	1
11:00	**223**	49.9	42.9	7.2	0	0	0	3	9	17	58	64	49	17	4	2
12:00	**266**	49.6	43	6.8	0	0	0	4	8	17	68	90	53	17	9	0
13:00	**236**	50.2	43.5	7.4	0	1	0	3	9	6	65	75	49	17	7	4
14:00	**261**	48.9	42	6.5	0	0	0	1	8	35	68	83	45	19	2	0
15:00	**277**	51.6	43.9	7.6	0	0	0	1	10	21	74	66	59	31	10	5
16:00	**328**	50	43.1	7.7	0	0	3	5	9	28	78	90	81	20	10	4
17:00	**320**	52.6	45	7.5	0	1	0	0	4	26	63	85	78	44	12	7
18:00	**176**	51	44.7	7	0	0	0	0	5	9	30	67	38	18	4	5

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384003					Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
19:00	**100**	54.9	45.5	8.7	0	0	0	0	2	13	13	31	17	11	6	7
20:00	**53**	55.3	47	10	0	0	2	0	1	3	3	16	10	10	3	5
21:00	**58**	58.3	46.8	10.4	0	1	0	0	2	3	11	11	11	8	4	7
22:00	**41**	56.4	46.8	8.7	0	0	0	0	0	4	8	7	11	4	4	3
23:00	**22**	54.2	46	8.9	0	0	0	1	0	1	3	7	3	5	1	1
12H,7-19	**3377**	**50.2**	**43.1**	**7.3**	**0**	**3**	**4**	**32**	**116**	**290**	**806**	**1047**	**684**	**270**	**88**	**37**
16H,6-22	**4069**	**50.5**	**43.4**	**7.5**	**0**	**8**	**8**	**35**	**128**	**337**	**928**	**1238**	**858**	**353**	**117**	**59**
18H,6-24	**4132**	**50.6**	**43.5**	**7.5**	**0**	**8**	**8**	**36**	**128**	**342**	**939**	**1252**	**872**	**362**	**122**	**63**
24H,0-24	**4632**	**50.6**	**43.5**	**7.6**	**0**	**10**	**11**	**38**	**140**	**401**	**1046**	**1377**	**985**	**407**	**140**	**77**
Fri 09-Jun-23																
00:00	**14**	59.5	49.6	8.7	0	0	0	0	0	0	2	4	3	1	2	2
01:00	**15**	49.1	43.2	6	0	0	0	0	0	1	5	5	2	2	0	0
02:00	**10**	51	45	6.8	0	0	0	0	0	0	3	4	1	1	1	0
03:00	**24**	50.1	42	9	0	1	0	0	0	4	5	5	6	3	0	0
04:00	**110**	51.5	42.5	8.9	0	1	0	1	6	13	29	28	14	11	2	5
05:00	**304**	50.5	43.6	7.2	0	1	1	1	3	30	72	88	69	30	4	5
06:00	**446**	51.8	44.1	7.8	0	1	4	3	9	48	69	125	109	63	12	3
07:00	**478**	52	44.6	7.8	0	2	1	2	12	41	77	136	124	56	18	9
08:00	**286**	52	44.2	7.2	0	0	0	1	4	24	71	80	55	37	11	3
09:00	**231**	50.3	43.9	6.6	0	0	1	0	2	18	56	70	57	20	5	2
10:00	**243**	50.6	43.5	7.1	0	0	0	2	5	28	45	80	50	26	5	2
11:00	**232**	51.1	44.3	6.9	0	0	0	0	3	19	50	78	46	25	7	4
12:00	**251**	50.6	43.7	6.6	0	0	0	0	1	20	75	73	48	25	6	3
13:00	**283**	50.7	44.2	6.7	0	0	0	0	6	13	77	80	68	26	10	3
14:00	**272**	51.5	44.6	7.1	0	0	0	2	6	11	55	104	50	28	9	7
15:00	**238**	50.8	44.2	6.8	0	0	0	0	2	18	59	74	51	22	8	4
16:00	**285**	53	45.6	7.3	0	0	1	0	8	13	43	83	78	39	17	3
17:00	**250**	54	46.9	7.2	0	0	0	1	2	12	31	65	70	51	10	8
18:00	**240**	53.6	46.4	7.3	0	1	0	0	2	10	38	59	76	34	13	7
19:00	**96**	57.1	47.9	9.3	0	1	0	0	2	3	15	18	23	18	5	11
20:00	**59**	55.3	47.5	7.9	0	0	0	0	0	4	8	13	17	9	4	4
21:00	**46**	51.6	44.3	7.7	0	0	0	0	2	6	5	14	11	5	3	0
22:00	**36**	56.1	49.3	7.6	0	0	0	0	0	2	3	5	11	9	4	2
23:00	**26**	55	48.1	8.2	0	0	0	0	1	2	1	4	8	7	2	1
12H,7-19	**3289**	**51.9**	**44.7**	**7.2**	**0**	**3**	**3**	**8**	**53**	**227**	**677**	**982**	**773**	**389**	**119**	**55**
16H,6-22	**3936**	**52.1**	**44.7**	**7.3**	**0**	**5**	**7**	**11**	**66**	**288**	**774**	**1152**	**933**	**484**	**143**	**73**
18H,6-24	**3998**	**52.2**	**44.8**	**7.4**	**0**	**5**	**7**	**11**	**67**	**292**	**778**	**1161**	**952**	**500**	**149**	**76**
24H,0-24	**4475**	**52.1**	**44.6**	**7.4**	**0**	**8**	**8**	**13**	**76**	**340**	**894**	**1295**	**1047**	**548**	**158**	**88**
Sat 10-Jun-23																

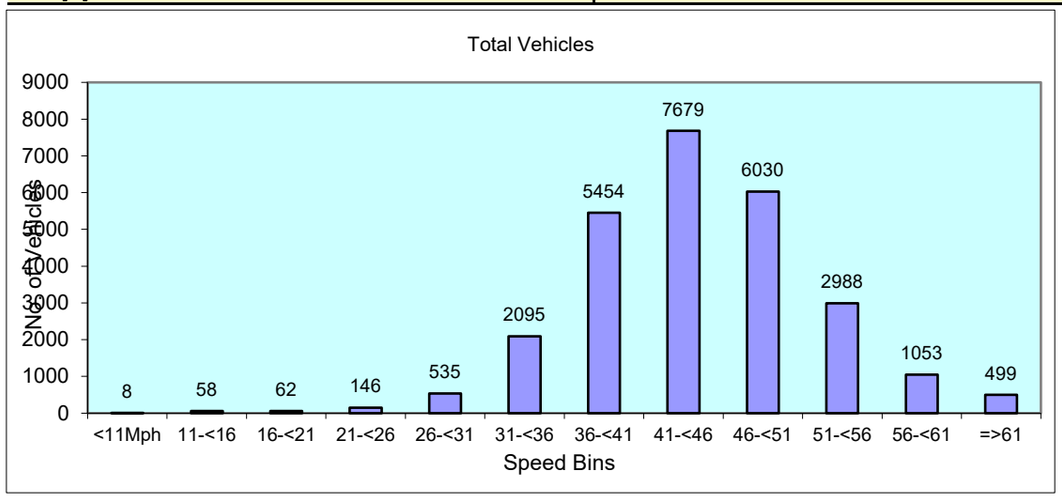
Data produced by
Auto Surveys Ltd

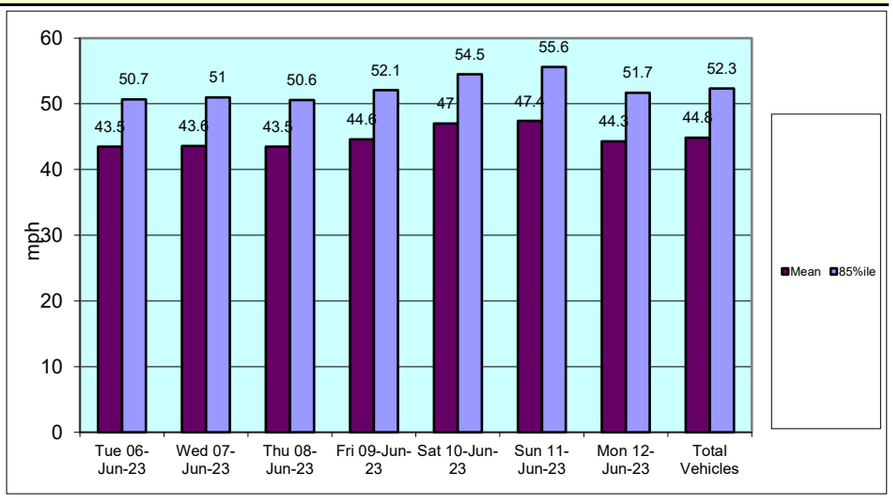
12384			IMMINGHAM		Site No: 12384003					Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	**14**	54.5	46	11.1	0	0	0	1	0	1	3	1	4	2	0	2
01:00	**13**	50.2	47.3	5.2	0	0	0	0	0	0	2	1	9	0	1	0
02:00	**8**	-	42.3	7.5	0	0	0	0	0	2	2	1	2	1	0	0
03:00	**18**	50.5	43.8	6.9	0	0	0	0	0	2	4	7	2	2	1	0
04:00	**37**	53.5	45	9.2	0	1	0	0	0	4	6	8	7	10	0	1
05:00	**156**	55	48.6	6.5	0	0	0	1	0	0	14	39	51	34	11	6
06:00	**128**	54.9	47.5	7.7	0	0	1	0	2	5	12	30	41	22	10	5
07:00	**159**	53.6	46.4	7	0	0	0	1	0	4	29	45	44	22	10	4
08:00	**114**	52.7	45.3	8	0	1	0	0	1	8	24	24	35	10	8	3
09:00	**149**	53.8	46.3	7.4	0	0	0	1	1	5	27	42	40	18	9	6
10:00	**140**	52.9	45.6	7.3	0	0	0	0	2	7	28	39	34	22	2	6
11:00	**139**	52.2	46.1	6.3	0	0	0	0	1	4	24	38	46	19	6	1
12:00	**127**	54	46	7.3	0	0	0	0	2	4	27	35	27	21	8	3
13:00	**129**	55.4	48.5	6.5	0	0	0	0	0	1	9	42	35	25	12	5
14:00	**99**	55.6	47.8	7.7	0	0	0	0	0	1	21	21	24	18	7	7
15:00	**124**	52.9	46.4	7	0	1	0	0	1	7	7	41	41	18	7	1
16:00	**104**	55.5	47.6	7.1	0	0	0	0	0	1	16	30	30	12	10	5
17:00	**126**	55.4	48.5	7.2	0	0	0	2	0	0	9	38	32	29	10	6
18:00	**119**	56.8	47.9	8.4	0	0	0	1	2	5	15	24	34	18	11	9
19:00	**67**	53.3	47.8	5.4	0	0	0	0	0	0	6	19	25	14	2	1
20:00	**41**	54.1	46.1	8.9	0	1	0	0	0	3	4	12	10	7	3	1
21:00	**39**	54.7	46.2	9.3	0	1	0	0	0	1	7	12	8	5	2	3
22:00	**31**	57.9	48.7	8.5	0	0	0	0	0	2	4	7	5	6	5	2
23:00	**13**	59.2	49.7	11.1	0	0	0	0	2	0	0	1	4	1	4	1
12H,7-19	**1529**	**54.4**	**46.8**	**7.3**	**0**	**2**	**0**	**5**	**10**	**47**	**236**	**419**	**422**	**232**	**100**	**56**
16H,6-22	**1804**	**54.4**	**46.9**	**7.4**	**0**	**4**	**1**	**5**	**12**	**56**	**265**	**492**	**506**	**280**	**117**	**66**
18H,6-24	**1848**	**54.6**	**46.9**	**7.4**	**0**	**4**	**1**	**5**	**14**	**58**	**269**	**500**	**515**	**287**	**126**	**69**
24H,0-24	**2094**	**54.5**	**47**	**7.4**	**0**	**5**	**1**	**7**	**14**	**67**	**300**	**557**	**590**	**336**	**139**	**78**
Sun 11-Jun-23																
00:00	**15**	48.8	43.2	5.7	0	0	0	0	0	1	5	4	4	1	0	0
01:00	**14**	53.3	46	8.1	0	0	0	0	0	0	6	1	3	3	0	1
02:00	**9**	-	45.2	5.2	0	0	0	0	0	0	2	3	3	1	0	0
03:00	**12**	52.8	46.8	8.2	0	0	0	0	0	1	2	2	4	2	0	1
04:00	**32**	55.1	47.1	7.8	0	0	0	0	0	1	8	6	6	7	3	1
05:00	**111**	55.7	48	8.2	0	0	0	1	4	3	7	26	33	21	9	7
06:00	**111**	57.5	48.8	7.7	0	0	0	0	0	6	8	28	29	18	16	6
07:00	**77**	54.5	46.5	7.8	0	0	0	0	1	4	13	21	19	10	5	4
08:00	**83**	58	48.4	8.6	0	0	0	0	3	1	13	18	14	15	15	4
09:00	**63**	50.5	45	7.5	0	0	0	2	0	3	9	21	20	4	2	2

12384			IMMINGHAM		Site No: 12384003					Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
10:00	**91**	52.1	45.7	6.7	0	0	0	1	0	4	15	26	28	13	3	1
11:00	**102**	53.6	46.3	7.6	0	1	0	0	1	6	14	21	33	20	5	1
12:00	**130**	54.8	46.4	7.4	0	0	0	0	1	6	20	46	22	20	11	4
13:00	**115**	52.1	46.2	6.2	0	0	0	0	0	4	15	42	33	15	3	3
14:00	**109**	55.2	48.3	6.9	0	0	0	0	0	1	12	35	23	25	7	6
15:00	**92**	52.4	46.2	6.9	0	0	0	0	0	2	23	19	31	10	3	4
16:00	**76**	57.6	47.6	8.6	0	0	0	1	1	4	7	22	18	8	10	5
17:00	**94**	58.5	49	9.2	0	0	1	1	1	5	6	17	23	20	11	9
18:00	**107**	57.9	49.3	8.1	0	1	0	0	1	0	7	29	27	20	14	8
19:00	**60**	57.1	46.9	11.2	1	2	0	0	0	0	11	14	8	13	7	4
20:00	**41**	55.7	49.1	7.3	0	0	0	0	0	1	5	8	9	12	4	2
21:00	**33**	-	51.1	9.4	0	0	0	1	0	0	2	7	7	5	5	6
22:00	**29**	52.9	44.2	8.8	0	0	0	0	1	4	5	10	3	3	1	2
23:00	**14**	-	53.9	9	0	0	0	0	0	0	1	2	3	2	1	5
12H,7-19	**1139**	**55.1**	**47.1**	**7.7**	**0**	**2**	**1**	**5**	**9**	**40**	**154**	**317**	**291**	**180**	**89**	**51**
16H,6-22	**1384**	**55.6**	**47.4**	**7.9**	**1**	**4**	**1**	**6**	**9**	**47**	**180**	**374**	**344**	**228**	**121**	**69**
18H,6-24	**1427**	**55.7**	**47.4**	**8**	**1**	**4**	**1**	**6**	**10**	**51**	**186**	**386**	**350**	**233**	**123**	**76**
24H,0-24	**1620**	**55.6**	**47.4**	**8**	**1**	**4**	**1**	**7**	**14**	**57**	**216**	**428**	**403**	**268**	**135**	**86**
Mon 12-Jun-23																
00:00	**19**	50.4	41.4	8	0	0	0	0	3	0	7	4	2	3	0	0
01:00	**15**	52.3	46.5	8.7	0	0	0	0	1	0	3	2	6	1	1	1
02:00	**21**	54.4	45.2	8.4	0	0	0	0	0	3	5	3	5	2	3	0
03:00	**42**	51.8	43	8	0	0	0	1	1	6	11	5	10	8	0	0
04:00	**136**	49.2	42.1	7.7	0	0	0	3	2	22	34	38	25	6	2	4
05:00	**309**	52.1	44.2	7.8	0	1	1	8	2	20	62	94	65	42	11	3
06:00	**459**	51.9	44.4	7.9	1	2	2	0	17	33	76	133	115	59	15	6
07:00	**461**	52.1	45	7.3	0	2	1	3	5	34	68	135	129	64	17	3
08:00	**309**	50.9	44.6	7.1	0	0	0	2	4	20	66	93	79	27	12	6
09:00	**244**	49.6	43.5	6.3	0	0	0	0	1	23	60	83	56	14	2	5
10:00	**213**	49.7	42.7	6.7	0	0	0	0	5	23	64	58	41	17	3	2
11:00	**236**	50.4	43.5	7.7	0	0	4	2	2	22	45	85	46	19	6	5
12:00	**281**	53.2	43.6	10	0	4	14	3	3	11	60	68	59	37	19	3
13:00	**287**	50.4	43.5	7	0	0	1	1	8	27	64	79	72	29	5	1
14:00	**219**	50.5	43.9	6.8	0	0	1	0	6	16	38	86	43	20	8	1
15:00	**295**	50.2	43.1	7.7	2	0	0	3	3	35	69	86	62	25	4	6
16:00	**319**	50.7	44.2	7	0	0	0	0	8	17	76	109	64	25	13	7
17:00	**301**	53.8	46.9	6.8	0	1	0	0	2	7	34	99	81	57	12	8
18:00	**192**	55	48.1	6.7	0	0	0	0	1	5	17	49	57	42	17	4
19:00	**79**	54.2	45.3	9.5	0	1	0	4	1	1	17	13	20	15	5	2

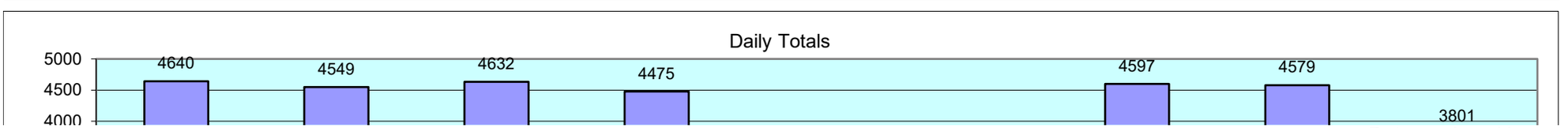
Data produced by
Auto Surveys Ltd

12384		IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham							
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**=>61**
20:00	**71**	51.5	45.7	6.1	0	0	0	0	1	2	10	25	21	9	3	0
21:00	**41**	50.7	44	7.5	0	0	0	0	0	8	6	10	11	3	3	0
22:00	**31**	52.1	44.3	9.2	0	0	0	0	3	4	4	3	11	4	1	1
23:00	**17**	50.9	43.8	8.3	0	0	0	0	0	4	1	7	2	2	0	1
12H,7-19	**3357**	**51.5**	**44.4**	**7.5**	**2**	**7**	**21**	**14**	**48**	**240**	**661**	**1030**	**789**	**376**	**118**	**51**
16H,6-22	**4007**	**51.7**	**44.4**	**7.5**	**3**	**10**	**23**	**18**	**67**	**284**	**770**	**1211**	**956**	**462**	**144**	**59**
18H,6-24	**4055**	**51.7**	**44.4**	**7.6**	**3**	**10**	**23**	**18**	**70**	**292**	**775**	**1221**	**969**	**468**	**145**	**61**
24H,0-24	**4597**	**51.7**	**44.3**	**7.6**	**3**	**11**	**24**	**30**	**79**	**343**	**897**	**1367**	**1082**	**530**	**162**	**69**
Daily Totals																
Tue 06-Jun-23	**4640**	50.7	43.5	7.3	1	8	6	21	109	454	1050	1398	955	442	153	43
Wed 07-Jun-23	**4549**	51	43.6	7.6	3	12	11	30	103	433	1051	1257	968	457	166	58
Thu 08-Jun-23	**4632**	50.6	43.5	7.6	0	10	11	38	140	401	1046	1377	985	407	140	77
Fri 09-Jun-23	**4475**	52.1	44.6	7.4	0	8	8	13	76	340	894	1295	1047	548	158	88
Sat 10-Jun-23	**2094**	54.5	47	7.4	0	5	1	7	14	67	300	557	590	336	139	78
Sun 11-Jun-23	**1620**	55.6	47.4	8	1	4	1	7	14	57	216	428	403	268	135	86
Mon 12-Jun-23	**4597**	51.7	44.3	7.6	3	11	24	30	79	343	897	1367	1082	530	162	69
Total Vehicles																
[--]	**26607**	52.3	44.8	7.6	8	58	62	146	535	2095	5454	7679	6030	2988	1053	499





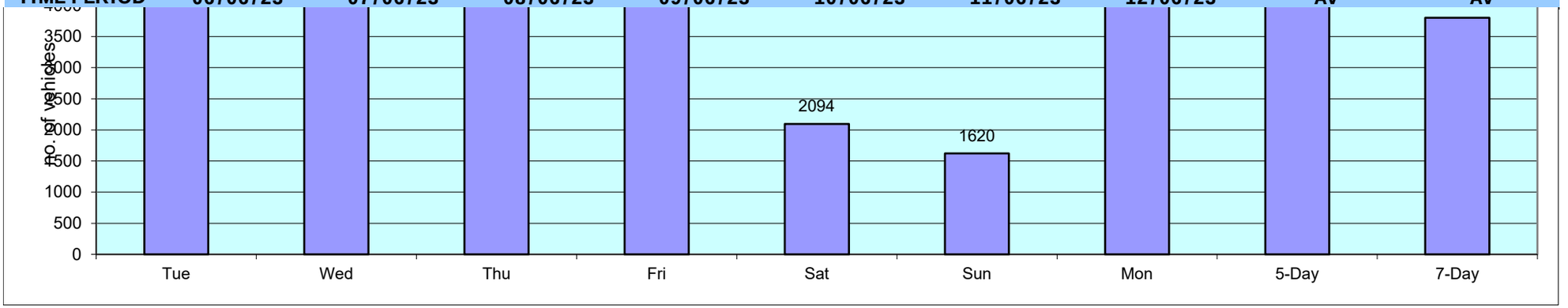
12384		IMMINGHAM		Site No: 12384003		Location	Site 3 - Manby Rd, Immingham		
				Channel: Northwestbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	06/06/23	07/06/23	08/06/23	09/06/23	10/06/23	11/06/23	12/06/23	Av	Av
Week Begin: 06-Jun-23									
00:00	**12**	23	12	14	14	15	19	16	16
01:00	**13**	11	17	15	13	14	15	14	14
02:00	**23**	19	16	10	8	9	21	18	15
03:00	**40**	45	38	24	18	12	42	38	31
04:00	**119**	124	128	110	37	32	136	123	98
05:00	**300**	304	289	304	156	111	309	301	253
06:00	**475**	463	481	446	128	111	459	465	366
07:00	**567**	519	517	478	159	77	461	508	397
08:00	**284**	263	293	286	114	83	309	287	233
09:00	**215**	218	260	231	149	63	244	234	197
10:00	**204**	221	220	243	140	91	213	220	190
11:00	**255**	237	223	232	139	102	236	237	203
12:00	**265**	261	266	251	127	130	281	265	226
13:00	**248**	259	236	283	129	115	287	263	222
14:00	**225**	243	261	272	99	109	219	244	204
15:00	**293**	256	277	238	124	92	295	272	225
16:00	**351**	373	328	285	104	76	319	331	262
17:00	**341**	314	320	250	126	94	301	305	249
18:00	**173**	154	176	240	119	107	192	187	166
19:00	**80**	72	100	96	67	60	79	85	79
20:00	**59**	75	53	59	41	41	71	63	57
21:00	**50**	45	58	46	39	33	41	48	45
22:00	**32**	36	41	36	31	29	31	35	34
23:00	**16**	14	22	26	13	14	17	19	17
12H,7-19	**3421**	**3318**	**3377**	**3289**	**1529**	**1139**	**3357**	**3352**	**2776**
16H,6-22	**4085**	**3973**	**4069**	**3936**	**1804**	**1384**	**4007**	**4014**	**3323**
18H,6-24	**4133**	**4023**	**4132**	**3998**	**1848**	**1427**	**4055**	**4068**	**3374**
24H,0-24	**4640**	**4549**	**4632**	**4475**	**2094**	**1620**	**4597**	**4579**	**3801**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**07:00**	**05:00**	**07:00**		
Peak	**567**	**519**	**517**	**478**	**159**	**111**	**461**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**13:00**	**12:00**	**16:00**		
Peak	**351**	**373**	**328**	**285**	**129**	**130**	**319**		



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
		Channel: Northwestbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23														
00:00	**24**	2	14	3	0	0	0	0	1	0	2	2	0	0
01:00	**25**	0	12	5	0	0	1	0	1	0	3	3	0	0
02:00	**22**	1	12	3	0	0	1	0	0	0	3	2	0	0
03:00	**19**	0	14	1	1	0	0	0	0	0	1	2	0	0
04:00	**37**	0	27	5	2	0	0	0	0	0	0	3	0	0
05:00	**78**	4	59	8	1	0	0	0	0	0	2	4	0	0
06:00	**182**	0	142	22	2	0	2	0	1	1	9	3	0	0
07:00	**271**	1	195	40	2	2	4	0	3	1	15	8	0	0
08:00	**295**	5	192	64	8	4	3	0	6	0	5	8	0	0
09:00	**227**	2	144	51	0	5	2	0	3	0	12	8	0	0
10:00	**209**	4	134	47	0	1	3	0	4	0	8	8	0	0
11:00	**233**	0	155	49	1	0	2	0	6	0	9	11	0	0
12:00	**267**	0	170	52	2	0	4	0	8	2	14	15	0	0
13:00	**238**	3	135	56	2	1	1	0	9	1	10	20	0	0
14:00	**320**	2	201	59	2	4	5	0	9	1	23	14	0	0
15:00	**375**	2	256	56	0	2	6	1	10	0	19	23	0	0
16:00	**607**	4	467	77	0	1	5	0	9	4	24	16	0	0
17:00	**528**	15	410	56	1	1	7	0	3	0	21	14	0	0
18:00	**302**	2	211	49	2	0	6	1	2	1	16	12	0	0
19:00	**147**	1	111	18	0	0	3	0	1	0	5	8	0	0
20:00	**89**	2	63	14	0	1	1	0	1	0	5	2	0	0
21:00	**64**	1	44	8	0	0	0	0	3	0	3	5	0	0
22:00	**52**	2	36	4	0	0	1	0	2	0	2	5	0	0
23:00	**36**	1	22	3	0	0	2	0	0	1	1	6	0	0
12H,7-19	**3872**	**40**	**2670**	**656**	**20**	**21**	**48**	**2**	**72**	**10**	**176**	**157**	**0**	**0**
16H,6-22	**4354**	**44**	**3030**	**718**	**22**	**22**	**54**	**2**	**78**	**11**	**198**	**175**	**0**	**0**
18H,6-24	**4442**	**47**	**3088**	**725**	**22**	**22**	**57**	**2**	**80**	**12**	**201**	**186**	**0**	**0**
24H,0-24	**4647**	**54**	**3226**	**750**	**26**	**22**	**59**	**2**	**82**	**12**	**212**	**202**	**0**	**0**
Wed 07-Jun-23														
00:00	**38**	0	25	5	0	0	3	0	1	0	1	3	0	0
01:00	**22**	0	15	3	0	0	0	0	0	0	2	2	0	0
02:00	**17**	0	12	1	0	0	0	0	0	0	0	4	0	0
03:00	**34**	1	21	6	0	0	0	0	2	0	1	3	0	0
04:00	**43**	1	29	5	1	0	0	0	0	0	4	3	0	0
05:00	**83**	3	61	9	1	0	0	0	0	0	3	6	0	0

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**167**	1	122	26	2	0	4	0	3	0	4	5	0	0
07:00	**254**	2	181	42	2	1	6	1	4	1	9	5	0	0
08:00	**283**	5	195	47	3	3	4	0	8	0	13	5	0	0
09:00	**217**	0	142	41	1	5	8	0	4	0	12	4	0	0
10:00	**241**	2	150	53	1	3	4	0	7	1	12	8	0	0
11:00	**262**	3	174	57	0	2	3	0	6	1	10	6	0	0
12:00	**261**	1	173	51	4	3	5	0	0	1	9	14	0	0
13:00	**264**	3	160	55	1	2	3	0	7	2	18	13	0	0
14:00	**289**	4	179	55	2	1	7	1	11	1	20	8	0	0
15:00	**375**	3	239	63	3	2	6	0	9	0	35	15	0	0
16:00	**598**	5	466	75	1	0	2	0	4	1	27	17	0	0
17:00	**480**	13	379	52	2	0	5	0	4	0	17	8	0	0
18:00	**311**	5	222	51	0	0	3	0	4	1	17	8	0	0
19:00	**199**	4	138	27	0	0	5	0	1	0	10	14	0	0
20:00	**137**	1	111	13	0	0	3	0	1	0	5	3	0	0
21:00	**113**	1	82	16	0	0	0	0	6	0	4	4	0	0
22:00	**83**	2	59	7	0	1	1	0	3	0	6	4	0	0
23:00	**51**	1	41	7	0	0	0	0	0	0	0	2	0	0
12H,7-19	**3835**	**46**	**2660**	**642**	**20**	**22**	**56**	**2**	**68**	**9**	**199**	**111**	**0**	**0**
16H,6-22	**4451**	**53**	**3113**	**724**	**22**	**22**	**68**	**2**	**79**	**9**	**222**	**137**	**0**	**0**
18H,6-24	**4585**	**56**	**3213**	**738**	**22**	**23**	**69**	**2**	**82**	**9**	**228**	**143**	**0**	**0**
24H,0-24	**4822**	**61**	**3376**	**767**	**24**	**23**	**72**	**2**	**85**	**9**	**239**	**164**	**0**	**0**
Thu 08-Jun-23														
00:00	**62**	0	47	11	0	0	1	0	0	0	1	2	0	0
01:00	**53**	0	43	7	0	0	0	0	0	0	2	1	0	0
02:00	**41**	0	31	4	0	0	0	1	0	0	3	2	0	0
03:00	**65**	0	52	5	2	0	0	0	2	0	2	2	0	0
04:00	**39**	1	24	6	1	0	1	0	0	1	4	1	0	0
05:00	**103**	4	79	10	1	0	2	0	0	0	3	4	0	0
06:00	**166**	1	135	16	3	0	2	0	1	0	5	3	0	0
07:00	**266**	1	197	36	1	1	2	0	5	0	11	12	0	0
08:00	**270**	5	182	48	4	4	2	1	7	0	10	7	0	0
09:00	**223**	3	143	41	1	2	5	0	5	1	13	9	0	0
10:00	**234**	0	149	56	2	2	4	0	4	0	11	6	0	0
11:00	**258**	2	163	63	2	2	2	0	8	0	11	5	0	0
12:00	**310**	2	212	56	0	1	3	0	4	0	20	12	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	**242**	1	151	51	1	2	4	0	8	0	11	13	0	0
14:00	**317**	1	213	52	2	3	3	0	5	0	27	11	0	0
15:00	**369**	2	255	55	1	2	6	0	5	2	26	15	0	0
16:00	**541**	10	410	69	1	1	3	0	5	2	23	17	0	0
17:00	**483**	14	356	63	1	1	6	1	5	0	23	13	0	0
18:00	**281**	3	203	38	1	0	1	1	2	0	18	14	0	0
19:00	**172**	3	116	30	1	2	1	1	1	0	10	7	0	0
20:00	**98**	1	73	15	0	0	1	0	0	0	5	3	0	0
21:00	**72**	2	49	14	0	0	0	0	1	0	3	3	0	0
22:00	**54**	1	43	5	0	0	0	0	1	0	1	3	0	0
23:00	**29**	1	19	2	0	0	1	0	0	0	3	3	0	0
12H,7-19	**3794**	**44**	**2634**	**628**	**17**	**21**	**41**	**3**	**63**	**5**	**204**	**134**	**0**	**0**
16H,6-22	**4302**	**51**	**3007**	**703**	**21**	**23**	**45**	**4**	**66**	**5**	**227**	**150**	**0**	**0**
18H,6-24	**4385**	**53**	**3069**	**710**	**21**	**23**	**46**	**4**	**67**	**5**	**231**	**156**	**0**	**0**
24H,0-24	**4748**	**58**	**3345**	**753**	**25**	**23**	**50**	**5**	**69**	**6**	**246**	**168**	**0**	**0**
Fri 09-Jun-23														
00:00	**38**	1	26	5	0	0	0	0	2	1	2	1	0	0
01:00	**22**	0	15	1	0	0	0	1	2	0	0	3	0	0
02:00	**22**	0	14	2	0	0	0	0	0	0	2	4	0	0
03:00	**27**	0	18	4	3	0	0	0	0	0	0	2	0	0
04:00	**38**	1	30	3	0	0	0	0	0	0	2	2	0	0
05:00	**89**	6	67	8	1	0	1	0	0	0	5	1	0	0
06:00	**167**	2	125	20	1	1	1	0	0	1	8	8	0	0
07:00	**223**	3	169	30	1	1	1	0	4	0	7	7	0	0
08:00	**295**	3	198	57	3	3	5	0	4	0	8	14	0	0
09:00	**215**	2	143	44	0	4	1	0	8	0	9	4	0	0
10:00	**222**	0	149	50	0	3	3	0	2	0	5	10	0	0
11:00	**246**	1	153	58	1	1	4	0	4	0	11	13	0	0
12:00	**312**	0	201	58	4	0	6	0	8	2	21	12	0	0
13:00	**333**	7	223	62	0	2	2	0	3	1	14	19	0	0
14:00	**370**	5	233	74	2	3	5	0	4	2	29	13	0	0
15:00	**400**	3	285	58	1	4	6	0	4	0	20	19	0	0
16:00	**445**	4	347	56	2	1	7	0	2	0	11	15	0	0
17:00	**452**	10	352	59	1	0	8	0	2	1	12	7	0	0
18:00	**262**	3	186	46	1	1	7	0	0	0	7	11	0	0
19:00	**135**	3	104	16	0	0	2	0	2	2	2	4	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**92**	3	67	14	0	0	1	0	1	0	1	5	0	0
21:00	**63**	1	43	9	0	0	1	1	6	0	1	1	0	0
22:00	**56**	0	41	6	0	0	0	0	2	0	3	4	0	0
23:00	**46**	1	36	2	0	0	0	0	0	0	4	3	0	0
12H,7-19	**3775**	**41**	**2639**	**652**	**16**	**23**	**55**	**0**	**45**	**6**	**154**	**144**	**0**	**0**
16H,6-22	**4232**	**50**	**2978**	**711**	**17**	**24**	**60**	**1**	**54**	**9**	**166**	**162**	**0**	**0**
18H,6-24	**4334**	**51**	**3055**	**719**	**17**	**24**	**60**	**1**	**56**	**9**	**173**	**169**	**0**	**0**
24H,0-24	**4570**	**59**	**3225**	**742**	**21**	**24**	**61**	**2**	**60**	**10**	**184**	**182**	**0**	**0**
Sat 10-Jun-23														
00:00	**19**	0	13	2	0	0	1	0	0	0	1	2	0	0
01:00	**19**	0	12	2	0	1	0	0	1	0	1	2	0	0
02:00	**20**	0	14	1	0	0	1	0	0	0	2	2	0	0
03:00	**18**	0	9	3	2	0	2	0	0	0	1	1	0	0
04:00	**21**	0	15	2	0	0	2	0	0	0	0	2	0	0
05:00	**50**	3	35	7	1	0	0	0	0	0	3	1	0	0
06:00	**96**	3	74	14	0	0	1	0	0	0	2	2	0	0
07:00	**117**	1	68	25	3	2	8	0	1	0	3	6	0	0
08:00	**122**	0	83	31	0	0	4	0	0	0	2	2	0	0
09:00	**137**	0	98	32	0	2	2	0	0	0	2	1	0	0
10:00	**160**	1	114	31	0	1	5	0	0	0	6	2	0	0
11:00	**154**	1	113	30	0	1	5	0	0	0	2	2	0	0
12:00	**140**	0	100	26	1	1	1	0	0	0	2	9	0	0
13:00	**153**	6	124	15	0	0	1	0	3	0	2	2	0	0
14:00	**152**	9	111	24	0	0	1	0	1	0	1	5	0	0
15:00	**144**	1	120	14	1	0	0	0	0	0	3	5	0	0
16:00	**117**	2	94	13	0	0	1	0	0	0	4	3	0	0
17:00	**177**	6	139	25	0	0	3	0	0	0	3	1	0	0
18:00	**116**	2	103	9	0	0	0	1	0	0	1	0	0	0
19:00	**72**	1	64	6	0	0	0	0	0	0	0	1	0	0
20:00	**59**	1	51	6	0	0	1	0	0	0	0	0	0	0
21:00	**37**	1	29	2	0	0	0	0	0	0	2	3	0	0
22:00	**31**	1	25	0	0	0	0	0	1	0	1	3	0	0
23:00	**19**	0	15	3	0	0	0	0	0	0	1	0	0	0
12H,7-19	**1689**	**29**	**1267**	**275**	**5**	**7**	**31**	**1**	**5**	**0**	**31**	**38**	**0**	**0**
16H,6-22	**1953**	**35**	**1485**	**303**	**5**	**7**	**33**	**1**	**5**	**0**	**35**	**44**	**0**	**0**
18H,6-24	**2003**	**36**	**1525**	**306**	**5**	**7**	**33**	**1**	**6**	**0**	**37**	**47**	**0**	**0**

12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	2150	39	1623	323	8	8	39	1	7	0	45	57	0	0
Sun 11-Jun-23														
00:00	16	0	14	0	0	0	0	0	0	0	0	2	0	0
01:00	19	0	16	1	0	0	0	0	0	0	1	1	0	0
02:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
03:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0
04:00	11	0	8	1	0	1	0	0	0	0	1	0	0	0
05:00	54	5	40	4	0	0	1	0	0	2	2	0	0	0
06:00	71	3	57	7	0	0	2	0	0	0	2	0	0	0
07:00	50	0	43	6	0	0	0	0	0	0	0	1	0	0
08:00	49	1	37	7	0	0	0	0	0	0	2	2	0	0
09:00	69	4	49	11	0	0	1	0	0	0	2	2	0	0
10:00	102	0	84	15	0	0	0	0	0	0	3	0	0	0
11:00	120	1	103	13	0	0	0	0	1	0	1	1	0	0
12:00	116	2	99	10	0	0	0	0	1	0	2	2	0	0
13:00	140	1	111	21	0	0	1	0	2	1	0	3	0	0
14:00	137	3	120	10	0	0	1	0	0	0	0	3	0	0
15:00	106	1	91	7	0	0	1	0	0	0	3	3	0	0
16:00	112	1	101	5	0	0	0	0	2	0	2	1	0	0
17:00	142	2	116	23	0	0	0	0	0	0	1	0	0	0
18:00	113	1	102	8	0	0	1	0	0	0	1	0	0	0
19:00	81	1	72	5	1	0	0	0	0	0	2	0	0	0
20:00	46	1	39	5	0	0	0	0	0	0	0	1	0	0
21:00	34	3	28	2	0	0	0	0	0	0	0	1	0	0
22:00	35	0	28	2	0	0	0	0	0	0	2	3	0	0
23:00	19	0	17	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	1256	17	1056	136	0	0	5	0	6	1	17	18	0	0
16H,6-22	1488	25	1252	155	1	0	7	0	6	1	21	20	0	0
18H,6-24	1542	25	1297	158	1	0	7	0	7	1	23	23	0	0
24H,0-24	1667	30	1397	167	1	1	8	0	7	3	27	26	0	0
Mon 12-Jun-23														
00:00	13	0	9	3	0	0	0	0	0	0	0	1	0	0
01:00	16	0	9	2	0	0	0	0	2	0	3	0	0	0
02:00	12	0	11	0	0	0	0	0	0	0	0	1	0	0
03:00	35	0	32	1	0	0	0	0	0	0	2	0	0	0
04:00	30	0	22	5	0	0	1	0	0	0	1	1	0	0

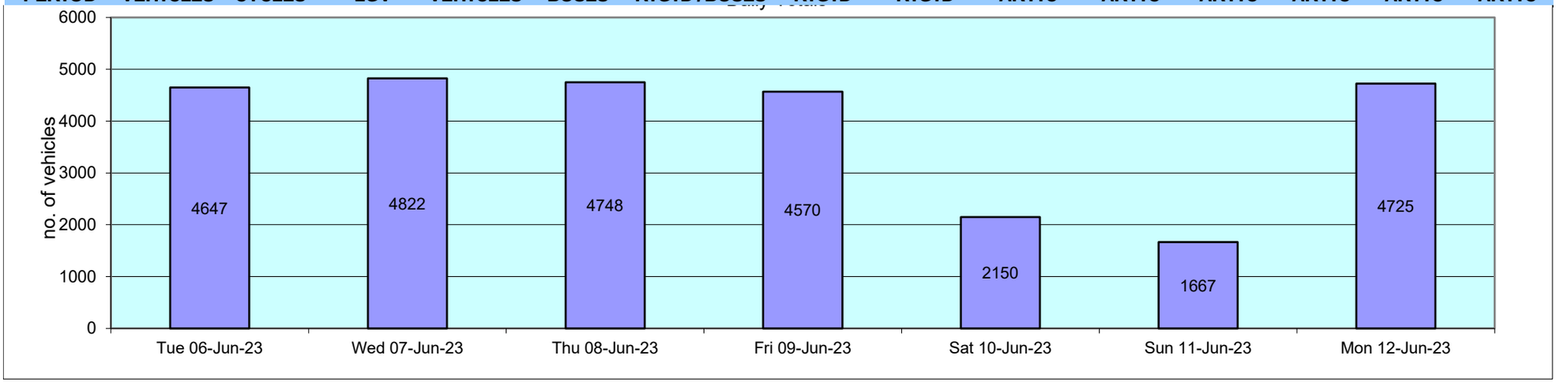
12384			IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**90**	6	70	6	0	0	1	0	2	0	4	1	0	0
06:00	**198**	3	166	16	0	1	2	0	4	0	3	3	0	0
07:00	**279**	5	210	39	2	4	4	0	1	0	7	7	0	0
08:00	**279**	4	193	57	3	1	7	0	3	1	5	5	0	0
09:00	**226**	1	155	49	1	3	7	0	2	0	6	2	0	0
10:00	**198**	0	131	39	0	3	6	0	3	3	7	6	0	0
11:00	**222**	0	153	50	2	3	5	0	0	1	5	3	0	0
12:00	**307**	2	220	53	2	1	9	0	2	1	6	11	0	0
13:00	**293**	5	209	55	2	3	4	1	1	1	9	3	0	0
14:00	**302**	5	214	46	5	0	4	1	5	1	15	6	0	0
15:00	**377**	2	287	54	2	2	8	0	2	0	10	10	0	0
16:00	**610**	7	497	73	0	0	7	1	5	1	9	10	0	0
17:00	**482**	11	383	50	0	0	14	1	1	2	12	8	0	0
18:00	**333**	4	258	41	0	0	10	1	5	0	6	8	0	0
19:00	**167**	0	130	22	0	1	1	1	1	0	6	5	0	0
20:00	**140**	2	109	16	0	1	2	1	2	0	4	3	0	0
21:00	**46**	1	33	6	0	0	1	0	1	0	1	3	0	0
22:00	**33**	1	27	1	0	0	1	0	0	0	1	2	0	0
23:00	**37**	0	28	4	0	0	0	0	2	0	0	3	0	0
12H,7-19	**3908**	**46**	**2910**	**606**	**19**	**20**	**85**	**5**	**30**	**11**	**97**	**79**	**0**	**0**
16H,6-22	**4459**	**52**	**3348**	**666**	**19**	**23**	**91**	**7**	**38**	**11**	**111**	**93**	**0**	**0**
18H,6-24	**4529**	**53**	**3403**	**671**	**19**	**23**	**92**	**7**	**40**	**11**	**112**	**98**	**0**	**0**
24H,0-24	**4725**	**59**	**3556**	**688**	**19**	**23**	**94**	**7**	**44**	**11**	**122**	**102**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**4647**	54	3226	750	26	22	59	2	82	12	212	202	0	0
Wed 07-Jun-23	**4822**	61	3376	767	24	23	72	2	85	9	239	164	0	0
Thu 08-Jun-23	**4748**	58	3345	753	25	23	50	5	69	6	246	168	0	0
Fri 09-Jun-23	**4570**	59	3225	742	21	24	61	2	60	10	184	182	0	0
Sat 10-Jun-23	**2150**	39	1623	323	8	8	39	1	7	0	45	57	0	0
Sun 11-Jun-23	**1667**	30	1397	167	1	1	8	0	7	3	27	26	0	0
Mon 12-Jun-23	**4725**	59	3556	688	19	23	94	7	44	11	122	102	0	0
Total Vehicles														
[--]	**27329**	360	19748	4190	124	124	383	19	354	51	1075	901	0	0

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384003		Location	Site 3 - Manby Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**24**	2	8.3	14	58.3	3	12.5	5	20.8	0	0.0
01:00	**25**	0	0.0	12	48.0	5	20.0	8	32.0	0	0.0
02:00	**22**	1	4.6	12	54.6	3	13.6	6	27.3	0	0.0
03:00	**19**	0	0.0	14	73.7	1	5.3	3	15.8	1	5.3
04:00	**37**	0	0.0	27	73.0	5	13.5	3	8.1	2	5.4
05:00	**78**	4	5.1	59	75.6	8	10.3	6	7.7	1	1.3
06:00	**182**	0	0.0	142	78.0	22	12.1	16	8.8	2	1.1
07:00	**271**	1	0.4	195	72.0	40	14.8	33	12.2	2	0.7
08:00	**295**	5	1.7	192	65.1	64	21.7	26	8.8	8	2.7
09:00	**227**	2	0.9	144	63.4	51	22.5	30	13.2	0	0.0
10:00	**209**	4	1.9	134	64.1	47	22.5	24	11.5	0	0.0
11:00	**233**	0	0.0	155	66.5	49	21.0	28	12.0	1	0.4
12:00	**267**	0	0.0	170	63.7	52	19.5	43	16.1	2	0.8
13:00	**238**	3	1.3	135	56.7	56	23.5	42	17.7	2	0.8
14:00	**320**	2	0.6	201	62.8	59	18.4	56	17.5	2	0.6
15:00	**375**	2	0.5	256	68.3	56	14.9	61	16.3	0	0.0
16:00	**607**	4	0.7	467	76.9	77	12.7	59	9.7	0	0.0
17:00	**528**	15	2.8	410	77.7	56	10.6	46	8.7	1	0.2
18:00	**302**	2	0.7	211	69.9	49	16.2	38	12.6	2	0.7
19:00	**147**	1	0.7	111	75.5	18	12.2	17	11.6	0	0.0
20:00	**89**	2	2.3	63	70.8	14	15.7	10	11.2	0	0.0
21:00	**64**	1	1.6	44	68.8	8	12.5	11	17.2	0	0.0
22:00	**52**	2	3.9	36	69.2	4	7.7	10	19.2	0	0.0
23:00	**36**	1	2.8	22	61.1	3	8.3	10	27.8	0	0.0
12H,7-19	**3872**	**40**	**1.0**	**2670**	**69.0**	**656**	**16.9**	**486**	**12.6**	**20**	**0.5**
16H,6-22	**4354**	**44**	**1.0**	**3030**	**69.6**	**718**	**16.5**	**540**	**12.4**	**22**	**0.5**
18H,6-24	**4442**	**47**	**1.1**	**3088**	**69.5**	**725**	**16.3**	**560**	**12.6**	**22**	**0.5**
24H,0-24	**4647**	**54**	**1.2**	**3226**	**69.4**	**750**	**16.1**	**591**	**12.7**	**26**	**0.6**
Wed 07-Jun-23											
00:00	**38**	0	0.0	25	65.8	5	13.2	8	21.1	0	0.0
01:00	**22**	0	0.0	15	68.2	3	13.6	4	18.2	0	0.0
02:00	**17**	0	0.0	12	70.6	1	5.9	4	23.5	0	0.0
03:00	**34**	1	2.9	21	61.8	6	17.7	6	17.7	0	0.0
04:00	**43**	1	2.3	29	67.4	5	11.6	7	16.3	1	2.3
05:00	**83**	3	3.6	61	73.5	9	10.8	9	10.8	1	1.2

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**167**	1	0.6	122	73.1	26	15.6	16	9.6	2	1.2
07:00	**254**	2	0.8	181	71.3	42	16.5	27	10.6	2	0.8
08:00	**283**	5	1.8	195	68.9	47	16.6	33	11.7	3	1.1
09:00	**217**	0	0.0	142	65.4	41	18.9	33	15.2	1	0.5
10:00	**241**	2	0.8	150	62.2	53	22.0	35	14.5	1	0.4
11:00	**262**	3	1.2	174	66.4	57	21.8	28	10.7	0	0.0
12:00	**261**	1	0.4	173	66.3	51	19.5	32	12.3	4	1.5
13:00	**264**	3	1.1	160	60.6	55	20.8	45	17.1	1	0.4
14:00	**289**	4	1.4	179	61.9	55	19.0	49	17.0	2	0.7
15:00	**375**	3	0.8	239	63.7	63	16.8	67	17.9	3	0.8
16:00	**598**	5	0.8	466	77.9	75	12.5	51	8.5	1	0.2
17:00	**480**	13	2.7	379	79.0	52	10.8	34	7.1	2	0.4
18:00	**311**	5	1.6	222	71.4	51	16.4	33	10.6	0	0.0
19:00	**199**	4	2.0	138	69.4	27	13.6	30	15.1	0	0.0
20:00	**137**	1	0.7	111	81.0	13	9.5	12	8.8	0	0.0
21:00	**113**	1	0.9	82	72.6	16	14.2	14	12.4	0	0.0
22:00	**83**	2	2.4	59	71.1	7	8.4	15	18.1	0	0.0
23:00	**51**	1	2.0	41	80.4	7	13.7	2	3.9	0	0.0
12H,7-19	**3835**	**46**	**1.2**	**2660**	**69.4**	**642**	**16.7**	**467**	**12.2**	**20**	**0.5**
16H,6-22	**4451**	**53**	**1.2**	**3113**	**69.9**	**724**	**16.3**	**539**	**12.1**	**22**	**0.5**
18H,6-24	**4585**	**56**	**1.2**	**3213**	**70.1**	**738**	**16.1**	**556**	**12.1**	**22**	**0.5**
24H,0-24	**4822**	**61**	**1.3**	**3376**	**70.0**	**767**	**15.9**	**594**	**12.3**	**24**	**0.5**
Thu 08-Jun-23											
00:00	**62**	0	0.0	47	75.8	11	17.7	4	6.5	0	0.0
01:00	**53**	0	0.0	43	81.1	7	13.2	3	5.7	0	0.0
02:00	**41**	0	0.0	31	75.6	4	9.8	6	14.6	0	0.0
03:00	**65**	0	0.0	52	80.0	5	7.7	6	9.2	2	3.1
04:00	**39**	1	2.6	24	61.5	6	15.4	7	18.0	1	2.6
05:00	**103**	4	3.9	79	76.7	10	9.7	9	8.7	1	1.0
06:00	**166**	1	0.6	135	81.3	16	9.6	11	6.6	3	1.8
07:00	**266**	1	0.4	197	74.1	36	13.5	31	11.7	1	0.4
08:00	**270**	5	1.9	182	67.4	48	17.8	31	11.5	4	1.5
09:00	**223**	3	1.4	143	64.1	41	18.4	35	15.7	1	0.5
10:00	**234**	0	0.0	149	63.7	56	23.9	27	11.5	2	0.9
11:00	**258**	2	0.8	163	63.2	63	24.4	28	10.9	2	0.8
12:00	**310**	2	0.7	212	68.4	56	18.1	40	12.9	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**242**	1	0.4	151	62.4	51	21.1	38	15.7	1	0.4
14:00	**317**	1	0.3	213	67.2	52	16.4	49	15.5	2	0.6
15:00	**369**	2	0.5	255	69.1	55	14.9	56	15.2	1	0.3
16:00	**541**	10	1.9	410	75.8	69	12.8	51	9.4	1	0.2
17:00	**483**	14	2.9	356	73.7	63	13.0	49	10.1	1	0.2
18:00	**281**	3	1.1	203	72.2	38	13.5	36	12.8	1	0.4
19:00	**172**	3	1.7	116	67.4	30	17.4	22	12.8	1	0.6
20:00	**98**	1	1.0	73	74.5	15	15.3	9	9.2	0	0.0
21:00	**72**	2	2.8	49	68.1	14	19.4	7	9.7	0	0.0
22:00	**54**	1	1.9	43	79.6	5	9.3	5	9.3	0	0.0
23:00	**29**	1	3.5	19	65.5	2	6.9	7	24.1	0	0.0
12H,7-19	**3794**	**44**	**1.2**	**2634**	**69.4**	**628**	**16.6**	**471**	**12.4**	**17**	**0.5**
16H,6-22	**4302**	**51**	**1.2**	**3007**	**69.9**	**703**	**16.3**	**520**	**12.1**	**21**	**0.5**
18H,6-24	**4385**	**53**	**1.2**	**3069**	**70.0**	**710**	**16.2**	**532**	**12.1**	**21**	**0.5**
24H,0-24	**4748**	**58**	**1.2**	**3345**	**70.5**	**753**	**15.9**	**567**	**11.9**	**25**	**0.5**
Fri 09-Jun-23											
00:00	**38**	1	2.6	26	68.4	5	13.2	6	15.8	0	0.0
01:00	**22**	0	0.0	15	68.2	1	4.6	6	27.3	0	0.0
02:00	**22**	0	0.0	14	63.6	2	9.1	6	27.3	0	0.0
03:00	**27**	0	0.0	18	66.7	4	14.8	2	7.4	3	11.1
04:00	**38**	1	2.6	30	79.0	3	7.9	4	10.5	0	0.0
05:00	**89**	6	6.7	67	75.3	8	9.0	7	7.9	1	1.1
06:00	**167**	2	1.2	125	74.9	20	12.0	19	11.4	1	0.6
07:00	**223**	3	1.4	169	75.8	30	13.5	20	9.0	1	0.5
08:00	**295**	3	1.0	198	67.1	57	19.3	34	11.5	3	1.0
09:00	**215**	2	0.9	143	66.5	44	20.5	26	12.1	0	0.0
10:00	**222**	0	0.0	149	67.1	50	22.5	23	10.4	0	0.0
11:00	**246**	1	0.4	153	62.2	58	23.6	33	13.4	1	0.4
12:00	**312**	0	0.0	201	64.4	58	18.6	49	15.7	4	1.3
13:00	**333**	7	2.1	223	67.0	62	18.6	41	12.3	0	0.0
14:00	**370**	5	1.4	233	63.0	74	20.0	56	15.1	2	0.5
15:00	**400**	3	0.8	285	71.3	58	14.5	53	13.3	1	0.3
16:00	**445**	4	0.9	347	78.0	56	12.6	36	8.1	2	0.5
17:00	**452**	10	2.2	352	77.9	59	13.1	30	6.6	1	0.2
18:00	**262**	3	1.2	186	71.0	46	17.6	26	9.9	1	0.4
19:00	**135**	3	2.2	104	77.0	16	11.9	12	8.9	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**92**	3	3.3	67	72.8	14	15.2	8	8.7	0	0.0
21:00	**63**	1	1.6	43	68.3	9	14.3	10	15.9	0	0.0
22:00	**56**	0	0.0	41	73.2	6	10.7	9	16.1	0	0.0
23:00	**46**	1	2.2	36	78.3	2	4.4	7	15.2	0	0.0
12H,7-19	**3775**	**41**	**1.1**	**2639**	**69.9**	**652**	**17.3**	**427**	**11.3**	**16**	**0.4**
16H,6-22	**4232**	**50**	**1.2**	**2978**	**70.4**	**711**	**16.8**	**476**	**11.3**	**17**	**0.4**
18H,6-24	**4334**	**51**	**1.2**	**3055**	**70.5**	**719**	**16.6**	**492**	**11.4**	**17**	**0.4**
24H,0-24	**4570**	**59**	**1.3**	**3225**	**70.6**	**742**	**16.2**	**523**	**11.4**	**21**	**0.5**
Sat 10-Jun-23											
00:00	**19**	0	0.0	13	68.4	2	10.5	4	21.1	0	0.0
01:00	**19**	0	0.0	12	63.2	2	10.5	5	26.3	0	0.0
02:00	**20**	0	0.0	14	70.0	1	5.0	5	25.0	0	0.0
03:00	**18**	0	0.0	9	50.0	3	16.7	4	22.2	2	11.1
04:00	**21**	0	0.0	15	71.4	2	9.5	4	19.1	0	0.0
05:00	**50**	3	6.0	35	70.0	7	14.0	4	8.0	1	2.0
06:00	**96**	3	3.1	74	77.1	14	14.6	5	5.2	0	0.0
07:00	**117**	1	0.9	68	58.1	25	21.4	20	17.1	3	2.6
08:00	**122**	0	0.0	83	68.0	31	25.4	8	6.6	0	0.0
09:00	**137**	0	0.0	98	71.5	32	23.4	7	5.1	0	0.0
10:00	**160**	1	0.6	114	71.3	31	19.4	14	8.8	0	0.0
11:00	**154**	1	0.7	113	73.4	30	19.5	10	6.5	0	0.0
12:00	**140**	0	0.0	100	71.4	26	18.6	13	9.3	1	0.7
13:00	**153**	6	3.9	124	81.1	15	9.8	8	5.2	0	0.0
14:00	**152**	9	5.9	111	73.0	24	15.8	8	5.3	0	0.0
15:00	**144**	1	0.7	120	83.3	14	9.7	8	5.6	1	0.7
16:00	**117**	2	1.7	94	80.3	13	11.1	8	6.8	0	0.0
17:00	**177**	6	3.4	139	78.5	25	14.1	7	4.0	0	0.0
18:00	**116**	2	1.7	103	88.8	9	7.8	2	1.7	0	0.0
19:00	**72**	1	1.4	64	88.9	6	8.3	1	1.4	0	0.0
20:00	**59**	1	1.7	51	86.4	6	10.2	1	1.7	0	0.0
21:00	**37**	1	2.7	29	78.4	2	5.4	5	13.5	0	0.0
22:00	**31**	1	3.2	25	80.7	0	0.0	5	16.1	0	0.0
23:00	**19**	0	0.0	15	79.0	3	15.8	1	5.3	0	0.0
12H,7-19	**1689**	**29**	**1.7**	**1267**	**75.0**	**275**	**16.3**	**113**	**6.7**	**5**	**0.3**
16H,6-22	**1953**	**35**	**1.8**	**1485**	**76.0**	**303**	**15.5**	**125**	**6.4**	**5**	**0.3**
18H,6-24	**2003**	**36**	**1.8**	**1525**	**76.1**	**306**	**15.3**	**131**	**6.5**	**5**	**0.3**

Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384003		Location		Site 3 - Manby Rd, Immingham			
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2150	39	1.8	1623	75.5	323	15.0	157	7.3	8	0.4
Sun 11-Jun-23											
00:00	16	0	0.0	14	87.5	0	0.0	2	12.5	0	0.0
01:00	19	0	0.0	16	84.2	1	5.3	2	10.5	0	0.0
02:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
03:00	14	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
04:00	11	0	0.0	8	72.7	1	9.1	2	18.2	0	0.0
05:00	54	5	9.3	40	74.1	4	7.4	5	9.3	0	0.0
06:00	71	3	4.2	57	80.3	7	9.9	4	5.6	0	0.0
07:00	50	0	0.0	43	86.0	6	12.0	1	2.0	0	0.0
08:00	49	1	2.0	37	75.5	7	14.3	4	8.2	0	0.0
09:00	69	4	5.8	49	71.0	11	15.9	5	7.3	0	0.0
10:00	102	0	0.0	84	82.4	15	14.7	3	2.9	0	0.0
11:00	120	1	0.8	103	85.8	13	10.8	3	2.5	0	0.0
12:00	116	2	1.7	99	85.3	10	8.6	5	4.3	0	0.0
13:00	140	1	0.7	111	79.3	21	15.0	7	5.0	0	0.0
14:00	137	3	2.2	120	87.6	10	7.3	4	2.9	0	0.0
15:00	106	1	0.9	91	85.9	7	6.6	7	6.6	0	0.0
16:00	112	1	0.9	101	90.2	5	4.5	5	4.5	0	0.0
17:00	142	2	1.4	116	81.7	23	16.2	1	0.7	0	0.0
18:00	113	1	0.9	102	90.3	8	7.1	2	1.8	0	0.0
19:00	81	1	1.2	72	88.9	5	6.2	2	2.5	1	1.2
20:00	46	1	2.2	39	84.8	5	10.9	1	2.2	0	0.0
21:00	34	3	8.8	28	82.4	2	5.9	1	2.9	0	0.0
22:00	35	0	0.0	28	80.0	2	5.7	5	14.3	0	0.0
23:00	19	0	0.0	17	89.5	1	5.3	1	5.3	0	0.0
12H,7-19	1256	17	1.4	1056	84.1	136	10.8	47	3.7	0	0.0
16H,6-22	1488	25	1.7	1252	84.1	155	10.4	55	3.7	1	0.1
18H,6-24	1542	25	1.6	1297	84.1	158	10.3	61	4.0	1	0.1
24H,0-24	1667	30	1.8	1397	83.8	167	10.0	72	4.3	1	0.1
Mon 12-Jun-23											
00:00	13	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
01:00	16	0	0.0	9	56.3	2	12.5	5	31.3	0	0.0
02:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
03:00	35	0	0.0	32	91.4	1	2.9	2	5.7	0	0.0
04:00	30	0	0.0	22	73.3	5	16.7	3	10.0	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

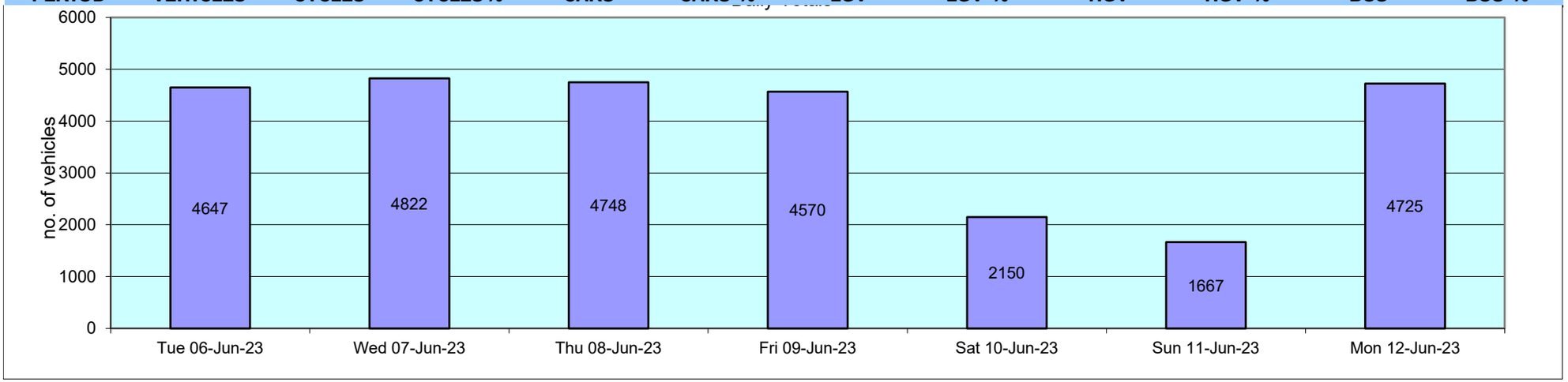
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**90**	6	6.7	70	77.8	6	6.7	8	8.9	0	0.0
06:00	**198**	3	1.5	166	83.8	16	8.1	13	6.6	0	0.0
07:00	**279**	5	1.8	210	75.3	39	14.0	23	8.2	2	0.7
08:00	**279**	4	1.4	193	69.2	57	20.4	22	7.9	3	1.1
09:00	**226**	1	0.4	155	68.6	49	21.7	20	8.9	1	0.4
10:00	**198**	0	0.0	131	66.2	39	19.7	28	14.1	0	0.0
11:00	**222**	0	0.0	153	68.9	50	22.5	17	7.7	2	0.9
12:00	**307**	2	0.7	220	71.7	53	17.3	30	9.8	2	0.7
13:00	**293**	5	1.7	209	71.3	55	18.8	22	7.5	2	0.7
14:00	**302**	5	1.7	214	70.9	46	15.2	32	10.6	5	1.7
15:00	**377**	2	0.5	287	76.1	54	14.3	32	8.5	2	0.5
16:00	**610**	7	1.2	497	81.5	73	12.0	33	5.4	0	0.0
17:00	**482**	11	2.3	383	79.5	50	10.4	38	7.9	0	0.0
18:00	**333**	4	1.2	258	77.5	41	12.3	30	9.0	0	0.0
19:00	**167**	0	0.0	130	77.8	22	13.2	15	9.0	0	0.0
20:00	**140**	2	1.4	109	77.9	16	11.4	13	9.3	0	0.0
21:00	**46**	1	2.2	33	71.7	6	13.0	6	13.0	0	0.0
22:00	**33**	1	3.0	27	81.8	1	3.0	4	12.1	0	0.0
23:00	**37**	0	0.0	28	75.7	4	10.8	5	13.5	0	0.0
12H,7-19	**3908**	**46**	**1.2**	**2910**	**74.5**	**606**	**15.5**	**327**	**8.4**	**19**	**0.5**
16H,6-22	**4459**	**52**	**1.2**	**3348**	**75.1**	**666**	**14.9**	**374**	**8.4**	**19**	**0.4**
18H,6-24	**4529**	**53**	**1.2**	**3403**	**75.1**	**671**	**14.8**	**383**	**8.5**	**19**	**0.4**
24H,0-24	**4725**	**59**	**1.3**	**3556**	**75.3**	**688**	**14.6**	**403**	**8.5**	**19**	**0.4**
Daily Totals											
Tue 06-Jun-23	**4647**	54	1.2	3226	69.4	750	16.1	591	12.7	26	0.6
Wed 07-Jun-23	**4822**	61	1.3	3376	70.0	767	15.9	594	12.3	24	0.5
Thu 08-Jun-23	**4748**	58	1.2	3345	70.5	753	15.9	567	11.9	25	0.5
Fri 09-Jun-23	**4570**	59	1.3	3225	70.6	742	16.2	523	11.4	21	0.5
Sat 10-Jun-23	**2150**	39	1.8	1623	75.5	323	15.0	157	7.3	8	0.4
Sun 11-Jun-23	**1667**	30	1.8	1397	83.8	167	10.0	72	4.3	1	0.1
Mon 12-Jun-23	**4725**	59	1.3	3556	75.3	688	14.6	403	8.5	19	0.4
Total Vehicles											
[--]	**27329**	360	1.4	19748	73.6	4190	14.8	2907	9.8	124	0.4

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384003				Location	Site 3 - Manby Rd, Immingham						
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 06-Jun-23																	
00:00	**24**	52.1	43.1	10.4	0	1	1	0	0	1	4	8	4	4	1	0
01:00	**25**	56.9	46.9	9.2	0	0	0	0	0	2	8	2	3	5	4	1
02:00	**22**	59	46.5	12	0	1	0	0	0	2	4	3	5	2	2	3
03:00	**19**	52.1	45.1	7	0	0	0	0	0	2	3	6	4	3	1	0
04:00	**37**	52.6	44.7	7.7	0	0	0	0	0	4	8	12	5	6	0	2
05:00	**78**	53	42.7	10.6	0	2	2	1	6	2	18	18	12	12	2	3
06:00	**182**	54.1	46.3	7.5	0	0	0	0	1	11	29	54	43	26	10	8
07:00	**271**	50.4	43.8	6.7	0	0	0	2	0	15	87	76	57	23	5	6
08:00	**295**	51.2	44	6.8	0	1	0	0	0	19	87	88	54	32	11	3
09:00	**227**	48.4	42.1	6.2	0	0	0	0	4	23	82	67	34	12	3	2
10:00	**209**	48.8	42.8	7.2	0	1	0	0	6	18	55	83	25	8	9	4
11:00	**233**	50.4	44.1	6.9	0	0	1	1	2	11	63	75	51	15	11	3
12:00	**267**	49.9	43.3	6.8	0	0	0	1	10	17	61	105	42	21	7	3
13:00	**238**	49.6	43.2	6.7	0	0	0	0	7	20	59	83	45	16	5	3
14:00	**320**	50.8	44	7	0	0	1	0	3	34	67	100	69	33	9	4
15:00	**375**	49.6	42.4	7.7	0	1	6	6	4	38	98	115	70	24	9	4
16:00	**607**	50.3	43.6	6.8	0	2	1	0	13	40	157	181	140	53	17	3
17:00	**528**	52.5	45	7.6	0	5	2	1	2	18	113	171	115	69	20	12
18:00	**302**	53.4	45.5	7.2	0	0	1	0	0	12	72	96	55	42	16	8
19:00	**147**	53.6	45.3	8.4	0	0	0	0	10	9	22	35	40	16	10	5
20:00	**89**	50.5	43.3	7.7	0	0	0	0	2	10	30	15	20	6	4	2
21:00	**64**	56.6	45.5	8.9	0	0	0	0	2	4	16	17	9	5	7	4
22:00	**52**	54.1	46.5	8.2	0	0	1	0	0	2	9	11	17	6	4	2
23:00	**36**	51.1	44.3	7.2	0	0	0	0	0	3	7	17	3	4	0	2
12H,7-19	**3872**	**50.6**	**43.7**	**7.1**	**0**	**10**	**12**	**11**	**51**	**265**	**1001**	**1240**	**757**	**348**	**122**	**55**
16H,6-22	**4354**	**50.9**	**43.9**	**7.2**	**0**	**10**	**12**	**11**	**66**	**299**	**1098**	**1361**	**869**	**401**	**153**	**74**
18H,6-24	**4442**	**50.9**	**44**	**7.2**	**0**	**10**	**13**	**11**	**66**	**304**	**1114**	**1389**	**889**	**411**	**157**	**78**
24H,0-24	**4647**	**51**	**44**	**7.4**	**0**	**14**	**16**	**12**	**72**	**317**	**1159**	**1438**	**922**	**443**	**167**	**87**
Wed 07-Jun-23																	
00:00	**38**	55.8	45.1	8.6	0	0	0	1	0	2	10	10	7	2	5	1
01:00	**22**	52.2	43.5	7.8	0	0	0	0	1	3	5	4	4	5	0	0
02:00	**17**	54.7	46.7	9.6	0	0	0	0	1	2	2	1	5	4	1	1
03:00	**34**	49.9	43.1	7.9	0	0	1	0	0	5	7	6	12	2	1	0
04:00	**43**	53.9	45.1	9.2	0	1	0	0	0	2	13	7	9	7	2	2
05:00	**83**	53.7	46	7.2	0	0	0	0	0	4	15	30	13	15	2	4
06:00	**167**	55.2	46.3	8.2	0	0	0	1	1	12	30	43	37	21	13	9
07:00	**254**	52.4	44.3	7.8	0	0	1	3	1	21	57	83	43	23	16	6
08:00	**283**	49.3	42.5	7.1	1	2	0	0	3	23	92	93	39	21	6	3

12384			IMMINGHAM		Site No: 12384003					Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
09:00	**217**	51.2	42.8	8	0	1	1	1	5	27	64	49	35	25	4	5
10:00	**241**	48.1	42.1	6.4	0	1	0	2	6	14	80	89	30	14	4	1
11:00	**262**	50.7	43.1	7.2	0	0	0	1	5	33	67	73	46	27	7	3
12:00	**261**	49.6	43	6.8	1	0	0	1	0	22	79	91	38	18	8	3
13:00	**264**	51.6	43.9	7.2	0	0	0	0	4	24	72	70	50	32	7	5
14:00	**289**	49.5	43.2	6.5	0	0	0	0	3	22	89	98	47	17	8	5
15:00	**375**	48.2	42.2	6.7	0	2	0	0	17	19	121	138	49	19	5	5
16:00	**598**	49.2	41.8	8.2	3	13	4	5	18	45	141	201	121	41	4	2
17:00	**480**	51.6	45	7.5	0	4	1	0	5	19	100	148	125	44	21	13
18:00	**311**	53.7	45.9	7.5	0	1	0	1	1	13	59	99	62	51	10	14
19:00	**199**	53.5	45.3	8.2	0	1	3	0	0	7	41	69	39	17	14	8
20:00	**137**	55.3	47	7.9	0	0	0	0	1	9	16	44	27	22	10	8
21:00	**113**	51.7	44.3	7.6	0	0	1	0	4	6	22	38	23	11	7	1
22:00	**83**	50.2	43.5	7.7	0	0	1	0	2	6	23	22	19	4	5	1
23:00	**51**	50.8	43.9	8.5	0	1	0	0	0	5	14	10	13	4	3	1
12H,7-19	**3835**	**50.4**	**43.3**	**7.5**	**5**	**24**	**7**	**14**	**68**	**282**	**1021**	**1232**	**685**	**332**	**100**	**65**
16H,6-22	**4451**	**50.8**	**43.6**	**7.6**	**5**	**25**	**11**	**15**	**74**	**316**	**1130**	**1426**	**811**	**403**	**144**	**91**
18H,6-24	**4585**	**50.8**	**43.6**	**7.6**	**5**	**26**	**12**	**15**	**76**	**327**	**1167**	**1458**	**843**	**411**	**152**	**93**
24H,0-24	**4822**	**50.9**	**43.7**	**7.6**	**5**	**27**	**13**	**16**	**78**	**345**	**1219**	**1516**	**893**	**446**	**163**	**101**
Thu 08-Jun-23																
00:00	**62**	54.4	46.8	7.3	0	0	0	0	1	2	11	14	16	12	5	1
01:00	**53**	56.5	47.4	8.4	0	0	0	0	0	4	10	10	11	9	6	3
02:00	**41**	54.6	46.2	7.7	0	0	0	0	1	2	8	9	10	6	5	0
03:00	**65**	55.6	48.4	7.7	0	0	0	0	0	1	9	19	12	15	3	6
04:00	**39**	51.5	43.6	8.5	0	1	0	0	0	5	5	15	6	6	0	1
05:00	**103**	54.4	46.4	7.2	0	0	0	0	0	4	20	30	25	12	9	3
06:00	**166**	54.8	46.4	7.7	0	0	0	0	3	5	29	52	41	14	13	9
07:00	**266**	48.8	42.6	5.8	0	0	0	0	3	19	91	90	40	22	0	1
08:00	**270**	49.2	42.3	6.9	0	2	0	0	7	21	96	74	45	17	7	1
09:00	**223**	49.4	42	7.1	0	1	0	4	4	29	62	62	40	19	1	1
10:00	**234**	47.9	41.6	5.9	0	0	0	3	3	21	90	66	40	9	2	0
11:00	**258**	47.2	40.2	7.1	0	1	1	2	17	31	108	52	28	12	5	1
12:00	**310**	47.5	41.1	6.7	0	0	1	2	12	36	118	81	43	9	5	3
13:00	**242**	50.2	43.2	7.4	0	0	1	3	8	21	53	75	53	18	8	2
14:00	**317**	49.9	42.6	7.5	0	1	0	0	4	53	81	89	52	20	10	7
15:00	**369**	49.6	42.9	6.9	0	0	0	6	2	30	119	104	72	19	13	4
16:00	**541**	50.2	42.9	7.3	0	4	2	5	9	49	139	153	117	55	6	2
17:00	**483**	51.7	44	7.9	0	5	0	2	4	31	123	159	80	43	24	12
18:00	**281**	53.1	45.2	7.5	0	1	1	0	1	16	66	71	68	34	18	5

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384003					Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
19:00	**172**	54.9	45.6	8.7	1	0	1	1	1	9	39	47	25	28	13	7
20:00	**98**	53.1	44.3	8	0	0	0	0	2	13	19	29	16	9	8	2
21:00	**72**	55.5	45.7	9.2	0	0	0	0	1	8	16	17	13	6	3	8
22:00	**54**	55.4	47.5	8.4	0	0	0	0	0	6	6	12	9	14	4	3
23:00	**29**	53.9	44.2	11.8	1	0	0	0	0	7	3	3	9	2	1	3
12H,7-19	**3794**	**49.9**	**42.7**	**7.2**	**0**	**15**	**6**	**27**	**74**	**357**	**1146**	**1076**	**678**	**277**	**99**	**39**
16H,6-22	**4302**	**50.3**	**43**	**7.4**	**1**	**15**	**7**	**28**	**81**	**392**	**1249**	**1221**	**773**	**334**	**136**	**65**
18H,6-24	**4385**	**50.4**	**43.1**	**7.5**	**2**	**15**	**7**	**28**	**81**	**405**	**1258**	**1236**	**791**	**350**	**141**	**71**
24H,0-24	**4748**	**50.7**	**43.4**	**7.6**	**2**	**16**	**7**	**28**	**83**	**423**	**1321**	**1333**	**871**	**410**	**169**	**85**
Fri 09-Jun-23																
00:00	**38**	48	41.9	7.4	0	1	0	0	0	4	10	14	7	1	1	0
01:00	**22**	55	46	8.2	0	0	0	0	0	0	9	4	2	4	2	1
02:00	**22**	56.5	48	8.1	0	0	0	0	0	0	5	5	5	3	2	2
03:00	**27**	50.4	45.9	5.8	0	0	0	0	0	1	5	5	13	2	1	0
04:00	**38**	50.5	43.6	7.3	0	0	0	0	0	9	3	10	11	4	1	0
05:00	**89**	56.6	46	8.4	0	0	0	0	1	3	24	27	10	9	10	5
06:00	**167**	55.7	47.4	7.9	0	0	0	0	1	8	23	49	36	26	12	12
07:00	**223**	51.4	43.7	7.4	0	0	1	1	4	19	60	59	43	24	11	1
08:00	**295**	50.7	44	6.7	0	0	0	0	5	17	77	99	56	26	11	4
09:00	**215**	50.6	43.6	6.6	0	0	0	0	4	17	58	63	44	23	6	0
10:00	**222**	49.9	43.6	6.6	0	0	0	1	3	8	75	65	46	14	6	4
11:00	**246**	51.4	44.2	6.6	0	0	0	2	1	10	71	78	44	31	7	2
12:00	**312**	49.9	43.3	6.5	0	0	0	0	5	22	92	101	57	23	10	2
13:00	**333**	51.7	45.5	6.4	0	0	0	0	0	17	60	105	96	34	19	2
14:00	**370**	51.8	44.6	7.2	0	1	2	1	3	26	68	122	84	46	12	5
15:00	**400**	51.2	44.5	6.6	0	1	0	0	5	17	95	135	85	47	10	5
16:00	**445**	51.5	45	6.9	0	1	1	0	6	18	89	149	109	48	16	8
17:00	**452**	53.5	45.6	7.6	0	3	0	0	2	28	89	119	115	56	31	9
18:00	**262**	54	45.2	8.1	1	0	0	0	6	22	48	69	53	39	19	5
19:00	**135**	55.9	48.4	8.2	0	1	0	0	0	4	20	26	33	31	10	10
20:00	**92**	52.4	44.3	7.1	0	0	0	0	0	9	26	22	17	13	5	0
21:00	**63**	52.5	43.6	8.3	0	0	0	0	1	12	15	10	13	7	4	1
22:00	**56**	54.1	46.9	6.7	0	0	0	0	0	1	10	17	11	13	3	1
23:00	**46**	53	45.5	6.8	0	0	0	0	0	1	13	13	8	9	1	1
12H,7-19	**3775**	**51.6**	**44.5**	**7**	**1**	**6**	**4**	**5**	**44**	**221**	**882**	**1164**	**832**	**411**	**158**	**47**
16H,6-22	**4232**	**52.1**	**44.7**	**7.2**	**1**	**7**	**4**	**5**	**46**	**254**	**966**	**1271**	**931**	**488**	**189**	**70**
18H,6-24	**4334**	**52.2**	**44.8**	**7.2**	**1**	**7**	**4**	**5**	**46**	**256**	**989**	**1301**	**950**	**510**	**193**	**72**
24H,0-24	**4570**	**52.3**	**44.8**	**7.2**	**1**	**8**	**4**	**5**	**47**	**273**	**1045**	**1366**	**998**	**533**	**210**	**80**
Sat 10-Jun-23																

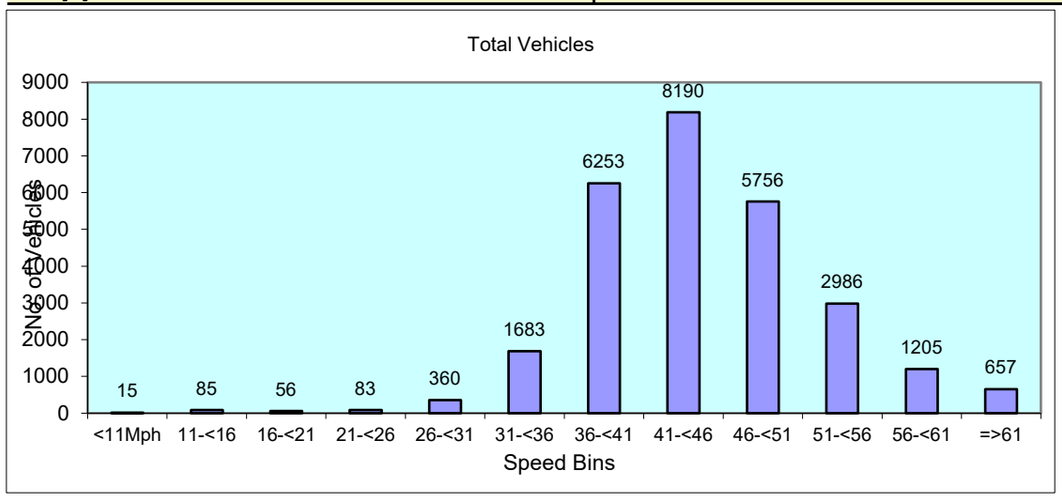
Data produced by
Auto Surveys Ltd

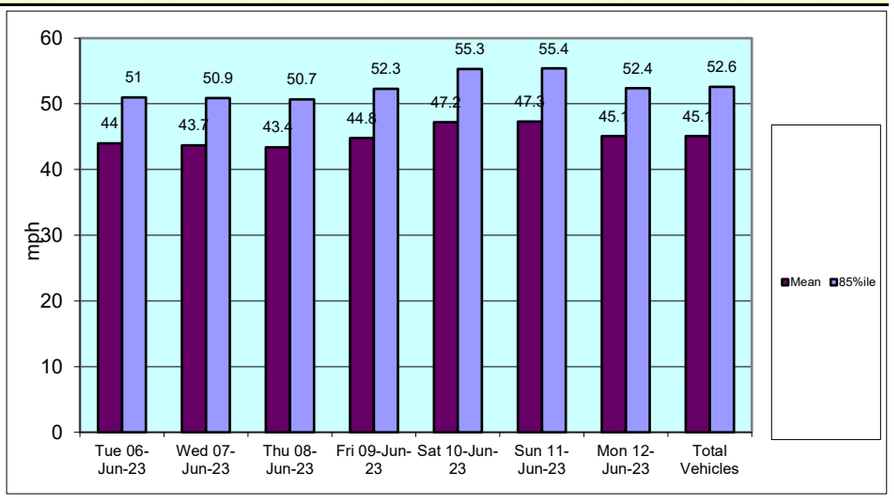
12384			IMMINGHAM				Site No: 12384003			Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Southeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	**19**	53.1	44.6	9.2	0	0	0	0	1	3	3	3	4	4	0	1
01:00	**19**	50.2	45.9	6.7	0	0	0	0	0	1	3	5	8	1	0	1
02:00	**20**	50.2	44.8	5.5	0	0	0	0	0	0	6	6	5	3	0	0
03:00	**18**	50.5	45.7	6.4	0	0	0	0	0	2	0	8	5	2	1	0
04:00	**21**	54.4	46.1	7.6	0	0	0	0	0	1	3	10	2	2	2	1
05:00	**50**	59.8	48.2	10.1	0	1	0	0	0	1	10	10	9	8	4	7
06:00	**96**	55.4	46.8	8.3	0	0	0	1	1	5	16	23	21	16	8	5
07:00	**117**	57.1	47.4	8.3	0	0	0	0	0	7	22	24	30	13	13	8
08:00	**122**	55.2	48	6.8	0	0	0	0	1	1	10	41	35	18	10	6
09:00	**137**	53.7	46	7.3	0	0	0	0	2	3	27	47	29	15	8	6
10:00	**160**	53.6	46.2	7	0	0	0	0	0	4	29	61	31	20	7	8
11:00	**154**	54.2	46.4	7.3	0	0	0	0	0	4	33	49	27	27	6	8
12:00	**140**	55.7	47.1	7.6	0	0	0	0	0	5	28	36	29	22	15	5
13:00	**153**	54.1	47.3	6.7	0	0	0	0	0	7	15	42	52	22	10	5
14:00	**152**	54	46.5	7.7	1	0	0	0	1	4	29	35	46	21	10	5
15:00	**144**	54.1	46.3	7.3	0	0	0	0	1	9	24	36	39	21	11	3
16:00	**117**	56.4	48	7.3	0	0	0	0	0	1	17	32	37	11	11	8
17:00	**177**	57	48.9	8.2	0	1	0	1	0	3	27	24	50	40	19	12
18:00	**116**	55.6	48.5	9.2	2	0	0	0	4	1	8	20	33	33	8	7
19:00	**72**	58.9	48.7	8.4	0	0	0	0	0	3	9	19	16	9	8	8
20:00	**59**	58.6	48.3	8.8	0	0	0	0	1	1	11	14	10	9	7	6
21:00	**37**	54.3	46.1	7.9	0	0	0	0	0	2	9	10	6	6	2	2
22:00	**31**	50.2	45.4	7.7	0	0	0	0	0	3	3	14	7	1	0	3
23:00	**19**	57.6	46.7	10.1	0	0	0	0	1	1	5	2	4	2	2	2
12H,7-19	**1689**	**55.1**	**47.2**	**7.6**	**3**	**1**	**0**	**1**	**9**	**49**	**269**	**447**	**438**	**263**	**128**	**81**
16H,6-22	**1953**	**55.4**	**47.2**	**7.7**	**3**	**1**	**0**	**2**	**11**	**60**	**314**	**513**	**491**	**303**	**153**	**102**
18H,6-24	**2003**	**55.4**	**47.2**	**7.7**	**3**	**1**	**0**	**2**	**12**	**64**	**322**	**529**	**502**	**306**	**155**	**107**
24H,0-24	**2150**	**55.3**	**47.2**	**7.8**	**3**	**2**	**0**	**2**	**13**	**72**	**347**	**571**	**535**	**326**	**162**	**117**
Sun 11-Jun-23																
00:00	**16**	47.8	42.3	5.8	0	0	0	0	0	2	5	5	3	1	0	0
01:00	**19**	52.7	47.4	5.6	0	0	0	0	0	0	4	1	9	5	0	0
02:00	**11**	-	45.8	9.9	0	0	0	0	0	1	3	3	2	0	0	2
03:00	**14**	49.9	44.9	6.2	0	0	0	0	0	2	1	3	7	1	0	0
04:00	**11**	48.1	43.5	5.2	0	0	0	0	0	0	4	4	2	1	0	0
05:00	**54**	-	49.2	10.1	0	1	0	0	0	1	8	11	12	6	6	9
06:00	**71**	57	48.7	8.7	0	0	1	1	0	0	11	11	17	17	9	4
07:00	**50**	58.1	49.8	7.3	0	0	0	0	0	0	6	9	16	8	7	4
08:00	**49**	54.7	46.9	9	0	1	0	0	0	2	9	9	12	11	2	3
09:00	**69**	53.3	44.8	9	0	1	1	0	2	3	12	19	17	7	6	1

12384			IMMINGHAM		Site No: 12384003					Location	Site 3 - Manby Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
10:00	**102**	54.3	46.5	7.1	0	0	0	0	1	3	19	28	24	17	9	1
11:00	**120**	52.9	45.4	7.9	1	1	0	0	0	3	24	37	29	17	6	2
12:00	**116**	51.9	45.6	6.8	0	0	0	0	0	4	22	46	24	12	2	6
13:00	**140**	52.7	46	7.4	0	1	0	0	0	7	25	36	45	13	9	4
14:00	**137**	54.4	47.8	6	0	0	0	0	0	0	15	44	36	31	9	2
15:00	**106**	53.4	47.1	6.9	0	0	0	0	1	1	17	26	37	16	2	6
16:00	**112**	55.8	47.7	8.2	0	0	0	1	0	5	11	38	24	16	6	11
17:00	**142**	57.5	49.3	7.4	0	0	0	0	1	2	15	28	40	28	21	7
18:00	**113**	56.2	48.5	7.7	0	0	0	0	4	1	8	28	31	23	13	5
19:00	**81**	55.4	48.3	7.7	0	0	0	0	0	1	15	14	26	14	3	8
20:00	**46**	58.2	48.8	9	0	0	0	0	0	4	7	6	8	11	6	4
21:00	**34**	60.7	51.1	9.7	0	0	0	0	1	0	6	5	2	6	9	5
22:00	**35**	59.1	47.2	10.2	0	0	1	0	0	1	8	7	7	4	2	5
23:00	**19**	54.3	47.7	8.2	0	0	0	0	0	1	3	4	5	4	0	2
12H,7-19	**1256**	**54.9**	**47.1**	**7.6**	**1**	**4**	**1**	**1**	**9**	**31**	**183**	**348**	**335**	**199**	**92**	**52**
16H,6-22	**1488**	**55.4**	**47.4**	**7.7**	**1**	**4**	**2**	**2**	**10**	**36**	**222**	**384**	**388**	**247**	**119**	**73**
18H,6-24	**1542**	**55.4**	**47.4**	**7.8**	**1**	**4**	**3**	**2**	**10**	**38**	**233**	**395**	**400**	**255**	**121**	**80**
24H,0-24	**1667**	**55.4**	**47.3**	**7.9**	**1**	**5**	**3**	**2**	**10**	**44**	**258**	**422**	**435**	**269**	**127**	**91**
Mon 12-Jun-23																
00:00	**13**	48.8	46.6	7.6	0	0	0	0	0	1	2	2	6	1	0	1
01:00	**16**	52.8	45.1	8.4	0	0	0	0	0	2	4	3	3	3	0	1
02:00	**12**	54.4	48.9	7	0	0	0	0	0	0	1	4	2	4	0	1
03:00	**35**	54.5	47.6	7.2	0	0	0	0	0	1	4	11	9	6	2	2
04:00	**30**	51.8	42.8	8.6	0	0	0	1	1	6	4	5	7	6	0	0
05:00	**90**	59.5	49.8	8.7	0	1	0	0	0	1	9	18	23	17	10	11
06:00	**198**	54.4	47.6	6.9	0	0	1	0	0	4	26	44	69	35	12	7
07:00	**279**	51.3	44.5	7.2	0	2	1	1	2	6	67	104	52	28	11	5
08:00	**279**	51.7	44.7	7.4	0	1	0	6	5	8	44	109	60	27	17	2
09:00	**226**	51.9	45.3	7	0	0	0	0	2	15	44	63	64	20	14	4
10:00	**198**	49.9	43.1	7	0	0	0	2	10	8	51	70	34	16	6	1
11:00	**222**	50.2	43.7	6.6	0	0	0	0	2	15	61	77	40	16	8	3
12:00	**307**	50.5	43.7	7.4	0	1	5	1	7	14	62	111	66	28	11	1
13:00	**293**	50.7	44.5	6.7	0	1	0	0	3	11	61	122	54	24	11	6
14:00	**302**	52.3	44.9	7	0	0	1	1	1	23	50	112	58	38	14	4
15:00	**377**	50.4	44	6.9	0	1	1	4	4	23	77	126	95	34	9	3
16:00	**610**	51.8	44.5	7.3	1	2	1	0	13	36	123	184	146	79	18	7
17:00	**482**	52.2	45.6	7	0	3	3	0	1	7	84	168	129	59	20	8
18:00	**333**	54.6	47.3	7.4	2	0	0	0	2	5	42	94	96	57	22	13
19:00	**167**	54	45.9	7.8	0	0	0	2	1	9	27	57	29	27	8	7

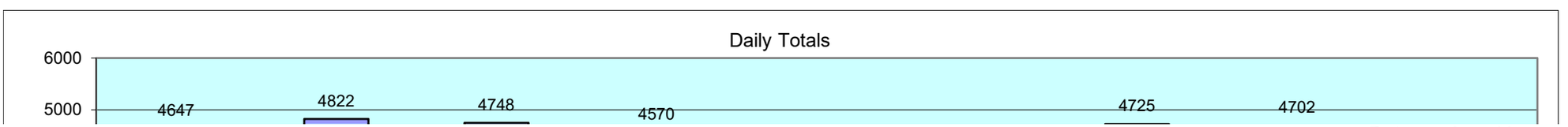
Data produced by
Auto Surveys Ltd

12384		IMMINGHAM			Site No: 12384003			Location	Site 3 - Manby Rd, Immingham							
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**=>61**
20:00	**140**	52.4	45	7	0	0	0	0	3	4	35	40	31	19	6	2
21:00	**46**	53.2	44.7	9.1	0	1	0	0	0	4	11	10	10	6	2	2
22:00	**33**	54.9	45.9	9.2	0	0	0	0	0	4	9	4	7	4	2	3
23:00	**37**	55.9	47.8	7.9	0	0	0	0	0	2	6	6	12	5	4	2
12H,7-19	**3908**	**51.7**	**44.8**	**7.2**	**3**	**11**	**12**	**15**	**52**	**171**	**766**	**1340**	**894**	**426**	**161**	**57**
16H,6-22	**4459**	**52**	**44.9**	**7.2**	**3**	**12**	**13**	**17**	**56**	**192**	**865**	**1491**	**1033**	**513**	**189**	**75**
18H,6-24	**4529**	**52.1**	**45**	**7.2**	**3**	**12**	**13**	**17**	**56**	**198**	**880**	**1501**	**1052**	**522**	**195**	**80**
24H,0-24	**4725**	**52.4**	**45.1**	**7.3**	**3**	**13**	**13**	**18**	**57**	**209**	**904**	**1544**	**1102**	**559**	**207**	**96**
Daily Totals																
Tue 06-Jun-23	**4647**	51	44	7.4	0	14	16	12	72	317	1159	1438	922	443	167	87
Wed 07-Jun-23	**4822**	50.9	43.7	7.6	5	27	13	16	78	345	1219	1516	893	446	163	101
Thu 08-Jun-23	**4748**	50.7	43.4	7.6	2	16	7	28	83	423	1321	1333	871	410	169	85
Fri 09-Jun-23	**4570**	52.3	44.8	7.2	1	8	4	5	47	273	1045	1366	998	533	210	80
Sat 10-Jun-23	**2150**	55.3	47.2	7.8	3	2	0	2	13	72	347	571	535	326	162	117
Sun 11-Jun-23	**1667**	55.4	47.3	7.9	1	5	3	2	10	44	258	422	435	269	127	91
Mon 12-Jun-23	**4725**	52.4	45.1	7.3	3	13	13	18	57	209	904	1544	1102	559	207	96
Total Vehicles																
[--]	**27329**	52.6	45.1	7.5	15	85	56	83	360	1683	6253	8190	5756	2986	1205	657





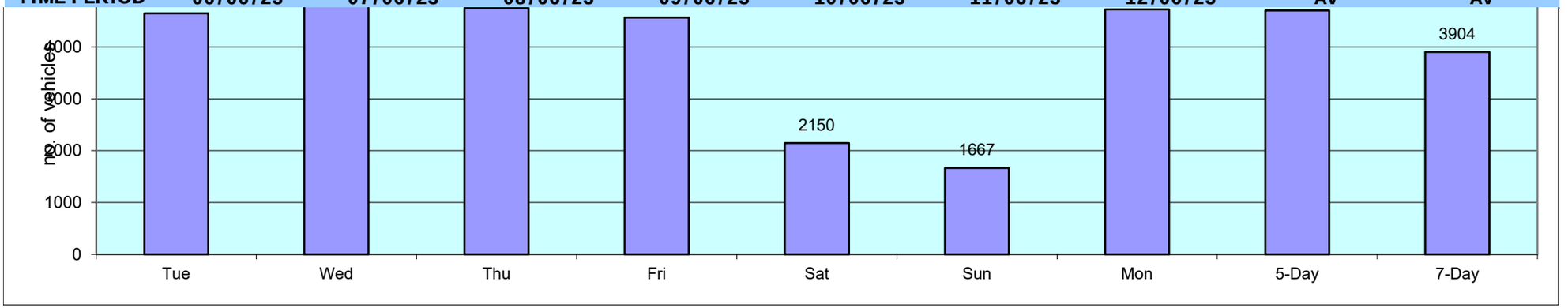
12384		IMMINGHAM		Site No: 12384003		Location	Site 3 - Manby Rd, Immingham		
				Channel: Southeastbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	06/06/23	07/06/23	08/06/23	09/06/23	10/06/23	11/06/23	12/06/23	Av	Av
Week Begin: 06-Jun-23									
00:00	**24**	38	62	38	19	16	13	35	30
01:00	**25**	22	53	22	19	19	16	28	25
02:00	**22**	17	41	22	20	11	12	23	21
03:00	**19**	34	65	27	18	14	35	36	30
04:00	**37**	43	39	38	21	11	30	37	31
05:00	**78**	83	103	89	50	54	90	89	78
06:00	**182**	167	166	167	96	71	198	176	150
07:00	**271**	254	266	223	117	50	279	259	209
08:00	**295**	283	270	295	122	49	279	284	228
09:00	**227**	217	223	215	137	69	226	222	188
10:00	**209**	241	234	222	160	102	198	221	195
11:00	**233**	262	258	246	154	120	222	244	214
12:00	**267**	261	310	312	140	116	307	291	245
13:00	**238**	264	242	333	153	140	293	274	238
14:00	**320**	289	317	370	152	137	302	320	270
15:00	**375**	375	369	400	144	106	377	379	307
16:00	**607**	598	541	445	117	112	610	560	433
17:00	**528**	480	483	452	177	142	482	485	392
18:00	**302**	311	281	262	116	113	333	298	245
19:00	**147**	199	172	135	72	81	167	164	139
20:00	**89**	137	98	92	59	46	140	111	94
21:00	**64**	113	72	63	37	34	46	72	61
22:00	**52**	83	54	56	31	35	33	56	49
23:00	**36**	51	29	46	19	19	37	40	34
12H,7-19	**3872**	**3835**	**3794**	**3775**	**1689**	**1256**	**3908**	**3837**	**3161**
16H,6-22	**4354**	**4451**	**4302**	**4232**	**1953**	**1488**	**4459**	**4360**	**3606**
18H,6-24	**4442**	**4585**	**4385**	**4334**	**2003**	**1542**	**4529**	**4455**	**3689**
24H,0-24	**4647**	**4822**	**4748**	**4570**	**2150**	**1667**	**4725**	**4702**	**3904**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**10:00**	**11:00**	**08:00**		
Peak	**295**	**283**	**270**	**295**	**160**	**120**	**279**		
Pm	**16:00**	**16:00**	**16:00**	**17:00**	**17:00**	**17:00**	**16:00**		
Peak	**607**	**598**	**541**	**452**	**177**	**142**	**610**		



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384003	Location	Site 3 - Manby Rd, Immingham
		Channel: Southeastbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

12384		IMMINGHAM JUNE 2023								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 12384004	Site 4 - Queens Rd, Immingham 53.61585, -0.18628	Channel: Northwestbound	Tue 06-Jun-23	Mon 12-Jun-23	30	10436	1820	1491	40.4	33.7
		Channel: Southeastbound	Tue 06-Jun-23	Mon 12-Jun-23		10543	1847	1506	39.5	33.1

12384			IMMINGHAM			Site No: 12384004		Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23														
00:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
04:00	**10**	0	8	0	1	1	0	0	0	0	0	0	0	0
05:00	**24**	3	17	0	0	0	0	0	0	0	4	0	0	0
06:00	**55**	7	39	3	1	0	1	0	0	0	4	0	0	0
07:00	**93**	3	64	16	0	0	1	0	0	0	8	1	0	0
08:00	**121**	3	77	22	0	0	3	0	2	1	10	3	0	0
09:00	**118**	2	73	22	2	1	4	0	2	1	11	0	0	0
10:00	**152**	2	103	24	0	1	6	1	3	0	10	2	0	0
11:00	**143**	2	94	29	0	1	3	0	2	1	8	3	0	0
12:00	**144**	5	96	26	0	2	3	0	3	0	9	0	0	0
13:00	**134**	4	97	14	1	0	1	0	3	0	10	4	0	0
14:00	**157**	2	106	20	0	1	2	1	3	3	14	5	0	0
15:00	**152**	2	109	21	0	0	4	0	4	2	9	1	0	0
16:00	**264**	8	220	18	0	2	4	0	1	0	11	0	0	0
17:00	**179**	4	156	10	0	1	1	0	0	0	6	1	0	0
18:00	**64**	4	51	4	0	0	2	0	0	0	3	0	0	0
19:00	**37**	1	29	3	0	0	1	0	0	0	3	0	0	0
20:00	**11**	0	10	0	0	0	0	0	0	0	1	0	0	0
21:00	**20**	3	13	3	0	0	0	0	0	0	1	0	0	0
22:00	**18**	1	15	1	0	0	0	0	0	0	1	0	0	0
23:00	**6**	0	5	0	0	0	0	0	0	0	1	0	0	0
12H,7-19	**1721**	**41**	**1246**	**226**	**3**	**9**	**34**	**2**	**23**	**8**	**109**	**20**	**0**	**0**
16H,6-22	**1844**	**52**	**1337**	**235**	**4**	**9**	**36**	**2**	**23**	**8**	**118**	**20**	**0**	**0**
18H,6-24	**1868**	**53**	**1357**	**236**	**4**	**9**	**36**	**2**	**23**	**8**	**120**	**20**	**0**	**0**
24H,0-24	**1922**	**56**	**1402**	**236**	**5**	**10**	**36**	**2**	**23**	**8**	**124**	**20**	**0**	**0**
Wed 07-Jun-23														
00:00	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	**8**	2	5	1	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	**44**	2	33	2	2	1	2	0	0	1	1	0	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**67**	10	45	9	0	0	0	0	1	0	2	0	0	0
07:00	**110**	4	72	17	0	0	5	0	1	1	10	0	0	0
08:00	**110**	4	70	20	0	1	2	0	1	1	7	4	0	0
09:00	**134**	5	80	23	0	0	4	0	3	1	11	7	0	0
10:00	**88**	1	60	16	0	1	3	0	2	0	4	1	0	0
11:00	**119**	4	69	25	0	0	6	0	3	2	8	2	0	0
12:00	**125**	6	90	20	1	0	1	0	1	1	3	2	0	0
13:00	**121**	3	70	27	1	1	5	0	3	0	8	3	0	0
14:00	**128**	5	83	19	0	1	3	0	1	2	11	3	0	0
15:00	**157**	10	109	28	0	1	1	0	5	0	2	1	0	0
16:00	**248**	7	208	20	1	0	2	0	1	0	6	3	0	0
17:00	**184**	7	150	10	1	2	2	0	1	0	10	1	0	0
18:00	**68**	7	52	2	0	0	1	0	0	0	6	0	0	0
19:00	**41**	1	31	3	0	0	0	0	0	1	4	1	0	0
20:00	**31**	2	26	0	0	0	0	0	0	0	3	0	0	0
21:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
22:00	**9**	0	7	1	0	0	0	0	0	0	1	0	0	0
23:00	**13**	0	8	2	0	0	1	0	1	0	0	1	0	0
12H,7-19	**1592**	**63**	**1113**	**227**	**4**	**7**	**35**	**0**	**22**	**8**	**86**	**27**	**0**	**0**
16H,6-22	**1741**	**77**	**1224**	**239**	**4**	**7**	**35**	**0**	**23**	**9**	**95**	**28**	**0**	**0**
18H,6-24	**1763**	**77**	**1239**	**242**	**4**	**7**	**36**	**0**	**24**	**9**	**96**	**29**	**0**	**0**
24H,0-24	**1836**	**81**	**1296**	**246**	**6**	**8**	**39**	**0**	**24**	**10**	**97**	**29**	**0**	**0**
Thu 08-Jun-23														
00:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	**7**	2	5	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
05:00	**34**	3	26	0	1	0	0	0	0	0	4	0	0	0
06:00	**66**	9	38	9	2	0	1	0	0	0	5	2	0	0
07:00	**96**	6	63	13	0	0	5	0	1	1	5	2	0	0
08:00	**119**	1	82	18	0	2	1	0	3	1	8	3	0	0
09:00	**107**	4	70	18	0	0	2	0	1	1	9	2	0	0
10:00	**134**	2	97	17	2	1	2	0	2	1	7	3	0	0
11:00	**144**	6	96	28	0	0	1	1	4	0	8	0	0	0
12:00	**142**	6	113	18	0	0	0	0	1	1	2	1	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	**145**	5	96	27	0	1	5	0	6	0	4	1	0	0
14:00	**149**	4	118	20	0	0	1	0	0	0	6	0	0	0
15:00	**151**	4	119	13	0	1	2	0	5	0	6	1	0	0
16:00	**240**	10	198	20	0	3	0	0	0	0	6	3	0	0
17:00	**155**	2	135	11	0	2	0	0	1	0	4	0	0	0
18:00	**58**	2	49	3	0	0	0	0	0	0	2	2	0	0
19:00	**20**	1	18	1	0	0	0	0	0	0	0	0	0	0
20:00	**13**	1	11	0	0	0	0	0	0	0	1	0	0	0
21:00	**8**	1	5	2	0	0	0	0	0	0	0	0	0	0
22:00	**13**	1	10	0	0	0	1	0	0	0	1	0	0	0
23:00	**5**	0	4	0	0	0	0	0	0	0	1	0	0	0
12H,7-19	**1640**	**52**	**1236**	**206**	**2**	**10**	**19**	**1**	**24**	**5**	**67**	**18**	**0**	**0**
16H,6-22	**1747**	**64**	**1308**	**218**	**4**	**10**	**20**	**1**	**24**	**5**	**73**	**20**	**0**	**0**
18H,6-24	**1765**	**65**	**1322**	**218**	**4**	**10**	**21**	**1**	**24**	**5**	**75**	**20**	**0**	**0**
24H,0-24	**1830**	**70**	**1376**	**219**	**5**	**10**	**21**	**1**	**24**	**5**	**79**	**20**	**0**	**0**
Fri 09-Jun-23														
00:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	4	0	1	0	1	0	0	0	0	0	0	0
04:00	**5**	2	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**25**	3	20	1	0	1	0	0	0	0	0	0	0	0
06:00	**57**	4	46	4	0	0	1	0	1	0	1	0	0	0
07:00	**85**	3	61	7	0	0	2	0	3	0	7	2	0	0
08:00	**101**	3	60	26	1	1	1	1	0	0	7	1	0	0
09:00	**122**	1	79	29	0	1	0	0	3	0	7	2	0	0
10:00	**117**	1	77	21	1	3	2	0	2	0	9	1	0	0
11:00	**145**	11	89	24	1	0	7	0	1	0	9	3	0	0
12:00	**138**	4	104	16	0	0	2	0	0	0	11	1	0	0
13:00	**138**	4	104	16	0	0	3	0	4	0	6	1	0	0
14:00	**115**	7	84	13	0	0	2	0	1	0	6	2	0	0
15:00	**131**	4	110	10	0	0	2	0	0	1	4	0	0	0
16:00	**145**	7	126	7	0	1	1	0	0	0	3	0	0	0
17:00	**119**	2	105	4	1	1	3	0	0	0	1	2	0	0
18:00	**144**	5	131	5	0	0	1	0	0	0	1	1	0	0
19:00	**27**	3	19	4	0	0	1	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**10**	0	8	1	0	0	0	0	0	0	1	0	0	0
21:00	**9**	1	4	4	0	0	0	0	0	0	0	0	0	0
22:00	**18**	2	12	1	0	0	0	0	0	0	2	1	0	0
23:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1500**	**52**	**1130**	**178**	**4**	**7**	**26**	**1**	**14**	**1**	**71**	**16**	**0**	**0**
16H,6-22	**1603**	**60**	**1207**	**191**	**4**	**7**	**28**	**1**	**15**	**1**	**73**	**16**	**0**	**0**
18H,6-24	**1630**	**62**	**1228**	**192**	**4**	**7**	**28**	**1**	**15**	**1**	**75**	**17**	**0**	**0**
24H,0-24	**1682**	**68**	**1270**	**193**	**5**	**8**	**29**	**1**	**15**	**1**	**75**	**17**	**0**	**0**
Sat 10-Jun-23														
00:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**8**	0	7	0	0	0	0	0	1	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**17**	3	13	1	0	0	0	0	0	0	0	0	0	0
06:00	**28**	4	23	0	0	0	0	0	0	0	1	0	0	0
07:00	**24**	0	18	4	0	0	0	0	1	0	0	1	0	0
08:00	**38**	2	25	10	0	0	0	0	0	0	0	1	0	0
09:00	**69**	1	48	17	0	0	2	0	0	0	0	1	0	0
10:00	**61**	1	47	8	0	1	2	0	0	0	1	1	0	0
11:00	**58**	2	50	4	0	0	1	0	1	0	0	0	0	0
12:00	**48**	0	44	4	0	0	0	0	0	0	0	0	0	0
13:00	**58**	2	54	2	0	0	0	0	0	0	0	0	0	0
14:00	**43**	0	40	0	0	0	2	0	0	0	0	1	0	0
15:00	**45**	1	42	2	0	0	0	0	0	0	0	0	0	0
16:00	**44**	2	37	2	0	0	2	0	0	0	1	0	0	0
17:00	**38**	2	34	0	0	0	0	0	0	0	1	1	0	0
18:00	**29**	3	25	1	0	0	0	0	0	0	0	0	0	0
19:00	**15**	2	11	1	0	0	1	0	0	0	0	0	0	0
20:00	**11**	0	10	0	1	0	0	0	0	0	0	0	0	0
21:00	**8**	2	6	0	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	6	0	1	0	0	0	1	0	0	0	0	0
23:00	**5**	0	2	1	0	0	1	0	0	0	0	1	0	0
12H,7-19	**555**	**16**	**464**	**54**	**0**	**1**	**9**	**0**	**2**	**0**	**3**	**6**	**0**	**0**
16H,6-22	**617**	**24**	**514**	**55**	**1**	**1**	**10**	**0**	**2**	**0**	**4**	**6**	**0**	**0**
18H,6-24	**630**	**24**	**522**	**56**	**2**	**1**	**11**	**0**	**3**	**0**	**4**	**7**	**0**	**0**

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	671	28	556	58	2	1	11	0	4	0	4	7	0	0
Sun 11-Jun-23														
00:00	4	0	3	0	0	0	0	0	1	0	0	0	0	0
01:00	2	0	1	0	0	0	0	0	0	1	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	9	1	6	0	0	0	0	0	0	0	2	0	0	0
06:00	27	2	22	0	0	0	0	0	0	0	3	0	0	0
07:00	25	0	23	1	0	0	0	0	0	0	1	0	0	0
08:00	35	3	27	1	0	0	1	0	0	0	2	1	0	0
09:00	48	2	40	3	0	0	1	0	0	0	1	1	0	0
10:00	58	1	52	2	0	0	1	0	0	0	1	1	0	0
11:00	55	2	43	7	0	0	2	0	0	0	1	0	0	0
12:00	69	0	57	7	0	0	1	0	0	0	4	0	0	0
13:00	65	2	55	3	0	0	0	0	1	1	3	0	0	0
14:00	63	1	53	4	0	0	2	0	0	0	3	0	0	0
15:00	44	0	36	2	0	0	2	0	1	0	3	0	0	0
16:00	33	1	28	0	0	0	0	0	0	0	4	0	0	0
17:00	33	3	28	2	0	0	0	0	0	0	0	0	0	0
18:00	39	3	32	2	1	0	0	0	0	0	0	1	0	0
19:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
20:00	7	0	3	3	0	0	0	0	0	0	1	0	0	0
21:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
22:00	7	0	4	1	0	0	0	0	0	0	0	2	0	0
23:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	567	18	474	34	1	0	10	0	2	1	23	4	0	0
16H,6-22	630	20	526	39	1	0	10	0	2	1	27	4	0	0
18H,6-24	640	21	531	41	1	0	10	0	2	1	27	6	0	0
24H,0-24	665	22	550	41	1	0	11	0	3	2	29	6	0	0
Mon 12-Jun-23														
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

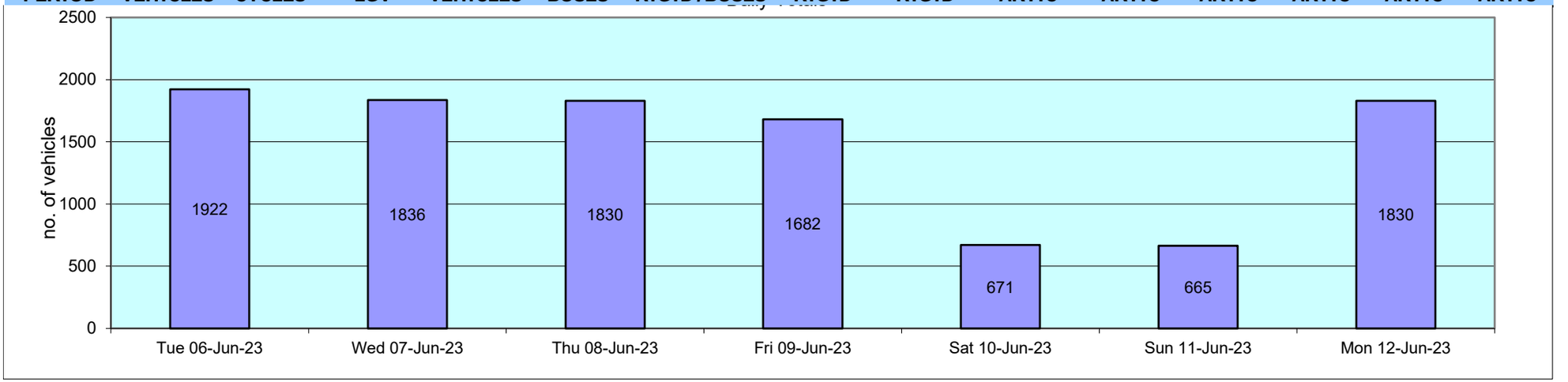
12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**20**	0	15	0	2	1	0	0	0	0	2	0	0	0
06:00	**64**	7	48	6	0	0	0	0	0	0	3	0	0	0
07:00	**89**	10	54	11	1	1	3	0	1	0	6	2	0	0
08:00	**110**	3	75	20	0	0	1	0	4	0	6	1	0	0
09:00	**128**	2	89	24	0	2	2	0	0	0	9	0	0	0
10:00	**116**	2	75	22	0	1	3	1	3	0	7	2	0	0
11:00	**128**	3	88	21	0	0	4	0	1	0	10	1	0	0
12:00	**166**	5	114	29	1	0	2	0	4	0	7	4	0	0
13:00	**153**	4	117	20	0	0	4	0	1	0	5	2	0	0
14:00	**150**	6	107	24	0	0	3	0	6	0	3	1	0	0
15:00	**154**	8	118	14	0	1	0	0	2	0	10	1	0	0
16:00	**228**	8	194	15	0	2	0	0	1	0	5	3	0	0
17:00	**173**	12	147	10	0	2	1	0	0	0	1	0	0	0
18:00	**40**	3	32	3	0	0	0	0	0	0	2	0	0	0
19:00	**36**	0	24	3	0	0	0	0	0	1	6	2	0	0
20:00	**23**	2	18	2	0	0	0	0	0	0	1	0	0	0
21:00	**15**	1	10	0	0	0	0	0	0	1	3	0	0	0
22:00	**10**	1	8	0	0	0	0	0	0	0	1	0	0	0
23:00	**9**	0	6	0	1	0	1	0	0	0	1	0	0	0
12H,7-19	**1635**	**66**	**1210**	**213**	**2**	**9**	**23**	**1**	**23**	**0**	**71**	**17**	**0**	**0**
16H,6-22	**1773**	**76**	**1310**	**224**	**2**	**9**	**23**	**1**	**23**	**2**	**84**	**19**	**0**	**0**
18H,6-24	**1792**	**77**	**1324**	**224**	**3**	**9**	**24**	**1**	**23**	**2**	**86**	**19**	**0**	**0**
24H,0-24	**1830**	**78**	**1353**	**227**	**5**	**10**	**24**	**1**	**23**	**2**	**88**	**19**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**1922**	56	1402	236	5	10	36	2	23	8	124	20	0	0
Wed 07-Jun-23	**1836**	81	1296	246	6	8	39	0	24	10	97	29	0	0
Thu 08-Jun-23	**1830**	70	1376	219	5	10	21	1	24	5	79	20	0	0
Fri 09-Jun-23	**1682**	68	1270	193	5	8	29	1	15	1	75	17	0	0
Sat 10-Jun-23	**671**	28	556	58	2	1	11	0	4	0	4	7	0	0
Sun 11-Jun-23	**665**	22	550	41	1	0	11	0	3	2	29	6	0	0
Mon 12-Jun-23	**1830**	78	1353	227	5	10	24	1	23	2	88	19	0	0
Total Vehicles														
[--]	**10436**	403	7803	1220	29	47	171	5	116	28	496	118	0	0

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
04:00	**10**	0	0.0	8	80.0	0	0.0	1	10.0	1	10.0
05:00	**24**	3	12.5	17	70.8	0	0.0	4	16.7	0	0.0
06:00	**55**	7	12.7	39	70.9	3	5.5	5	9.1	1	1.8
07:00	**93**	3	3.2	64	68.8	16	17.2	10	10.8	0	0.0
08:00	**121**	3	2.5	77	63.6	22	18.2	19	15.7	0	0.0
09:00	**118**	2	1.7	73	61.9	22	18.6	19	16.1	2	1.7
10:00	**152**	2	1.3	103	67.8	24	15.8	23	15.1	0	0.0
11:00	**143**	2	1.4	94	65.7	29	20.3	18	12.6	0	0.0
12:00	**144**	5	3.5	96	66.7	26	18.1	17	11.8	0	0.0
13:00	**134**	4	3.0	97	72.4	14	10.5	18	13.4	1	0.8
14:00	**157**	2	1.3	106	67.5	20	12.7	29	18.5	0	0.0
15:00	**152**	2	1.3	109	71.7	21	13.8	20	13.2	0	0.0
16:00	**264**	8	3.0	220	83.3	18	6.8	18	6.8	0	0.0
17:00	**179**	4	2.2	156	87.2	10	5.6	9	5.0	0	0.0
18:00	**64**	4	6.3	51	79.7	4	6.3	5	7.8	0	0.0
19:00	**37**	1	2.7	29	78.4	3	8.1	4	10.8	0	0.0
20:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
21:00	**20**	3	15.0	13	65.0	3	15.0	1	5.0	0	0.0
22:00	**18**	1	5.6	15	83.3	1	5.6	1	5.6	0	0.0
23:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
12H,7-19	**1721**	**41**	**2.4**	**1246**	**72.4**	**226**	**13.1**	**205**	**11.9**	**3**	**0.2**
16H,6-22	**1844**	**52**	**2.8**	**1337**	**72.5**	**235**	**12.7**	**216**	**11.7**	**4**	**0.2**
18H,6-24	**1868**	**53**	**2.8**	**1357**	**72.6**	**236**	**12.6**	**218**	**11.7**	**4**	**0.2**
24H,0-24	**1922**	**56**	**2.9**	**1402**	**72.9**	**236**	**12.3**	**223**	**11.6**	**5**	**0.3**
Wed 07-Jun-23											
00:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	**8**	2	25.0	5	62.5	1	12.5	0	0.0	0	0.0
04:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	**44**	2	4.6	33	75.0	2	4.6	5	11.4	2	4.6

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**67**	10	14.9	45	67.2	9	13.4	3	4.5	0	0.0
07:00	**110**	4	3.6	72	65.5	17	15.5	17	15.5	0	0.0
08:00	**110**	4	3.6	70	63.6	20	18.2	16	14.6	0	0.0
09:00	**134**	5	3.7	80	59.7	23	17.2	26	19.4	0	0.0
10:00	**88**	1	1.1	60	68.2	16	18.2	11	12.5	0	0.0
11:00	**119**	4	3.4	69	58.0	25	21.0	21	17.7	0	0.0
12:00	**125**	6	4.8	90	72.0	20	16.0	8	6.4	1	0.8
13:00	**121**	3	2.5	70	57.9	27	22.3	20	16.5	1	0.8
14:00	**128**	5	3.9	83	64.8	19	14.8	21	16.4	0	0.0
15:00	**157**	10	6.4	109	69.4	28	17.8	10	6.4	0	0.0
16:00	**248**	7	2.8	208	83.9	20	8.1	12	4.8	1	0.4
17:00	**184**	7	3.8	150	81.5	10	5.4	16	8.7	1	0.5
18:00	**68**	7	10.3	52	76.5	2	2.9	7	10.3	0	0.0
19:00	**41**	1	2.4	31	75.6	3	7.3	6	14.6	0	0.0
20:00	**31**	2	6.5	26	83.9	0	0.0	3	9.7	0	0.0
21:00	**10**	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
22:00	**9**	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
23:00	**13**	0	0.0	8	61.5	2	15.4	3	23.1	0	0.0
12H,7-19	**1592**	**63**	**4.0**	**1113**	**69.9**	**227**	**14.3**	**185**	**11.6**	**4**	**0.3**
16H,6-22	**1741**	**77**	**4.4**	**1224**	**70.3**	**239**	**13.7**	**197**	**11.3**	**4**	**0.2**
18H,6-24	**1763**	**77**	**4.4**	**1239**	**70.3**	**242**	**13.7**	**201**	**11.4**	**4**	**0.2**
24H,0-24	**1836**	**81**	**4.4**	**1296**	**70.6**	**246**	**13.4**	**207**	**11.3**	**6**	**0.3**
Thu 08-Jun-23											
00:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**7**	2	28.6	5	71.4	0	0.0	0	0.0	0	0.0
04:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
05:00	**34**	3	8.8	26	76.5	0	0.0	4	11.8	1	2.9
06:00	**66**	9	13.6	38	57.6	9	13.6	8	12.1	2	3.0
07:00	**96**	6	6.3	63	65.6	13	13.5	14	14.6	0	0.0
08:00	**119**	1	0.8	82	68.9	18	15.1	18	15.1	0	0.0
09:00	**107**	4	3.7	70	65.4	18	16.8	15	14.0	0	0.0
10:00	**134**	2	1.5	97	72.4	17	12.7	16	11.9	2	1.5
11:00	**144**	6	4.2	96	66.7	28	19.4	14	9.7	0	0.0
12:00	**142**	6	4.2	113	79.6	18	12.7	5	3.5	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	**145**	5	3.5	96	66.2	27	18.6	17	11.7	0	0.0
14:00	**149**	4	2.7	118	79.2	20	13.4	7	4.7	0	0.0
15:00	**151**	4	2.7	119	78.8	13	8.6	15	9.9	0	0.0
16:00	**240**	10	4.2	198	82.5	20	8.3	12	5.0	0	0.0
17:00	**155**	2	1.3	135	87.1	11	7.1	7	4.5	0	0.0
18:00	**58**	2	3.5	49	84.5	3	5.2	4	6.9	0	0.0
19:00	**20**	1	5.0	18	90.0	1	5.0	0	0.0	0	0.0
20:00	**13**	1	7.7	11	84.6	0	0.0	1	7.7	0	0.0
21:00	**8**	1	12.5	5	62.5	2	25.0	0	0.0	0	0.0
22:00	**13**	1	7.7	10	76.9	0	0.0	2	15.4	0	0.0
23:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
12H,7-19	**1640**	**52**	**3.2**	**1236**	**75.4**	**206**	**12.6**	**144**	**8.8**	**2**	**0.1**
16H,6-22	**1747**	**64**	**3.7**	**1308**	**74.9**	**218**	**12.5**	**153**	**8.8**	**4**	**0.2**
18H,6-24	**1765**	**65**	**3.7**	**1322**	**74.9**	**218**	**12.4**	**156**	**8.8**	**4**	**0.2**
24H,0-24	**1830**	**70**	**3.8**	**1376**	**75.2**	**219**	**12.0**	**160**	**8.7**	**5**	**0.3**
Fri 09-Jun-23											
00:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	4	66.7	0	0.0	1	16.7	1	16.7
04:00	**5**	2	40.0	3	60.0	0	0.0	0	0.0	0	0.0
05:00	**25**	3	12.0	20	80.0	1	4.0	1	4.0	0	0.0
06:00	**57**	4	7.0	46	80.7	4	7.0	3	5.3	0	0.0
07:00	**85**	3	3.5	61	71.8	7	8.2	14	16.5	0	0.0
08:00	**101**	3	3.0	60	59.4	26	25.7	11	10.9	1	1.0
09:00	**122**	1	0.8	79	64.8	29	23.8	13	10.7	0	0.0
10:00	**117**	1	0.9	77	65.8	21	18.0	17	14.5	1	0.9
11:00	**145**	11	7.6	89	61.4	24	16.6	20	13.8	1	0.7
12:00	**138**	4	2.9	104	75.4	16	11.6	14	10.1	0	0.0
13:00	**138**	4	2.9	104	75.4	16	11.6	14	10.1	0	0.0
14:00	**115**	7	6.1	84	73.0	13	11.3	11	9.6	0	0.0
15:00	**131**	4	3.1	110	84.0	10	7.6	7	5.3	0	0.0
16:00	**145**	7	4.8	126	86.9	7	4.8	5	3.5	0	0.0
17:00	**119**	2	1.7	105	88.2	4	3.4	7	5.9	1	0.8
18:00	**144**	5	3.5	131	91.0	5	3.5	3	2.1	0	0.0
19:00	**27**	3	11.1	19	70.4	4	14.8	1	3.7	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
21:00	**9**	1	11.1	4	44.4	4	44.4	0	0.0	0	0.0
22:00	**18**	2	11.1	12	66.7	1	5.6	3	16.7	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1500**	**52**	**3.5**	**1130**	**75.3**	**178**	**11.9**	**136**	**9.1**	**4**	**0.3**
16H,6-22	**1603**	**60**	**3.7**	**1207**	**75.3**	**191**	**11.9**	**141**	**8.8**	**4**	**0.3**
18H,6-24	**1630**	**62**	**3.8**	**1228**	**75.3**	**192**	**11.8**	**144**	**8.8**	**4**	**0.3**
24H,0-24	**1682**	**68**	**4.0**	**1270**	**75.5**	**193**	**11.5**	**146**	**8.7**	**5**	**0.3**
Sat 10-Jun-23											
00:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
03:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	**4**	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
05:00	**17**	3	17.7	13	76.5	1	5.9	0	0.0	0	0.0
06:00	**28**	4	14.3	23	82.1	0	0.0	1	3.6	0	0.0
07:00	**24**	0	0.0	18	75.0	4	16.7	2	8.3	0	0.0
08:00	**38**	2	5.3	25	65.8	10	26.3	1	2.6	0	0.0
09:00	**69**	1	1.5	48	69.6	17	24.6	3	4.4	0	0.0
10:00	**61**	1	1.6	47	77.1	8	13.1	5	8.2	0	0.0
11:00	**58**	2	3.5	50	86.2	4	6.9	2	3.5	0	0.0
12:00	**48**	0	0.0	44	91.7	4	8.3	0	0.0	0	0.0
13:00	**58**	2	3.5	54	93.1	2	3.5	0	0.0	0	0.0
14:00	**43**	0	0.0	40	93.0	0	0.0	3	7.0	0	0.0
15:00	**45**	1	2.2	42	93.3	2	4.4	0	0.0	0	0.0
16:00	**44**	2	4.6	37	84.1	2	4.6	3	6.8	0	0.0
17:00	**38**	2	5.3	34	89.5	0	0.0	2	5.3	0	0.0
18:00	**29**	3	10.3	25	86.2	1	3.5	0	0.0	0	0.0
19:00	**15**	2	13.3	11	73.3	1	6.7	1	6.7	0	0.0
20:00	**11**	0	0.0	10	90.9	0	0.0	0	0.0	1	9.1
21:00	**8**	2	25.0	6	75.0	0	0.0	0	0.0	0	0.0
22:00	**8**	0	0.0	6	75.0	0	0.0	1	12.5	1	12.5
23:00	**5**	0	0.0	2	40.0	1	20.0	2	40.0	0	0.0
12H,7-19	**555**	**16**	**2.9**	**464**	**83.6**	**54**	**9.7**	**21**	**3.8**	**0**	**0.0**
16H,6-22	**617**	**24**	**3.9**	**514**	**83.3**	**55**	**8.9**	**23**	**3.7**	**1**	**0.2**
18H,6-24	**630**	**24**	**3.8**	**522**	**82.9**	**56**	**8.9**	**26**	**4.1**	**2**	**0.3**

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	671	28	4.2	556	82.9	58	8.6	27	4.0	2	0.3
Sun 11-Jun-23											
00:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
01:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	9	1	11.1	6	66.7	0	0.0	2	22.2	0	0.0
06:00	27	2	7.4	22	81.5	0	0.0	3	11.1	0	0.0
07:00	25	0	0.0	23	92.0	1	4.0	1	4.0	0	0.0
08:00	35	3	8.6	27	77.1	1	2.9	4	11.4	0	0.0
09:00	48	2	4.2	40	83.3	3	6.3	3	6.3	0	0.0
10:00	58	1	1.7	52	89.7	2	3.5	3	5.2	0	0.0
11:00	55	2	3.6	43	78.2	7	12.7	3	5.5	0	0.0
12:00	69	0	0.0	57	82.6	7	10.1	5	7.3	0	0.0
13:00	65	2	3.1	55	84.6	3	4.6	5	7.7	0	0.0
14:00	63	1	1.6	53	84.1	4	6.4	5	7.9	0	0.0
15:00	44	0	0.0	36	81.8	2	4.6	6	13.6	0	0.0
16:00	33	1	3.0	28	84.9	0	0.0	4	12.1	0	0.0
17:00	33	3	9.1	28	84.9	2	6.1	0	0.0	0	0.0
18:00	39	3	7.7	32	82.1	2	5.1	1	2.6	1	2.6
19:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
20:00	7	0	0.0	3	42.9	3	42.9	1	14.3	0	0.0
21:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
22:00	7	0	0.0	4	57.1	1	14.3	2	28.6	0	0.0
23:00	3	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
12H,7-19	567	18	3.2	474	83.6	34	6.0	40	7.1	1	0.2
16H,6-22	630	20	3.2	526	83.5	39	6.2	44	7.0	1	0.2
18H,6-24	640	21	3.3	531	83.0	41	6.4	46	7.2	1	0.2
24H,0-24	665	22	3.3	550	82.7	41	6.2	51	7.7	1	0.2
Mon 12-Jun-23											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	9	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

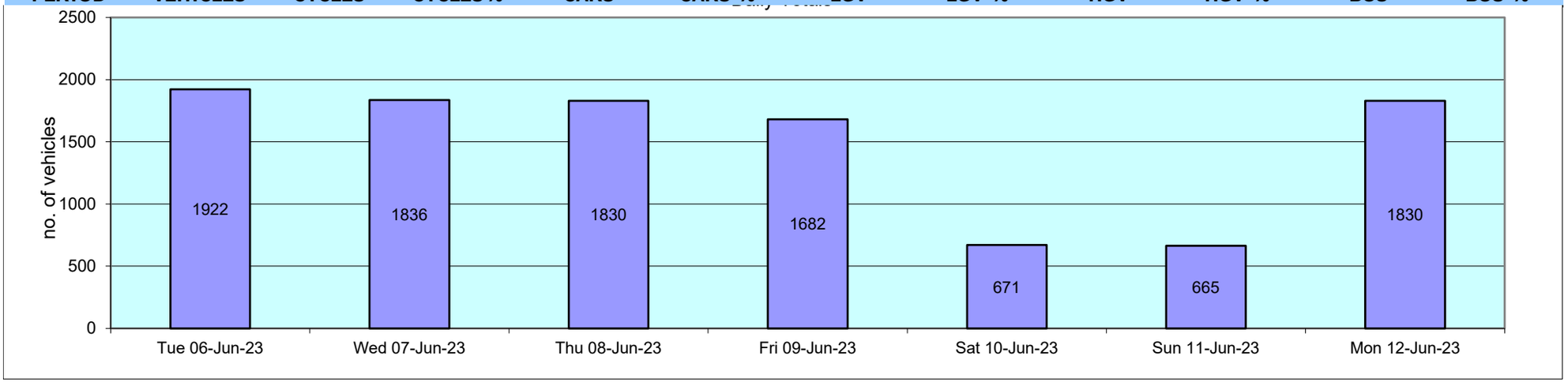
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**20**	0	0.0	15	75.0	0	0.0	3	15.0	2	10.0
06:00	**64**	7	10.9	48	75.0	6	9.4	3	4.7	0	0.0
07:00	**89**	10	11.2	54	60.7	11	12.4	13	14.6	1	1.1
08:00	**110**	3	2.7	75	68.2	20	18.2	12	10.9	0	0.0
09:00	**128**	2	1.6	89	69.5	24	18.8	13	10.2	0	0.0
10:00	**116**	2	1.7	75	64.7	22	19.0	17	14.7	0	0.0
11:00	**128**	3	2.3	88	68.8	21	16.4	16	12.5	0	0.0
12:00	**166**	5	3.0	114	68.7	29	17.5	17	10.2	1	0.6
13:00	**153**	4	2.6	117	76.5	20	13.1	12	7.8	0	0.0
14:00	**150**	6	4.0	107	71.3	24	16.0	13	8.7	0	0.0
15:00	**154**	8	5.2	118	76.6	14	9.1	14	9.1	0	0.0
16:00	**228**	8	3.5	194	85.1	15	6.6	11	4.8	0	0.0
17:00	**173**	12	6.9	147	85.0	10	5.8	4	2.3	0	0.0
18:00	**40**	3	7.5	32	80.0	3	7.5	2	5.0	0	0.0
19:00	**36**	0	0.0	24	66.7	3	8.3	9	25.0	0	0.0
20:00	**23**	2	8.7	18	78.3	2	8.7	1	4.4	0	0.0
21:00	**15**	1	6.7	10	66.7	0	0.0	4	26.7	0	0.0
22:00	**10**	1	10.0	8	80.0	0	0.0	1	10.0	0	0.0
23:00	**9**	0	0.0	6	66.7	0	0.0	2	22.2	1	11.1
12H,7-19	**1635**	**66**	**4.0**	**1210**	**74.0**	**213**	**13.0**	**144**	**8.8**	**2**	**0.1**
16H,6-22	**1773**	**76**	**4.3**	**1310**	**73.9**	**224**	**12.6**	**161**	**9.1**	**2**	**0.1**
18H,6-24	**1792**	**77**	**4.3**	**1324**	**73.9**	**224**	**12.5**	**164**	**9.2**	**3**	**0.2**
24H,0-24	**1830**	**78**	**4.3**	**1353**	**73.9**	**227**	**12.4**	**167**	**9.1**	**5**	**0.3**
Daily Totals											
Tue 06-Jun-23	**1922**	56	2.9	1402	72.9	236	12.3	223	11.6	5	0.3
Wed 07-Jun-23	**1836**	81	4.4	1296	70.6	246	13.4	207	11.3	6	0.3
Thu 08-Jun-23	**1830**	70	3.8	1376	75.2	219	12.0	160	8.7	5	0.3
Fri 09-Jun-23	**1682**	68	4.0	1270	75.5	193	11.5	146	8.7	5	0.3
Sat 10-Jun-23	**671**	28	4.2	556	82.9	58	8.6	27	4.0	2	0.3
Sun 11-Jun-23	**665**	22	3.3	550	82.7	41	6.2	51	7.7	1	0.2
Mon 12-Jun-23	**1830**	78	4.3	1353	73.9	227	12.4	167	9.1	5	0.3
Total Vehicles											
[--]	**10436**	403	3.8	7803	76.2	1220	10.9	981	8.7	29	0.3

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM				Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Northwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 06-Jun-23																
00:00	**6**	-	37.7	7.4	0	0	0	0	0	1	2	1	1	1	0	0
01:00	**3**	-	43.5	8.8	0	0	0	0	0	0	0	2	0	0	1	0
02:00	**2**	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0
03:00	**9**	-	36.3	5.2	0	0	0	0	0	1	4	2	2	0	0	0
04:00	**10**	43.5	38.5	5.4	0	0	0	0	0	0	4	3	2	1	0	0
05:00	**24**	39.7	34.8	6.6	0	0	1	0	0	3	10	8	1	1	0	0
06:00	**55**	39.8	33.2	7.2	0	0	1	2	4	10	21	11	5	0	1	0
07:00	**93**	38.9	32.5	7	0	0	1	6	2	28	31	18	4	2	1	0
08:00	**121**	35.9	31.4	5.8	0	1	1	3	6	42	50	16	1	0	1	0
09:00	**118**	35	29.2	6.2	0	0	4	4	25	37	37	8	3	0	0	0
10:00	**152**	35.3	29.2	7.4	1	2	6	11	25	26	67	12	1	1	0	0
11:00	**143**	35.6	29.9	6.5	0	1	6	5	12	57	44	15	2	1	0	0
12:00	**144**	37.6	30.5	8.1	0	1	7	13	10	37	47	21	3	4	1	0
13:00	**134**	36.6	31	6.5	0	1	3	6	9	43	49	19	3	1	0	0
14:00	**157**	38.7	31.1	7.4	0	2	5	2	27	35	49	24	13	0	0	0
15:00	**152**	38	31.5	6.8	0	0	4	8	13	38	54	29	4	2	0	0
16:00	**264**	40	33.7	7.4	0	3	9	7	10	36	87	89	21	2	0	0
17:00	**179**	40.6	35	6.2	0	0	2	2	5	29	63	55	18	4	1	0
18:00	**64**	40.9	35.5	7	0	0	0	3	3	8	15	25	7	3	0	0
19:00	**37**	39.1	33	6.1	0	0	0	1	1	14	10	8	2	1	0	0
20:00	**11**	44.1	39	5.4	0	0	0	0	0	0	4	3	3	1	0	0
21:00	**20**	42.3	36	9.6	0	0	1	0	2	1	5	7	2	1	0	1
22:00	**18**	40	35.2	5.1	0	0	0	0	0	4	6	6	2	0	0	0
23:00	**6**	-	39.3	11.2	0	0	0	0	0	2	0	2	1	0	0	1
12H,7-19	**1721**	**38.7**	**31.7**	**7.2**	**1**	**11**	**48**	**70**	**147**	**416**	**593**	**331**	**80**	**20**	**4**	**0**
16H,6-22	**1844**	**38.8**	**31.9**	**7.2**	**1**	**11**	**50**	**73**	**154**	**441**	**633**	**360**	**92**	**23**	**5**	**1**
18H,6-24	**1868**	**38.9**	**32**	**7.2**	**1**	**11**	**50**	**73**	**154**	**447**	**639**	**368**	**95**	**23**	**5**	**2**
24H,0-24	**1922**	**39**	**32.1**	**7.2**	**1**	**11**	**51**	**73**	**154**	**452**	**659**	**385**	**102**	**26**	**6**	**2**
Wed 07-Jun-23																
00:00	**8**	-	38.5	6.7	0	0	0	0	0	2	0	2	4	0	0	0
01:00	**4**	-	37.3	6.4	0	0	0	0	0	1	0	2	1	0	0	0
02:00	**4**	-	38.5	1.6	0	0	0	0	0	0	0	4	0	0	0	0
03:00	**8**	-	36	10.7	0	0	1	0	0	0	3	1	2	1	0	0
04:00	**5**	-	36.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0
05:00	**44**	40.7	35.9	7.9	0	0	2	0	3	2	10	21	4	0	2	0
06:00	**67**	40.4	32.8	7.4	0	0	1	2	7	18	17	13	7	2	0	0
07:00	**110**	35.4	29.4	6.7	0	1	6	4	12	39	35	12	1	0	0	0
08:00	**110**	36.6	31	7.1	0	2	5	4	6	22	52	16	3	0	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004				Location	Site 4 - Queens Rd, Immingham						
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
09:00	134	35.5	30.1	6.6	0	1	4	4	16	48	45	11	4	0	1	0
10:00	88	35.9	28.5	8.4	2	4	2	5	11	26	25	12	1	0	0	0
11:00	119	36.8	30	8.1	3	2	3	6	13	24	47	17	4	0	0	0
12:00	125	35.2	27.8	7.9	1	3	10	8	15	45	28	14	1	0	0	0
13:00	121	37.1	31.3	6.4	0	0	3	6	9	34	46	19	3	1	0	0
14:00	128	38.3	30.7	8.7	4	1	6	5	10	24	49	20	9	0	0	0
15:00	157	39.8	33.9	6.7	0	0	4	2	6	29	62	39	10	4	1	0
16:00	248	40.5	34.5	6.4	0	0	3	4	10	43	87	71	25	4	1	0
17:00	184	40.8	35.1	7	1	0	4	1	6	25	61	60	19	6	1	0
18:00	68	42.8	37	7.4	0	0	1	2	0	4	23	24	9	2	2	1
19:00	41	38.4	33	5.3	0	0	0	0	3	11	17	7	3	0	0	0
20:00	31	42.1	37.5	5.1	0	0	0	0	0	2	10	13	4	2	0	0
21:00	10	41	36	11.4	0	0	1	0	0	1	3	3	1	0	0	1
22:00	9	-	37.4	4.4	0	0	0	0	0	0	4	3	2	0	0	0
23:00	13	38.8	37.3	5.2	0	0	0	0	0	1	4	6	1	1	0	0
12H,7-19	1592	39	31.9	7.6	11	14	51	51	114	363	560	315	89	17	6	1
16H,6-22	1741	39.2	32.1	7.6	11	14	53	53	124	395	607	351	104	21	6	2
18H,6-24	1763	39.2	32.2	7.6	11	14	53	53	124	396	615	360	107	22	6	2
24H,0-24	1836	39.4	32.3	7.6	11	14	56	53	127	402	629	392	119	23	8	2
Thu 08-Jun-23																
00:00	8	-	37.3	5.3	0	0	0	0	0	1	2	3	2	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	5	-	38.5	3.7	0	0	0	0	0	0	1	3	1	0	0	0
03:00	7	-	34.2	10.6	0	0	1	0	0	1	1	2	2	0	0	0
04:00	11	42.4	36.2	5.8	0	0	0	0	0	2	4	2	3	0	0	0
05:00	34	43	36.7	6.8	0	0	0	1	0	4	11	10	6	1	1	0
06:00	66	41.7	34.2	7.2	0	0	1	3	1	16	18	15	11	1	0	0
07:00	96	35.9	29.6	7.5	0	5	2	3	9	30	33	13	1	0	0	0
08:00	119	36.6	32.5	5	0	0	0	2	6	31	60	15	4	1	0	0
09:00	107	36.7	29.6	8.3	0	2	11	2	7	33	33	17	0	1	1	0
10:00	134	35.9	30.5	6.4	0	2	1	8	14	36	54	16	3	0	0	0
11:00	144	35.9	30	7.1	1	2	4	6	17	43	50	18	2	1	0	0
12:00	142	37.2	31.6	6.5	0	1	4	1	17	29	63	21	5	1	0	0
13:00	145	38.6	32.1	6.7	0	2	1	5	10	39	51	28	8	1	0	0
14:00	149	37.2	32.8	4.8	0	1	1	0	4	35	78	29	1	0	0	0
15:00	151	40	34.2	6.9	0	1	4	3	5	19	55	51	11	1	1	0
16:00	240	41.8	34.9	7.3	0	2	3	10	5	28	84	66	34	8	0	0
17:00	155	40.3	35.6	6.1	0	0	2	2	1	20	51	64	9	5	0	1
18:00	58	41.8	36.6	7	0	0	1	1	0	5	20	21	5	3	2	0

12384			IMMINGHAM		Site No: 12384004					Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
19:00	**20**	43.9	36.3	9.3	0	0	2	0	0	1	5	5	6	1	0	0
20:00	**13**	44.6	39.7	5.3	0	0	0	0	0	0	4	3	5	1	0	0
21:00	**8**	-	36	10.4	0	0	1	0	0	0	2	3	1	1	0	0
22:00	**13**	39.9	32.7	8.5	0	0	0	1	3	1	2	4	2	0	0	0
23:00	**5**	-	34.5	4.4	0	0	0	0	0	1	2	2	0	0	0	0
12H,7-19	**1640**	**39.1**	**32.6**	**7**	**1**	**18**	**34**	**43**	**95**	**348**	**632**	**359**	**83**	**22**	**4**	**1**
16H,6-22	**1747**	**39.4**	**32.8**	**7.1**	**1**	**18**	**38**	**46**	**96**	**365**	**661**	**385**	**106**	**26**	**4**	**1**
18H,6-24	**1765**	**39.4**	**32.8**	**7.1**	**1**	**18**	**38**	**47**	**99**	**367**	**665**	**391**	**108**	**26**	**4**	**1**
24H,0-24	**1830**	**39.5**	**32.9**	**7.1**	**1**	**18**	**39**	**48**	**99**	**375**	**684**	**411**	**122**	**27**	**5**	**1**
Fri 09-Jun-23																
00:00	**10**	41	38.5	3.6	0	0	0	0	0	0	2	6	2	0	0	0
01:00	**3**	-	35.2	7.6	0	0	0	0	0	1	1	0	1	0	0	0
02:00	**3**	-	35.2	10.4	0	0	0	0	1	0	0	1	1	0	0	0
03:00	**6**	-	37.7	4	0	0	0	0	0	0	2	3	1	0	0	0
04:00	**5**	-	39.5	8.3	0	0	0	0	0	0	2	2	0	0	1	0
05:00	**25**	45.6	37.5	9.1	0	0	1	1	0	1	8	5	5	3	1	0
06:00	**57**	40.7	33.9	8.5	0	0	3	1	3	13	11	18	6	1	0	1
07:00	**85**	38.4	31.7	7.7	0	4	0	3	4	20	32	18	3	1	0	0
08:00	**101**	37.7	30.1	8.1	0	1	5	9	10	25	30	16	4	0	1	0
09:00	**122**	37.7	30.5	7.8	0	0	8	5	15	31	38	18	5	1	1	0
10:00	**117**	36.5	29.7	7.6	0	3	6	8	6	36	38	18	2	0	0	0
11:00	**145**	39.1	32.8	6.2	0	0	2	4	10	31	56	32	10	0	0	0
12:00	**138**	38	32.1	6.3	0	0	2	6	13	24	61	27	4	1	0	0
13:00	**138**	39.7	33.9	6.5	0	0	3	4	4	24	49	44	7	3	0	0
14:00	**115**	38	32.6	6.2	0	0	4	1	4	27	53	21	3	2	0	0
15:00	**131**	42.5	35.9	7.6	1	2	1	2	0	12	47	39	23	2	1	1
16:00	**145**	42.7	36.2	7	0	0	3	2	4	14	42	50	23	5	2	0
17:00	**119**	42.1	35.6	7.2	0	1	0	3	6	12	38	37	16	4	2	0
18:00	**144**	42.2	36.6	6	0	0	1	1	3	11	50	51	21	4	2	0
19:00	**27**	50.1	38.7	11.5	0	0	2	1	0	1	6	6	4	3	3	1
20:00	**10**	39.3	33	9.6	0	1	0	0	0	1	4	3	1	0	0	0
21:00	**9**	-	34.1	11.4	0	0	1	0	0	3	2	0	1	2	0	0
22:00	**18**	42.3	36	8.9	0	0	1	0	0	1	9	3	3	0	0	1
23:00	**9**	-	35.2	5.7	0	0	0	0	1	0	4	3	1	0	0	0
12H,7-19	**1500**	**40**	**33.3**	**7.3**	**1**	**11**	**35**	**48**	**79**	**267**	**534**	**371**	**121**	**23**	**9**	**1**
16H,6-22	**1603**	**40.2**	**33.5**	**7.5**	**1**	**12**	**41**	**50**	**82**	**285**	**557**	**398**	**133**	**29**	**12**	**3**
18H,6-24	**1630**	**40.2**	**33.5**	**7.5**	**1**	**12**	**42**	**50**	**83**	**286**	**570**	**404**	**137**	**29**	**12**	**4**
24H,0-24	**1682**	**40.3**	**33.6**	**7.6**	**1**	**12**	**43**	**51**	**84**	**288**	**585**	**421**	**147**	**32**	**14**	**4**
Sat 10-Jun-23																

Data produced by
Auto Surveys Ltd

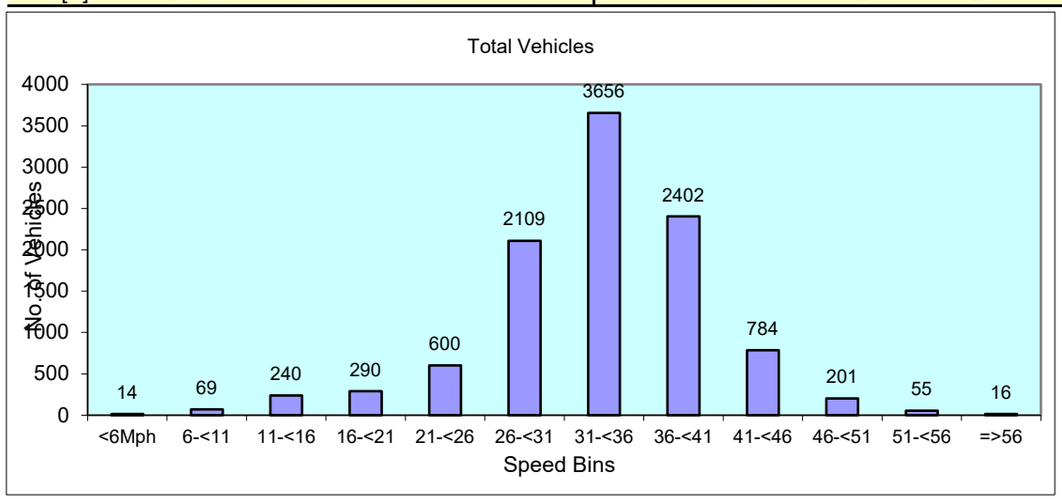
12384			IMMINGHAM				Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Northwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	**8**	-	41.6	7.1	0	0	0	0	0	1	1	0	4	2	0	0
01:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	**8**	-	37.3	3.8	0	0	0	0	0	0	3	4	1	0	0	0
03:00	**3**	-	40.2	3.1	0	0	0	0	0	0	0	2	1	0	0	0
04:00	**4**	-	41	5.2	0	0	0	0	0	0	0	3	0	1	0	0
05:00	**17**	42.6	37.3	7.9	0	0	0	2	0	0	1	10	3	1	0	0
06:00	**28**	45.4	39.2	7.4	0	0	0	1	0	1	6	10	6	2	2	0
07:00	**24**	42.1	36.2	6.4	0	0	0	0	2	2	7	8	4	1	0	0
08:00	**38**	43.1	36.5	6.3	0	0	0	0	2	5	10	11	9	1	0	0
09:00	**69**	43.1	35.2	8.6	0	1	2	1	2	12	18	18	10	3	2	0
10:00	**61**	39.3	33.3	6.2	0	0	0	2	2	17	23	11	4	2	0	0
11:00	**58**	40.7	36.1	6	0	0	0	0	0	11	19	20	5	2	0	1
12:00	**48**	42.3	36.2	5.3	0	0	0	0	1	4	22	11	9	1	0	0
13:00	**58**	42	37.1	5.5	0	0	0	0	1	5	17	24	9	1	1	0
14:00	**43**	40.6	35	5.8	0	0	0	1	0	8	17	11	5	1	0	0
15:00	**45**	43.3	36.9	5.8	0	0	0	0	0	5	18	12	6	4	0	0
16:00	**44**	40.7	34.3	8.1	0	0	2	1	3	6	10	16	5	0	1	0
17:00	**38**	43	35.7	8.3	0	0	2	0	1	6	8	12	7	1	1	0
18:00	**29**	46.2	40.1	6.7	0	0	0	0	1	0	8	6	9	4	1	0
19:00	**15**	40.3	33.5	8.6	0	0	1	1	0	2	4	5	2	0	0	0
20:00	**11**	45.6	38	7	0	0	0	0	0	1	5	1	2	2	0	0
21:00	**8**	-	41	7.2	0	0	0	0	0	0	3	0	4	0	1	0
22:00	**8**	-	36.6	8.5	0	0	0	0	0	2	3	1	1	0	1	0
23:00	**5**	-	42.5	9.7	0	0	0	0	0	0	1	2	1	0	0	1
12H,7-19	**555**	**42.6**	**35.9**	**6.8**	**0**	**1**	**6**	**5**	**15**	**81**	**177**	**160**	**82**	**21**	**6**	**1**
16H,6-22	**617**	**43**	**36.1**	**6.9**	**0**	**1**	**7**	**7**	**15**	**85**	**195**	**176**	**96**	**25**	**9**	**1**
18H,6-24	**630**	**43**	**36.1**	**7**	**0**	**1**	**7**	**7**	**15**	**87**	**199**	**179**	**98**	**25**	**10**	**2**
24H,0-24	**671**	**43.2**	**36.3**	**7**	**0**	**1**	**7**	**9**	**15**	**89**	**204**	**198**	**107**	**29**	**10**	**2**
Sun 11-Jun-23																
00:00	**4**	-	32.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0
01:00	**2**	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
02:00	**3**	-	40.2	3.1	0	0	0	0	0	0	0	2	1	0	0	0
03:00	**3**	-	36.8	7.6	0	0	0	0	0	1	0	1	1	0	0	0
04:00	**4**	-	33.5	8.2	0	0	0	0	1	0	2	0	1	0	0	0
05:00	**9**	-	39.1	10.2	0	0	0	1	0	0	2	2	2	1	1	0
06:00	**27**	45.2	39.8	5.8	0	0	0	0	0	2	5	7	10	3	0	0
07:00	**25**	41.8	36.5	5	0	0	0	0	0	3	9	8	5	0	0	0
08:00	**35**	40.1	33.8	5.7	0	0	0	1	0	9	16	4	5	0	0	0
09:00	**48**	39	34.6	4.4	0	0	0	0	0	8	24	14	1	1	0	0

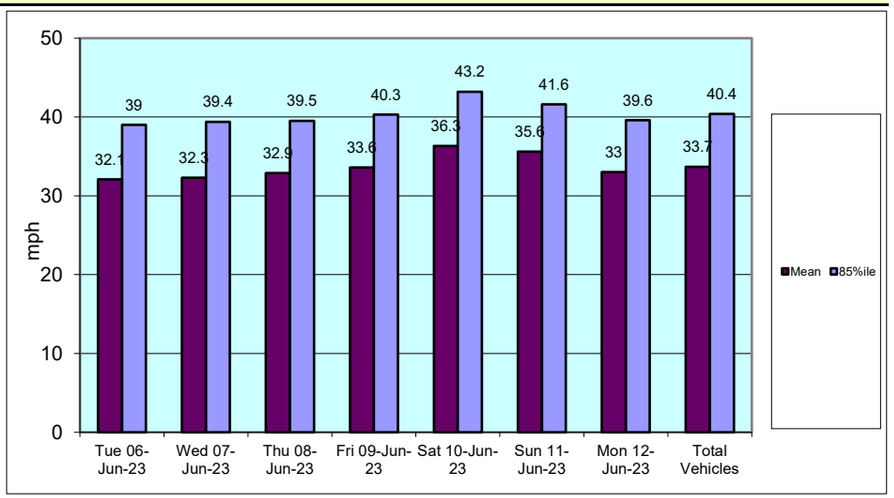
Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384004					Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
10:00	58	39.9	35.1	5.4	0	0	0	1	2	6	22	23	3	1	0	0
11:00	55	39.5	34	7.1	0	0	1	1	3	9	21	16	2	1	0	1
12:00	69	40.5	35.1	5.5	0	0	0	0	1	15	25	19	7	2	0	0
13:00	65	39.9	34.3	6.5	0	0	1	2	1	12	23	20	4	2	0	0
14:00	63	40.3	34.7	6.5	0	0	1	1	3	5	31	14	5	3	0	0
15:00	44	40.2	35.5	6.3	0	0	1	0	1	2	22	13	3	1	1	0
16:00	33	39.8	34.9	5.4	0	0	0	1	1	2	16	10	3	0	0	0
17:00	33	41.7	35.2	6.6	0	0	0	1	0	7	12	7	4	2	0	0
18:00	39	47.7	40.2	8.1	0	0	0	1	1	2	5	13	9	5	2	1
19:00	17	45.9	37.9	7.6	0	0	0	0	1	2	4	4	3	3	0	0
20:00	7	-	32.8	9.4	0	0	1	0	0	0	4	1	1	0	0	0
21:00	12	43.1	39.8	3.4	0	0	0	0	0	0	1	7	4	0	0	0
22:00	7	-	37.1	8.1	0	0	0	0	0	2	2	0	2	1	0	0
23:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0
12H,7-19	567	40.6	35.2	6.3	0	0	4	9	13	80	226	161	51	18	3	2
16H,6-22	630	41.2	35.5	6.4	0	0	5	9	14	84	240	180	69	24	3	2
18H,6-24	640	41.4	35.5	6.4	0	0	5	9	14	86	243	181	72	25	3	2
24H,0-24	665	41.6	35.6	6.4	0	0	5	10	15	88	250	188	77	26	4	2
Mon 12-Jun-23																
00:00	4	-	34.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	3	-	41.8	5.9	0	0	0	0	0	0	0	2	0	1	0	0
04:00	9	-	42.9	6.5	0	0	0	0	0	0	1	3	2	2	1	0
05:00	20	44.8	39.3	5.6	0	0	0	0	0	1	5	6	6	2	0	0
06:00	64	42.6	36.3	7.3	0	0	2	1	1	6	16	25	9	4	0	0
07:00	89	38.8	31.8	7.6	0	0	5	2	4	29	28	13	6	1	1	0
08:00	110	35.6	31.5	5.7	0	1	2	0	9	28	57	12	0	0	1	0
09:00	128	37.9	30.6	7.2	0	2	5	4	13	39	35	27	3	0	0	0
10:00	116	35.6	30.2	6.4	0	0	6	2	16	31	47	12	2	0	0	0
11:00	128	37.2	31	6.5	0	2	2	6	8	38	47	23	2	0	0	0
12:00	166	35.9	30	6.7	0	2	6	6	20	50	58	22	2	0	0	0
13:00	153	38.5	32.3	6.2	0	1	2	5	4	49	52	33	7	0	0	0
14:00	150	37.9	31.6	7.2	0	2	2	7	9	46	54	18	9	2	1	0
15:00	154	40	34.1	6.4	0	1	1	2	3	38	52	42	11	3	1	0
16:00	228	40.1	34.1	7.2	0	2	5	6	11	23	91	67	18	4	0	1
17:00	173	41.6	36.3	6.2	0	0	1	3	3	15	59	63	23	4	1	1
18:00	40	48.2	40.8	6.2	0	0	0	0	0	1	6	19	4	8	2	0
19:00	36	39.1	34.5	5.1	0	0	0	0	2	4	18	10	1	1	0	0

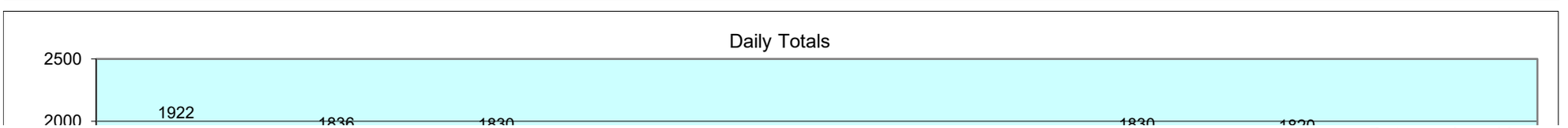
Data produced by
Auto Surveys Ltd

12384		IMMINGHAM			Site No: 12384004					Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Northwestbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
20:00	**23**	35.5	32	6.6	0	0	0	1	1	9	9	0	2	1	0	0
21:00	**15**	47.6	37.5	7.7	0	0	0	0	0	3	5	3	0	4	0	0
22:00	**10**	43.5	37	8.6	0	0	0	1	0	1	1	4	2	1	0	0
23:00	**9**	-	33.5	11.2	0	0	0	0	2	3	2	0	1	0	0	1
12H,7-19	**1635**	**39.2**	**32.6**	**7**	**0**	**13**	**37**	**43**	**100**	**387**	**586**	**351**	**87**	**22**	**7**	**2**
16H,6-22	**1773**	**39.4**	**32.8**	**7.1**	**0**	**13**	**39**	**45**	**104**	**409**	**634**	**389**	**99**	**32**	**7**	**2**
18H,6-24	**1792**	**39.4**	**32.8**	**7.1**	**0**	**13**	**39**	**46**	**106**	**413**	**637**	**393**	**102**	**33**	**7**	**3**
24H,0-24	**1830**	**39.6**	**33**	**7.1**	**0**	**13**	**39**	**46**	**106**	**415**	**645**	**407**	**110**	**38**	**8**	**3**
Daily Totals																
Tue 06-Jun-23	**1922**	39	32.1	7.2	1	11	51	73	154	452	659	385	102	26	6	2
Wed 07-Jun-23	**1836**	39.4	32.3	7.6	11	14	56	53	127	402	629	392	119	23	8	2
Thu 08-Jun-23	**1830**	39.5	32.9	7.1	1	18	39	48	99	375	684	411	122	27	5	1
Fri 09-Jun-23	**1682**	40.3	33.6	7.6	1	12	43	51	84	288	585	421	147	32	14	4
Sat 10-Jun-23	**671**	43.2	36.3	7	0	1	7	9	15	89	204	198	107	29	10	2
Sun 11-Jun-23	**665**	41.6	35.6	6.4	0	0	5	10	15	88	250	188	77	26	4	2
Mon 12-Jun-23	**1830**	39.6	33	7.1	0	13	39	46	106	415	645	407	110	38	8	3
Total Vehicles																
[--]	**10436**	40.4	33.7	7.1	14	69	240	290	600	2109	3656	2402	784	201	55	16





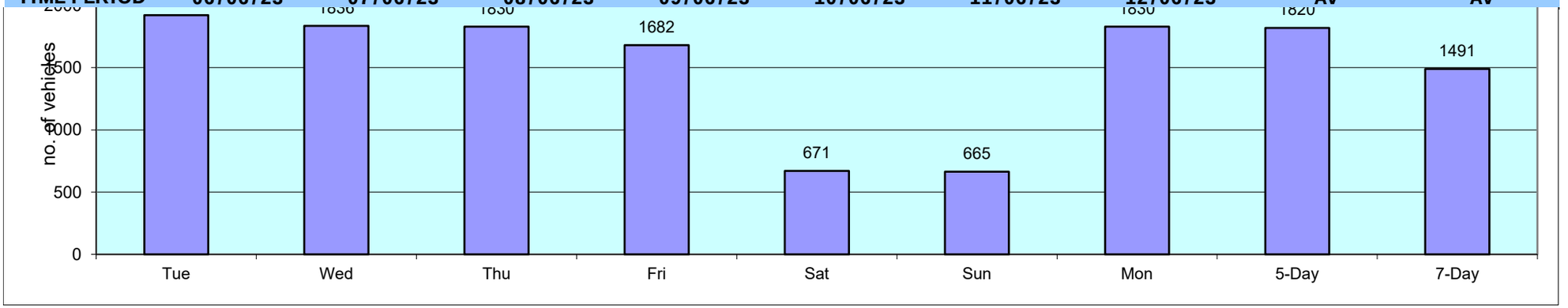
12384		IMMINGHAM		Site No: 12384004		Location	Site 4 - Queens Rd, Immingham		
				Channel: Northwestbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	06/06/23	07/06/23	08/06/23	09/06/23	10/06/23	11/06/23	12/06/23	Av	Av
Week Begin: 06-Jun-23									
00:00	**6**	8	8	10	8	4	4	7	7
01:00	**3**	4	0	3	1	2	1	2	2
02:00	**2**	4	5	3	8	3	1	3	4
03:00	**9**	8	7	6	3	3	3	7	6
04:00	**10**	5	11	5	4	4	9	8	7
05:00	**24**	44	34	25	17	9	20	29	25
06:00	**55**	67	66	57	28	27	64	62	52
07:00	**93**	110	96	85	24	25	89	95	75
08:00	**121**	110	119	101	38	35	110	112	91
09:00	**118**	134	107	122	69	48	128	122	104
10:00	**152**	88	134	117	61	58	116	121	104
11:00	**143**	119	144	145	58	55	128	136	113
12:00	**144**	125	142	138	48	69	166	143	119
13:00	**134**	121	145	138	58	65	153	138	116
14:00	**157**	128	149	115	43	63	150	140	115
15:00	**152**	157	151	131	45	44	154	149	119
16:00	**264**	248	240	145	44	33	228	225	172
17:00	**179**	184	155	119	38	33	173	162	126
18:00	**64**	68	58	144	29	39	40	75	63
19:00	**37**	41	20	27	15	17	36	32	28
20:00	**11**	31	13	10	11	7	23	18	15
21:00	**20**	10	8	9	8	12	15	12	12
22:00	**18**	9	13	18	8	7	10	14	12
23:00	**6**	13	5	9	5	3	9	8	7
12H,7-19	**1721**	**1592**	**1640**	**1500**	**555**	**567**	**1635**	**1618**	**1316**
16H,6-22	**1844**	**1741**	**1747**	**1603**	**617**	**630**	**1773**	**1742**	**1422**
18H,6-24	**1868**	**1763**	**1765**	**1630**	**630**	**640**	**1792**	**1764**	**1441**
24H,0-24	**1922**	**1836**	**1830**	**1682**	**671**	**665**	**1830**	**1820**	**1491**
Am	**10:00**	**09:00**	**11:00**	**11:00**	**09:00**	**10:00**	**11:00**		
Peak	**152**	**134**	**144**	**145**	**69**	**58**	**128**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**13:00**	**12:00**	**16:00**		
Peak	**264**	**248**	**240**	**145**	**58**	**69**	**228**		



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
		Channel: Northwestbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 06-Jun-23														
00:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**18**	1	16	1	0	0	0	0	0	0	0	0	0	0
05:00	**85**	5	64	5	0	0	1	0	2	0	6	2	0	0
06:00	**145**	8	111	8	0	0	1	0	2	1	3	11	0	0
07:00	**249**	9	198	25	0	0	6	0	0	2	5	4	0	0
08:00	**215**	4	167	28	0	0	3	0	0	1	4	8	0	0
09:00	**145**	2	96	31	0	0	1	0	0	0	5	10	0	0
10:00	**151**	3	95	27	0	2	2	1	4	1	7	9	0	0
11:00	**136**	4	73	34	0	1	1	0	4	3	8	8	0	0
12:00	**151**	2	97	23	1	1	4	0	3	3	3	14	0	0
13:00	**163**	7	111	20	1	2	1	0	5	1	10	5	0	0
14:00	**121**	9	67	20	0	0	3	0	5	1	4	12	0	0
15:00	**139**	7	82	20	3	1	5	0	6	1	6	8	0	0
16:00	**104**	4	66	16	0	0	2	0	2	0	7	7	0	0
17:00	**91**	7	59	8	1	0	4	0	3	0	1	8	0	0
18:00	**50**	3	36	5	0	0	2	0	3	0	1	0	0	0
19:00	**20**	1	14	1	0	0	1	0	2	0	1	0	0	0
20:00	**10**	0	8	0	0	0	0	1	0	0	0	1	0	0
21:00	**11**	0	6	3	0	0	0	0	0	0	0	2	0	0
22:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
23:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1715**	**61**	**1147**	**257**	**6**	**7**	**34**	**1**	**35**	**13**	**61**	**93**	**0**	**0**
16H,6-22	**1901**	**70**	**1286**	**269**	**6**	**7**	**36**	**2**	**39**	**14**	**65**	**107**	**0**	**0**
18H,6-24	**1917**	**70**	**1301**	**270**	**6**	**7**	**36**	**2**	**39**	**14**	**65**	**107**	**0**	**0**
24H,0-24	**2031**	**77**	**1391**	**276**	**6**	**7**	**37**	**2**	**41**	**14**	**71**	**109**	**0**	**0**
Wed 07-Jun-23														
00:00	**4**	1	2	1	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	**17**	2	14	0	0	0	0	0	0	0	0	1	0	0
05:00	**91**	1	74	2	0	0	1	0	0	1	7	5	0	0

Data produced by
Auto Surveys Ltd

12384		IMMINGHAM				Site No: 12384004		Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06:00	**128**	6	99	10	0	0	2	0	1	2	4	4	0	0
07:00	**227**	6	170	34	0	0	5	0	2	2	2	6	0	0
08:00	**209**	8	147	31	0	0	4	0	3	3	5	8	0	0
09:00	**115**	0	74	21	0	1	1	0	3	2	8	5	0	0
10:00	**107**	3	63	21	0	1	1	0	1	1	4	12	0	0
11:00	**122**	4	79	16	1	0	2	0	5	3	6	6	0	0
12:00	**109**	0	75	13	1	2	8	0	2	0	2	6	0	0
13:00	**161**	4	105	22	1	2	1	0	6	3	5	12	0	0
14:00	**132**	4	85	20	1	1	5	0	2	1	2	11	0	0
15:00	**144**	9	93	18	0	1	3	0	5	0	9	6	0	0
16:00	**118**	4	89	7	1	0	2	0	2	2	1	10	0	0
17:00	**96**	8	70	11	0	0	1	0	2	1	1	2	0	0
18:00	**59**	3	44	4	1	0	1	0	4	0	0	2	0	0
19:00	**23**	0	14	1	0	0	0	1	2	0	1	4	0	0
20:00	**13**	0	12	0	0	0	0	0	0	0	1	0	0	0
21:00	**22**	1	19	0	0	0	0	0	0	0	1	1	0	0
22:00	**9**	0	7	0	0	0	1	0	0	0	0	1	0	0
23:00	**4**	1	2	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1599**	**53**	**1094**	**218**	**6**	**8**	**34**	**0**	**37**	**18**	**45**	**86**	**0**	**0**
16H,6-22	**1785**	**60**	**1238**	**229**	**6**	**8**	**36**	**1**	**40**	**20**	**52**	**95**	**0**	**0**
18H,6-24	**1798**	**61**	**1247**	**230**	**6**	**8**	**37**	**1**	**40**	**20**	**52**	**96**	**0**	**0**
24H,0-24	**1917**	**65**	**1343**	**234**	**6**	**8**	**38**	**1**	**40**	**21**	**59**	**102**	**0**	**0**
Thu 08-Jun-23														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	2	0	0	0	0	0	1	0	0	2	0	0
04:00	**25**	1	21	0	0	0	1	0	0	0	1	1	0	0
05:00	**91**	11	68	2	0	0	0	0	1	2	6	1	0	0
06:00	**120**	3	93	14	0	0	1	0	0	1	5	3	0	0
07:00	**217**	9	163	28	1	1	4	0	4	2	2	3	0	0
08:00	**214**	7	165	24	0	2	2	1	6	2	2	3	0	0
09:00	**142**	4	96	22	0	1	4	0	5	1	5	4	0	0
10:00	**138**	3	83	23	1	1	4	0	6	3	3	11	0	0
11:00	**135**	0	90	25	1	0	5	0	2	1	5	6	0	0
12:00	**148**	3	106	20	1	0	5	0	1	1	3	8	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
13:00	153	4	100	23	1	1	3	1	2	2	5	11	0	0
14:00	129	2	93	16	0	1	3	1	2	0	2	9	0	0
15:00	121	5	83	17	0	0	4	0	2	0	4	6	0	0
16:00	93	4	69	12	0	0	1	0	0	0	3	4	0	0
17:00	76	4	56	9	0	0	5	0	0	0	2	0	0	0
18:00	44	6	34	0	0	0	0	0	0	0	2	2	0	0
19:00	15	1	10	1	0	0	2	0	0	0	1	0	0	0
20:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
21:00	8	1	7	0	0	0	0	0	0	0	0	0	0	0
22:00	7	0	5	1	0	0	0	0	0	0	0	1	0	0
23:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1610	51	1138	219	5	7	40	3	30	12	38	67	0	0
16H,6-22	1767	56	1262	234	5	7	43	3	30	13	44	70	0	0
18H,6-24	1777	57	1269	235	5	7	43	3	30	13	44	71	0	0
24H,0-24	1904	69	1366	237	5	7	44	3	32	15	51	75	0	0
Fri 09-Jun-23														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	0	0	0	0	0	0	0	0	1	0	0
04:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0
05:00	57	5	44	3	0	0	0	0	1	0	4	0	0	0
06:00	122	6	92	11	0	0	3	0	0	0	2	8	0	0
07:00	202	11	153	22	0	0	6	0	1	0	2	7	0	0
08:00	162	4	121	26	0	0	0	1	1	0	3	6	0	0
09:00	128	3	80	25	0	1	4	0	3	0	4	8	0	0
10:00	118	9	72	15	0	3	1	0	6	1	4	7	0	0
11:00	114	6	64	24	1	0	2	0	4	1	4	8	0	0
12:00	114	0	73	23	0	0	6	0	4	4	0	4	0	0
13:00	114	3	73	19	0	1	3	0	2	0	3	10	0	0
14:00	104	2	64	16	1	1	5	0	3	0	3	9	0	0
15:00	85	2	61	11	1	0	2	0	0	0	3	5	0	0
16:00	66	3	46	7	0	2	1	0	1	0	1	5	0	0
17:00	60	6	49	1	0	0	2	0	1	0	1	0	0	0
18:00	52	5	43	2	0	0	1	0	0	0	0	1	0	0
19:00	25	2	18	3	0	1	1	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham				
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20:00	**19**	1	16	2	0	0	0	0	0	0	0	0	0	0
21:00	**16**	1	10	2	0	0	1	0	0	0	0	2	0	0
22:00	**5**	0	1	3	0	0	1	0	0	0	0	0	0	0
23:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1319**	**54**	**899**	**191**	**3**	**8**	**33**	**1**	**26**	**6**	**28**	**70**	**0**	**0**
16H,6-22	**1501**	**64**	**1035**	**209**	**3**	**9**	**38**	**1**	**26**	**6**	**30**	**80**	**0**	**0**
18H,6-24	**1511**	**65**	**1040**	**212**	**3**	**9**	**39**	**1**	**26**	**6**	**30**	**80**	**0**	**0**
24H,0-24	**1584**	**72**	**1097**	**215**	**3**	**9**	**39**	**1**	**27**	**6**	**34**	**81**	**0**	**0**
Sat 10-Jun-23														
00:00	**4**	0	3	0	0	0	0	0	0	0	1	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**29**	1	24	4	0	0	0	0	0	0	0	0	0	0
06:00	**38**	2	28	4	0	0	2	0	1	1	0	0	0	0
07:00	**29**	2	12	8	0	0	4	0	0	0	3	0	0	0
08:00	**48**	2	33	11	0	0	1	0	0	0	1	0	0	0
09:00	**60**	0	43	14	0	0	3	0	0	0	0	0	0	0
10:00	**44**	1	35	7	0	0	1	0	0	0	0	0	0	0
11:00	**56**	3	45	5	0	0	1	0	0	0	1	1	0	0
12:00	**53**	1	47	2	1	0	1	0	0	0	1	0	0	0
13:00	**72**	1	60	5	0	0	3	0	0	0	0	3	0	0
14:00	**41**	4	32	4	0	0	1	0	0	0	0	0	0	0
15:00	**49**	3	39	2	0	0	2	0	0	0	2	1	0	0
16:00	**39**	1	33	2	0	0	3	0	0	0	0	0	0	0
17:00	**38**	3	34	0	0	0	1	0	0	0	0	0	0	0
18:00	**22**	1	17	4	0	0	0	0	0	0	0	0	0	0
19:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
20:00	**18**	2	16	0	0	0	0	0	0	0	0	0	0	0
21:00	**12**	1	10	0	0	0	0	0	0	0	1	0	0	0
22:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**551**	**22**	**430**	**64**	**1**	**0**	**21**	**0**	**0**	**0**	**8**	**5**	**0**	**0**
16H,6-22	**632**	**27**	**497**	**68**	**1**	**0**	**23**	**0**	**1**	**1**	**9**	**5**	**0**	**0**
18H,6-24	**642**	**27**	**505**	**70**	**1**	**0**	**23**	**0**	**1**	**1**	**9**	**5**	**0**	**0**

12384			IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	683	28	539	75	1	0	23	0	1	1	10	5	0	0
Sun 11-Jun-23														
00:00	4	0	1	1	0	1	1	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	14	3	9	0	0	0	0	0	1	0	1	0	0	0
06:00	43	1	33	3	0	0	0	0	1	2	1	2	0	0
07:00	23	2	14	4	0	0	1	0	0	1	1	0	0	0
08:00	24	0	21	1	0	0	1	0	0	0	1	0	0	0
09:00	48	1	37	3	0	0	1	0	2	1	3	0	0	0
10:00	61	2	49	8	0	0	1	0	0	0	0	1	0	0
11:00	58	2	41	10	0	0	4	0	0	0	1	0	0	0
12:00	57	3	45	4	0	0	2	0	1	1	1	0	0	0
13:00	69	0	56	8	0	0	1	0	0	2	2	0	0	0
14:00	50	1	43	1	0	0	2	0	1	0	2	0	0	0
15:00	40	1	35	0	0	0	1	0	0	1	0	2	0	0
16:00	28	1	23	2	0	0	1	0	1	0	0	0	0	0
17:00	31	4	24	2	0	0	0	0	0	0	0	1	0	0
18:00	24	2	17	3	0	0	0	0	0	0	1	1	0	0
19:00	20	0	17	2	0	0	0	1	0	0	0	0	0	0
20:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
21:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
23:00	5	0	3	1	0	1	0	0	0	0	0	0	0	0
12H,7-19	513	19	405	46	0	0	15	0	5	6	12	5	0	0
16H,6-22	592	21	468	53	0	0	15	1	6	8	13	7	0	0
18H,6-24	601	21	474	55	0	1	15	1	6	8	13	7	0	0
24H,0-24	625	24	490	56	0	2	16	1	7	8	14	7	0	0
Mon 12-Jun-23														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0
02:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0

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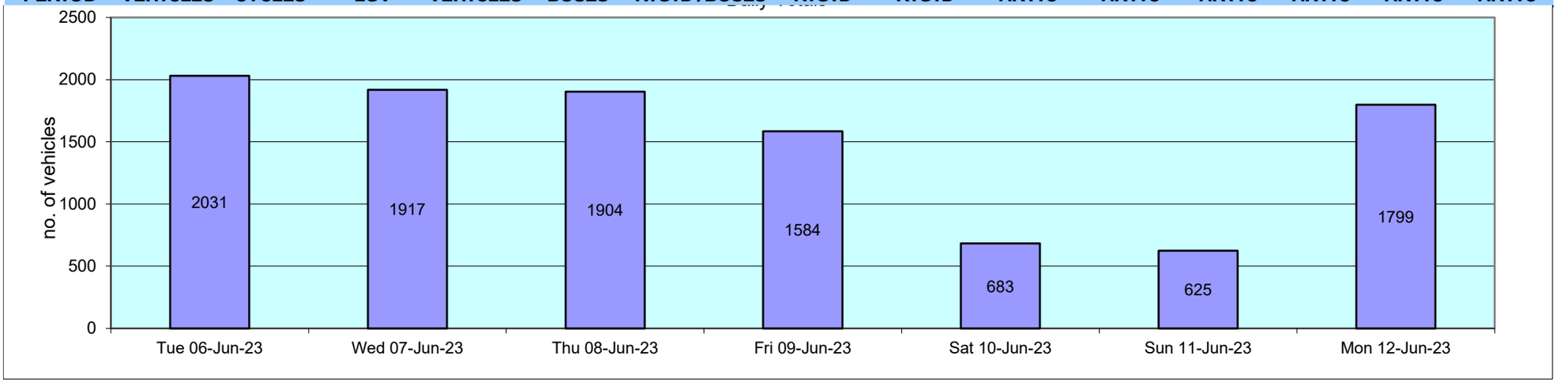
12384		IMMINGHAM				Site No: 12384004		Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23						Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05:00	**80**	6	61	4	0	0	0	0	2	2	1	4	0	0
06:00	**141**	6	103	13	0	0	3	0	3	0	5	8	0	0
07:00	**231**	6	170	33	0	0	2	0	5	2	2	11	0	0
08:00	**171**	4	120	31	0	0	3	0	2	1	2	8	0	0
09:00	**126**	3	79	24	0	2	2	0	4	0	5	7	0	0
10:00	**116**	3	72	30	0	0	3	0	3	1	2	2	0	0
11:00	**119**	1	74	26	0	3	2	0	2	0	3	8	0	0
12:00	**148**	1	105	26	0	0	3	0	4	2	0	7	0	0
13:00	**139**	6	99	10	0	1	6	0	7	0	4	6	0	0
14:00	**135**	5	80	21	3	1	5	0	10	1	2	7	0	0
15:00	**116**	2	79	15	0	0	6	0	1	1	2	10	0	0
16:00	**75**	2	53	9	0	0	1	0	3	1	2	4	0	0
17:00	**77**	5	59	5	0	0	1	1	0	0	2	4	0	0
18:00	**37**	2	30	3	0	0	0	0	0	1	0	1	0	0
19:00	**27**	1	18	2	1	0	2	0	1	2	0	0	0	0
20:00	**17**	0	10	2	0	0	0	0	3	1	1	0	0	0
21:00	**13**	0	11	0	0	0	0	0	1	0	0	1	0	0
22:00	**6**	0	4	0	0	0	0	0	0	0	1	1	0	0
23:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1490**	**40**	**1020**	**233**	**3**	**7**	**34**	**1**	**41**	**10**	**26**	**75**	**0**	**0**
16H,6-22	**1688**	**47**	**1162**	**250**	**4**	**7**	**39**	**1**	**49**	**13**	**32**	**84**	**0**	**0**
18H,6-24	**1701**	**47**	**1173**	**250**	**4**	**7**	**39**	**1**	**49**	**13**	**33**	**85**	**0**	**0**
24H,0-24	**1799**	**55**	**1249**	**254**	**4**	**7**	**40**	**1**	**51**	**15**	**34**	**89**	**0**	**0**
Daily Totals														
Tue 06-Jun-23	**2031**	77	1391	276	6	7	37	2	41	14	71	109	0	0
Wed 07-Jun-23	**1917**	65	1343	234	6	8	38	1	40	21	59	102	0	0
Thu 08-Jun-23	**1904**	69	1366	237	5	7	44	3	32	15	51	75	0	0
Fri 09-Jun-23	**1584**	72	1097	215	3	9	39	1	27	6	34	81	0	0
Sat 10-Jun-23	**683**	28	539	75	1	0	23	0	1	1	10	5	0	0
Sun 11-Jun-23	**625**	24	490	56	0	2	16	1	7	8	14	7	0	0
Mon 12-Jun-23	**1799**	55	1249	254	4	7	40	1	51	15	34	89	0	0
Total Vehicles														
[--]	**10543**	390	7475	1347	25	40	237	9	199	80	273	468	0	0

Daily Totals

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC



Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Jun-23											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
04:00	**18**	1	5.6	16	88.9	1	5.6	0	0.0	0	0.0
05:00	**85**	5	5.9	64	75.3	5	5.9	11	12.9	0	0.0
06:00	**145**	8	5.5	111	76.6	8	5.5	18	12.4	0	0.0
07:00	**249**	9	3.6	198	79.5	25	10.0	17	6.8	0	0.0
08:00	**215**	4	1.9	167	77.7	28	13.0	16	7.4	0	0.0
09:00	**145**	2	1.4	96	66.2	31	21.4	16	11.0	0	0.0
10:00	**151**	3	2.0	95	62.9	27	17.9	26	17.2	0	0.0
11:00	**136**	4	2.9	73	53.7	34	25.0	25	18.4	0	0.0
12:00	**151**	2	1.3	97	64.2	23	15.2	28	18.5	1	0.7
13:00	**163**	7	4.3	111	68.1	20	12.3	24	14.7	1	0.6
14:00	**121**	9	7.4	67	55.4	20	16.5	25	20.7	0	0.0
15:00	**139**	7	5.0	82	59.0	20	14.4	27	19.4	3	2.2
16:00	**104**	4	3.9	66	63.5	16	15.4	18	17.3	0	0.0
17:00	**91**	7	7.7	59	64.8	8	8.8	16	17.6	1	1.1
18:00	**50**	3	6.0	36	72.0	5	10.0	6	12.0	0	0.0
19:00	**20**	1	5.0	14	70.0	1	5.0	4	20.0	0	0.0
20:00	**10**	0	0.0	8	80.0	0	0.0	2	20.0	0	0.0
21:00	**11**	0	0.0	6	54.6	3	27.3	2	18.2	0	0.0
22:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
23:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	**1715**	**61**	**3.6**	**1147**	**66.9**	**257**	**15.0**	**244**	**14.2**	**6**	**0.4**
16H,6-22	**1901**	**70**	**3.7**	**1286**	**67.7**	**269**	**14.2**	**270**	**14.2**	**6**	**0.3**
18H,6-24	**1917**	**70**	**3.7**	**1301**	**67.9**	**270**	**14.1**	**270**	**14.1**	**6**	**0.3**
24H,0-24	**2031**	**77**	**3.8**	**1391**	**68.5**	**276**	**13.6**	**281**	**13.8**	**6**	**0.3**
Wed 07-Jun-23											
00:00	**4**	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**17**	2	11.8	14	82.4	0	0.0	1	5.9	0	0.0
05:00	**91**	1	1.1	74	81.3	2	2.2	14	15.4	0	0.0

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	**128**	6	4.7	99	77.3	10	7.8	13	10.2	0	0.0
07:00	**227**	6	2.6	170	74.9	34	15.0	17	7.5	0	0.0
08:00	**209**	8	3.8	147	70.3	31	14.8	23	11.0	0	0.0
09:00	**115**	0	0.0	74	64.4	21	18.3	20	17.4	0	0.0
10:00	**107**	3	2.8	63	58.9	21	19.6	20	18.7	0	0.0
11:00	**122**	4	3.3	79	64.8	16	13.1	22	18.0	1	0.8
12:00	**109**	0	0.0	75	68.8	13	11.9	20	18.4	1	0.9
13:00	**161**	4	2.5	105	65.2	22	13.7	29	18.0	1	0.6
14:00	**132**	4	3.0	85	64.4	20	15.2	22	16.7	1	0.8
15:00	**144**	9	6.3	93	64.6	18	12.5	24	16.7	0	0.0
16:00	**118**	4	3.4	89	75.4	7	5.9	17	14.4	1	0.9
17:00	**96**	8	8.3	70	72.9	11	11.5	7	7.3	0	0.0
18:00	**59**	3	5.1	44	74.6	4	6.8	7	11.9	1	1.7
19:00	**23**	0	0.0	14	60.9	1	4.4	8	34.8	0	0.0
20:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
21:00	**22**	1	4.6	19	86.4	0	0.0	2	9.1	0	0.0
22:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
23:00	**4**	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
12H,7-19	**1599**	**53**	**3.3**	**1094**	**68.4**	**218**	**13.6**	**228**	**14.3**	**6**	**0.4**
16H,6-22	**1785**	**60**	**3.4**	**1238**	**69.4**	**229**	**12.8**	**252**	**14.1**	**6**	**0.3**
18H,6-24	**1798**	**61**	**3.4**	**1247**	**69.4**	**230**	**12.8**	**254**	**14.1**	**6**	**0.3**
24H,0-24	**1917**	**65**	**3.4**	**1343**	**70.1**	**234**	**12.2**	**269**	**14.0**	**6**	**0.3**
Thu 08-Jun-23											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**5**	0	0.0	2	40.0	0	0.0	3	60.0	0	0.0
04:00	**25**	1	4.0	21	84.0	0	0.0	3	12.0	0	0.0
05:00	**91**	11	12.1	68	74.7	2	2.2	10	11.0	0	0.0
06:00	**120**	3	2.5	93	77.5	14	11.7	10	8.3	0	0.0
07:00	**217**	9	4.2	163	75.1	28	12.9	16	7.4	1	0.5
08:00	**214**	7	3.3	165	77.1	24	11.2	18	8.4	0	0.0
09:00	**142**	4	2.8	96	67.6	22	15.5	20	14.1	0	0.0
10:00	**138**	3	2.2	83	60.1	23	16.7	28	20.3	1	0.7
11:00	**135**	0	0.0	90	66.7	25	18.5	19	14.1	1	0.7
12:00	**148**	3	2.0	106	71.6	20	13.5	18	12.2	1	0.7

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Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
13:00	153	4	2.6	100	65.4	23	15.0	25	16.3	1	0.7
14:00	129	2	1.6	93	72.1	16	12.4	18	14.0	0	0.0
15:00	121	5	4.1	83	68.6	17	14.1	16	13.2	0	0.0
16:00	93	4	4.3	69	74.2	12	12.9	8	8.6	0	0.0
17:00	76	4	5.3	56	73.7	9	11.8	7	9.2	0	0.0
18:00	44	6	13.6	34	77.3	0	0.0	4	9.1	0	0.0
19:00	15	1	6.7	10	66.7	1	6.7	3	20.0	0	0.0
20:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	8	1	12.5	7	87.5	0	0.0	0	0.0	0	0.0
22:00	7	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
23:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
12H,7-19	1610	51	3.2	1138	70.7	219	13.6	197	12.2	5	0.3
16H,6-22	1767	56	3.2	1262	71.4	234	13.2	210	11.9	5	0.3
18H,6-24	1777	57	3.2	1269	71.4	235	13.2	211	11.9	5	0.3
24H,0-24	1904	69	3.6	1366	71.7	237	12.5	227	11.9	5	0.3
Fri 09-Jun-23											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
04:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
05:00	57	5	8.8	44	77.2	3	5.3	5	8.8	0	0.0
06:00	122	6	4.9	92	75.4	11	9.0	13	10.7	0	0.0
07:00	202	11	5.5	153	75.7	22	10.9	16	7.9	0	0.0
08:00	162	4	2.5	121	74.7	26	16.1	11	6.8	0	0.0
09:00	128	3	2.3	80	62.5	25	19.5	20	15.6	0	0.0
10:00	118	9	7.6	72	61.0	15	12.7	22	18.6	0	0.0
11:00	114	6	5.3	64	56.1	24	21.1	19	16.7	1	0.9
12:00	114	0	0.0	73	64.0	23	20.2	18	15.8	0	0.0
13:00	114	3	2.6	73	64.0	19	16.7	19	16.7	0	0.0
14:00	104	2	1.9	64	61.5	16	15.4	21	20.2	1	1.0
15:00	85	2	2.4	61	71.8	11	12.9	10	11.8	1	1.2
16:00	66	3	4.6	46	69.7	7	10.6	10	15.2	0	0.0
17:00	60	6	10.0	49	81.7	1	1.7	4	6.7	0	0.0
18:00	52	5	9.6	43	82.7	2	3.9	2	3.9	0	0.0
19:00	25	2	8.0	18	72.0	3	12.0	2	8.0	0	0.0

Data produced by
Auto Surveys Ltd

12384		IMMINGHAM		Site No: 12384004		Location		Site 4 - Queens Rd, Immingham			
Tue 06-Jun-23 to Mon 12-Jun-23				Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
20:00	**19**	1	5.3	16	84.2	2	10.5	0	0.0	0	0.0
21:00	**16**	1	6.3	10	62.5	2	12.5	3	18.8	0	0.0
22:00	**5**	0	0.0	1	20.0	3	60.0	1	20.0	0	0.0
23:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1319**	**54**	**4.1**	**899**	**68.2**	**191**	**14.5**	**172**	**13.0**	**3**	**0.2**
16H,6-22	**1501**	**64**	**4.3**	**1035**	**69.0**	**209**	**13.9**	**190**	**12.7**	**3**	**0.2**
18H,6-24	**1511**	**65**	**4.3**	**1040**	**68.8**	**212**	**14.0**	**191**	**12.6**	**3**	**0.2**
24H,0-24	**1584**	**72**	**4.6**	**1097**	**69.3**	**215**	**13.6**	**197**	**12.4**	**3**	**0.2**
Sat 10-Jun-23											
00:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	**29**	1	3.5	24	82.8	4	13.8	0	0.0	0	0.0
06:00	**38**	2	5.3	28	73.7	4	10.5	4	10.5	0	0.0
07:00	**29**	2	6.9	12	41.4	8	27.6	7	24.1	0	0.0
08:00	**48**	2	4.2	33	68.8	11	22.9	2	4.2	0	0.0
09:00	**60**	0	0.0	43	71.7	14	23.3	3	5.0	0	0.0
10:00	**44**	1	2.3	35	79.6	7	15.9	1	2.3	0	0.0
11:00	**56**	3	5.4	45	80.4	5	8.9	3	5.4	0	0.0
12:00	**53**	1	1.9	47	88.7	2	3.8	2	3.8	1	1.9
13:00	**72**	1	1.4	60	83.3	5	6.9	6	8.3	0	0.0
14:00	**41**	4	9.8	32	78.1	4	9.8	1	2.4	0	0.0
15:00	**49**	3	6.1	39	79.6	2	4.1	5	10.2	0	0.0
16:00	**39**	1	2.6	33	84.6	2	5.1	3	7.7	0	0.0
17:00	**38**	3	7.9	34	89.5	0	0.0	1	2.6	0	0.0
18:00	**22**	1	4.6	17	77.3	4	18.2	0	0.0	0	0.0
19:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
20:00	**18**	2	11.1	16	88.9	0	0.0	0	0.0	0	0.0
21:00	**12**	1	8.3	10	83.3	0	0.0	1	8.3	0	0.0
22:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
23:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H,7-19	**551**	**22**	**4.0**	**430**	**78.0**	**64**	**11.6**	**34**	**6.2**	**1**	**0.2**
16H,6-22	**632**	**27**	**4.3**	**497**	**78.6**	**68**	**10.8**	**39**	**6.2**	**1**	**0.2**
18H,6-24	**642**	**27**	**4.2**	**505**	**78.7**	**70**	**10.9**	**39**	**6.1**	**1**	**0.2**

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	**683**	**28**	**4.1**	**539**	**78.9**	**75**	**11.0**	**40**	**5.9**	**1**	**0.2**
Sun 11-Jun-23											
00:00	**4**	0	0.0	1	25.0	1	25.0	2	50.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**14**	3	21.4	9	64.3	0	0.0	2	14.3	0	0.0
06:00	**43**	1	2.3	33	76.7	3	7.0	6	14.0	0	0.0
07:00	**23**	2	8.7	14	60.9	4	17.4	3	13.0	0	0.0
08:00	**24**	0	0.0	21	87.5	1	4.2	2	8.3	0	0.0
09:00	**48**	1	2.1	37	77.1	3	6.3	7	14.6	0	0.0
10:00	**61**	2	3.3	49	80.3	8	13.1	2	3.3	0	0.0
11:00	**58**	2	3.5	41	70.7	10	17.2	5	8.6	0	0.0
12:00	**57**	3	5.3	45	79.0	4	7.0	5	8.8	0	0.0
13:00	**69**	0	0.0	56	81.2	8	11.6	5	7.3	0	0.0
14:00	**50**	1	2.0	43	86.0	1	2.0	5	10.0	0	0.0
15:00	**40**	1	2.5	35	87.5	0	0.0	4	10.0	0	0.0
16:00	**28**	1	3.6	23	82.1	2	7.1	2	7.1	0	0.0
17:00	**31**	4	12.9	24	77.4	2	6.5	1	3.2	0	0.0
18:00	**24**	2	8.3	17	70.8	3	12.5	2	8.3	0	0.0
19:00	**20**	0	0.0	17	85.0	2	10.0	1	5.0	0	0.0
20:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
21:00	**6**	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
22:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
23:00	**5**	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
12H,7-19	**513**	**19**	**3.7**	**405**	**79.0**	**46**	**9.0**	**43**	**8.4**	**0**	**0.0**
16H,6-22	**592**	**21**	**3.6**	**468**	**79.1**	**53**	**9.0**	**50**	**8.5**	**0**	**0.0**
18H,6-24	**601**	**21**	**3.5**	**474**	**78.9**	**55**	**9.2**	**51**	**8.5**	**0**	**0.0**
24H,0-24	**625**	**24**	**3.8**	**490**	**78.4**	**56**	**9.0**	**55**	**8.8**	**0**	**0.0**
Mon 12-Jun-23											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
02:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**10**	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0

Data produced by
Auto Surveys Ltd

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

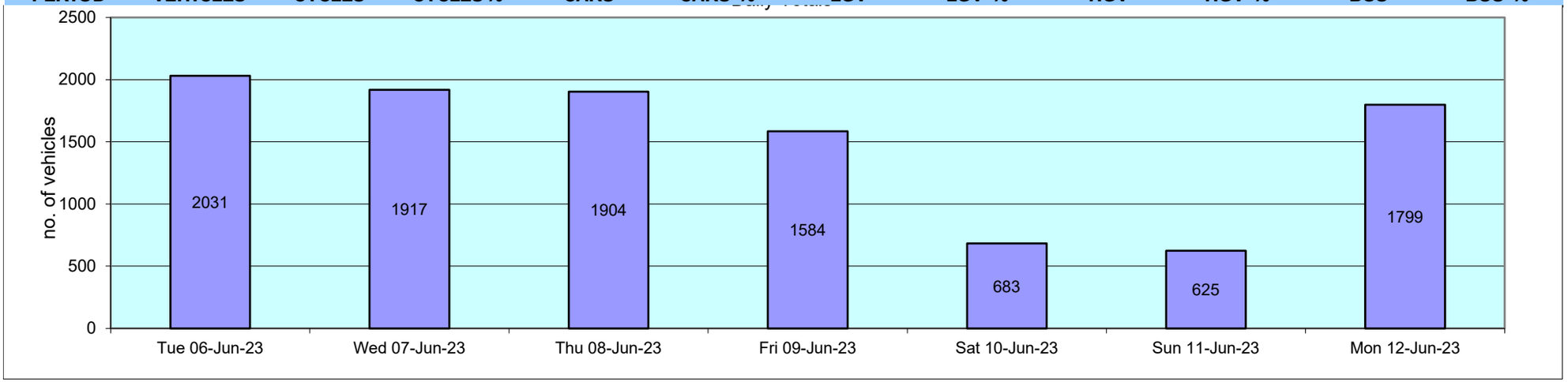
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05:00	**80**	6	7.5	61	76.3	4	5.0	9	11.3	0	0.0
06:00	**141**	6	4.3	103	73.1	13	9.2	19	13.5	0	0.0
07:00	**231**	6	2.6	170	73.6	33	14.3	22	9.5	0	0.0
08:00	**171**	4	2.3	120	70.2	31	18.1	16	9.4	0	0.0
09:00	**126**	3	2.4	79	62.7	24	19.1	20	15.9	0	0.0
10:00	**116**	3	2.6	72	62.1	30	25.9	11	9.5	0	0.0
11:00	**119**	1	0.8	74	62.2	26	21.9	18	15.1	0	0.0
12:00	**148**	1	0.7	105	71.0	26	17.6	16	10.8	0	0.0
13:00	**139**	6	4.3	99	71.2	10	7.2	24	17.3	0	0.0
14:00	**135**	5	3.7	80	59.3	21	15.6	26	19.3	3	2.2
15:00	**116**	2	1.7	79	68.1	15	12.9	20	17.2	0	0.0
16:00	**75**	2	2.7	53	70.7	9	12.0	11	14.7	0	0.0
17:00	**77**	5	6.5	59	76.6	5	6.5	8	10.4	0	0.0
18:00	**37**	2	5.4	30	81.1	3	8.1	2	5.4	0	0.0
19:00	**27**	1	3.7	18	66.7	2	7.4	5	18.5	1	3.7
20:00	**17**	0	0.0	10	58.8	2	11.8	5	29.4	0	0.0
21:00	**13**	0	0.0	11	84.6	0	0.0	2	15.4	0	0.0
22:00	**6**	0	0.0	4	66.7	0	0.0	2	33.3	0	0.0
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1490**	**40**	**2.7**	**1020**	**68.5**	**233**	**15.6**	**194**	**13.0**	**3**	**0.2**
16H,6-22	**1688**	**47**	**2.8**	**1162**	**68.8**	**250**	**14.8**	**225**	**13.3**	**4**	**0.2**
18H,6-24	**1701**	**47**	**2.8**	**1173**	**69.0**	**250**	**14.7**	**227**	**13.4**	**4**	**0.2**
24H,0-24	**1799**	**55**	**3.1**	**1249**	**69.4**	**254**	**14.1**	**237**	**13.2**	**4**	**0.2**
Daily Totals											
Tue 06-Jun-23	**2031**	77	3.8	1391	68.5	276	13.6	281	13.8	6	0.3
Wed 07-Jun-23	**1917**	65	3.4	1343	70.1	234	12.2	269	14.0	6	0.3
Thu 08-Jun-23	**1904**	69	3.6	1366	71.7	237	12.5	227	11.9	5	0.3
Fri 09-Jun-23	**1584**	72	4.6	1097	69.3	215	13.6	197	12.4	3	0.2
Sat 10-Jun-23	**683**	28	4.1	539	78.9	75	11.0	40	5.9	1	0.2
Sun 11-Jun-23	**625**	24	3.8	490	78.4	56	9.0	55	8.8	0	0.0
Mon 12-Jun-23	**1799**	55	3.1	1249	69.4	254	14.1	237	13.2	4	0.2
Total Vehicles											
[--]	**10543**	390	3.8	7475	72.3	1347	12.3	1306	11.4	25	0.2

Daily Totals

Data produced by
Auto Surveys Ltd
200

12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
Tue 06-Jun-23 to Mon 12-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %



Data produced by
Auto Surveys Ltd

12384			IMMINGHAM				Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Southeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 06-Jun-23																
00:00	**4**	-	34.8	7.6	0	0	0	0	1	0	0	3	0	0	0	0
01:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	**3**	-	38.5	1.7	0	0	0	0	0	0	0	3	0	0	0	0
03:00	**3**	-	31.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0
04:00	**18**	35.7	31.3	7.4	0	0	2	0	1	1	11	3	0	0	0	0
05:00	**85**	42.7	36.6	6	0	0	0	0	0	12	34	23	8	7	1	0
06:00	**145**	42.4	35.1	7.8	1	0	3	1	8	19	50	35	20	5	2	1
07:00	**249**	38.9	33.5	5.7	0	2	1	5	7	46	114	62	10	2	0	0
08:00	**215**	38.6	31.9	6.7	0	2	2	9	18	57	69	48	9	1	0	0
09:00	**145**	34.2	29	5.3	0	0	4	4	23	65	42	6	1	0	0	0
10:00	**151**	35.1	30.3	5.5	0	0	3	4	19	48	65	11	0	1	0	0
11:00	**136**	35.2	29.5	6.5	0	2	2	9	19	42	49	10	3	0	0	0
12:00	**151**	34.7	29.6	5.6	0	0	6	6	9	68	53	8	1	0	0	0
13:00	**163**	35.4	30.9	6	0	0	1	8	12	59	66	13	2	0	0	2
14:00	**121**	37.5	32.1	6.7	0	0	0	3	10	45	40	15	3	2	2	1
15:00	**139**	35.5	30.1	7.4	1	0	7	9	8	42	56	11	3	1	0	1
16:00	**104**	39.2	33.4	6.2	0	0	1	2	6	22	44	20	6	3	0	0
17:00	**91**	39.2	33	6.9	0	0	4	3	3	14	36	26	5	0	0	0
18:00	**50**	40.7	34.6	8.1	0	0	2	0	2	12	12	15	2	4	1	0
19:00	**20**	37.9	33.3	5.7	0	0	0	1	1	2	11	4	1	0	0	0
20:00	**10**	41	35	6.4	0	0	0	0	1	1	4	2	2	0	0	0
21:00	**11**	39.1	34.9	4.7	0	0	0	0	0	2	5	3	1	0	0	0
22:00	**9**	-	44.6	7.1	0	0	0	0	0	0	0	3	4	0	1	1
23:00	**7**	-	36.4	4.2	0	0	0	0	0	0	4	2	1	0	0	0
12H,7-19	**1715**	**37.1**	**31.4**	**6.5**	**1**	**6**	**33**	**62**	**136**	**520**	**646**	**245**	**45**	**14**	**3**	**4**
16H,6-22	**1901**	**37.8**	**31.7**	**6.6**	**2**	**6**	**36**	**64**	**146**	**544**	**716**	**289**	**69**	**19**	**5**	**5**
18H,6-24	**1917**	**37.9**	**31.8**	**6.7**	**2**	**6**	**36**	**64**	**146**	**544**	**720**	**294**	**74**	**19**	**6**	**6**
24H,0-24	**2031**	**38.2**	**32**	**6.7**	**2**	**6**	**38**	**64**	**148**	**559**	**765**	**328**	**82**	**26**	**7**	**6**
Wed 07-Jun-23																
00:00	**4**	-	34.8	6.4	0	0	0	0	0	1	2	0	1	0	0	0
01:00	**2**	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
02:00	**2**	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
03:00	**3**	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
04:00	**17**	38	31.1	8.8	0	1	1	0	1	2	7	5	0	0	0	0
05:00	**91**	44.2	37.2	5.9	0	0	0	0	0	8	40	20	14	9	0	0
06:00	**128**	40.9	35.5	7.3	0	1	4	0	3	12	45	44	12	5	2	0
07:00	**227**	39.3	33.3	6.3	0	1	3	7	11	39	91	61	14	0	0	0
08:00	**209**	38.7	32.9	6.3	1	0	2	2	19	40	89	44	10	1	0	1

Data produced by
Auto Surveys Ltd

12384			IMMINGHAM		Site No: 12384004					Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
09:00	**115**	35.3	30.8	4.6	0	0	0	3	9	47	44	12	0	0	0	0
10:00	**107**	35.7	29.6	6.1	0	0	1	10	13	39	29	14	1	0	0	0
11:00	**122**	36.1	31	5.8	0	1	2	4	8	40	48	19	0	0	0	0
12:00	**109**	34.9	28.4	7.1	0	4	4	5	17	35	35	9	0	0	0	0
13:00	**161**	35.4	29.5	6.5	0	1	8	8	14	59	53	18	0	0	0	0
14:00	**132**	37.4	31.8	5.6	0	0	0	3	8	53	42	20	4	2	0	0
15:00	**144**	35.5	31.7	5.6	0	0	4	5	1	39	81	8	6	0	0	0
16:00	**118**	36.9	32.4	5.8	0	0	3	0	6	32	56	15	5	0	1	0
17:00	**96**	40.2	35	8.2	0	0	3	5	1	11	28	39	3	2	2	2
18:00	**59**	40.7	35.7	6.5	0	0	2	0	0	7	19	23	7	0	1	0
19:00	**23**	38.6	31.5	8.3	0	0	0	3	1	8	6	2	1	2	0	0
20:00	**13**	39.2	34.7	4.8	0	0	0	0	0	3	5	4	1	0	0	0
21:00	**22**	43.6	35.5	9.4	0	0	0	4	0	2	1	7	8	0	0	0
22:00	**9**	-	38.5	5.2	0	0	0	0	0	0	3	4	1	1	0	0
23:00	**4**	-	34.8	11.1	0	0	0	1	0	0	0	2	1	0	0	0
12H,7-19	**1599**	**37.8**	**31.8**	**6.5**	**1**	**7**	**32**	**52**	**107**	**441**	**615**	**282**	**50**	**5**	**4**	**3**
16H,6-22	**1785**	**38.4**	**32.1**	**6.7**	**1**	**8**	**36**	**59**	**111**	**466**	**672**	**339**	**72**	**12**	**6**	**3**
18H,6-24	**1798**	**38.5**	**32.1**	**6.7**	**1**	**8**	**36**	**60**	**111**	**466**	**675**	**345**	**74**	**13**	**6**	**3**
24H,0-24	**1917**	**38.7**	**32.4**	**6.7**	**1**	**9**	**37**	**60**	**114**	**478**	**726**	**372**	**89**	**22**	**6**	**3**
Thu 08-Jun-23																
00:00	**1**	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0
01:00	**4**	-	42.3	2.8	0	0	0	0	0	0	0	1	3	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**5**	-	36.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0
04:00	**25**	38.3	34.1	5.3	0	0	1	0	0	1	15	8	0	0	0	0
05:00	**91**	43.4	36.9	6.9	0	0	1	1	1	8	33	27	12	5	3	0
06:00	**120**	43	36.5	7.1	0	1	2	0	1	14	38	39	16	7	2	0
07:00	**217**	39.3	33.4	6.9	0	2	4	11	4	25	100	58	10	1	2	0
08:00	**214**	37.1	32.2	5.8	0	1	3	6	8	54	102	34	4	2	0	0
09:00	**142**	35.7	31.1	6	0	0	3	4	11	47	59	15	2	0	0	1
10:00	**138**	35.4	30.1	5.7	0	0	4	5	10	60	43	14	2	0	0	0
11:00	**135**	35.3	29.7	6.8	2	1	3	9	11	37	60	11	1	0	0	0
12:00	**148**	35.4	31	5.2	0	0	1	4	15	47	66	12	3	0	0	0
13:00	**153**	35.8	31.6	5.1	0	0	0	3	20	32	77	18	3	0	0	0
14:00	**129**	37.5	31.6	6.1	0	0	2	3	14	37	47	21	4	1	0	0
15:00	**121**	39.8	34.2	6.4	0	0	1	5	4	18	43	41	7	1	1	0
16:00	**93**	38.5	32.7	6.9	0	0	1	5	5	20	36	23	1	0	1	1
17:00	**76**	42.1	36.4	6.7	0	0	2	1	1	4	25	29	10	4	0	0
18:00	**44**	44.1	35.7	9.1	0	1	2	0	0	6	14	9	8	3	1	0

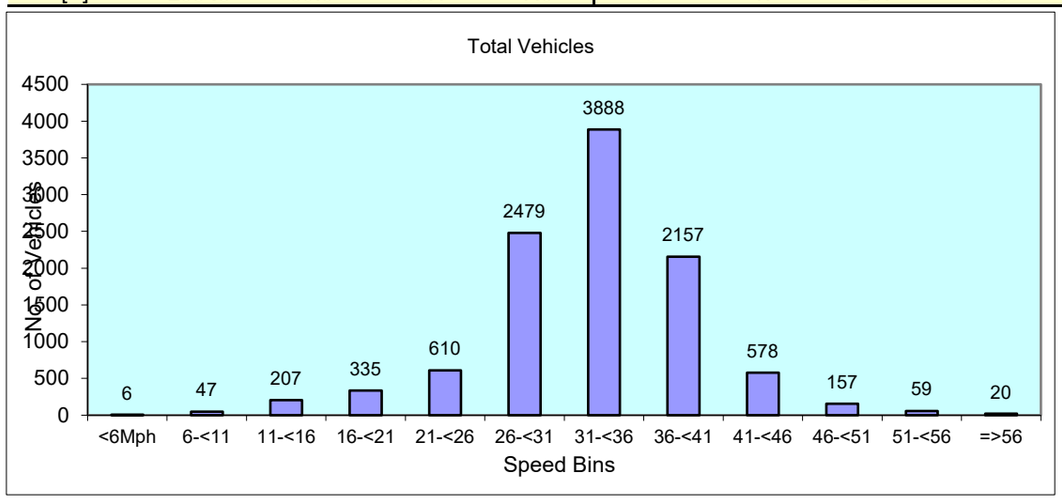
12384			IMMINGHAM				Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Southeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
19:00	15	39.8	33.5	6.7	0	0	0	1	0	4	5	3	2	0	0	0
20:00	14	36.7	32.1	4.8	0	0	0	0	1	5	5	3	0	0	0	0
21:00	8	-	35.4	6.1	0	0	0	0	0	2	3	1	2	0	0	0
22:00	7	-	39.2	6.2	0	0	0	0	0	0	3	1	2	1	0	0
23:00	3	-	23.5	8.8	0	0	1	0	0	2	0	0	0	0	0	0
12H,7-19	1610	38.1	32.1	6.4	2	5	26	56	103	387	672	285	55	12	5	2
16H,6-22	1767	38.5	32.5	6.6	2	6	28	57	105	412	723	331	75	19	7	2
18H,6-24	1777	38.6	32.5	6.6	2	6	29	57	105	414	726	332	77	20	7	2
24H,0-24	1904	38.9	32.7	6.7	2	6	31	58	106	424	776	370	93	25	11	2
Fri 09-Jun-23																
00:00	4	-	34.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
01:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
03:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
04:00	6	-	29.3	8.7	0	0	1	0	0	2	2	1	0	0	0	0
05:00	57	44.5	37.4	8.3	0	1	0	1	3	2	15	19	10	4	1	1
06:00	122	40.9	34.3	7.4	0	1	2	0	8	27	34	32	13	3	2	0
07:00	202	39.6	33.4	6.9	0	1	4	7	8	37	73	58	10	2	2	0
08:00	162	38.8	31.4	7.9	0	4	4	2	23	37	53	25	11	2	1	0
09:00	128	35.8	30.4	5.8	0	0	3	5	12	48	42	17	1	0	0	0
10:00	118	35.9	29.6	6.6	0	1	2	10	15	37	35	17	1	0	0	0
11:00	114	38.7	31.4	8.1	0	2	5	9	4	21	43	23	6	1	0	0
12:00	114	36.2	30.2	7	0	2	3	7	5	46	33	13	5	0	0	0
13:00	114	38.4	31.6	6.9	0	0	3	7	8	29	38	24	4	1	0	0
14:00	104	38.2	32.3	7	0	0	3	5	6	21	46	16	3	4	0	0
15:00	85	39	31.5	8.5	0	1	7	2	5	19	25	21	3	1	1	0
16:00	66	40	33.1	7.2	0	0	3	1	4	13	21	17	7	0	0	0
17:00	60	40.6	36	5.4	0	0	0	0	1	7	25	18	6	3	0	0
18:00	52	43.9	36.1	9.3	0	0	2	3	1	4	14	14	10	1	2	1
19:00	25	40.4	33.3	12	0	3	0	2	0	1	5	10	2	1	1	0
20:00	19	42.1	35.1	6.4	0	0	0	0	0	6	6	3	3	1	0	0
21:00	16	36.2	32.6	6	0	0	1	0	0	2	10	3	0	0	0	0
22:00	5	-	33.5	10	0	0	0	1	0	1	0	2	1	0	0	0
23:00	5	-	24.5	10.9	0	0	1	2	0	0	1	1	0	0	0	0
12H,7-19	1319	38.9	31.9	7.4	0	11	39	58	92	319	448	263	67	15	6	1
16H,6-22	1501	39.2	32.2	7.5	0	15	42	60	100	355	503	311	85	20	9	1
18H,6-24	1511	39.2	32.2	7.5	0	15	43	63	100	356	504	314	86	20	9	1
24H,0-24	1584	39.4	32.3	7.6	0	16	44	64	103	363	524	338	96	24	10	2
Sat 10-Jun-23																

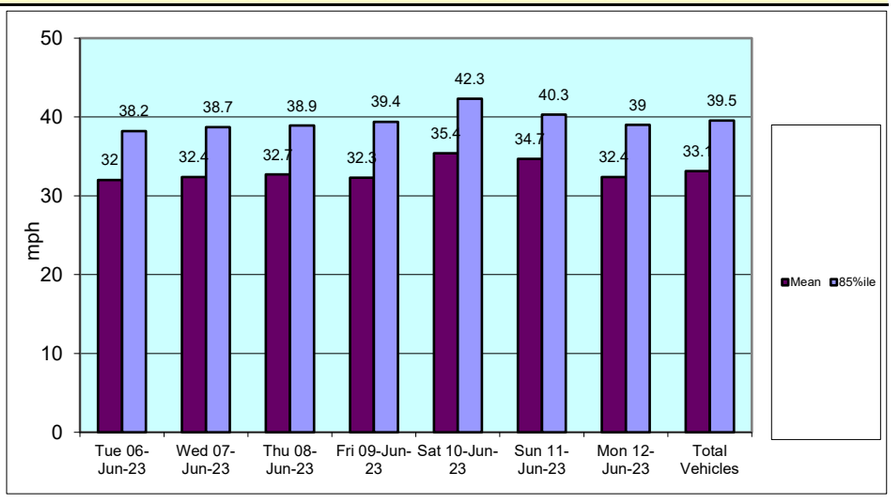
12384			IMMINGHAM				Site No: 12384004			Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23							Channel: Southeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	4	-	41	3.2	0	0	0	0	0	0	0	2	2	0	0	0
01:00	3	-	41.8	5.9	0	0	0	0	0	0	0	2	0	1	0	0
02:00	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0
05:00	29	47.4	40.1	6.6	0	0	0	0	0	1	7	11	4	4	2	0
06:00	38	45.2	39.8	5.7	0	0	0	0	0	1	10	10	13	3	1	0
07:00	29	49.9	37.3	12.4	0	1	1	1	1	5	3	6	3	4	3	1
08:00	48	40.7	33.7	7.9	0	0	0	6	1	5	18	11	6	0	1	0
09:00	60	40	32.8	8.5	0	1	0	3	8	10	19	12	5	0	1	1
10:00	44	39.1	33.5	5.5	0	0	0	1	1	12	16	11	3	0	0	0
11:00	56	38.3	32.2	6.8	0	0	2	3	1	13	24	9	4	0	0	0
12:00	53	43.5	36.6	6.5	0	0	0	1	1	7	16	14	11	3	0	0
13:00	72	39.1	34.3	5.8	0	0	2	0	1	9	35	22	2	0	1	0
14:00	41	41.6	35.5	7.7	0	0	0	1	0	11	13	9	3	1	3	0
15:00	49	38.8	33.8	6.5	0	0	1	0	2	9	23	11	2	0	0	1
16:00	39	40	33.4	6.4	0	0	0	1	1	14	11	7	4	1	0	0
17:00	38	46.8	38	8.9	0	0	0	2	0	6	8	8	7	5	1	1
18:00	22	44.2	38.7	6.6	0	0	0	0	0	4	1	10	5	1	1	0
19:00	13	40.1	37.3	3.3	0	0	0	0	0	0	4	8	1	0	0	0
20:00	18	42	37.1	4.7	0	0	0	0	0	1	7	6	4	0	0	0
21:00	12	40.1	37.3	5	0	0	0	0	0	1	3	7	0	1	0	0
22:00	5	-	34.5	8.3	0	0	0	0	0	2	2	0	0	1	0	0
23:00	5	-	36.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0
12H,7-19	551	41.2	34.6	7.6	0	2	6	19	17	105	187	130	55	15	11	4
16H,6-22	632	41.9	35.1	7.4	0	2	6	19	17	108	211	161	73	19	12	4
18H,6-24	642	41.9	35.1	7.4	0	2	6	19	17	111	214	163	74	20	12	4
24H,0-24	683	42.3	35.4	7.4	0	2	6	19	17	112	222	180	82	25	14	4
Sun 11-Jun-23																
00:00	4	-	34.8	7.6	0	0	0	0	0	2	0	1	1	0	0	0
01:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	4	-	31	5.2	0	0	0	0	1	0	3	0	0	0	0	0
05:00	14	42	37.4	6.4	0	0	0	0	0	1	6	4	2	0	1	0
06:00	43	43.3	37.2	6.4	0	0	0	1	2	3	8	17	11	1	0	0
07:00	23	43.6	36.3	9.8	0	1	1	0	0	0	8	8	2	2	1	0
08:00	24	38.7	34.8	3.7	0	0	0	0	0	3	12	9	0	0	0	0
09:00	48	38.9	33.8	6	0	0	0	2	0	10	23	9	2	2	0	0

Data produced by
Auto Surveys Ltd
205

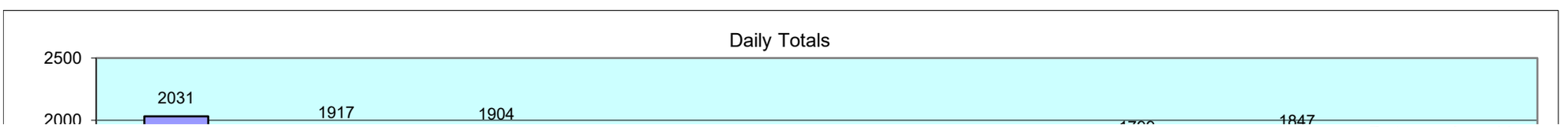
12384			IMMINGHAM		Site No: 12384004					Location	Site 4 - Queens Rd, Immingham					
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
10:00	61	39.9	34.9	6.6	0	0	2	1	0	7	24	22	2	3	0	0
11:00	58	39.6	33.7	6.6	0	0	2	1	1	12	20	18	3	1	0	0
12:00	57	37.3	32.1	6.9	0	1	1	1	1	18	23	11	0	0	0	1
13:00	69	39.4	34.4	5.9	0	0	2	0	2	7	32	22	3	1	0	0
14:00	50	39.4	34.7	5.1	0	0	0	1	0	9	19	19	1	1	0	0
15:00	40	40	35.5	5.4	0	0	0	0	1	5	17	13	2	2	0	0
16:00	28	39.9	35.1	6	0	0	1	0	0	3	10	12	2	0	0	0
17:00	31	43	34.8	8.2	0	0	1	1	2	4	9	6	7	1	0	0
18:00	24	43.3	36	8.2	0	0	0	1	1	4	6	7	2	2	1	0
19:00	20	39.8	34.5	7.3	0	0	0	0	3	2	7	6	1	0	1	0
20:00	10	41	32	11.9	0	0	2	0	1	0	3	2	1	1	0	0
21:00	6	-	37.7	10.2	0	0	0	0	1	0	2	1	1	0	1	0
22:00	4	-	36	6.5	0	0	0	0	0	1	1	1	1	0	0	0
23:00	5	-	36.5	4.7	0	0	0	0	0	1	0	4	0	0	0	0
12H,7-19	513	39.9	34.4	6.5	0	2	10	8	8	82	203	156	26	15	2	1
16H,6-22	592	40.3	34.6	6.7	0	2	12	9	15	87	223	182	40	17	4	1
18H,6-24	601	40.3	34.6	6.7	0	2	12	9	15	89	224	187	41	17	4	1
24H,0-24	625	40.3	34.7	6.8	0	2	12	10	16	92	233	192	44	18	5	1
Mon 12-Jun-23																
00:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	3	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
02:00	2	-	26	17.7	0	0	1	0	0	0	0	1	0	0	0	0
03:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	10	46	34	12.9	0	0	2	0	0	0	4	2	0	1	1	0
05:00	80	44.1	38.5	6.7	0	0	1	0	1	3	20	32	17	3	1	2
06:00	141	40.8	35	6.7	0	2	1	1	1	25	50	41	14	6	0	0
07:00	231	40.2	34.5	6.2	0	0	1	11	6	28	84	79	21	0	1	0
08:00	171	39.1	33.2	6.3	1	1	3	1	6	40	58	56	5	0	0	0
09:00	126	35.2	29.5	6	0	0	4	7	16	46	40	12	1	0	0	0
10:00	116	35.6	30.6	6.2	0	1	5	2	6	41	47	12	2	0	0	0
11:00	119	35.8	30.3	6.6	0	0	3	5	15	44	35	11	5	0	1	0
12:00	148	35.4	30.2	6.3	0	2	6	5	7	50	63	15	0	0	0	0
13:00	139	35.8	30.6	5.5	0	0	0	10	13	43	54	19	0	0	0	0
14:00	135	36.1	31	6.4	0	0	4	1	17	43	49	17	1	2	1	0
15:00	116	36.4	31.4	5.7	0	0	1	6	4	43	43	14	5	0	0	0
16:00	75	38.8	31.5	7.6	0	0	2	9	4	12	28	15	5	0	0	0
17:00	77	40.3	35	5.9	0	0	1	1	2	7	36	21	7	2	0	0
18:00	37	43.1	36.9	7	0	0	1	0	1	4	7	15	7	2	0	0
19:00	27	35.2	30.4	6.1	0	0	2	0	0	12	10	3	0	0	0	0

12384		IMMINGHAM			Site No: 12384004			Location	Site 4 - Queens Rd, Immingham						
Tue 06-Jun-23 to Mon 12-Jun-23					Channel: Southeastbound										
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
20:00	**17**	37.6	33.2	5.6	0	0	0	1	0	3	9	3	1	0	0	0
21:00	**13**	43.8	35.8	9.1	0	0	0	0	2	3	0	6	0	1	1	0
22:00	**6**	-	31.8	4.3	0	0	0	0	0	3	2	1	0	0	0	0
23:00	**7**	-	24.9	9.1	0	0	1	0	5	0	0	0	1	0	0	0
12H,7-19	**1490**	**38.3**	**31.9**	**6.5**	**1**	**4**	**31**	**58**	**97**	**401**	**544**	**286**	**59**	**6**	**3**	**0**
16H,6-22	**1688**	**38.6**	**32.2**	**6.6**	**1**	**6**	**34**	**60**	**100**	**444**	**613**	**339**	**74**	**13**	**4**	**0**
18H,6-24	**1701**	**38.6**	**32.1**	**6.6**	**1**	**6**	**35**	**60**	**105**	**447**	**615**	**340**	**75**	**13**	**4**	**0**
24H,0-24	**1799**	**39**	**32.4**	**6.8**	**1**	**6**	**39**	**60**	**106**	**451**	**642**	**377**	**92**	**17**	**6**	**2**
Daily Totals																
Tue 06-Jun-23	**2031**	38.2	32	6.7	2	6	38	64	148	559	765	328	82	26	7	6
Wed 07-Jun-23	**1917**	38.7	32.4	6.7	1	9	37	60	114	478	726	372	89	22	6	3
Thu 08-Jun-23	**1904**	38.9	32.7	6.7	2	6	31	58	106	424	776	370	93	25	11	2
Fri 09-Jun-23	**1584**	39.4	32.3	7.6	0	16	44	64	103	363	524	338	96	24	10	2
Sat 10-Jun-23	**683**	42.3	35.4	7.4	0	2	6	19	17	112	222	180	82	25	14	4
Sun 11-Jun-23	**625**	40.3	34.7	6.8	0	2	12	10	16	92	233	192	44	18	5	1
Mon 12-Jun-23	**1799**	39	32.4	6.8	1	6	39	60	106	451	642	377	92	17	6	2
Total Vehicles																
[--]	**10543**	39.5	33.1	7.0	6	47	207	335	610	2479	3888	2157	578	157	59	20



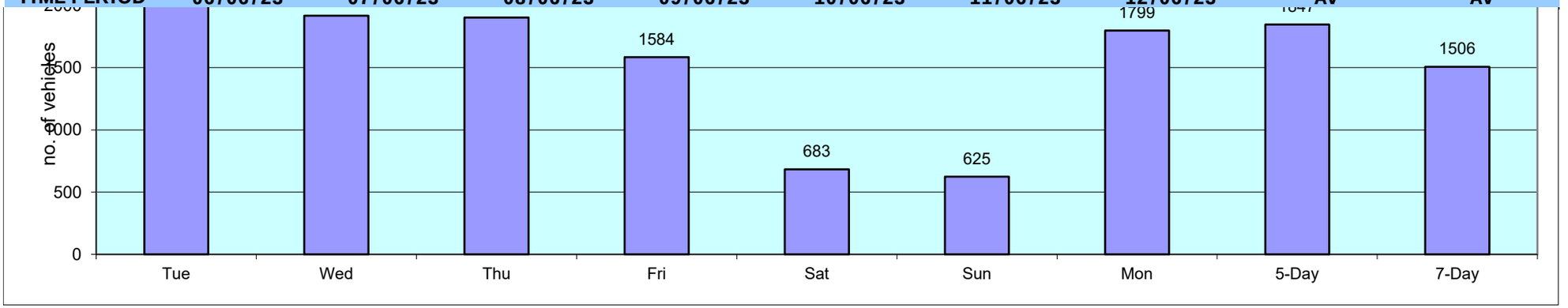


12384		IMMINGHAM		Site No: 12384004		Location	Site 4 - Queens Rd, Immingham		
				Channel: Southeastbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	06/06/23	07/06/23	08/06/23	09/06/23	10/06/23	11/06/23	12/06/23	Av	Av
Week Begin: 06-Jun-23									
00:00	**4**	4	1	4	4	4	1	3	3
01:00	**1**	2	4	2	3	1	3	2	2
02:00	**3**	2	1	2	2	0	2	2	2
03:00	**3**	3	5	2	0	1	2	3	2
04:00	**18**	17	25	6	3	4	10	15	12
05:00	**85**	91	91	57	29	14	80	81	64
06:00	**145**	128	120	122	38	43	141	131	105
07:00	**249**	227	217	202	29	23	231	225	168
08:00	**215**	209	214	162	48	24	171	194	149
09:00	**145**	115	142	128	60	48	126	131	109
10:00	**151**	107	138	118	44	61	116	126	105
11:00	**136**	122	135	114	56	58	119	125	106
12:00	**151**	109	148	114	53	57	148	134	111
13:00	**163**	161	153	114	72	69	139	146	124
14:00	**121**	132	129	104	41	50	135	124	102
15:00	**139**	144	121	85	49	40	116	121	99
16:00	**104**	118	93	66	39	28	75	91	75
17:00	**91**	96	76	60	38	31	77	80	67
18:00	**50**	59	44	52	22	24	37	48	41
19:00	**20**	23	15	25	13	20	27	22	20
20:00	**10**	13	14	19	18	10	17	15	14
21:00	**11**	22	8	16	12	6	13	14	13
22:00	**9**	9	7	5	5	4	6	7	6
23:00	**7**	4	3	5	5	5	7	5	5
12H,7-19	**1715**	**1599**	**1610**	**1319**	**551**	**513**	**1490**	**1547**	**1257**
16H,6-22	**1901**	**1785**	**1767**	**1501**	**632**	**592**	**1688**	**1728**	**1409**
18H,6-24	**1917**	**1798**	**1777**	**1511**	**642**	**601**	**1701**	**1741**	**1421**
24H,0-24	**2031**	**1917**	**1904**	**1584**	**683**	**625**	**1799**	**1847**	**1506**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**09:00**	**10:00**	**07:00**		
Peak	**249**	**227**	**217**	**202**	**60**	**61**	**231**		
Pm	**13:00**	**13:00**	**13:00**	**13:00**	**13:00**	**13:00**	**12:00**		
Peak	**163**	**161**	**153**	**114**	**72**	**69**	**148**		



12384	IMMINGHAM	Site No: 12384004	Location	Site 4 - Queens Rd, Immingham
		Channel: Southeastbound		

TIME PERIOD	Tue 06/06/23	Wed 07/06/23	Thu 08/06/23	Fri 09/06/23	Sat 10/06/23	Sun 11/06/23	Mon 12/06/23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

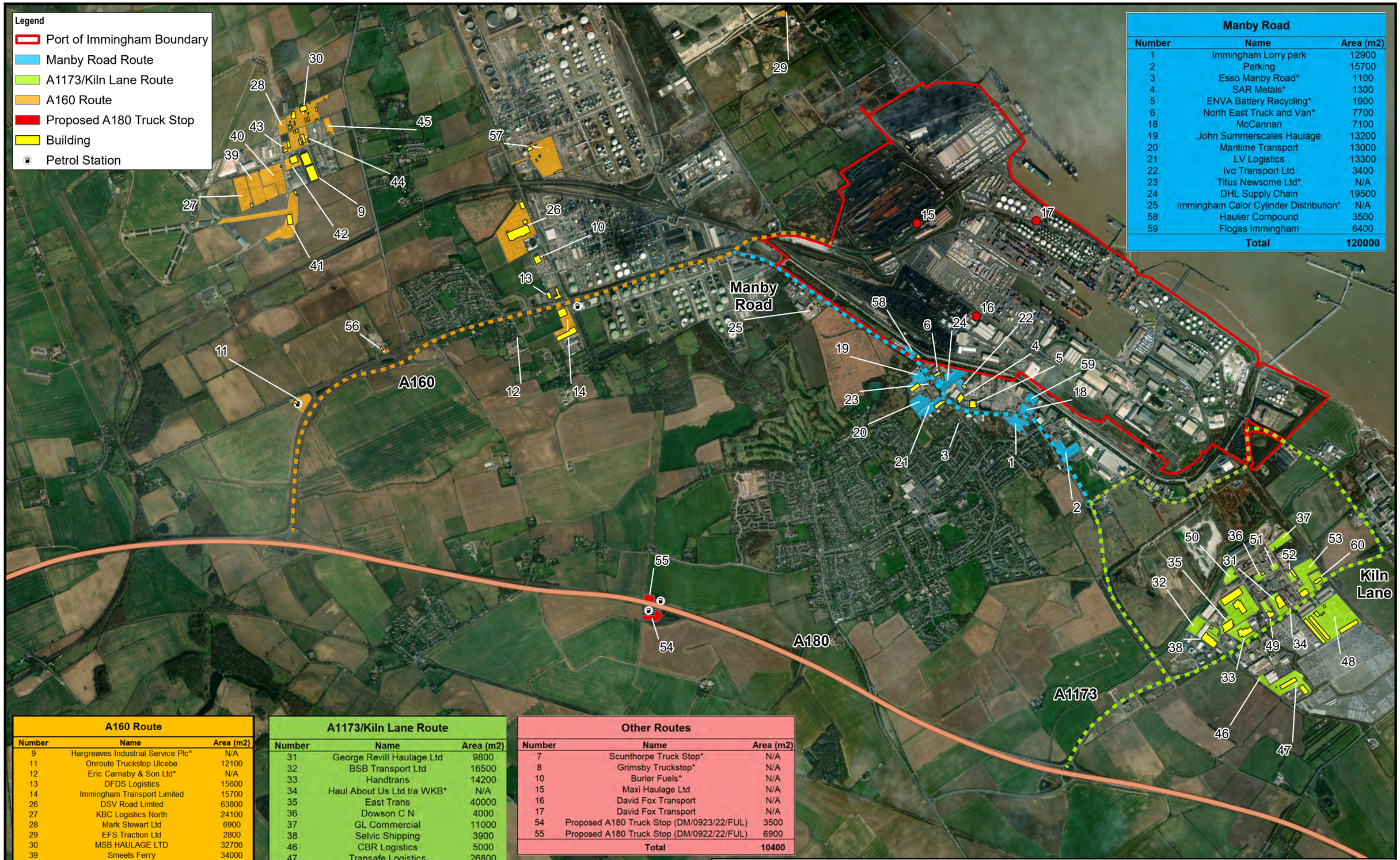
Annex D

Stena Line Solo Unaccompanied Movements 2013 - 2023

Figures up to 31/08/2023.
Data set verified using CCTV footage 13/09/23.

Year	Solo Tractor Movements	Tractor Towing a Trailer Movements	Total Movements	% Solo Tractor Movements
2013	33,816	74,198	108,014	31.3%
2014	35,654	80,810	116,464	30.6%
2015	43,584	93,655	137,239	31.8%
2016	42,294	86,461	128,755	32.8%
2017	49,199	99,504	148,703	33.1%
2018	52,755	111,047	163,802	32.2%
2019	59,998	126,498	186,496	32.2%
2020	53,392	110,014	163,406	32.7%
2021	68,224	144,113	212,337	32.1%
2022	28,759	55,064	83,823	34.3%
2023	23,984	42,559	66,543	36.0%
Total	491,659	1,023,923	1,515,582	32.4%

Annex E



Manby Road		
Number	Name	Area (m2)
1	Immingham Lorry park	12900
2	Parking	15700
3	Esso Manby Road*	1100
4	SAR Metals*	1300
5	ENVA Battery Recycling*	1900
6	North East Truck and Van*	7700
18	McCannan	7100
19	John Summerscales Haulage	13200
20	Maritime Transport	13000
21	LV Logistics	13300
22	Ivo Transport Ltd	3400
23	Titus Newsome Ltd*	N/A
24	DHL Supply Chain	19500
25	Immingham Calor Cylinder Distribution*	N/A
58	Haulier Compound	3500
59	Flogas Immingham	6400
	Total	120000

A160 Route		
Number	Name	Area (m2)
9	Hargreaves Industrial Service Plc*	N/A
11	Onroute Truckstop Ulcebe	12100
12	Eric Carnaby & Son Ltd*	N/A
13	DFDS Logistics	15600
14	Immingham Transport Limited	15700
26	DSV Road Limted	63800
27	KBC Logistics North	24100
28	Mark Stewart Ltd	6900
29	EFS Traction Ltd	2800
30	MSB HAULAGE LTD	32700
39	Smeets Ferry	34000
40	Humber Logistics	28900
41	ICC Trailer Specialist	55700
42	L & J Snacks	7200
43	Leslin Transport	13900
44	Mobile Mini Humber	6300
45	Estuary Freigth Services	7100
56	Truck Services (On Demand Truck Parts)	1700
57	PRAX Road Loading Operation	52500
	Total	381000

A1173/Kiln Lane Route		
Number	Name	Area (m2)
31	George Revill Haulage Ltd	9800
32	BSB Transport Ltd	16500
33	Handtrans	14200
34	Haul About Us Ltd t/a WKB*	N/A
35	East Trans	40000
36	Dowson C N	4000
37	GL Commercial	11000
38	Selvic Shipping	3900
46	CBR Logistics	5000
47	Transafe Logistics	26800
48	Egala Transport	69400
49	Greencarrier Freight Services	5100
50	Exceed	8700
51	MK Top Transport	3000
52	Pentagon Transport	4200
53	Davian Shipping Services	25500
60	Commercial Vehicle Services	7500
	Total	254600

Other Routes		
Number	Name	Area (m2)
7	Scunthorpe Truck Stop*	N/A
8	Grimsby Truckstop*	N/A
10	Burler Fuels*	N/A
15	Maxi Haulage Ltd	N/A
16	David Fox Transport	N/A
17	David Fox Transport	N/A
54	Proposed A180 Truck Stop (DM/0923/22/FUL)	3500
55	Proposed A180 Truck Stop (DM/0922/22/FUL)	6900
	Total	10400

Data Disclaimer

Area = polygon area minus area of buildings rounded to the nearest 100.

* = These assets were not counted as they don't appear to provide RoRo services.

Paper Size ISO A3

0 0.25 0.5 0.75 1

Kilometers

Map Projection: Transverse Mercator
Horizontal Datum: OSGB 1936
Grid: British National Grid

N

GHD

DFDS Seaway PLC
IMMINGHAM EASTERN RO-RO TERMINAL

Areas and Location of Local Logistics Facilities

Project No. **12578580**
Revision No. **2**
Date **07/11/2023**

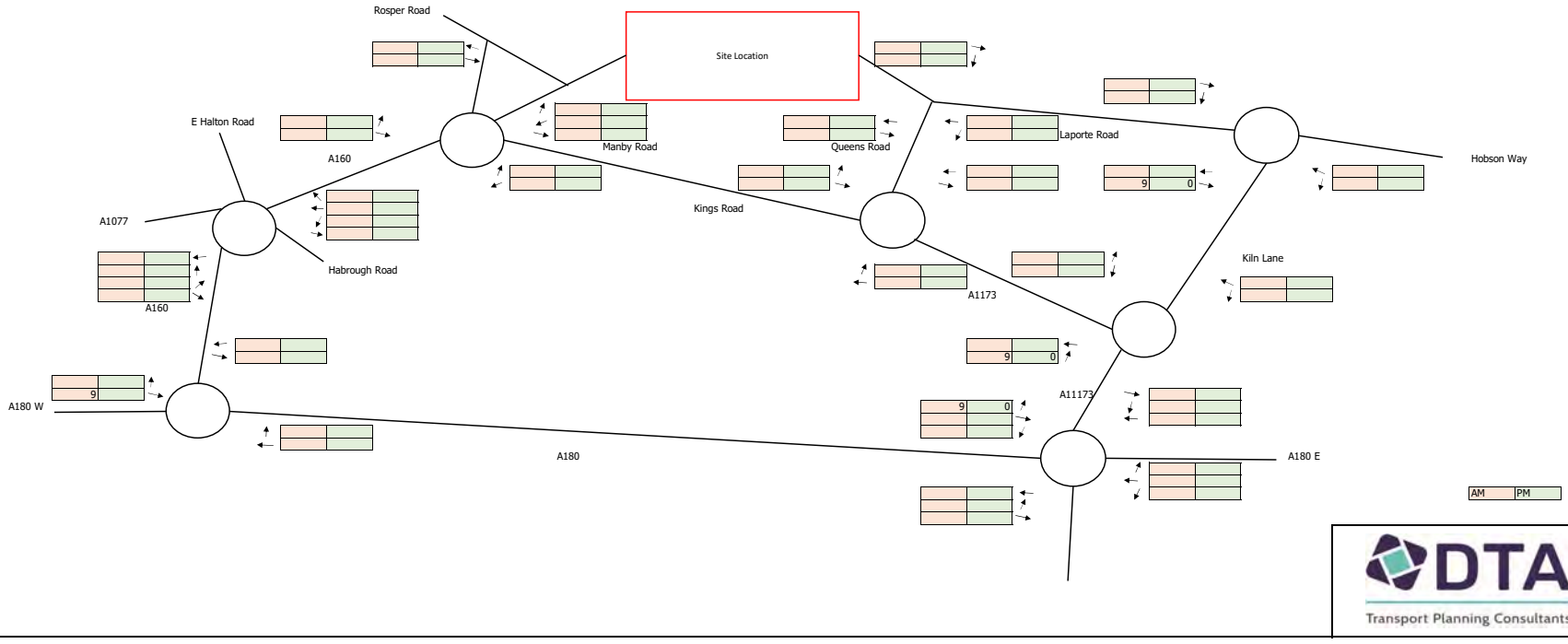
FIGURE 2

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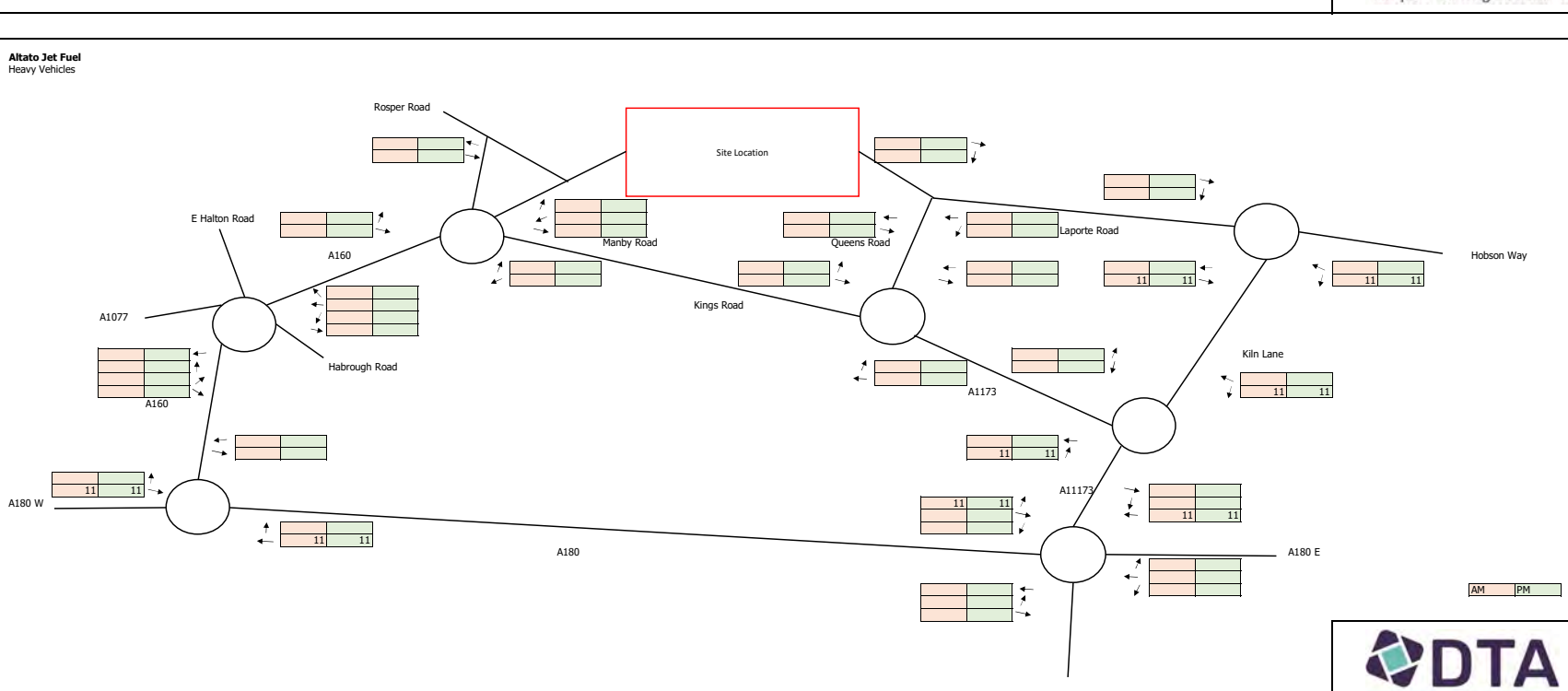
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Annex F

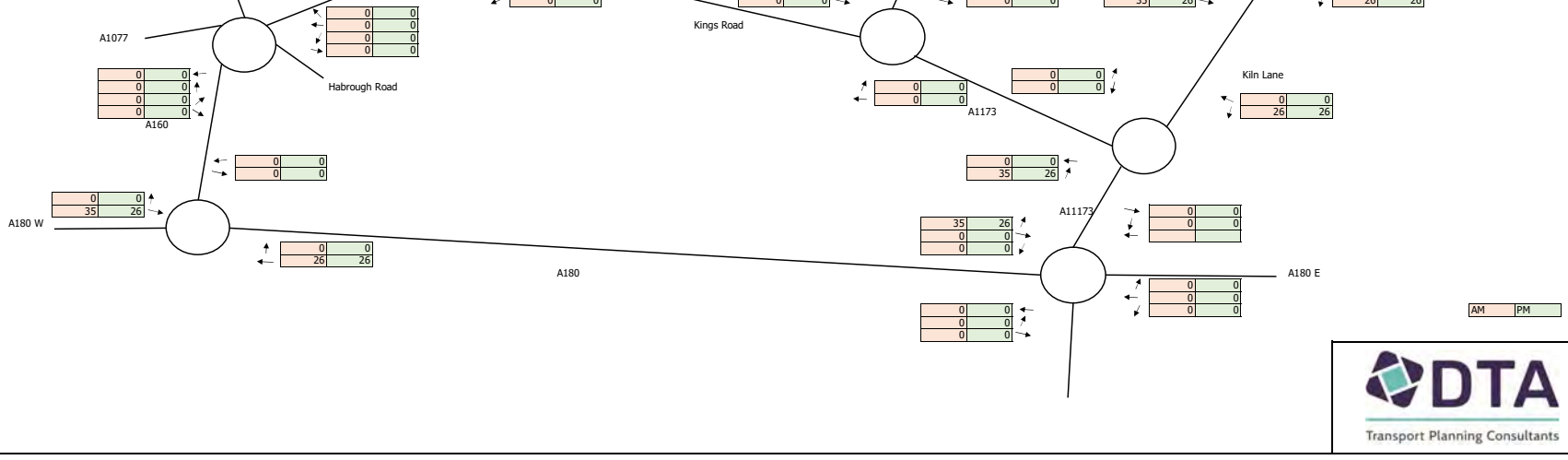
Altato Jet Fuel
Light Vehicles



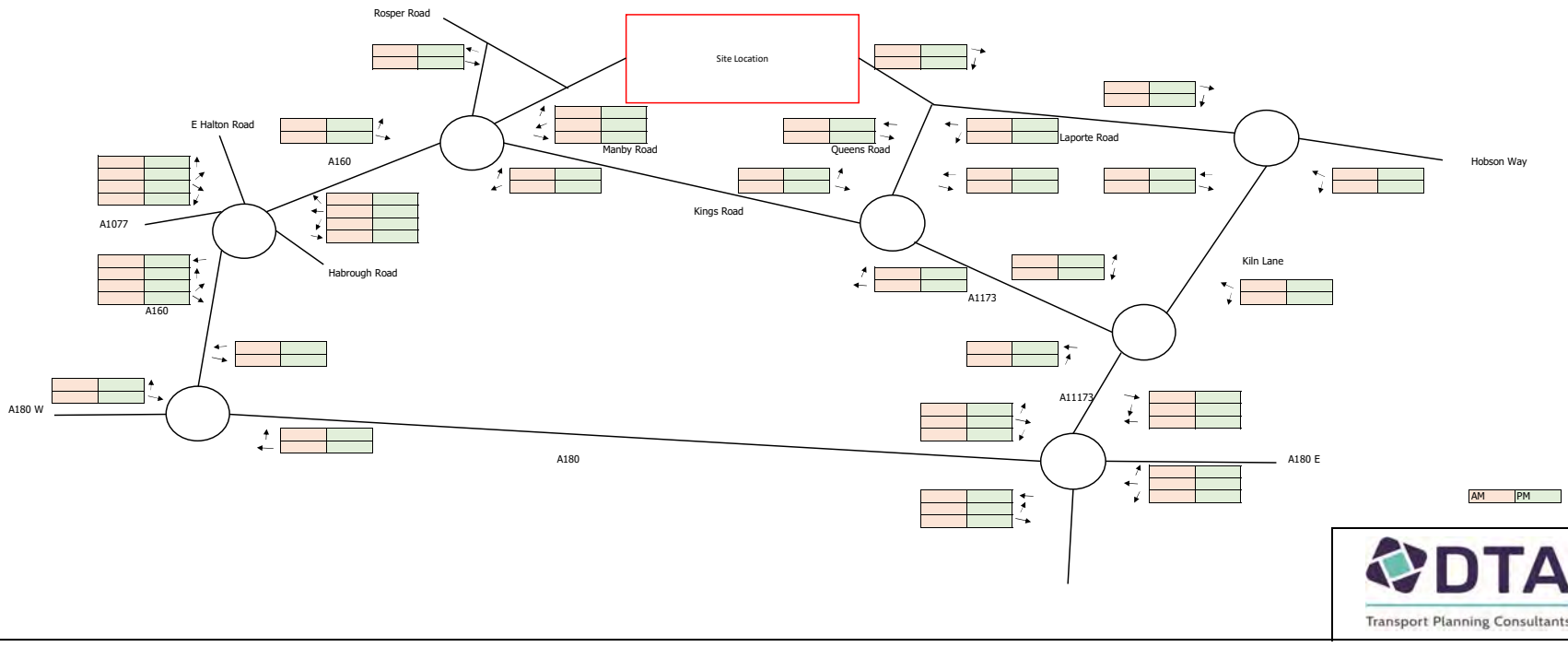
Altato Jet Fuel
Heavy Vehicles



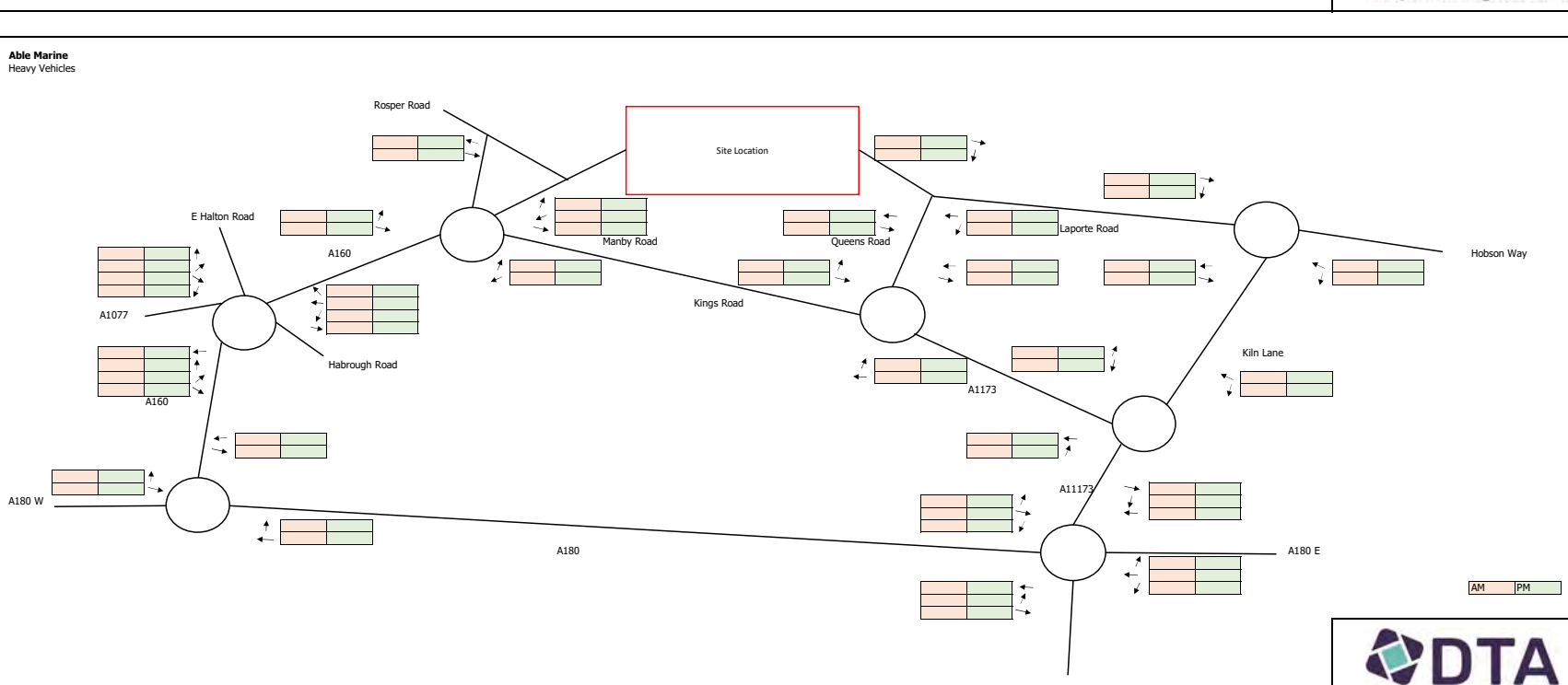
Altato Jet Fuel
PCUs



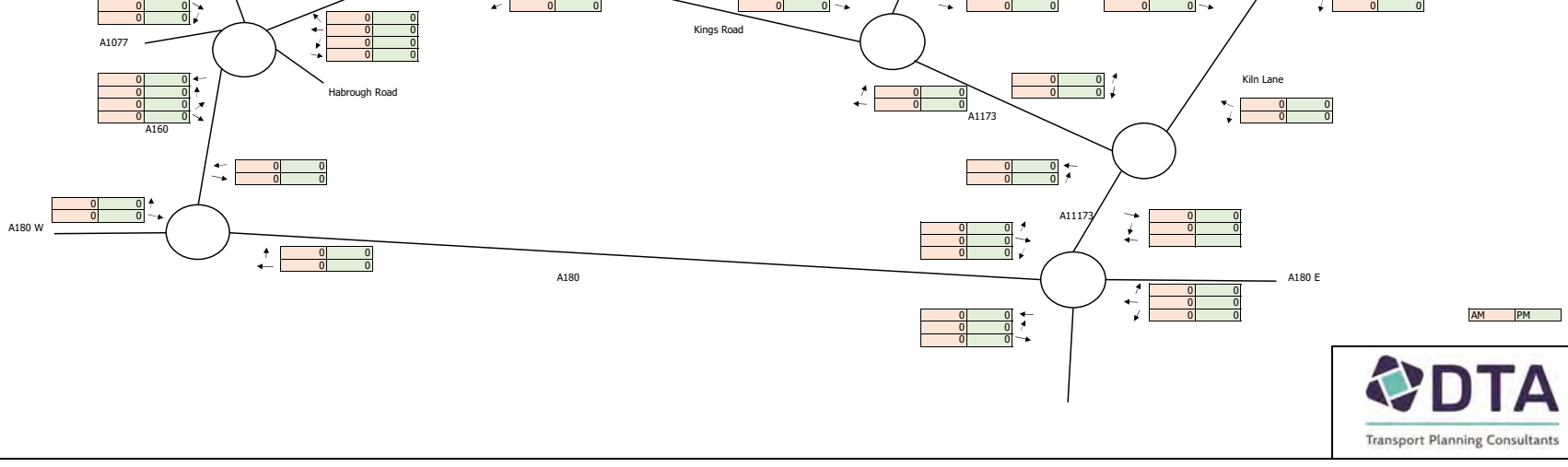
Able Marine
Light Vehicles



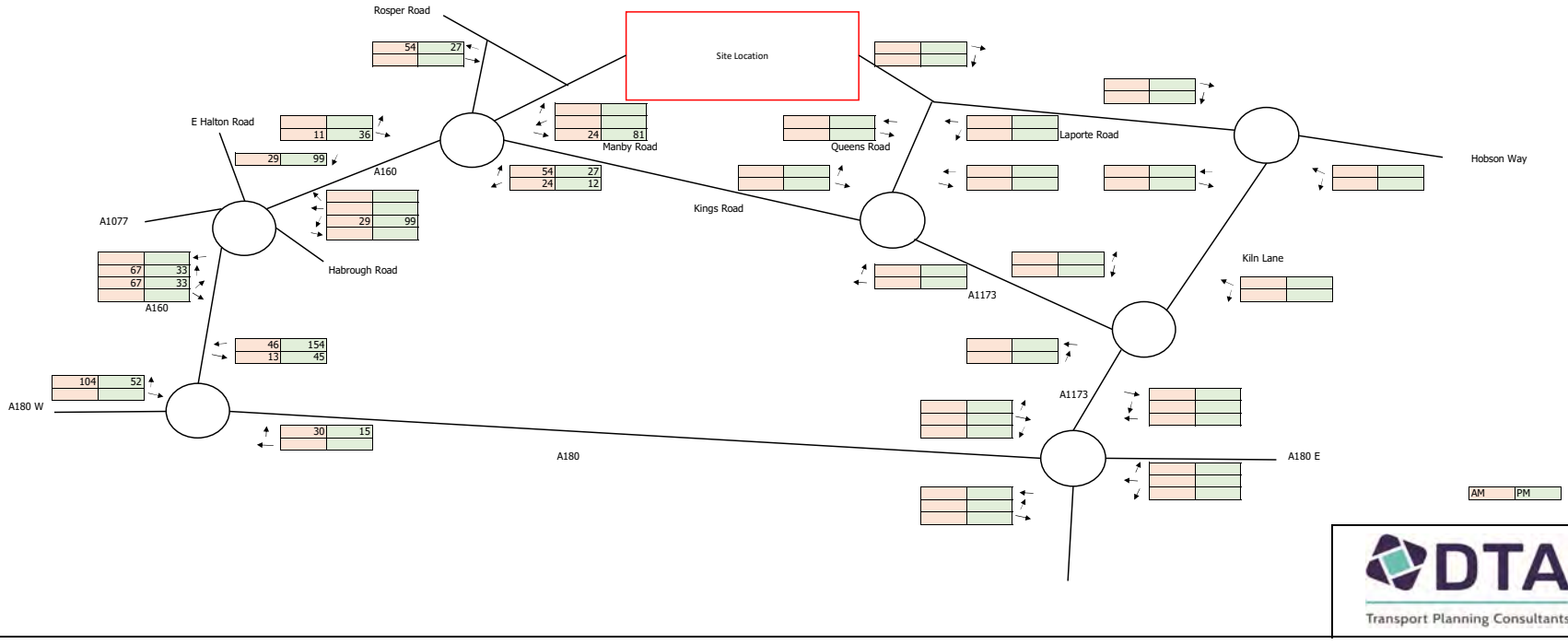
Able Marine
Heavy Vehicles



Able Marine
PCUs

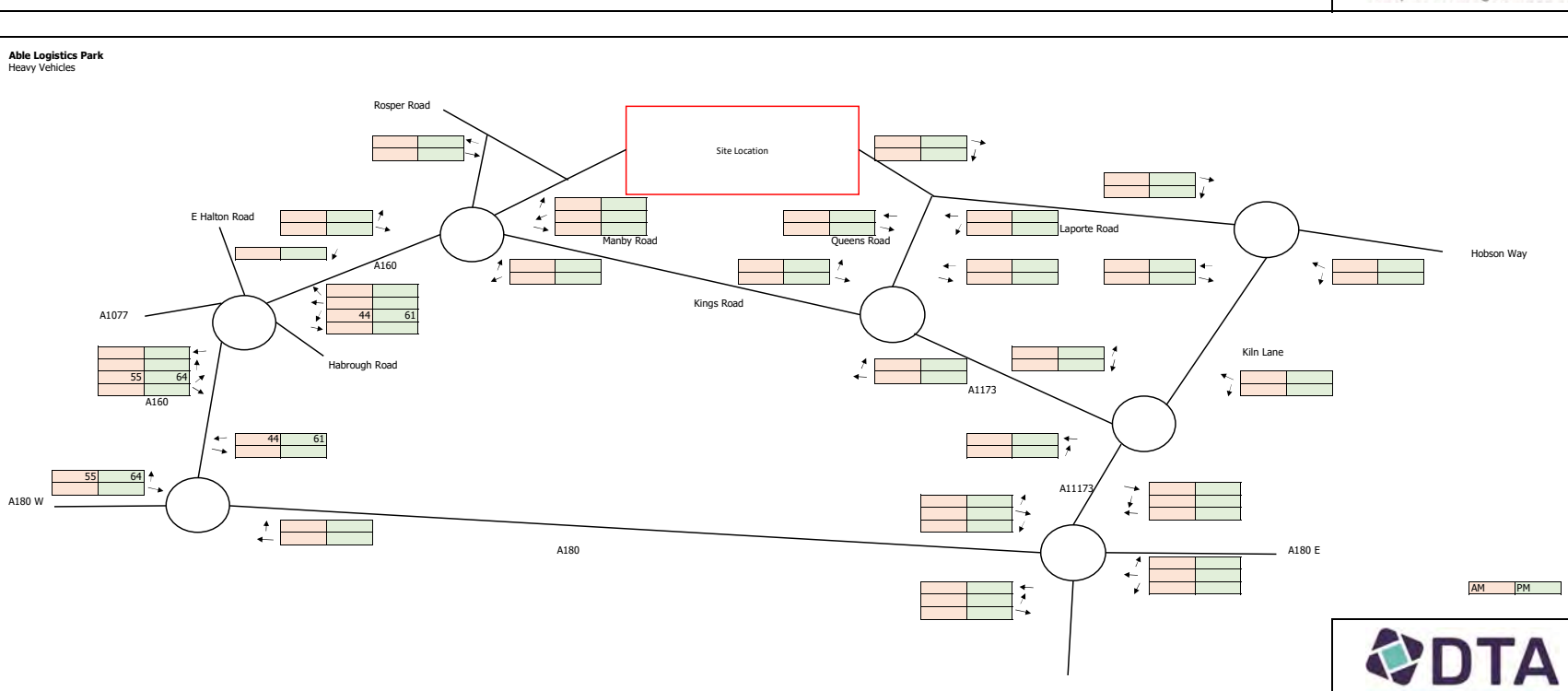


Able Logistics Park
Light Vehicles



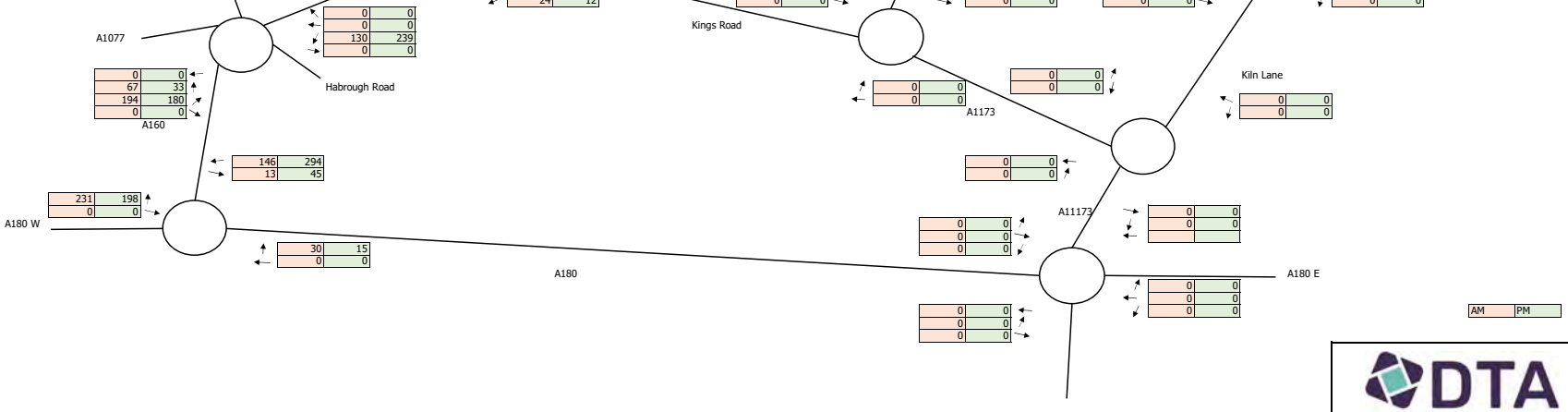
DTA
Transport Planning Consultants

Able Logistics Park
Heavy Vehicles



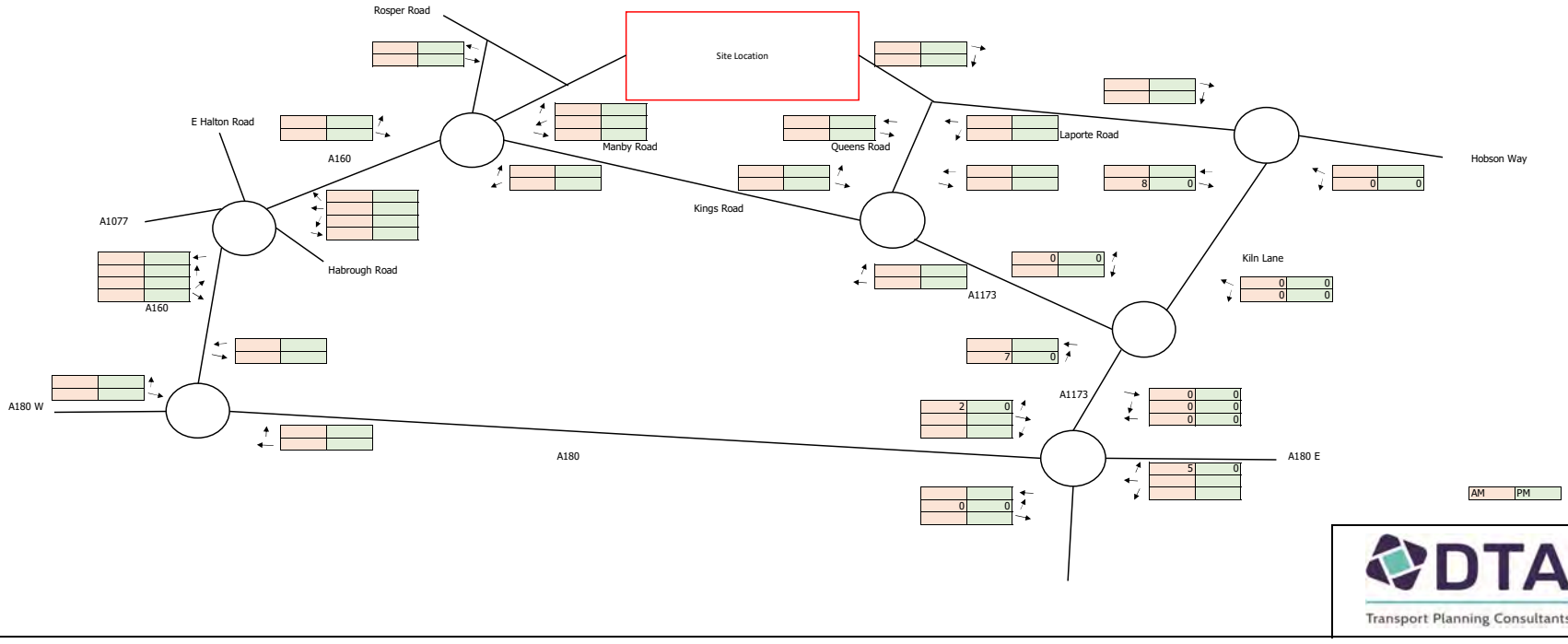
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Transport Planning Consultants

Able Logistics Park
PCUs

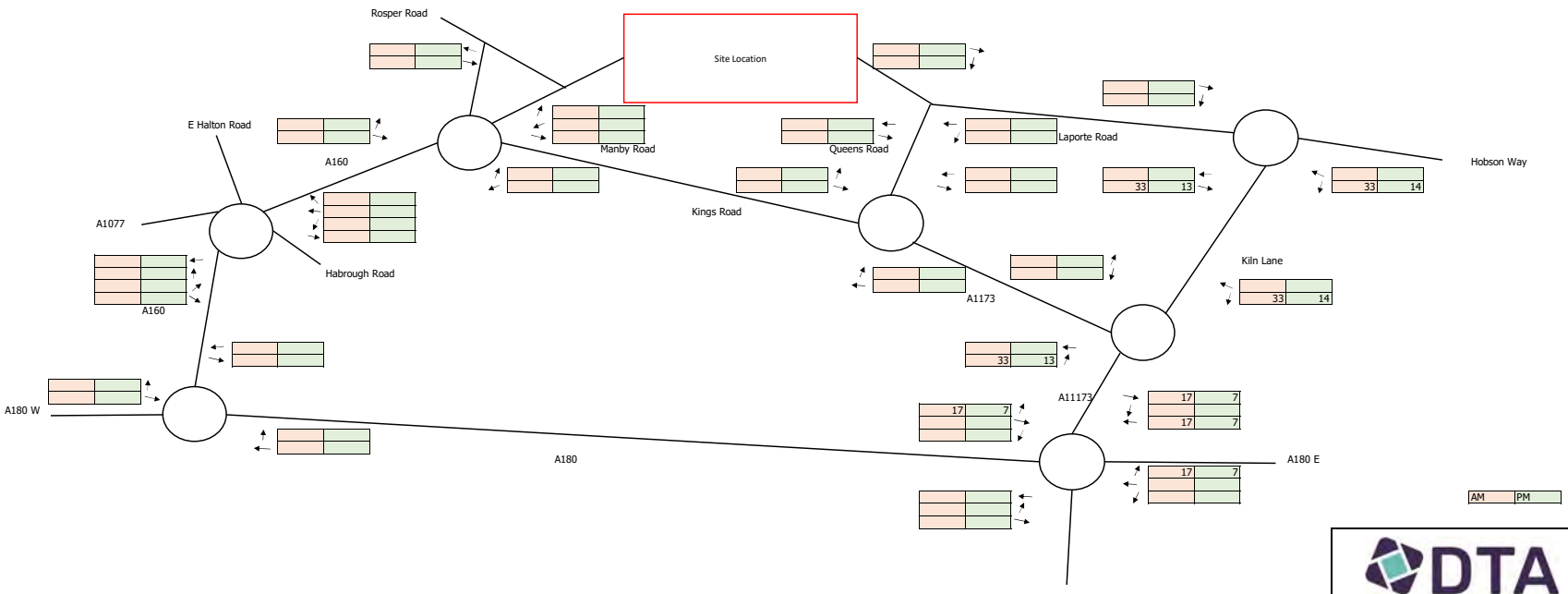


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Transport Planning Consultants

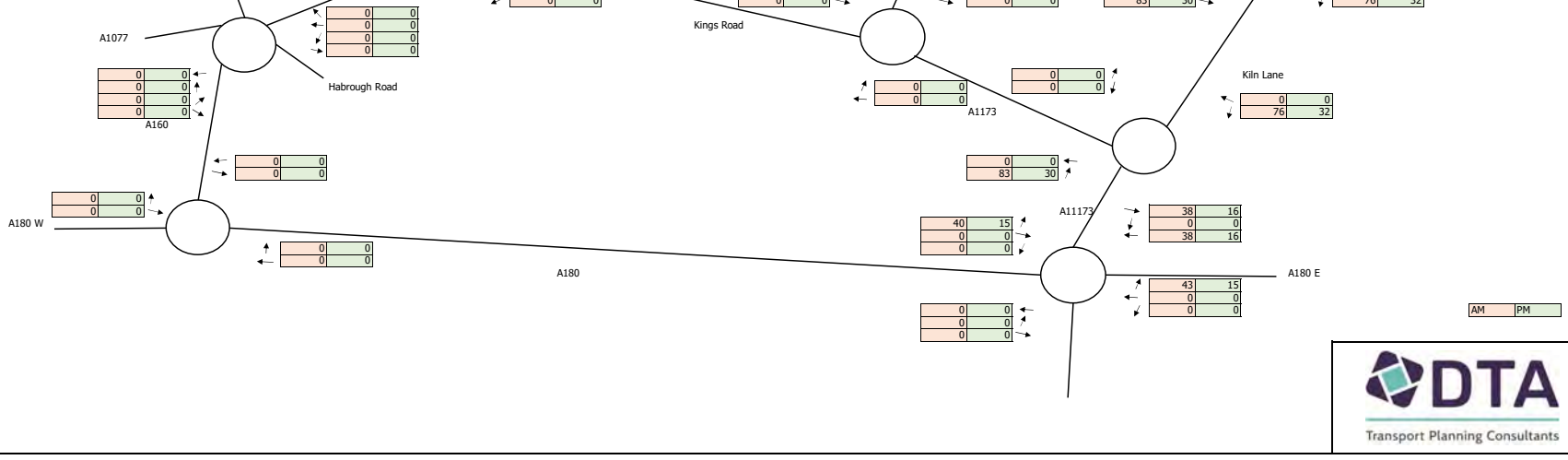
South Humber Bank Power Station
Light Vehicles



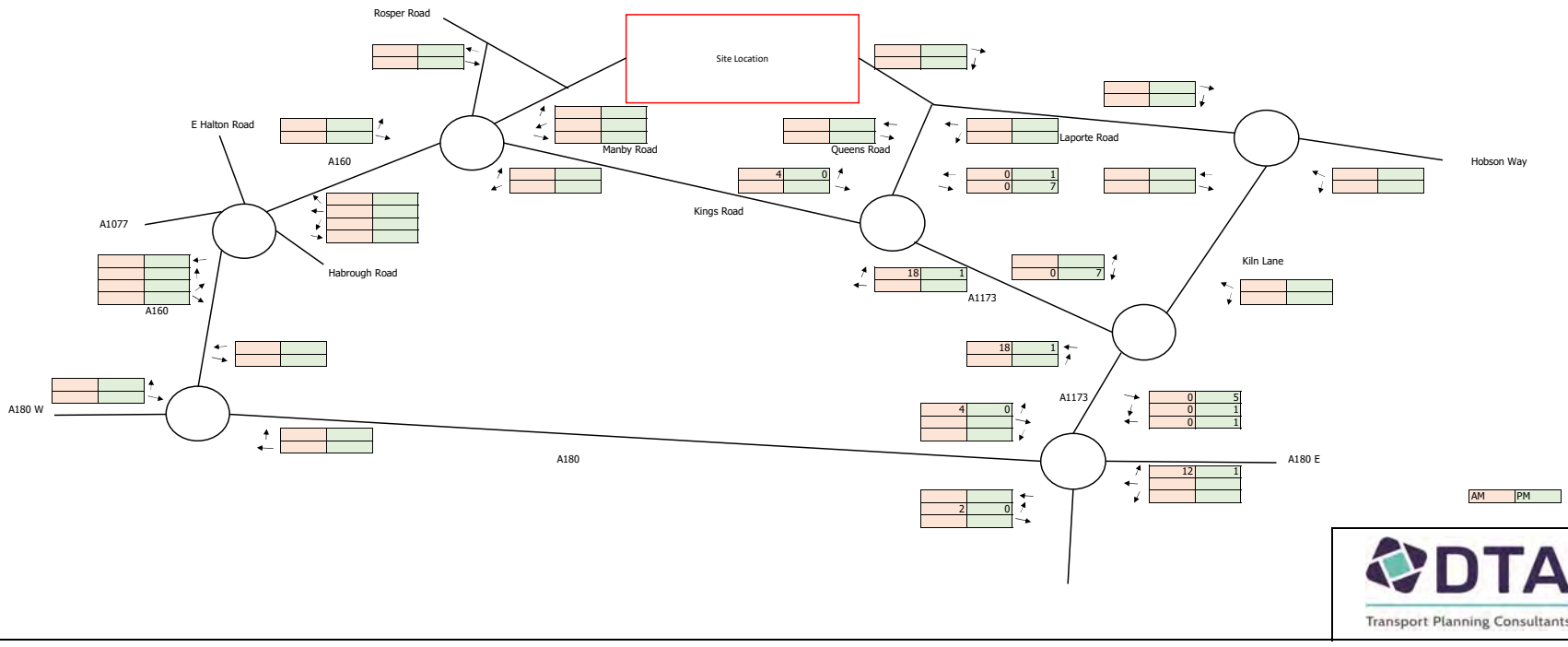
South Humber Bank Power Station
Heavy Vehicles



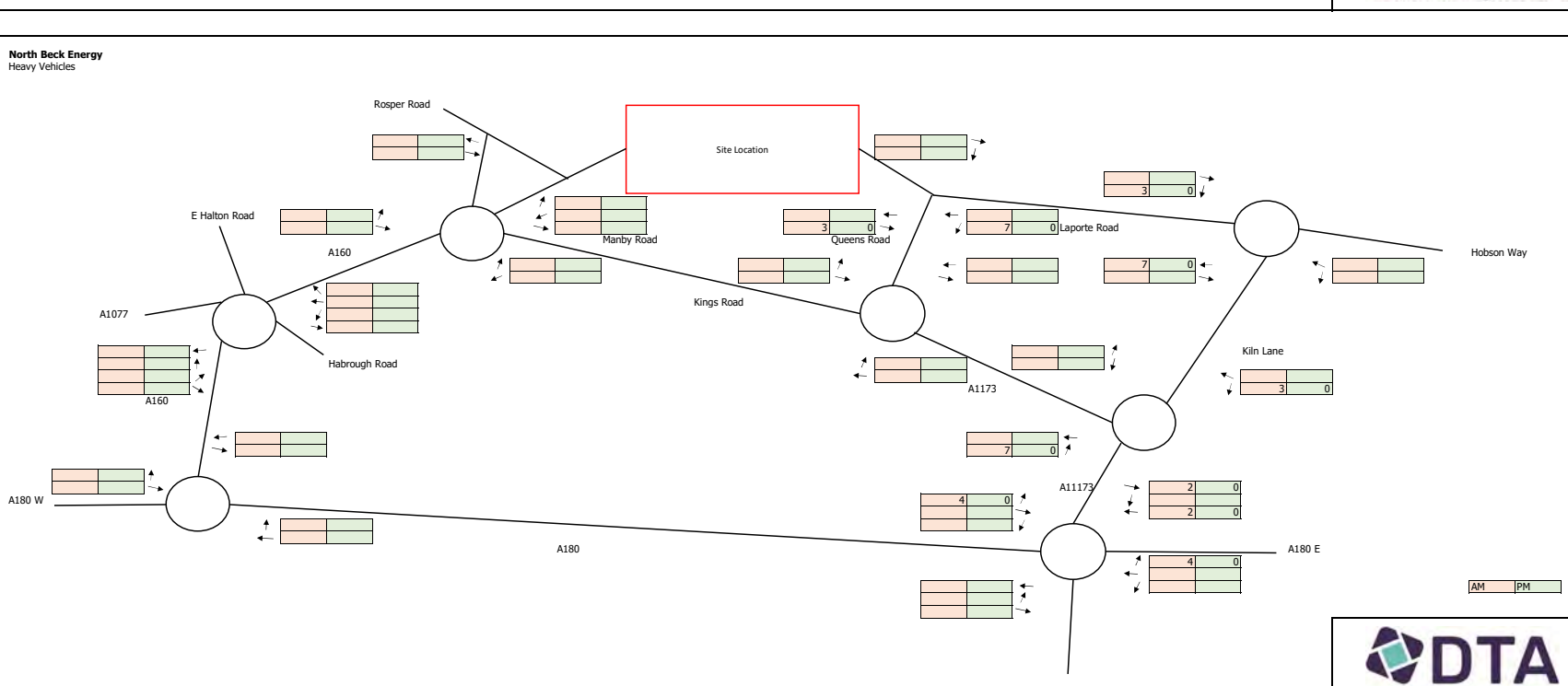
South Humber Bank Power Station
PCUs



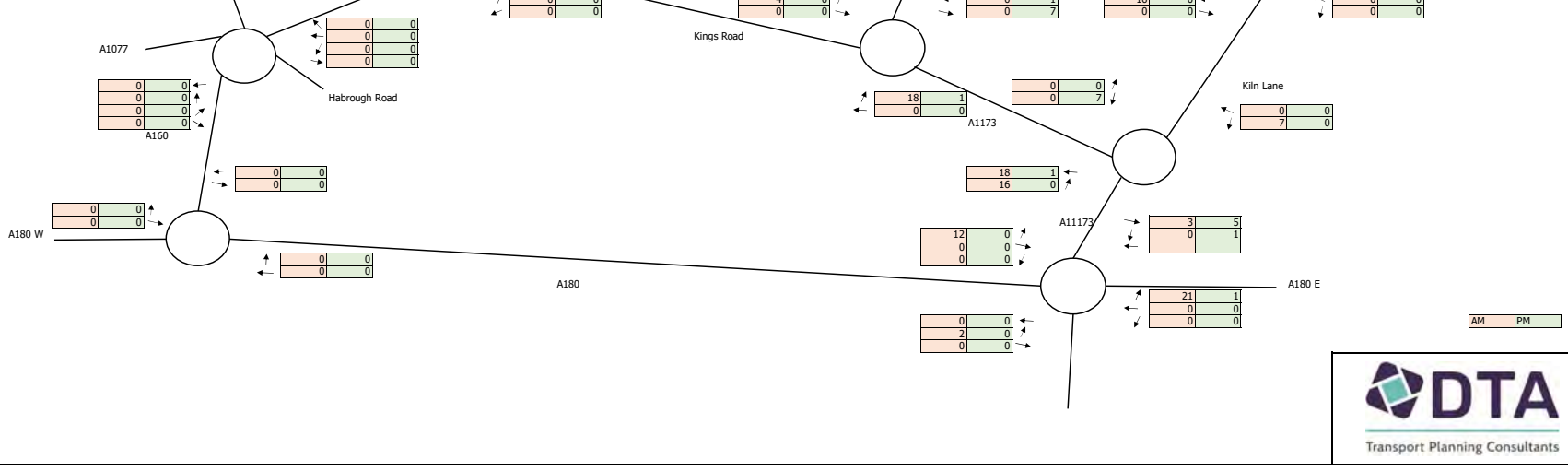
North Beck Energy
Light Vehicles



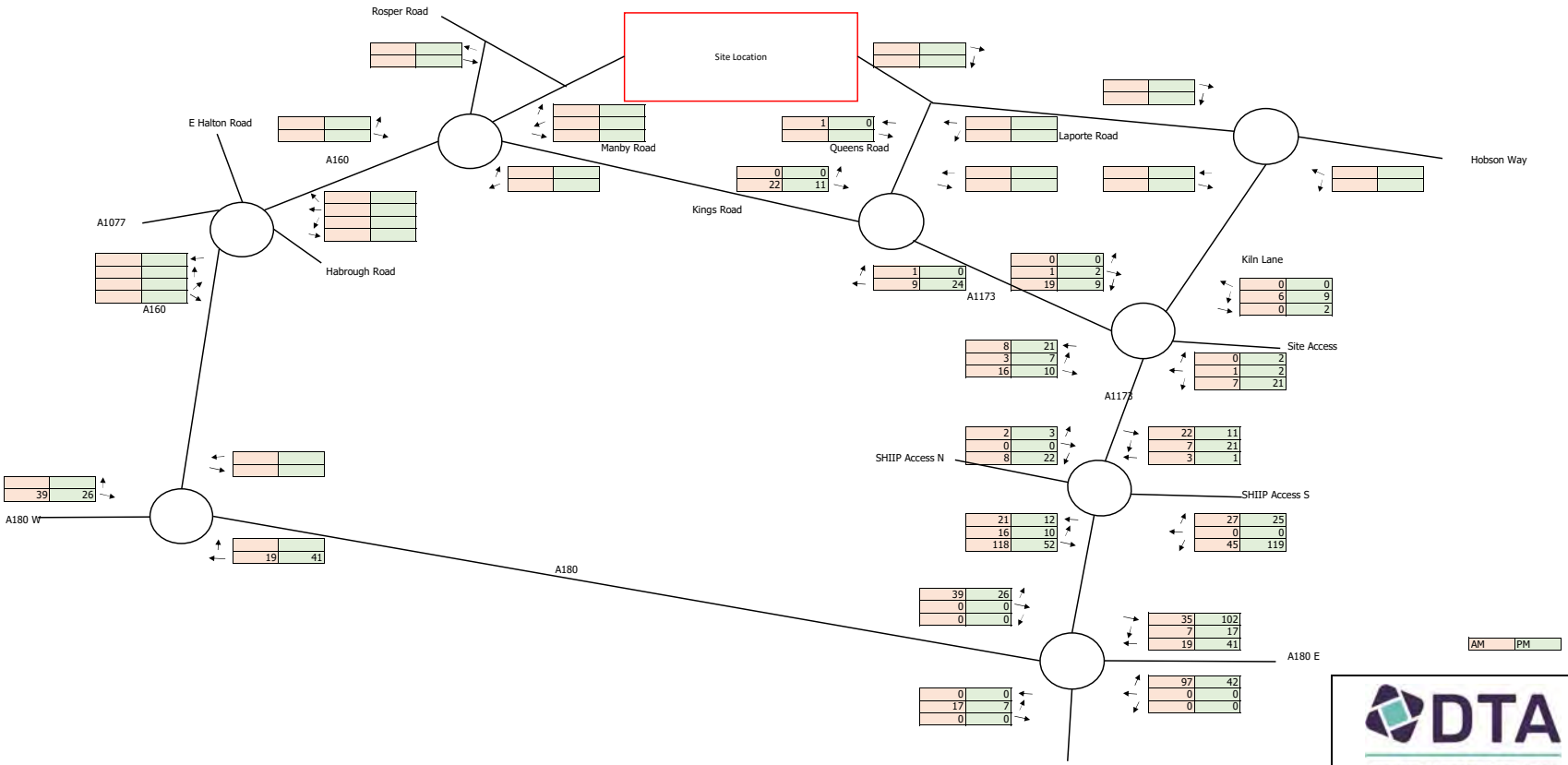
North Beck Energy
Heavy Vehicles



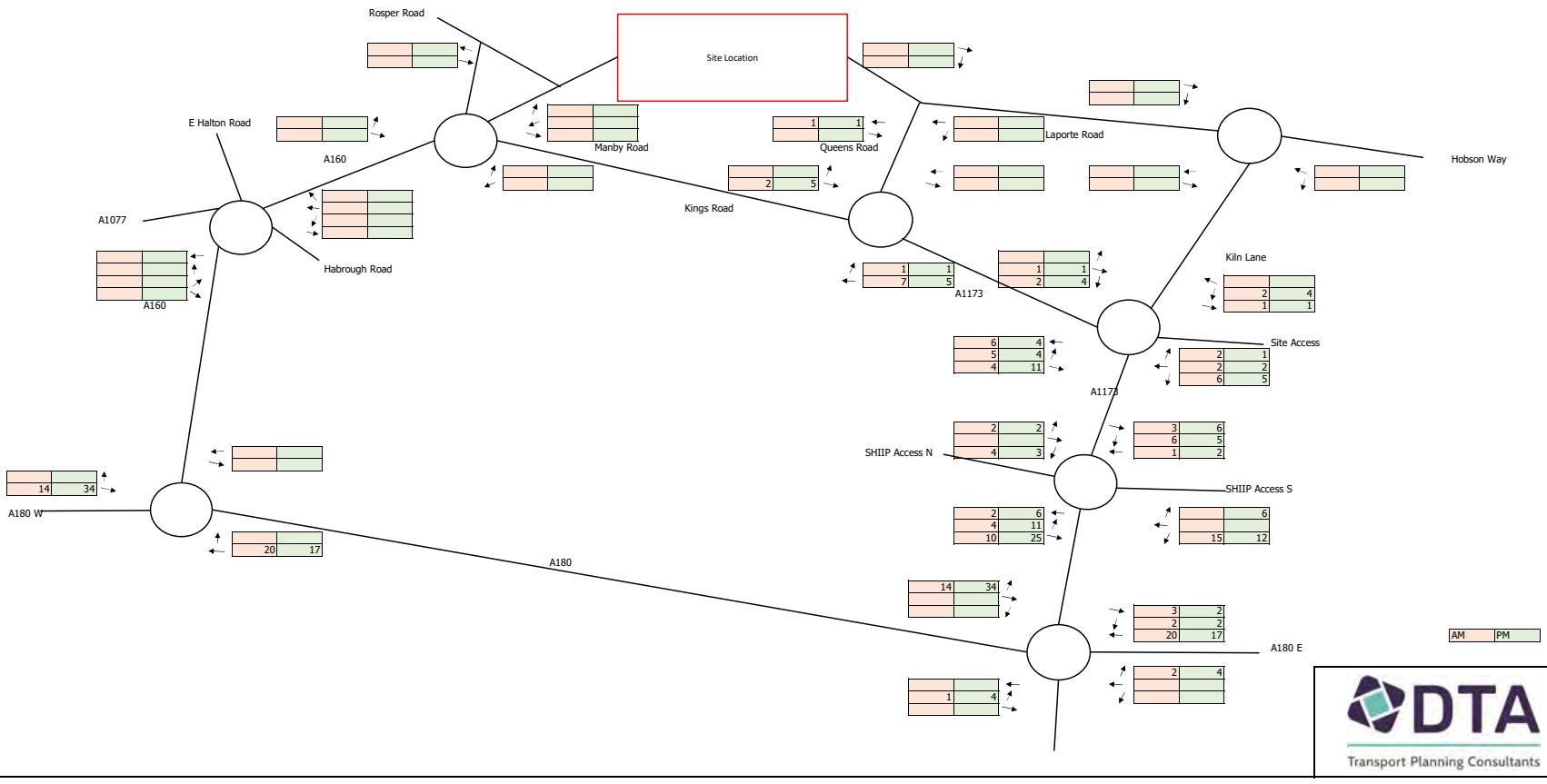
North Beck Energy
PCUs



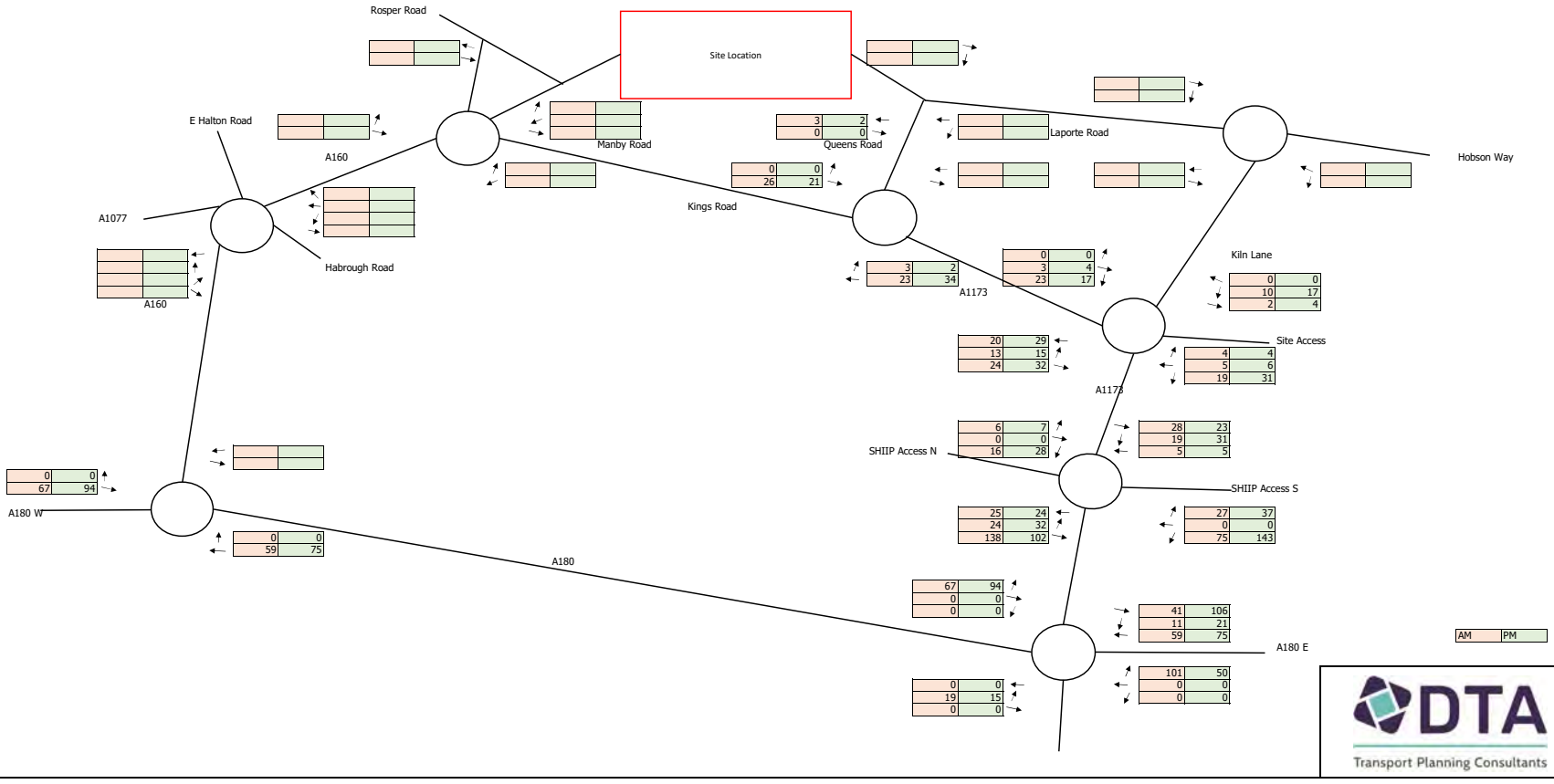
Stallingborough Interchange
Light Vehicles



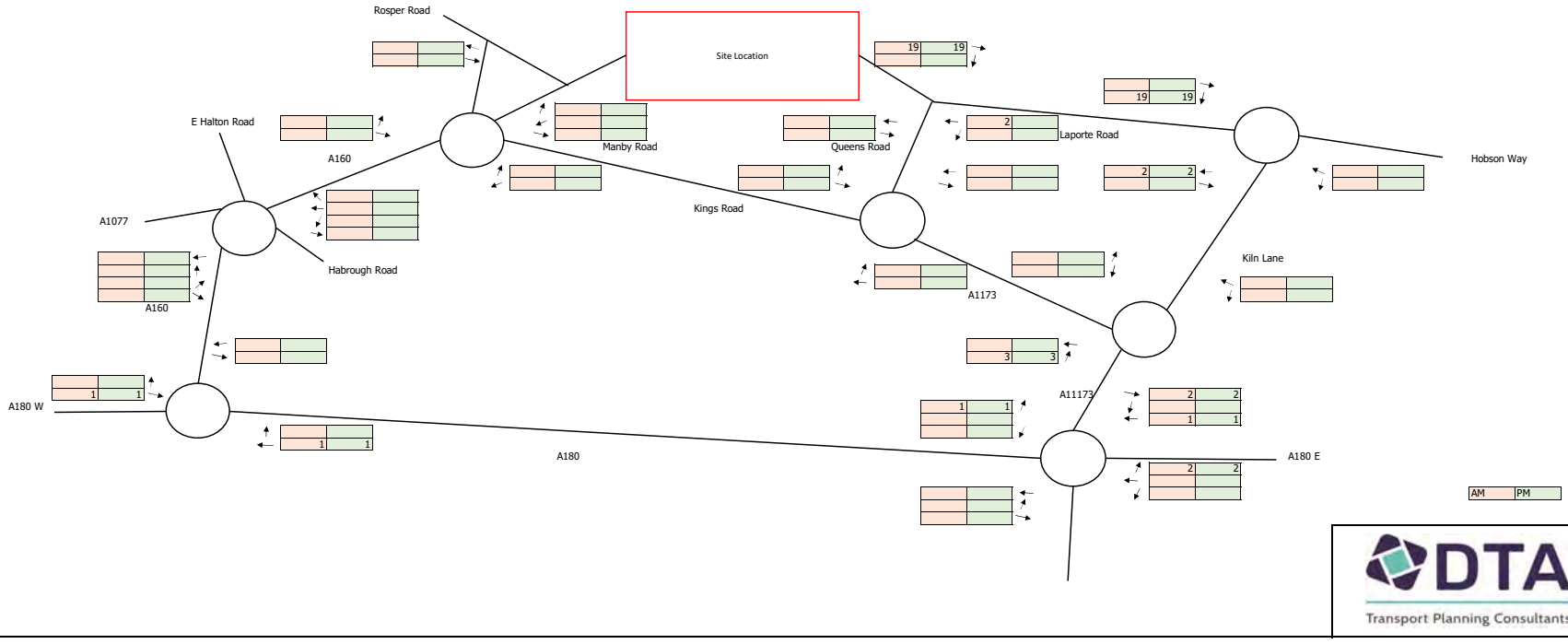
Stallingborough Interchange
Heavy Vehicles



Stallingborough Interchange
PCUs

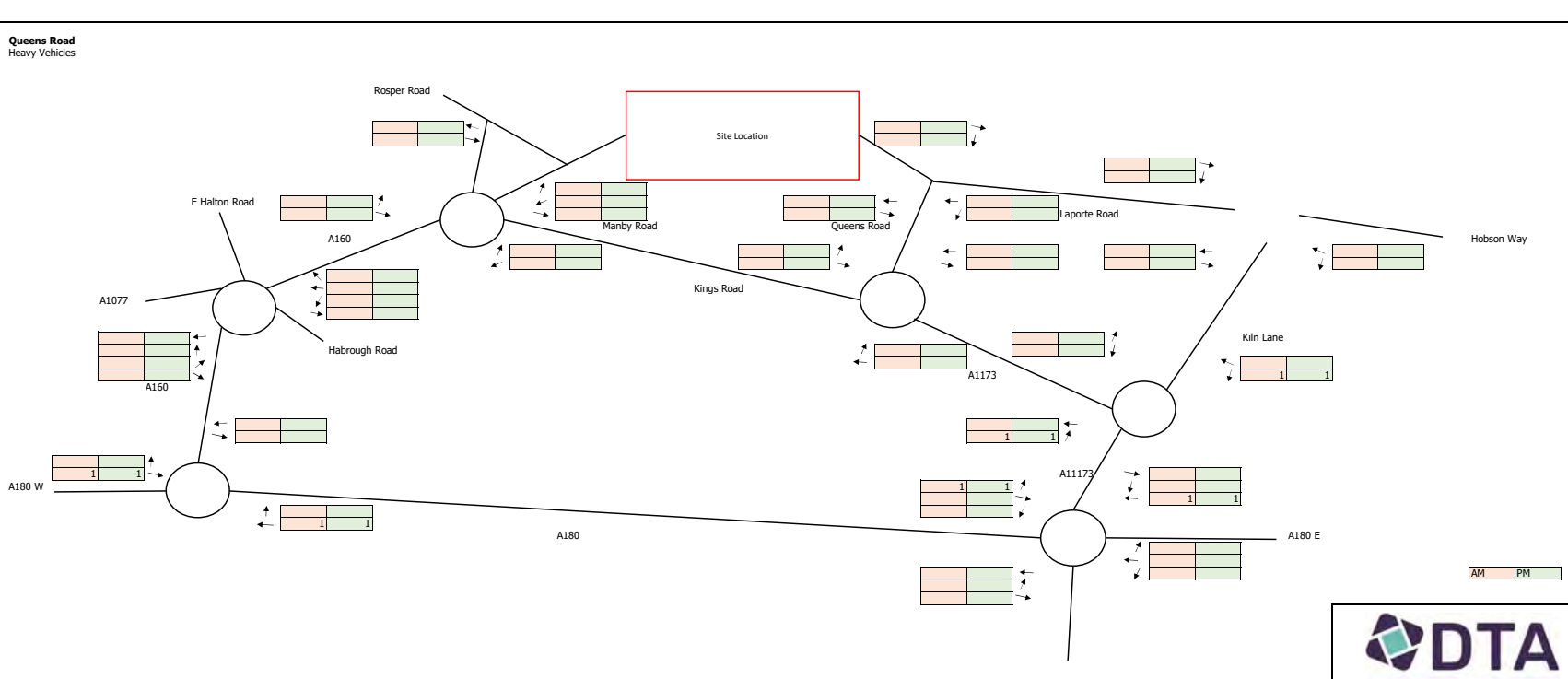


Queens Road
Light Vehicles



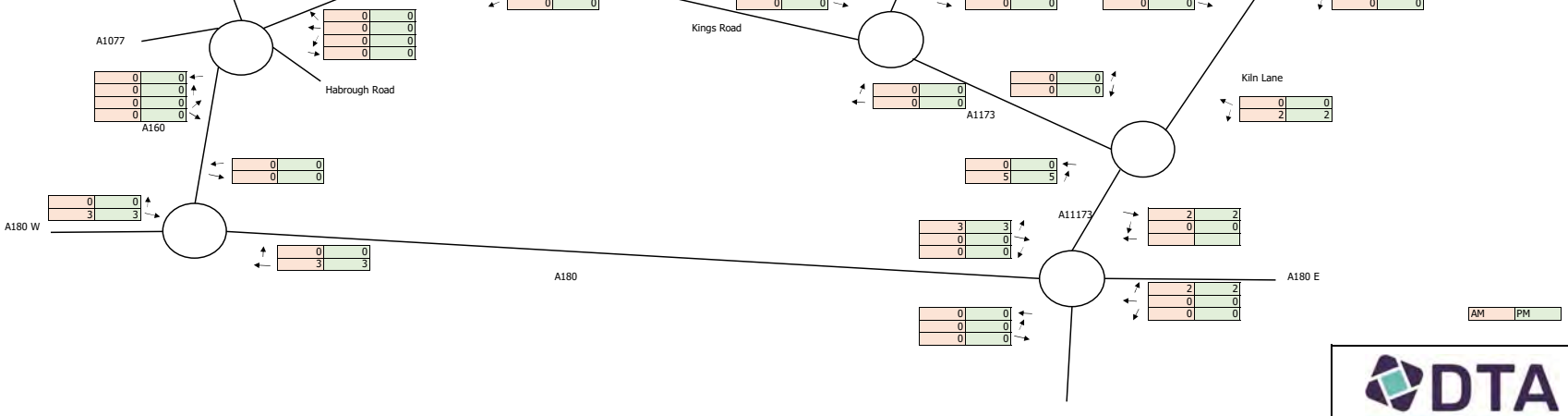
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Transport Planning Consultants

Queens Road
Heavy Vehicles



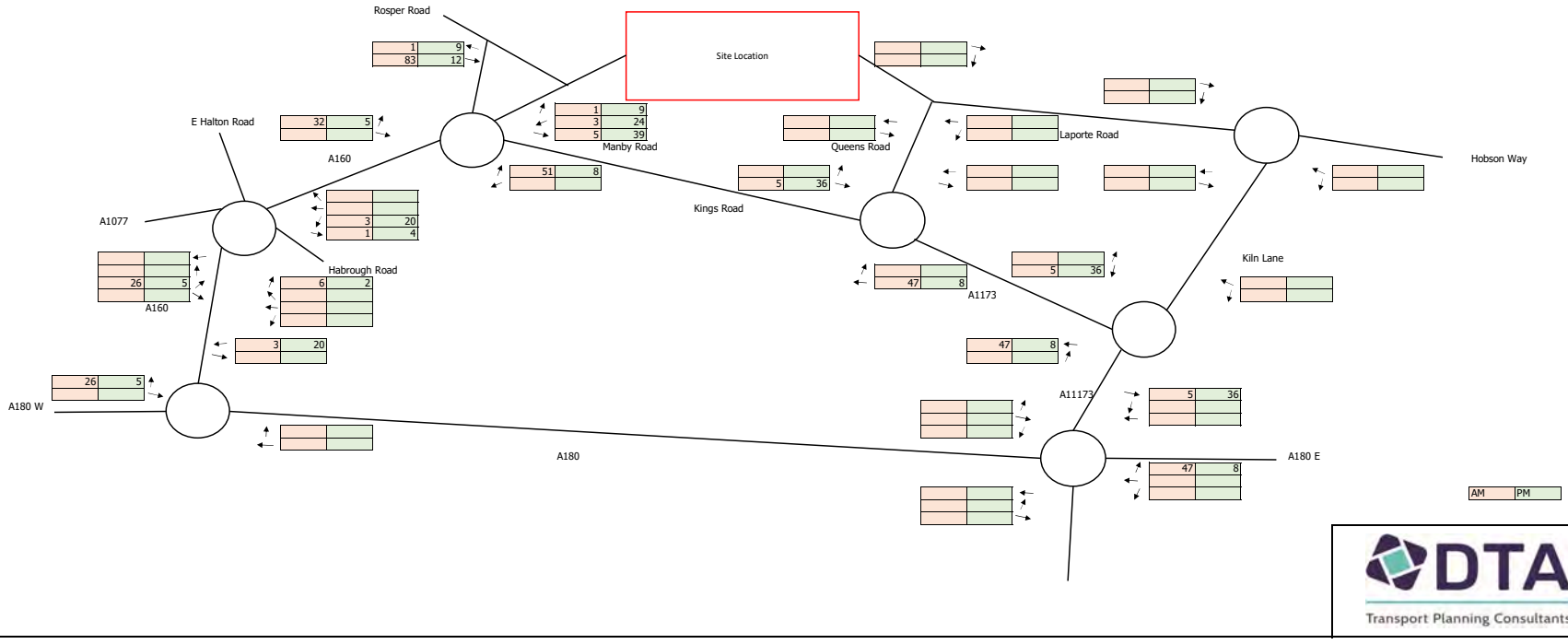
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Queens Road
PCUs



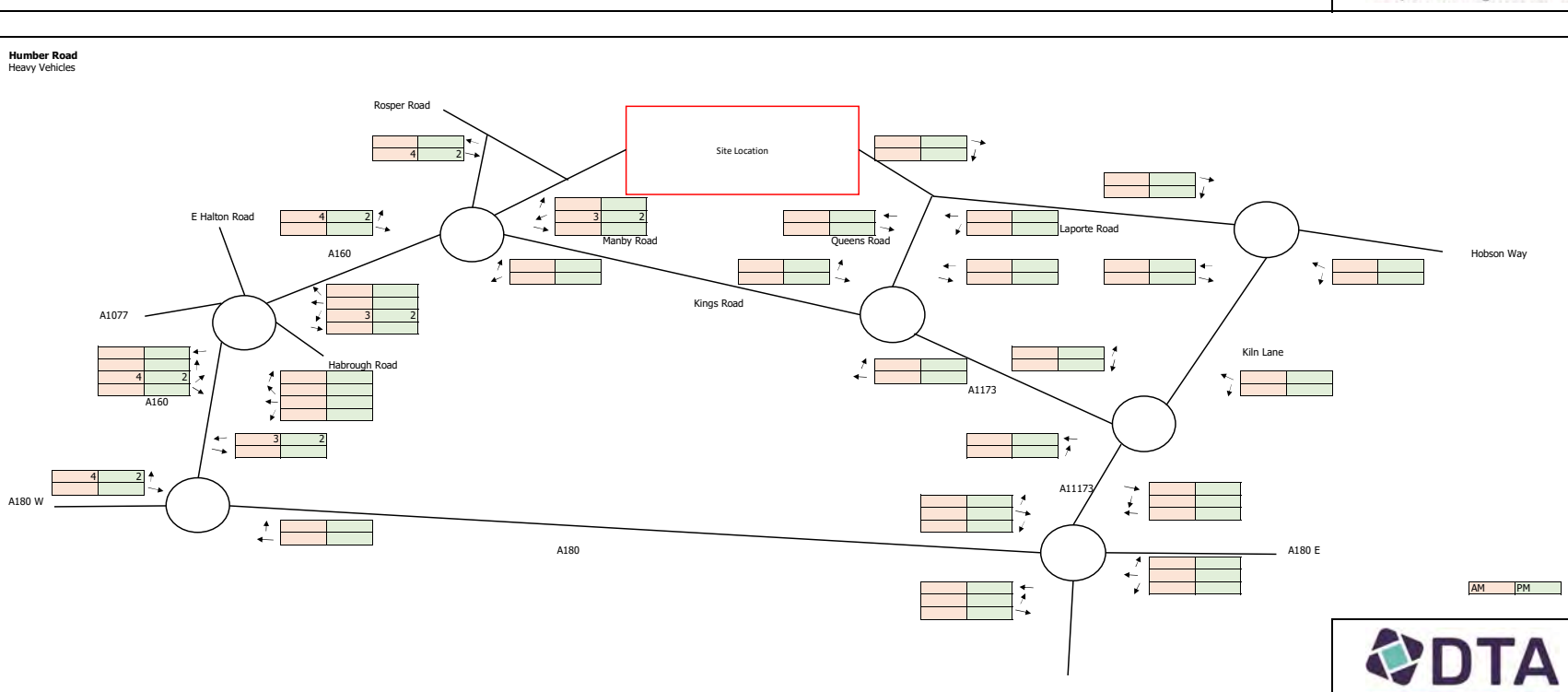
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Transport Planning Consultants

Humber Road
Light Vehicles



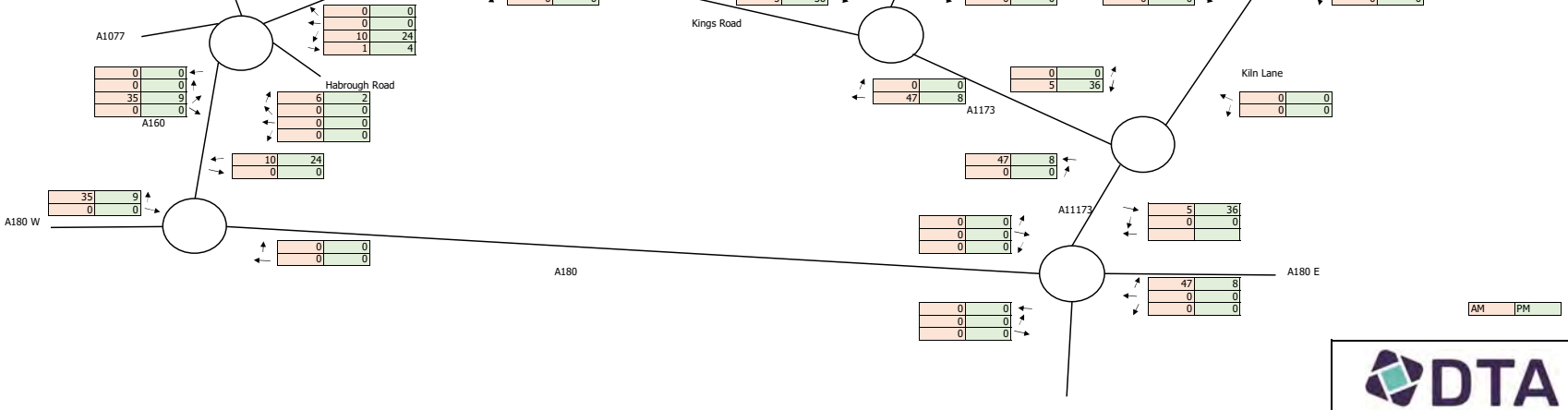
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Humber Road
Heavy Vehicles



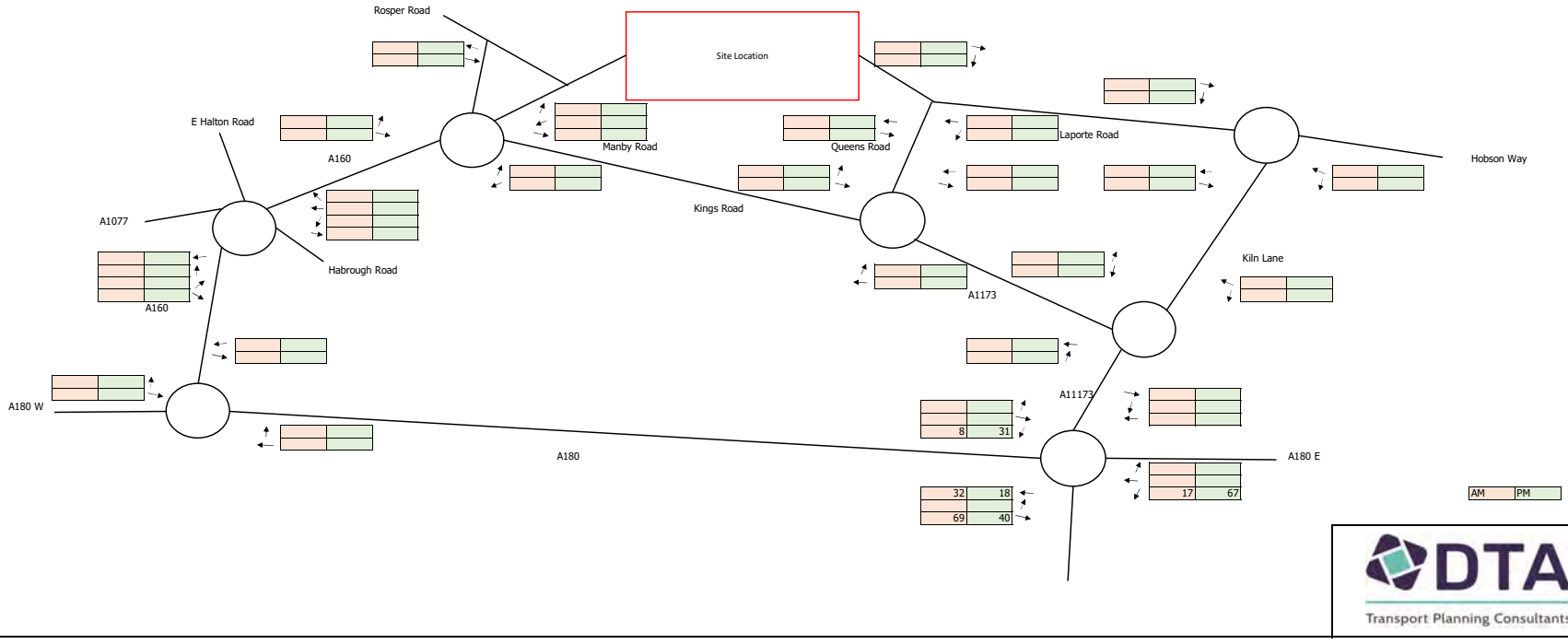
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Humber Road
PCUs

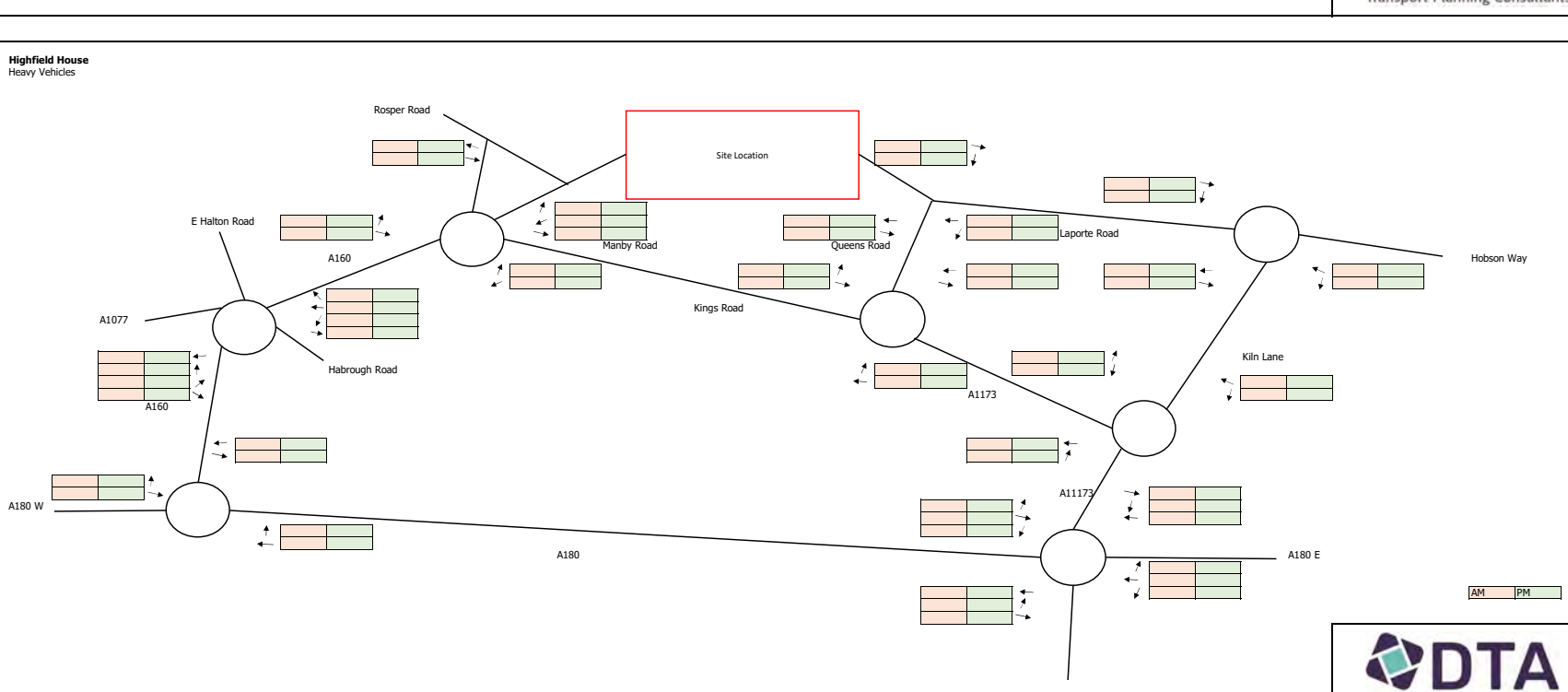


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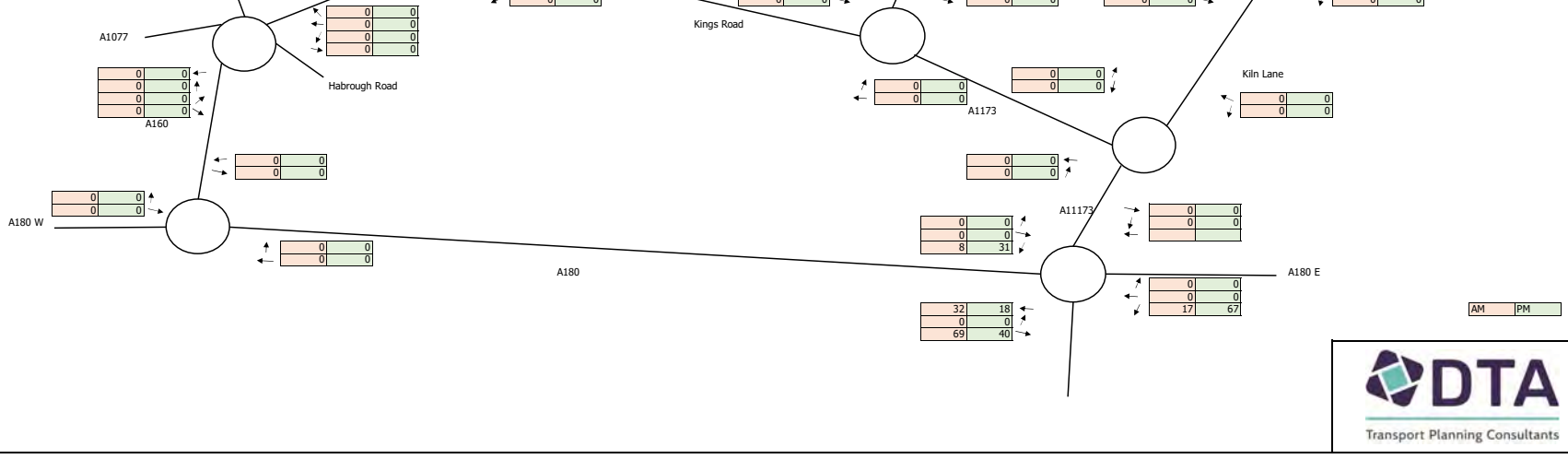
Highfield House
Light Vehicles



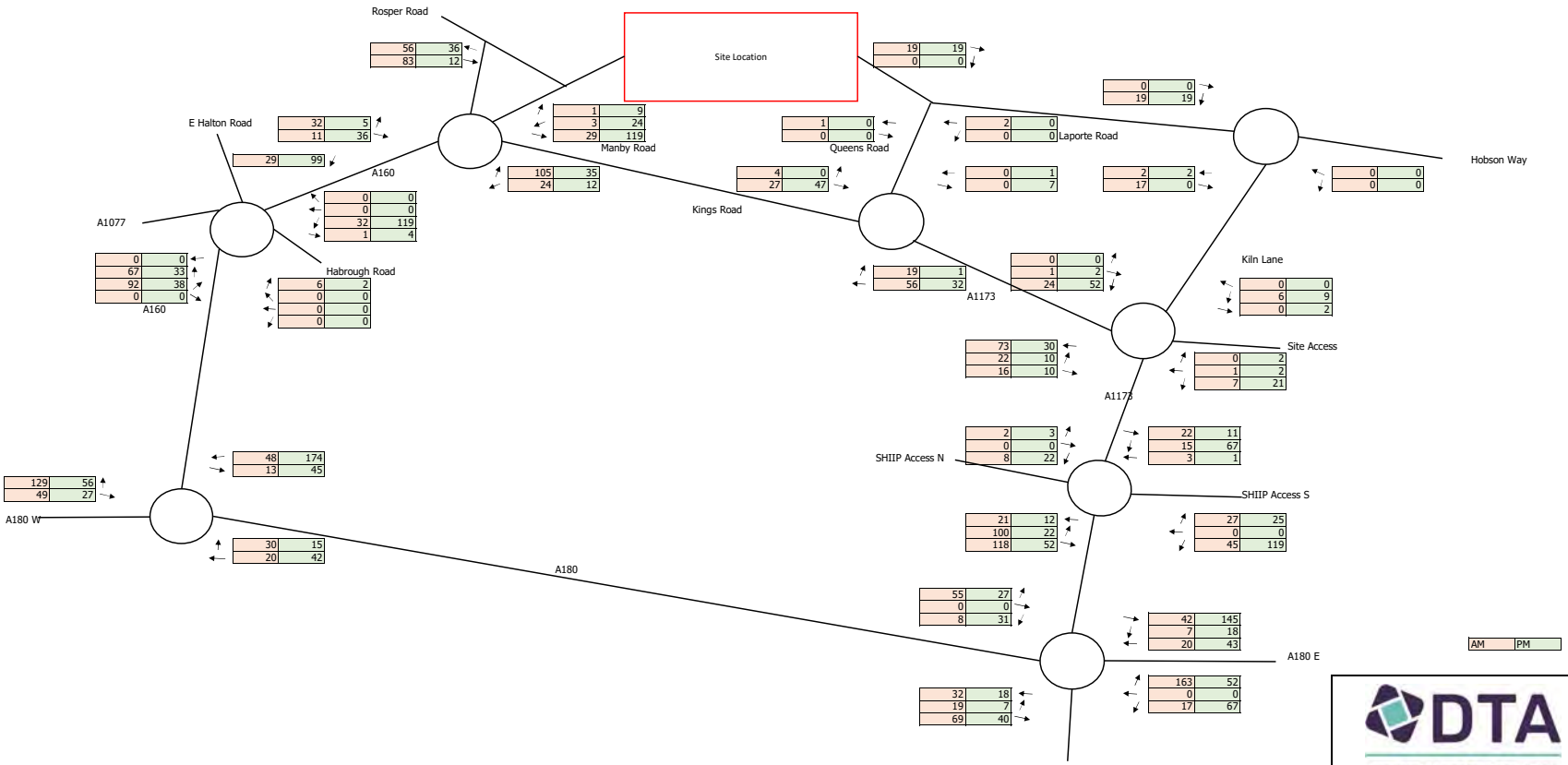
Highfield House
Heavy Vehicles



Highfield House
PCUs

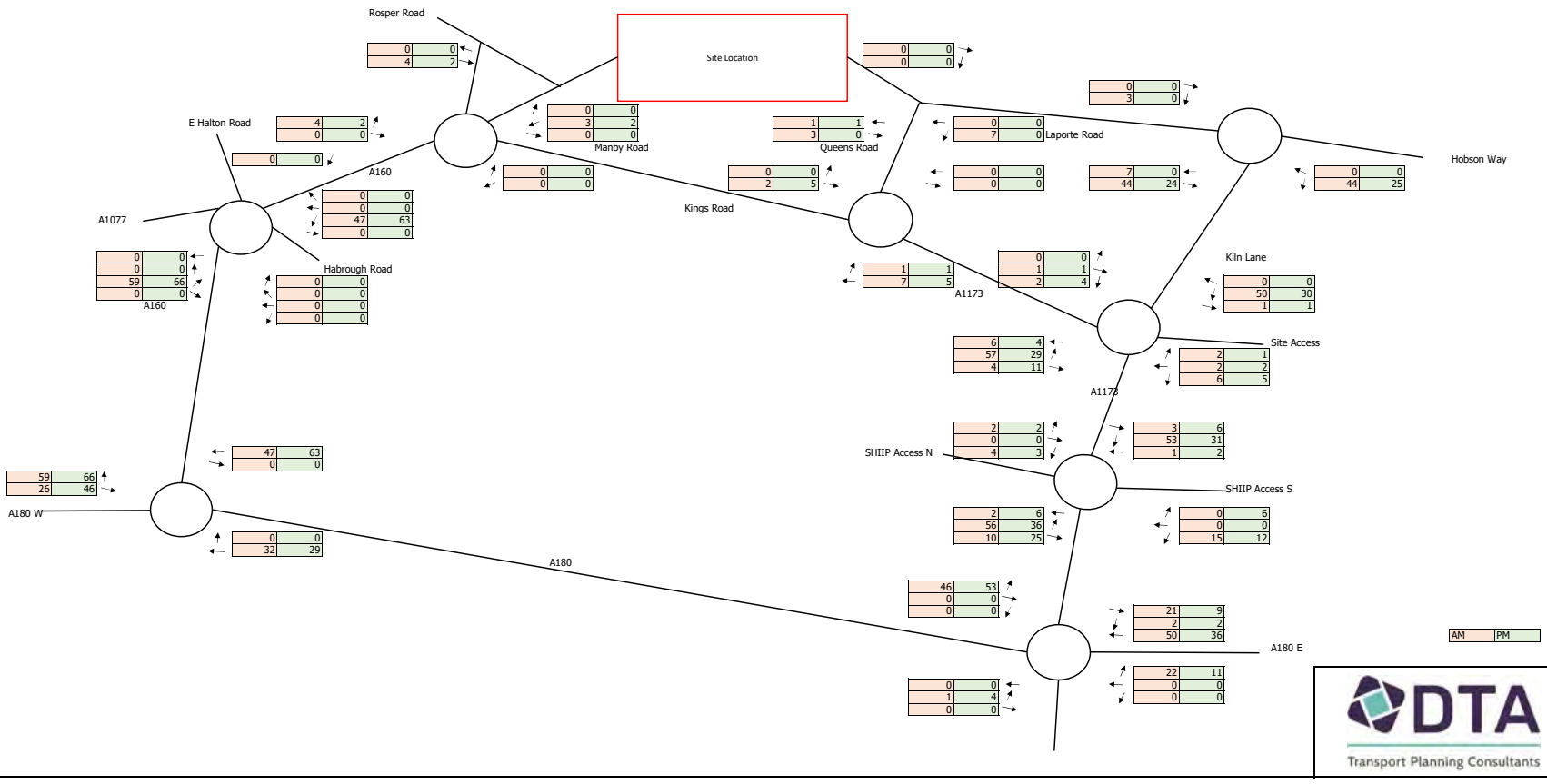


Total Committed Development
Light Vehicles



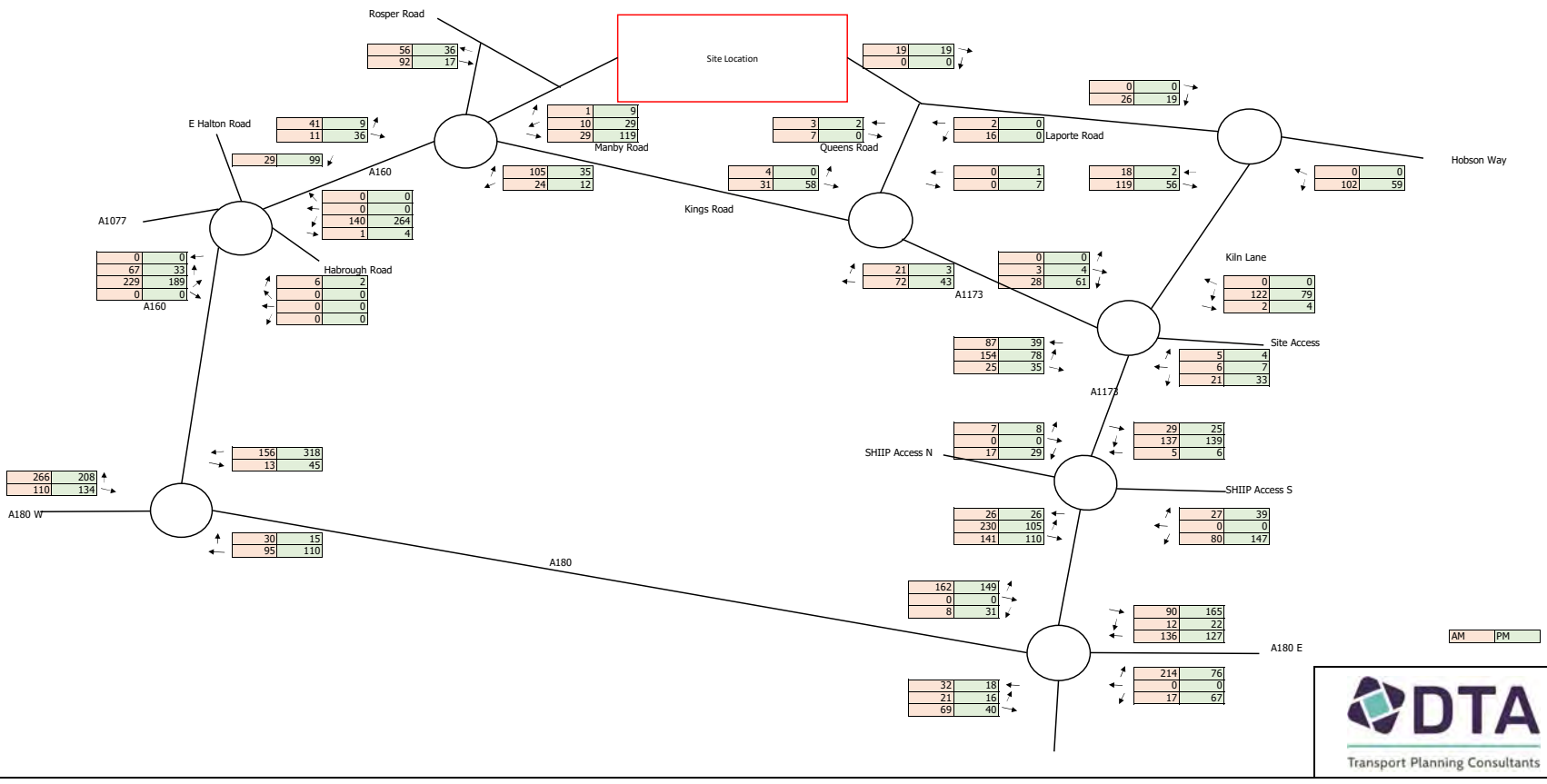
DTA
Transport Planning Consultants

Total Committed Development
Heavy Vehicles



DTA
Transport Planning Consultants

Total Committed Development
PCUs



DTA
Transport Planning Consultants

Annex G

1.0 INTRODUCTION

1.1 This Technical Note has been produced by DTA Transportation to revise the previously submitted Junction Capacity Assessments carried out for the Transport Assessment [AS-008].

1.2 Following comments from GHD (commissioned by DFDS), DTA have reviewed the submitted junction models.

1.3 DTA previously engaged with National Highways, North Lincolnshire Council and North East Lincolnshire Council to agree which junctions should be considered alongside the proposed development. These same junctions have been reassessed in this note.

1.4 The operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions. The revised input junction flows are provided in **Appendix TN2 A.**

1.5 Junctions models the performance of priority junctions and roundabouts in isolation from other junctions within the network. The arrival pattern is normally profiled using the ODTAB to replicate unconstrained demand although in practice where the individual junctions are within an urban network external constraints may make this unrealistic.

1.6 There are three key performance metrics which are output from the modelling on the Junctions software. These are the forecast queue length, the average delay (in seconds) and the ratio of flow to capacity (RFC). Convention is that the modelled period is sub-divided into 15-minute time segments and the highest (worst) results during the modelled period are reported. All of the modelling has been undertaken on the basis of "OD TAB" which assumes a ~15% uplift in flows in the middle two 15-minute period. In practise where junctions are approaching capacity the approach flow will tend to flatten / spread and therefore this is considered a very much worse case.

1.7 The assessment is particularly robust in assessing the impacts of the terminal for the reasons set out in Para 6.2 of DTA Report 23325-27 and the results should therefore be considered in that context.

1.8 The base test considers the peak daily throughput of the terminal at 1,800 units and uses the Port of Immingham profile AM flows from Table 7 of the TA [**AS-008**] and the Stena profile PM flows from Table 8 of the TA [**AS-008**], in line with the original TA assessments.

1.9 Where junctions which show an RFC of above 0.85 have been further tested with the Stena profile for both peaks and using the average flow from the site of 1440 units.

1.10 The baseline modelling has been checked against the queues in Annex BD2 of the TA [**AS-008**] and have been appropriately validated.

2.0 QUEENS ROAD / LAPORTE ROAD PRIORITY JUNCTION

2.1 The Queens Road/ Laporte Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 1** below with the full output attached in **Appendix TN2 B.**

Table 1 - Queens Road/ Laporte Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.1	9.15	0.11	0.2	7.05	0.15
Stream B-A	1.0	13.50	0.48	0.2	11.99	0.14
Stream C-AB	0.1	6.13	0.07	0.1	6.71	0.06
2025 Base						
Stream B-C	0.2	9.34	0.11	0.2	7.13	0.15
Stream B-A	1.1	14.02	0.49	0.2	12.13	0.14
Stream C-AB	0.1	6.16	0.07	0.1	6.76	0.06
2025 Base + Committed						
Stream B-C	0.2	10.69	0.15	0.2	7.16	0.15
Stream B-A	1.2	14.59	0.51	0.2	11.95	0.14
Stream C-AB	0.1	6.67	0.08	0.1	6.82	0.06

2025 Base + Committed + Development						
Stream B-C	0.3	13.25	0.18	0.2	8.14	0.17
Stream B-A	1.8	20.96	0.62	0.4	13.40	0.22
Stream C-AB	0.1	702	0.09	0.1	7.35	0.07
2032 Base						
Stream B-C	0.2	9.68	0.12	0.2	7.25	0.16
Stream B-A	1.2	14.95	0.52	0.3	12.33	0.15
Stream C-AB	0.1	6.19	0.07	0.1	6.84	0.06
2032 Base + Committed						
Stream B-C	0.2	11.14	0.16	0.2	7.27	0.16
Stream B-A	1.3	15.58	0.53	0.3	12.40	0.15
Stream C-AB	0.1	6.71	0.09	0.1	6.90	0.06
2032 Base + Committed + Development						
Stream B-C	0.3	14.25	0.19	0.2	8.29	0.18
Stream B-A	2.1	23.08	0.65	0.4	13.73	0.23
Stream C-AB	0.1	7.07	0.09	0.1	7.44	0.07
NB: A – East Gate; B – Laporte Road; C – Queens Road						

2.2 As can be seen above, the revised results show a maximum RFC of 0.65 in the AM peak period for traffic movements from Laporte Road to East Gate. This indicates that the development traffic does not have a material impact on the Queens Road/ Laporte Road Priority Junction.

2.3 Previously a sensitivity test of 100% of development traffic using East Gate was undertaken. This showed a 0.01 increase in the RFC from the peak shown above. As can be seen above, the junction still has the capacity available for 100% of the development traffic to use it.

3.0 LAPORTE ROAD/ KILN LANE/ HOBSON WAY ROUNDABOUT

3.1 The Laporte Road/ Kiln Lane/ Hobson Way Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 2** below with the full output attached in **Appendix TN2 C.**

Table 2 - Laporte Road/ Kiln Lane/ Hobson Way Junction Assessment Comparison

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.37	0.22	0.2	2.50	0.12
Kiln Lane	0.3	2.95	0.19	0.1	2.61	0.10
Laporte Road	0.1	2.46	0.05	0.4	2.59	0.27
2025 Base						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.39	0.22	0.2	2.51	0.13
Kiln Lane	0.3	2.98	0.19	0.1	2.62	0.10
Laporte Road	0.1	2.47	0.05	0.4	2.62	0.28
2025 Base + Committed						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.5	2.84	0.28	0.2	2.86	0.16
Kiln Lane	0.5	3.64	0.28	0.2	2.92	0.13
Laporte Road	0.1	2.47	0.06	0.5	2.72	0.30
2025 Base + Committed + Development						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.5	2.89	0.30	0.3	2.84	0.18
Kiln Lane	0.5	3.70	0.28	0.2	2.95	0.14
Laporte Road	0.1	2.37	0.08	0.5	2.77	0.31
2032 Base						
Air Products Access	00	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.42	0.23	0.2	2.54	0.13
Kiln Lane	0.3	3.03	0.20	0.2	2.64	0.11
Laporte Road	0.1	2.48	0.05	0.5	2.67	0.29
2032 Base + Committed						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.5	2.88	0.29	0.3	2.90	0.17
Kiln Lane	0.5	3.71	0.29	0.2	2.94	0.14
Laporte Road	0.1	2.48	0.07	0.5	2.77	0.31
2032 Base + Committed + Development						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.5	2.92	0.30	0.3	2.88	0.18
Kiln Lane	0.5	3.77	0.29	0.2	2.97	0.14
Laporte Road	0.1	2.38	0.08	0.5	2.82	0.32

3.2 As can be seen above, the revised results show a maximum RFC of 0.30 in the AM peak period for traffic movements on the Hobson Way arm. This indicates that the development traffic will still not have a material impact on the Laporte Road/ Kiln Lane/ Hobson Way Roundabout.

4.0 KINGS ROAD/ A1173 ROUNDABOUT

4.1 The Kings Road/ A1173 Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 3** below with the full output attached in **Appendix TN2 D.**

Table 3 - Kings Road/ A1173 Junction Assessment Comparison

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Kings Road NE	0.2	3.60	0.10	0.4	4.06	0.28
A1173	1.1	4.65	0.49	0.4	3.43	0.22
Kings Road NW	0.4	3.58	0.23	0.7	3.92	0.39
2025 Base						
Kings Road	0.2	3.63	0.10	0.4	4.15	0.28
A1173	1.2	4.80	0.51	0.4	3.47	0.23
A1173 Kings Road	0.4	3.62	0.24	0.8	4.00	0.40
2025 Base + Committed						
Kings Road	0.2	3.68	0.10	0.5	4.38	0.30
A1173	1.5	5.45	0.57	0.4	3.58	0.26
A1173 Kings Road	0.4	3.75	0.27	0.9	4.28	0.44
2025 Base + Committed + Development						
Kings Road	0.3	4.25	0.17	0.9	5.81	0.42
A1173	2.4	7.67	0.67	1.0	5.13	0.41
A1173 Kings Road	0.5	4.22	0.30	1.1	5.19	0.49
2032 Base						
Kings Road	0.2	3.67	0.10	0.5	4.31	0.30
A1173	1.3	5.05	0.53	0.4	3.53	0.24
A1173 Kings Road	0.4	3.70	0.25	0.8	4.14	0.42
2032 Base + Committed						
Kings Road	0.2	3.73	0.11	0.5	4.55	0.32
A1173	1.6	5.78	0.59	0.5	3.65	0.27
A1173 Kings Road	0.5	3.84	0.28	1.0	4.43	0.46
2032 Base + Committed + Development						
Kings Road	0.3	4.29	0.18	0.9	6.10	0.44
A1173	2.7	8.30	0.70	1.0	5.23	0.42
A1173 Kings Road	0.5	4.32	0.31	1.2	5.42	0.51

4.2 As can be seen above, the revised results show a maximum RFC of 0.70 in the AM peak period for traffic movements on the A1173 arm. This indicates that the

development traffic does not have a material impact on the Kings Road/ A1173 Roundabout.

5.0 A1173/ KILN LANE ROUNDABOUT

5.1 Base Test – Immingham AM

5.1.1 The A1173/ Kiln Lane Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 4** below with the full output attached in **Appendix TN2 E.**

Table 4 - A1173/ Kiln Lane Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Kiln Lane	0.3	3.55	0.16	0.9	4.94	0.46
Access	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	2.1	6.36	0.66	0.4	3.55	0.23
A1173 N	0.3	3.98	0.19	0.9	4.40	0.46
2025 Base						
Kiln Lane	0.3	3.58	0.16	1.0	5.12	0.47
Access	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	2.3	6.73	0.68	0.4	3.58	0.24
A1173 N	0.3	4.04	0.20	1.0	4.51	0.47
2025 Base + Committed						
Kiln Lane	0.5	4.34	0.24	1.5	6.79	0.56
Access	0.0	4.25	0.03	0.1	7.56	0.09
A1173 W	5.8	14.19	0.84	0.7	4.04	0.33
A1173 N	0.4	4.59	0.25	1.3	4.56	0.54
2025 Base + Committed + Development						
Kiln Lane	0.5	4.58	0.25	1.7	8.07	0.60
Access	0.0	4.51	0.03	0.1	8.99	0.10
A1173 W	14.7	33.00	0.94	1.3	5.45	0.47
A1173 N	0.7	5.44	0.32	2.0	7.13	0.63
2032 Base						
Kiln Lane	0.3	3.61	0.17	1.1	5.43	0.50
Access	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	2.6	7.41	0.71	0.5	3.63	0.25
A1173 N	0.4	4.14	0.21	1.1	4.70	0.49

2032 Base + Committed						
Kiln Lane	0.5	4.39	0.25	1.6	7.32	0.59
Access	0.0	4.29	0.03	0.1	8.01	0.09
A1173 W	7.2	17.21	0.87	0.7	4.11	0.34
A1173 N	0.4	4.71	0.26	1.4	5.74	0.56
2032 Base + Committed + Development						
Kiln Lane	0.6	4.64	0.26	2.0	8.83	0.63
Access	0.0	4.56	0.03	0.1	9.65	0.11
A1173 W	21.4	45.77	0.97	1.3	5.57	0.48
A1173 N	0.7	5.58	0.33	2.2	7.59	0.65

5.1.2 As can be seen above, the revised results show a maximum RFC of 0.97 in the AM peak period for traffic movements on the A1173 W arm. This is an increase from an RFC of 0.87 without the proposed development traffic.

5.1.3 The significant proportion of the reduction in capacity is related to committed development traffic rather than the development itself. In any event queuing is manageable and delay dissipates quickly after the central ~15% uplift central time period.

5.1.4 In the PM peak the junction is operating well within capacity.

5.2 Base Test – Stena AM

5.2.1 The A1173/ Kiln Lane Roundabout has also been assessed using the AM and PM flows for the Stena profile provided in Table 8 of the TA [**AS-008**]. A summary of the scenarios including the proposed development can be seen in **Table 5** below with the full output attached in **Appendix TN2 F.**

Table 5 - A1173/ Kiln Lane Stena AM Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
Kiln Lane	0.5	4.53	0.25	1.7	8.07	0.60
Access	0.0	4.45	0.03	0.1	8.99	0.10
A1173 W	7.3	17.39	0.87	1.3	5.45	0.47
A1173 N	0.6	5.22	0.31	2.0	7.13	0.63

2032 Base + Committed + Development						
Kiln Lane	0.6	4.58	0.26	2.0	8.83	0.63
Access	0.0	4.50	0.03	0.1	9.65	0.11
A1173 W	9.4	21.89	0.90	1.3	5.57	0.48
A1173 N	0.6	5.36	0.32	2.2	7.59	0.65

5.2.2 As can be seen above, the results with the Stena profile shows a maximum RFC of 0.90 in the AM peak period along with a delay of 21.89 on the A1173 W arm. This is commensurate with the findings of the original Transport Assessment and demonstrates that in practise the development will have a minimal impact on junction operation.

5.3 Average Flow Test

5.3.1 The A1173/ Kiln Lane Roundabout has also been assessed using average flows from the IERRT facility. A summary of the scenarios including the proposed development can be seen in **Table 6** below with the full output attached in **Appendix TN2 G.**

Table 6 - A1173/ Kiln Lane Average Flow Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
Kiln Lane	0.5	4.55	0.25	1.7	7.86	0.60
Access	0.0	4.48	0.03	0.1	8.76	0.10
A1173 W	12.5	28.33	0.93	1.2	5.20	0.45
A1173 N	0.6	5.30	0.31	1.9	6.84	0.62
2032 Base + Committed + Development						
Kiln Lane	0.6	4.61	0.26	1.9	8.58	0.63
Access	0.0	4.53	0.03	0.1	9.37	0.10
A1173 W	17.6	38.65	0.96	1.2	5.31	0.46
A1173 N	0.7	5.44	0.32	2.0	7.26	0.64

5.3.2 As can be seen above, the results with the average flows show a maximum RFC of 0.96 in the AM peak period along with a delay of 38.65 on the A1173 W arm. This shows a modest improvement from the assessment in **Table 4** above.

6.0 A1173/ SHIIP ROUNDABOUT

6.1 Base Test – Immingham AM

6.1.1 The A1173/ SHIIP Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 7** below with the full output attached in **Appendix TN2 H.**

Table 7 - A1173/ SHIIP Junction Assessment Comparison

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.2	3.71	0.53	0.3	2.69	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.82	0.15	1.3	4.04	0.55
2025 Base						
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	13	3.83	0.55	0.3	2.70	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.84	0.16	1.4	4.18	0.57
2025 Base + Committed						
SHIIP Access S	0.1	2.84	0.07	0.3	5.07	0.21
A1173 W	3.3	7.13	0.75	0.6	3.30	0.32
SHIIP Access N	0.1	7.00	0.04	0.0	3.19	0.03
A1173 E	0.5	3.56	0.26	2.5	6.35	0.69
2025 Base + Committed + Development						
SHIIP Access S	0.1	2.98	0.08	0.3	5.80	0.23
A1173 W	5.4	10.68	0.83	1.1	4.18	0.42
SHIIP Access N	0.1	8.39	0.04	0.0	3.62	0.03
A1173 E	0.7	3.94	0.31	3.6	8.49	0.76
2032 Base						
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.4	4.02	0.57	0.3	2.73	0.20
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.86	0.17	1.5	4.40	0.59
2032 Base + Committed						
SHIIP Access S	0.1	2.85	0.07	0.3	5.28	0.21
A1173 W	3.7	7.81	0.77	0.7	3.34	0.32
SHIIP Access N	0.1	7.34	0.04	0.0	3.22	0.03
A1173 E	0.5	3.59	0.27	2.7	6.84	0.71

2032 Base + Committed + Development						
SHIIP Access S	0.1	3.00	0.08	0.3	6.09	0.24
A1173 W	6.3	12.23	0.85	1.1	4.24	0.43
SHIIP Access N	0.1	8.89	0.05	0.0	3.66	0.03
A1173 E	0.7	3.98	0.32	4.1	9.40	0.78

6.1.2 As can be seen above, the revised results show a maximum RFC of 0.85 in the AM peak period for traffic movements on the A1173 W arm. This is an increase from an RFC of 0.77 without the proposed development traffic.

6.1.3 Since the maximum RFC is 0.85 the junction has been further tested with the Stena profile for both peaks and using the average flow from the site of 1440 units for completeness, however, the results above indicates that the development traffic does not have a material impact on the A1173/ SHIIP Roundabout.

6.2 Base Test – Stena AM

6.2.1 The A1173/ SHIIP Roundabout has also been assessed using the AM and PM flows for the Stena profile provided in Table 8 of the TA [**AS-008**]. A summary of the scenarios including the proposed development can be seen in **Table 8** below with the full output attached in **Appendix TN2 I.**

Table 8 - A1173/ SHIIP Stena AM Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
SHIIP Access S	0.1	2.95	0.08	0.3	5.70	0.23
A1173 W	3.8	7.94	0.77	1.1	4.18	0.42
SHIIP Access N	0.1	7.37	0.04	0.0	3.62	0.03
A1173 E	0.6	3.82	0.30	3.6	8.49	0.76
2032 Base + Committed + Development						
SHIIP Access S	0.1	2.96	0.08	0.3	6.09	0.24
A1173 W	4.3	8.77	0.79	1.1	4.24	0.43
SHIIP Access N	0.1	7.74	0.04	0.0	3.66	0.03
A1173 E	0.7	3.86	0.31	4.1	9.40	0.78

6.2.2 As can be seen above, the results with the Stena profile shows a maximum RFC of 0.79 in the AM peak period along with a delay of 8.77 on the A1173 W arm. This

demonstrates that in practise the development will have a minimal impact on junction operation.

6.3 Average Flow Test

6.3.1 The A1173/ SHIIP Roundabout has also been assessed using average flows from the IERRT facility. A summary of the scenarios including the proposed development can be seen in **Table 9** below with the full output attached in **Appendix TN2 J.**

Table 9 - A1173/ SHIIP Average Flow Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
SHIIP Access S	0.1	2.96	0.08	0.3	5.69	0.23
A1173 W	5.0	10.05	0.81	1.0	4.02	0.41
SHIIP Access N	0.1	8.16	0.04	0.0	3.55	0.03
A1173 E	0.7	3.87	0.31	3.4	8.10	0.75
2032 Base + Committed + Development						
SHIIP Access S	0.1	2.98	0.08	0.3	5.96	0.23
A1173 W	5.8	11.37	0.84	1.0	4.08	0.42
SHIIP Access N	0.1	8.62	0.04	0.0	3.59	0.03
A1173 E	0.7	3.91	0.31	3.9	8.92	0.77

6.3.2 As can be seen above, the results with the average flows show a maximum RFC of 0.84 in the AM peak period along with a delay of 11.37 on the A1173 W arm. This shows a modest improvement from the assessment in **Table 7** above.

7.0 A160/ HUMBER ROAD/ MANBY ROAD ROUNDABOUT (MANBY ROUNDABOUT)

7.1 Base Test – Immingham AM

7.1.1 The A160/ Humber Road/ Manby Road Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 10** below with the full output attached in **Appendix TN2 K.**

Table 10 - A160/ Humber Road/ Manby Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Humber Road	1.4	5.94	0.44	3.0	8.35	0.68
Manby Road	0.8	3.71	0.40	0.4	3.15	0.26
Port Service Access	0.1	12.22	0.03	0.0	8.68	0.03
A160	1.3	4.96	0.48	1.2	4.77	0.43
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base						
Humber Road	1.5	6.18	0.46	3.5	9.34	0.71
Manby Road	0.9	3.89	0.43	0.5	3.25	0.27
Port Service Access	0.1	12.83	0.03	0.1	9.04	0.03
A160	1.4	5.24	0.50	1.3	4.97	0.45
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base + Committed						
Humber Road	1.6	6.28	0.48	5.6	13.59	0.81
Manby Road	1.2	4.34	0.50	0.5	3.35	0.30
Port Service Access	0.1	14.40	0.03	0.1	9.58	0.03
A160	1.7	5.88	0.55	1.4	5.17	0.48
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base + Committed + Development						
Humber Road	1.7	6.39	0.50	6.3	14.89	0.83
Manby Road	1.2	4.41	0.51	0.5	3.39	0.31
Port Service Access	0.1	14.67	0.03	0.1	9.77	0.03
A160	1.8	6.19	0.57	1.5	5.44	0.50
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base						
Humber Road	1.8	6.62	0.49	4.5	11.44	0.76
Manby Road	1.0	4.21	0.46	0.5	3.43	0.30
Port Service Access	0.1	13.87	0.03	0.1	9.59	0.03
A160	1.6	5.73	0.54	1.4	5.28	0.48
Conco Access	0.0	0.00	0.00	0.0	2.99	0.00
2032 Base + Committed						
Humber Road	1.9	6.75	0.52	8.1	18.77	0.86
Manby Road	1.4	4.77	0.54	0.6	3.54	0.33
Port Service Access	0.1	15.71	0.03	0.1	10.20	0.04
A160	2.0	6.52	0.59	1.6	5.54	0.51
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00

2032 Base + Committed + Development						
Humber Road	2.0	6.89	0.53	9.2	21.09	0.88
Manby Road	1.4	4.85	0.54	0.6	3.59	0.33
Port Service Access	0.1	16.04	0.04	0.1	10.41	0.04
A160	2.1	6.88	0.61	1.7	5.84	0.54
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00

7.1.2 As can be seen above, the revised results show a maximum RFC of 0.88 in the PM peak period for traffic movements on the Humber Road arm. This is an increase from an RFC of 0.86 without the proposed development traffic.

7.1.3 The significant proportion of the reduction in capacity is related to committed development traffic rather than the development itself. In any event queuing is manageable (less than 8 PCUs across two lanes) and delay dissipates quickly after the central ~15% uplift central time period.

7.2 Average Flow Test

7.2.1 The A160/ Humber Road/ Manby Road Roundabout has also been assessed using average flows from the IERRT facility. A summary of the scenarios including the proposed development can be seen in **Table 11** below with the full output attached in **Appendix TN2 L.**

Table 11 - A160/ Humber Road/ Manby Road Average Flow Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
Humber Road	1.7	6.38	0.50	6.2	14.74	0.83
Manby Road	1.2	4.41	0.51	0.5	3.39	0.31
Port Service Access	0.1	14.65	0.03	0.1	9.75	0.03
A160	1.8	6.15	0.57	1.5	5.40	0.50
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base + Committed + Development						
Humber Road	2.0	6.87	0.53	9.1	20.82	0.88
Manby Road	1.4	4.85	0.54	0.6	3.58	0.33
Port Service Access	0.1	16.01	0.04	0.1	10.39	0.04
A160	2.1	6.83	0.61	1.7	5.79	0.53
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00

7.2.2 As can be seen above, the results with the average flows show a maximum RFC of 0.88 in the PM peak period along with a delay of 20.82 on the Humber Road arm. This shows no material change from the assessment in **Table 10** above.

8.0 A160/ ULCEBY ROAD/ HABROUGH ROAD/ EAST HALTON ROAD ROUNDBAOUT (HABROUGH ROUNDABOUT)

8.1 Base Test – Immingham AM

8.1.1 The A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 12** below with the full output attached in **Appendix TN2 M.**

Table 12 - A160/ Ulceby Road/ Habrough Road/ E Halton Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
A160 E	1.5	4.67	0..45	2.9	6.25	0.69
Habrough Road	0.6	6.09	0.37	0.2	5.66	0.17
A160 W	2.9	6.13	0.71	1.5	4.58	0.49
Ulceby Road	0.7	9.49	0.35	0.3	5.8	0.17
E Halton Road	0.9	8.96	0.41	0.7	5.64	0.40
2025 Base						
A160 E	1.6	4.89	0.47	3.4	7.08	0.72
Habrough Road	0.7	6.51	0.40	0.2	604	0.18
A160 W	3.5	7.01	0.75	1.7	4.83	0.51
Ulceby Road	0.8	10.62	0.39	0.3	6.13	0.18
E Halton Road	1.0	9.91	0.45	0.8	5.97	0.42
2025 Base + Committed						
A160 E	2.0	5.54	0.54	8.2	15.20	0.87
Habrough Road	0.8	7.61	0.44	0.3	8.31	0.24
A160 W	8.5	14.96	0.88	2.5	6.05	0.62
Ulceby Road	1.2	15.98	0.49	0.4	7.06	0.21
E Halton Road	1.6	13.96	0.56	1.4	8.31	0.56
2025 Base + Committed + Development						
A160 E	2.1	5.64	0.55	9.1	16.61	0.88
Habrough Road	0.8	7.74	0.44	0.3	8.51	0.24
A160 W	9.7	16.78	0.90	2.7	6.36	0.63
Ulceby Road	1.3	16.78	0.50	0.4	7.25	0.21
E Halton Road	1.6	14.58	0.57	1.4	8.65	0.57

2032 Base						
A160 E	1.8	5.28	0.51	4.5	8.86	0.78
Habrough Road	0.8	7.37	0.44	0.3	6.70	0.21
A160 W	4.8	9.04	0.80	1.9	5.27	0.55
Ulceby Road	1.0	12.96	0.45	0.4	6.54	0.20
E Halton Road	1.3	11.90	0.51	1.0	6.58	0.46
2032 Base + Committed						
A160 E	2.3	6.05	0.57	14.0	24.98	0.93
Habrough Road	1.0	8.80	0.49	0.4	9.57	0.28
A160 W	15.3	26.00	0.94	2.9	6.76	0.65
Ulceby Road	1.7	21.63	0.58	0.4	7.62	0.23
E Halton Road	2.2	18.21	0.64	1.7	9.58	0.61
2032 Base + Committed + Development						
A160 E	2.4	6.16	0.58	15.9	28.14	0.94
Habrough Road	1.0	8.96	0.49	0.4	9.80	0.28
A160 W	18.3	30.59	0.95	3.1	7.13	0.67
Ulceby Road	1.8	22.96	0.59	0.4	7.84	0.23
E Halton Road	2.3	19.18	0.65	1.8	10.02	0.62

8.1.2 As can be seen above, the revised results show a maximum RFC of 0.95 in the AM peak period for traffic movements on the A160 W arm. This is an increase from an RFC of 0.94 without the proposed development traffic but with committed development. This is not a material change as a result of the development.

8.1.3 The significant proportion of the reduction in capacity is related to committed development traffic rather than the development itself. In any event queuing is manageable and delay dissipates quickly after the central ~15% uplift central time period.

8.1.4 At this level of traffic there is no material change in the 2032 scenario without the development to the 2032 scenario with the development. The development therefore clearly has no material change on the operation of the junction.

8.2 Base Test – Stena AM

8.2.1 The A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout has also been assessed using the AM and PM flows for the Stena profile provided in Table 8 of the

TA [**AS-008**]. A summary of the scenarios including the proposed development can be seen in **Table 13** below with the full output attached in **Appendix TN2 N.**

Table 13 - A160/ Ulceby Road/ Habrough Road/ E Halton Road Stena AM Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
A160 E	2.1	5.62	0.55	9.1	16.61	0.88
Habrough Road	0.8	7.71	0.44	0.3	8.51	0.24
A160 W	8.8	15.40	0.89	2.7	6.36	0.63
Ulceby Road	1.2	16.19	0.49	0.4	7.25	0.21
E Halton Road	1.6	14.13	0.56	1.4	8.65	0.57
2032 Base + Committed + Development						
A160 E	2.4	6.13	0.58	15.9	28.14	0.94
Habrough Road	1.0	8.92	0.49	0.4	9.80	0.28
A160 W	16.1	27.13	0.94	3.1	7.13	0.67
Ulceby Road	1.7	21.99	0.58	0.4	7.84	0.23
E Halton Road	2.2	18.47	0.64	1.8	10.02	0.62

8.2.2 As can be seen above, the results with the Stena profile shows a maximum RFC of 0.94 in the PM peak period along with a delay of 28.14 on the A160 E arm. This shows an improvement from the assessment in **Table 12** above.

8.2.3 At this level of traffic there is no material change in the 2032 scenario without the development to the 2032 scenario with the development. The development therefore clearly has no material change on the operation of the junction.

8.3 Average Flow Test

8.3.1 The A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout has also been assessed using the average flows from the IERRT facility. A summary of the scenarios including the proposed development can be seen in **Table 14** below with the full output attached in **Appendix TN2 O.**

Table 14 - A160/ Ulceby Road/ Habrough Road/ E Halton Road Average Flow Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
A160 E	2.1	5.62	0.55	8.9	16.38	0.88
Habrough Road	0.8	7.71	0.44	0.3	8.47	0.24
A160 W	9.5	16.45	0.89	2.6	6.31	0.63
Ulceby Road	1.2	16.64	0.50	0.4	7.22	0.21
E Halton Road	1.6	14.47	0.57	1.4	8.59	0.57
2032 Base + Committed + Development						
A160 E	2.4	6.15	0.58	15.7	27.71	0.94
Habrough Road	1.0	8.94	0.49	0.4	9.77	0.28
A160 W	17.8	29.77	0.95	3.1	7.07	0.67
Ulceby Road	1.8	22.77	0.59	0.4	7.80	0.23
E Halton Road	2.2	19.04	0.65	1.7	9.95	0.62

8.3.2 As can be seen above, the results with the average flows show a maximum RFC of 0.95 in the AM peak period along with a delay of 29.77 on the A160 W arm. This shows no material change from the assessment in **Table 12** above.

8.3.3 At this level of traffic there is no material change in the 2032 scenario without the development to the 2032 scenario with the development. The development therefore clearly has no material change on the operation of the junction.

9.0 A180/ A1173 ROUNDABOUT (STALLINGBOROUGH INTERCHANGE)

9.1 The A180/ A1173 Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 15** below with the full output attached in **Appendix TN2 P.**

Table 15 - A180/ A1173 Junction Assessment Comparison

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
A1173 N	0.2	2.00	0.11	0.8	2.35	0.42
A180 E	0.4	1.90	0.29	0.2	2.11	0.19
A1173 S	0.3	2.78	0.24	0.1	2.09	0.10
A180 W	0.4	3.13	0.23	0.2	2.34	0.11

2025 Base						
A1173 N	0.2	2.01	0.12	0.8	2.40	0.43
A180 E	0.4	1.93	0.30	0.3	2.14	0.20
A1173 S	0.3	2.85	0.25	0.1	2.11	0.10
A180 W	0.4	3.22	0.24	0.2	2.36	0.11
2025 Base + Committed						
A1173 N	0.4	2.65	0.23	1.5	3.50	0.58
A180 E	0.8	2.59	0.42	0.5	2.74	0.30
A1173 S	0.7	4.41	0.41	0.2	2.54	0.16
A180 W	0.9	5.24	0.41	0.4	2.81	0.20
2025 Base + Committed + Development						
A1173 N	0.6	2.88	0.27	2.0	4.14	0.63
A180 E	0.9	2.85	0.45	0.5	3.07	0.32
A1173 S	0.8	4.93	0.43	0.2	2.84	0.18
A180 W	1.5	7.00	0.53	0.7	3.45	0.30
2032 Base						
A1173 N	0.2	2.03	0.12	0.9	2.49	0.45
A180 E	0.5	1.97	0.31	0.3	2.20	0.21
A1173 S	0.4	2.96	0.27	0.1	2.15	0.11
A180 W	0.4	3.37	0.25	0.2	2.39	0.12
2032 Base + Committed						
A1173 N	0.5	2.69	0.24	1.7	3.69	0.60
A180 E	0.8	2.67	0.44	0.5	2.83	0.31
A1173 S	0.8	4.67	0.43	0.2	2.54	0.16
A180 W	1.0	5.58	0.43	0.4	2.85	0.21
2032 Base + Committed + Development						
A1173 N	0.6	2.92	0.28	2.2	4.40	0.65
A180 E	0.9	2.94	0.46	0.5	3.18	0.34
A1173 S	0.9	5.23	0.46	0.2	2.84	0.18
A180 W	1.7	7.57	0.55	0.7	3.51	0.31

9.2 As can be seen above, the revised results show a maximum RFC of 0.65 in the PM peak period for traffic movements on the A1173 N arm. This indicates that the development traffic will not have a material impact on the A180/ A1173 Roundabout.

9.3 At this level of traffic there is no material change in the 2032 scenario without the development to the 2032 scenario with the development. The development therefore clearly has no material change on the operation of the junction.

10.0 A160/ A180 ROUNDABOUT (BROCKLESBY INTERCHANGE)

10.1 Base Test – Immingham AM

10.1.1 The A160/ A180 Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 16** below with the full output attached in **Appendix TN2 Q.**

Table 16 - A160/ A180 Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
A160	1.2	3.11	0.42	1.2	2.75	0.48
A180 E	1.6	11.72	0.62	0.3	6.02	0.21
A180 W	0.0	1.57	0.00	0.0	0.00	0.00
2025 Base						
A160	1.2	3.17	0.43	1.3	2.83	0.50
A180 E	1.9	13.34	0.65	0.3	6.30	0.22
A180 W	0.0	1.58	0.00	0.0	0.00	0.00
2025 Base + Committed						
A160	1.5	3.47	0.49	2.1	3.75	0.62
A180 E	4.1	28.15	0.81	0.6	10.29	0.34
A180 W	0.0	1.61	0.00	0.0	0.00	0.00
2025 Base + Committed + Development						
A160	1.5	3.53	0.49	2.1	3.83	0.63
A180 E	4.5	30.82	0.83	0.6	10.71	0.35
A180 W	0.0	1.61	0.00	0.0	0.00	0.00
2032 Base						
A160	1.3	3.29	0.45	1.4	2.96	0.52
A180 E	2.5	17.15	0.72	0.4	6.80	0.25
A180 W	0.0	1.60	0.00	0.0	0.00	0.00
2032 Base + Committed						
A160	1.6	3.61	0.51	2.3	3.98	0.65
A180 E	7.1	47.02	0.89	0.6	11.51	0.38
A180 W	0.0	1.63	0.00	0.0	0.00	0.00
2032 Base + Committed + Development						
A160	1.7	3.67	0.51	2.4	4.08	0.65
A180 E	8.0	53.33	0.91	0.7	12.03	0.39
A180 W	0.0	1.63	0.00	0.0	0.00	0.00

10.1.2 As can be seen above, the revised results show a maximum RFC of 0.91 in the AM peak period for traffic movements on the A180 E arm. This is an increase from an RFC of 0.89 without the proposed development traffic.

10.2 Base Test – Stena AM

10.2.1 The A160/ A180 Roundabout has also been assessed using the AM and PM flows for the Stena profile provided in Table 8 of the TA [**AS-008**]. A summary of the scenarios including the proposed development can be seen in **Table 17** below with the full output attached in **Appendix TN2 R.**

Table 17 - A160/ A180 Stena AM Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
A160	1.5	3.52	0.49	2.1	3.83	0.63
A180 E	4.4	30.15	0.82	0.6	10.71	0.35
A180 W	0.0	1.61	0.00	0.0	0.00	0.00
2032 Base + Committed + Development						
A160	1.7	3.66	0.51	2.4	4.08	0.65
A180 E	7.8	51.75	0.91	0.7	12.03	0.39
A180 W	0.0	1.63	0.00	0.0	0.00	0.00

10.2.2 As can be seen above, the results with the Stena profile shows a maximum RFC of 0.91 in the AM peak period along with a delay of 51.75 on the A180 E arm. This shows an improvement from the assessment in **Table 16** above.

10.2.3 This clearly demonstrates that the impact of development traffic, at any level has no material impact on junction operation.

10.3 Average Flow Test

10.3.1 The A160/ A180 Roundabout has also been assessed using the average flows from the IERRT assessment. A summary of the scenarios including the proposed development can be seen in **Table 18** below with the full output attached in **Appendix TN2 S.**

Table 18 - A160/ A180 Average Flow Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base + Committed + Development						
A160	1.5	3.52	0.49	2.1	3.82	0.63
A180 E	4.4	30.32	0.83	0.6	10.66	0.35
A180 W	0.0	1.61	0.00	0.0	0.00	0.00
2032 Base + Committed + Development						
A160	1.7	3.67	0.51	2.3	4.06	0.65
A180 E	7.8	52.13	0.91	0.7	11.96	0.39
A180 W	0.0	1.63	0.00	0.0	0.00	0.00

10.3.2 As can be seen above, the results with the average flows show a maximum RFC of 0.91 in the AM peak period along with a delay of 52.13 on the A180 E arm. This shows an improvement from the assessment in **Table 16** above.

10.3.3 At this level of traffic there is no material change in the 2032 scenario without the development to the 2032 scenario with the development. The development therefore clearly has no material change on the operation of the junction.

11.0 SUMMARY

11.1 The previous conclusions can therefore be maintained that no mitigation measures are required at these locations as a result of the development proposals.

Appendix TN2 A

Input Junction Flows

Queens Road/ Laporte Road

Baseline

Veh

AM (7-8)

	East Gate	Laporte Road	Queens Road
East Gate	0	28	53
Laporte Road	212	0	41
Queens Road	215	38	0

PM (16-17)

	East Gate	Laporte Road	Queens Road
East Gate	0	235	149
Laporte Road	39	0	78
Queens Road	39	29	0

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	14	37
Laporte Road	31	0	9
Queens Road	41	5	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	44	29
Laporte Road	19	0	7
Queens Road	23	3	0

PCUs

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	46	101
Laporte Road	252	0	53
Queens Road	268	45	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	292	187
Laporte Road	64	0	87
Queens Road	69	33	0

Committed Development

Veh

AM

	East Gate	Laporte Road	Queens Road
East Gate		19	
Laporte Road	2		7
Queens Road	2	3	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19	
Laporte Road			
Queens Road	1		

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate			
Laporte Road			7
Queens Road	1	3	

PM

	East Gate	Laporte Road	Queens Road
East Gate			
Laporte Road			
Queens Road	1		

PCUs

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	19	0
Laporte Road	2	0	16
Queens Road	3	7	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	19	0
Laporte Road	0	0	0
Queens Road	2	0	0

Proposed Development

Veh

AM

	East Gate	Laporte Road	Queens Road
East Gate		26	53
Laporte Road	26		
Queens Road	83		

PM

	East Gate	Laporte Road	Queens Road
East Gate		26	69
Laporte Road	26		
Queens Road	107		

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate		0	36
Laporte Road	0		
Queens Road	66		

PM

	East Gate	Laporte Road	Queens Road
East Gate		0	52
Laporte Road	1		
Queens Road	90		

PCU

AM (7-8) Immingham

	East Gate	Laporte Road	Queens Road
East Gate	0	26	101
Laporte Road	26	0	0
Queens Road	168	0	0

PM (16-18) Stena

	East Gate	Laporte Road	Queens Road
East Gate	0	26	137
Laporte Road	27	0	0
Queens Road	224	0	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

2025 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	48	104
Laporte Road	260	0	54
Queens Road	276	46	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	301	192
Laporte Road	66	0	90
Queens Road	71	34	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2025 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	67	104
Laporte Road	262	0	70
Queens Road	280	53	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	320	192
Laporte Road	66	0	90
Queens Road	73	34	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	49%		9%
Queens Road	60%	10%	

2025 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	93	205
Laporte Road	288	0	70
Queens Road	448	53	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	346	329
Laporte Road	92	0	90
Queens Road	297	34	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	69%
Laporte Road	13%		33%
Queens Road	36%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	37%
Laporte Road	30%		9%
Queens Road	78%	10%	

2032 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	50	109
Laporte Road	272	0	57
Queens Road	289	48	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	314	201
Laporte Road	68	0	94
Queens Road	74	35	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2032 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	69	109
Laporte Road	274	0	73
Queens Road	292	55	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	333	201
Laporte Road	68	0	94
Queens Road	76	35	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	49%		9%
Queens Road	60%	10%	

2032 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	95	209
Laporte Road	300	0	73
Queens Road	461	55	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	359	337
Laporte Road	95	0	94
Queens Road	300	35	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	69%
Laporte Road	13%		33%
Queens Road	36%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	37%
Laporte Road	30%		9%
Queens Road	78%	10%	

Laporte Road/ Kiln Lane/ Hobson Way

Baseline

Veh

AM (7-8)

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	91	287
Kiln Lane	1	74	2	169
Laporte Road	0	38	22	0

PM (16-17)

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	109	65
Kiln Lane	0	94	4	32
Laporte Road	0	275	183	0

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	15	17
Kiln Lane	0	17	0	35
Laporte Road	0	7	17	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	26	7
Kiln Lane	0	15	1	23
Laporte Road	0	15	41	0

PCUs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	111	309
Kiln Lane	1	96	2	215
Laporte Road	0	47	44	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	143	74
Kiln Lane	0	114	5	62
Laporte Road	0	295	236	0

Committed Development

Veh

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			44	
Kiln Lane		61		9
Laporte Road			22	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			25	
Kiln Lane		24		2
Laporte Road			19	

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			44	
Kiln Lane		44		7
Laporte Road			3	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			25	
Kiln Lane		24		
Laporte Road				

PCUs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	102	0
Kiln Lane	0	119	0	18
Laporte Road	0	0	26	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	59	0
Kiln Lane	0	56	0	2
Laporte Road	0	0	19	0

Proposed Development

Veh

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way				26
Kiln Lane				
Laporte Road		26		

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way				26
Kiln Lane				
Laporte Road			26	

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way				0
Kiln Lane				
Laporte Road		0		

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way				1
Kiln Lane				
Laporte Road			0	

PCU

AM (7-8)

	Air Products Access	Immingham Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	26
Kiln Lane	0	0	0	0
Laporte Road	0	26	0	0

PM (16-18)

	Air Products Access	Stena Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	27
Kiln Lane	0	0	0	0
Laporte Road	0	26	0	0

North East Lincolshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

2025 Baseline

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	113	317
Kiln Lane	1	99	2	220
Laporte Road	0	48	45	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	146	76
Kiln Lane	0	116	5	63
Laporte Road	0	302	242	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			16%	6%
Kiln Lane	0%	23%	0%	21%
Laporte Road		18%	77%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			24%	11%
Kiln Lane		16%	25%	72%
Laporte Road		5%	22%	

2025 Baseline + Committed

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	216	317
Kiln Lane	1	218	2	238
Laporte Road	0	48	71	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	205	76
Kiln Lane	0	173	5	65
Laporte Road	0	302	261	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			44%	6%
Kiln Lane	0%	46%	0%	24%
Laporte Road		18%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			38%	11%
Kiln Lane		33%	25%	68%
Laporte Road		5%	20%	

2025 Baseline + Committed + Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	216	344
Kiln Lane	1	218	2	238
Laporte Road	0	74	71	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	205	103
Kiln Lane	0	173	5	65
Laporte Road	0	328	261	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			44%	6%
Kiln Lane	0%	46%	0%	24%
Laporte Road		11%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			38%	8%
Kiln Lane		33%	25%	68%
Laporte Road		5%	20%	

2032 Baseline

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	118	330
Kiln Lane	1	103	2	229
Laporte Road	0	50	47	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	152	79
Kiln Lane	0	121	6	66
Laporte Road	0	314	252	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			16%	6%
Kiln Lane	0%	23%	0%	21%
Laporte Road		18%	77%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			24%	11%
Kiln Lane		16%	25%	72%
Laporte Road		5%	22%	

2032 Baseline + Committed

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	220	330
Kiln Lane	1	222	2	247
Laporte Road	0	50	73	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	211	79
Kiln Lane	0	177	6	68
Laporte Road	0	314	271	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			44%	6%
Kiln Lane	0%	46%	0%	24%
Laporte Road		18%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			38%	11%
Kiln Lane		33%	25%	68%
Laporte Road		5%	20%	

2032 Baseline + Committed + Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	220	357
Kiln Lane	1	222	2	247
Laporte Road	0	76	73	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	211	106
Kiln Lane	0	177	6	68
Laporte Road	0	340	271	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			44%	6%
Kiln Lane	0%	46%	0%	24%
Laporte Road		11%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			38%	8%
Kiln Lane		33%	25%	68%
Laporte Road		5%	20%	

Kings Road/ A1173

Baseline

Veh

AM (7-8)

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	37	51
A1173	214	1	438
A1173 Kings Road	110	153	1

PM (16-17)

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	149	147
A1173	27	0	232
A1173 Kings Road	50	470	1

HGVs

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	27	13
A1173	26	0	67
A1173 Kings Road	11	36	0

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	25	9
A1173	14	0	47
A1173 Kings Road	12	51	0

PCUs

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	72	68
A1173	248	1	525
A1173 Kings Road	124	200	1

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	182	159
A1173	45	0	293
A1173 Kings Road	66	536	1

Committed Development

Veh

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road			
A1173	20		63
A1173 Kings Road	4	29	

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		7	1
A1173	2		37
A1173 Kings Road		52	

HGVs

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road			
A1173	1		7
A1173 Kings Road		2	

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road			
A1173	1		5
A1173 Kings Road		5	

PCU

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	0	0
A1173	21	0	72
A1173 Kings Road	4	31	0

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	7	1
A1173	3	0	43
A1173 Kings Road	0	58	0

Proposed Development

Veh

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		46	8
A1173	75		3
A1173 Kings Road	8	3	

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		61	8
A1173	99		3
A1173 Kings Road	8	3	

HGVs

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		36	
A1173	66		
A1173 Kings Road			

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		52	
A1173	90		
A1173 Kings Road			

PCU

AM (7-8) Immingham

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	93	8
A1173	161	0	3
A1173 Kings Road	8	3	0

PM (16-18) Stena

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	129	8
A1173	216	0	3
A1173 Kings Road	8	3	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

2025 Baseline

PCU

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	74	70
A1173	255	1	541
A1173 Kings Road	128	206	1

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	187	163
A1173	47	0	302
A1173 Kings Road	68	552	1

HGV %

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		73%	25%
A1173	12%	0%	15%
A1173 Kings Road	10%	24%	0%

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		17%	6%
A1173	52%		20%
A1173 Kings Road	24%	11%	0%

2025 Baseline + Committed

PCU

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	74	70
A1173	276	1	613
A1173 Kings Road	132	237	1

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	194	165
A1173	50	0	345
A1173 Kings Road	68	610	1

HGV %

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		73%	25%
A1173	12%	0%	15%
A1173 Kings Road	10%	21%	0%

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		16%	6%
A1173	52%		19%
A1173 Kings Road	24%	11%	0%

2025 Baseline + Committed + Development

PCU

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	167	78
A1173	437	1	616
A1173 Kings Road	139	240	1

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	322	172
A1173	266	0	348
A1173 Kings Road	75	613	1

HGV %

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		77%	22%
A1173	30%	0%	15%
A1173 Kings Road	9%	21%	0%

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		35%	6%
A1173	82%		19%
A1173 Kings Road	21%	11%	0%

2032 Baseline

PCU

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	78	73
A1173	267	1	566
A1173 Kings Road	134	215	1

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	195	171
A1173	49	0	315
A1173 Kings Road	71	577	1

HGV %

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		73%	25%
A1173	12%	0%	15%
A1173 Kings Road	10%	24%	0%

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		17%	6%
A1173	52%		20%
A1173 Kings Road	24%	11%	0%

2032 Baseline + Committed

PCU

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	78	73
A1173	288	1	638
A1173 Kings Road	138	247	1

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	202	172
A1173	52	0	358
A1173 Kings Road	71	635	1

HGV %

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		73%	25%
A1173	12%	0%	15%
A1173 Kings Road	10%	21%	0%

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		16%	6%
A1173	52%		19%
A1173 Kings Road	24%	11%	0%

2032 Baseline + Committed + Development

PCU

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	171	81
A1173	449	1	641
A1173 Kings Road	145	249	1

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road	0	331	180
A1173	268	0	361
A1173 Kings Road	78	638	1

HGV %

AM

	Kings Road	A1173	A1173 Kings Road
Kings Road		77%	22%
A1173	30%	0%	15%
A1173 Kings Road	9%	21%	0%

PM

	Kings Road	A1173	A1173 Kings Road
Kings Road		35%	6%
A1173	82%		19%
A1173 Kings Road	21%	11%	0%

Baseline

Veh

AM (7-8)

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	81	74
Access	0	0	0	0
A1173 W	407	2	0	560
A1173 N	70	0	113	0

PM (16-17)

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	445	89
Access	0	0	2	0
A1173 W	112	0	0	149
A1173 N	74	0	531	0

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	40	37
Access	0	0	0	0
A1173 W	43	0	0	57
A1173 N	18	0	44	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	37	23
Access	0	0	0	0
A1173 W	63	0	0	37
A1173 N	31	0	46	0

PCUs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	133	122
Access	0	0	0	0
A1173 W	463	2	0	634
A1173 N	93	0	170	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	493	119
Access	0	0	2	0
A1173 W	194	0	0	197
A1173 N	114	0	591	0

Committed Development

Veh

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		1	56	
Access	2		13	3
A1173 W	80	20		79
A1173 N		2	26	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		3	39	
Access	3		26	4
A1173 W	39	21		34
A1173 N		3	56	

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		1	50	
Access	2		6	2
A1173 W	57	4		6
A1173 N		1	2	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		1	30	
Access	1		5	2
A1173 W	29	11		4
A1173 N		1	4	

PCUs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	2	122	0
Access	5	0	21	6
A1173 W	154	25	0	87
A1173 N	0	3	28	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	79	0
Access	4	0	33	7
A1173 W	78	35	0	39
A1173 N	0	4	61	0

Proposed Development

Veh

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane				
Access				
A1173 W				78
A1173 N			49	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane				
Access				
A1173 W				102
A1173 N			64	

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane				
Access				
A1173 W				66
A1173 N			36	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane				
Access				
A1173 W				90
A1173 N			52	

PCU

AM (7-8)

	Kiln Lane	Immingham Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	164
A1173 N	0	0	96	0

PM (16-18)

	Kiln Lane	Stena Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	219
A1173 N	0	0	132	0

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

A1173/ Kiln Lane

2025 Baseline

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	137	125
Access	0	0	0	0
A1173 W	475	2	0	651
A1173 N	96	0	175	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	506	122
Access	0	0	2	0
A1173 W	199	0	0	202
A1173 N	117	0	606	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	49%	50%
Access	0%		0%	0%
A1173 W	11%	0%		10%
A1173 N	26%	0%	39%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	8%	26%
Access	0%		0%	0%
A1173 W	56%	0%		25%
A1173 N	42%	0%	9%	

2025 Baseline + Committed

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	2	259	125
Access	5	0	21	6
A1173 W	630	27	0	738
A1173 N	96	3	203	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	8	585	122
Access	4	0	35	7
A1173 W	277	35	0	241
A1173 N	117	4	667	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	66%	50%
Access	0%		46%	0%
A1173 W	21%	18%		10%
A1173 N	26%	0%	33%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		14%	14%	26%
Access	0%		18%	0%
A1173 W	61%	0%		22%
A1173 N	42%	0%	9%	

2025 Baseline + Committed + Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	2	259	125
Access	5	0	21	6
A1173 W	630	27	0	902
A1173 N	96	3	299	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	8	585	122
Access	4	0	35	7
A1173 W	277	35	0	460
A1173 N	117	4	799	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	66%	50%
Access	0%		46%	0%
A1173 W	21%	18%		18%
A1173 N	26%	0%	44%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		14%	14%	26%
Access	0%		18%	0%
A1173 W	61%	0%		46%
A1173 N	42%	0%	16%	

2032 Baseline

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	142	130
Access	0	0	0	0
A1173 W	495	2	0	677
A1173 N	100	0	182	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	525	127
Access	0	0	2	0
A1173 W	206	0	0	210
A1173 N	122	0	629	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	49%	50%
Access	0%		0%	0%
A1173 W	11%	0%		10%
A1173 N	26%	0%	39%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	8%	26%
Access	0%		0%	0%
A1173 W	56%	0%		25%
A1173 N	42%	0%	9%	

2032 Baseline + Committed

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	2	264	130
Access	5	0	21	6
A1173 W	649	27	0	764
A1173 N	100	3	210	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	9	604	127
Access	4	0	35	7
A1173 W	284	35	0	249
A1173 N	122	4	690	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	66%	50%
Access	0%		46%	0%
A1173 W	21%	18%		10%
A1173 N	26%	0%	33%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		14%	14%	26%
Access	0%		18%	0%
A1173 W	61%	0%		22%
A1173 N	42%	0%	9%	

2032 Baseline + Committed + Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	2	264	130
Access	5	0	21	6
A1173 W	649	27	0	928
A1173 N	100	3	306	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	9	604	127
Access	4	0	35	7
A1173 W	284	35	0	468
A1173 N	122	4	822	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	66%	50%
Access	0%		46%	0%
A1173 W	21%	18%		18%
A1173 N	26%	0%	44%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		14%	14%	26%
Access	0%		18%	0%
A1173 W	61%	0%		46%
A1173 N	42%	0%	16%	

Baseline

Veh

AM (7-8)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	969
SHIIP Access N	0	0	0	0
A1173 E	0	194	0	0

PM (16-17)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	261
SHIIP Access N	0	0	0	0
A1173 E	0	978	0	0

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	100
SHIIP Access N	0	0	0	0
A1173 E	0	84	0	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	100
SHIIP Access N	0	0	0	0
A1173 E	0	83	0	0

PCU

AM (7-8)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	1099
SHIIP Access N	0	0	0	0
A1173 E	0	303	0	0

PM (16-17)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	391
SHIIP Access N	0	0	0	0
A1173 E	0	1086	0	0

Committed Development

Veh

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		60		27
A1173 W	128		23	157
SHIIP Access N		12		4
A1173 E	25	68	4	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		131		31
A1173 W	77		18	58
SHIIP Access N		25		5
A1173 E	17	98	3	

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		15		0
A1173 W	10		2	56
SHIIP Access N		4		2
A1173 E	3	53	1	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		12		6
A1173 W	25		6	36
SHIIP Access N		3		2
A1173 E	6	31	2	

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	27
A1173 W	141	0	26	230
SHIIP Access N	0	17	0	7
A1173 E	29	137	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	39
A1173 W	110	0	26	105
SHIIP Access N	0	29	0	8
A1173 E	25	139	6	0

Proposed Development

Veh

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				78
SHIIP Access N				
A1173 E		49		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				102
SHIIP Access N				
A1173 E		64		

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				66
SHIIP Access N				
A1173 E		36		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				90
SHIIP Access N				
A1173 E		52		

PCUs

AM (7-8) Immingham

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				164
SHIIP Access N				
A1173 E		96		

PM (16-18) Stena

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				219
SHIIP Access N				
A1173 E		132		

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

A1173/ SHIIP

2025 Baseline

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	1129
SHIIP Access N	0	0	0	0
A1173 E	0	311	0	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	401
SHIIP Access N	0	0	0	0
A1173 E	0	1114	0	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				10%
SHIIP Access N				
A1173 E		43%		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				38%
SHIIP Access N				
A1173 E		8%		

2025 Baseline + Committed

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	15	0	0
A1173 W	10	0	2	1185
SHIIP Access N	0	4	0	2
A1173 E	3	364	1	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	39
A1173 W	110	0	26	506
SHIIP Access N	0	29	0	8
A1173 E	25	1253	6	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		25%		0%
A1173 W	8%		9%	14%
SHIIP Access N		33%		50%
A1173 E	12%	52%	25%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		9%		19%
A1173 W	32%		33%	43%
SHIIP Access N		12%		40%
A1173 E	35%	11%	67%	

2025 Baseline + Committed + Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	15	0	0
A1173 W	10	0	2	1349
SHIIP Access N	0	4	0	2
A1173 E	3	460	1	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	39
A1173 W	110	0	26	726
SHIIP Access N	0	29	0	8
A1173 E	25	1384	6	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		25%		0%
A1173 W	8%		9%	18%
SHIIP Access N		33%		50%
A1173 E	12%	56%	25%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		9%		19%
A1173 W	32%		33%	54%
SHIIP Access N		12%		40%
A1173 E	35%	15%	67%	

2032 Baseline

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	1174
SHIIP Access N	0	0	0	0
A1173 E	0	324	0	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	0	0	0
A1173 W	0	0	0	416
SHIIP Access N	0	0	0	0
A1173 E	0	1156	0	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				10%
SHIIP Access N				
A1173 E		43%		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				38%
SHIIP Access N				
A1173 E		8%		

2032 Baseline + Committed

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	27
A1173 W	141	0	26	1404
SHIIP Access N	0	17	0	7
A1173 E	29	460	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	39
A1173 W	110	0	26	522
SHIIP Access N	0	29	0	8
A1173 E	25	1295	6	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		25%		0%
A1173 W	8%		9%	14%
SHIIP Access N		33%		50%
A1173 E	12%	52%	25%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		9%		19%
A1173 W	32%		33%	43%
SHIIP Access N		12%		40%
A1173 E	35%	11%	67%	

2032 Baseline + Committed + Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	27
A1173 W	141	0	26	1568
SHIIP Access N	0	17	0	7
A1173 E	29	556	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	39
A1173 W	110	0	26	741
SHIIP Access N	0	29	0	8
A1173 E	25	1427	6	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		25%		0%
A1173 W	8%		9%	18%
SHIIP Access N		33%		50%
A1173 E	12%	56%	25%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		9%		19%
A1173 W	32%		33%	54%
SHIIP Access N		12%		40%
A1173 E	35%	15%	67%	

A160/ Humber Road/ Manby Road

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

Baseline

Veh

AM (7-8)

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	12	58	1	310	0
Manby Road	330	3	1	231	0
Port Service Access	4	0	0	2	0
A160	367	180	3	9	2
Conco Access	0	0	0	0	0

PM (16-17)

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	49	303	0	407	0
Manby Road	115	11	1	214	0
Port Service Access	0	4	0	6	0
A160	223	240	4	5	2
Conco Access	0	2	0	1	0

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	5	22	1	285	0
Manby Road	74	2	1	50	0
Port Service Access	4	0	0	2	0
A160	177	34	3	6	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	18	65	0	247	0
Manby Road	42	1	1	43	0
Port Service Access	0	2	0	4	0
A160	202	48	3	2	2
Conco Access	0	0	0	1	0

PCUs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	19	87	2	681	0
Manby Road	426	6	2	296	0
Port Service Access	9	0	0	5	0
A160	597	224	7	17	5
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	72	388	0	728	0
Manby Road	170	12	2	270	0
Port Service Access	0	7	0	11	0
A160	486	302	8	8	5
Conco Access	0	2	0	2	0

Committed Development

Veh

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	1	29		6	
Manby Road	105			24	
Port Service Access					
A160	36	11			
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	9	119		26	
Manby Road	35			12	
Port Service Access					
A160	7	36			
Conco Access					

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road				3	
Manby Road					
Port Service Access					
A160	4				
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road				2	
Manby Road					
Port Service Access					
A160	2				
Conco Access					

PCUs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	1	29	0	10	0
Manby Road	105	0	0	24	0
Port Service Access	0	0	0	0	0
A160	41	11	0	0	0
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	9	119	0	29	0
Manby Road	35	0	0	12	0
Port Service Access	0	0	0	0	0
A160	9	36	0	0	0
Conco Access	0	0	0	0	0

Proposed Development

Veh

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road		4		10	
Manby Road	4				
Port Service Access					
A160	15				
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road		4		13	
Manby Road	4				
Port Service Access					
A160	19				
Conco Access					

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road				6	
Manby Road					
Port Service Access					
A160	12				
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road				9	
Manby Road					
Port Service Access					
A160	16				
Conco Access					

PCU

AM (7-8) Immingham

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	4	0	18	0
Manby Road	4	0	0	0	0
Port Service Access	0	0	0	0	0
A160	30	0	0	0	0
Conco Access	0	0	0	0	0

PM (16-18) Stena

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	4	0	25	0
Manby Road	4	0	0	0	0
Port Service Access	0	0	0	0	0
A160	40	0	0	0	0
Conco Access	0	0	0	0	0

2025 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	19	90	2	711	0
Manby Road	445	6	2	309	0
Port Service Access	10	0	0	5	0
A160	624	234	7	18	5
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	76	404	0	760	0
Manby Road	177	13	2	282	0
Port Service Access	0	7	0	12	0
A160	507	316	8	8	5
Conco Access	0	2	0	2	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	21	120	2	721	0
Manby Road	551	6	2	334	0
Port Service Access	10	0	0	5	0
A160	664	245	7	18	5
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	85	524	0	789	0
Manby Road	212	13	2	294	0
Port Service Access	0	7	0	12	0
A160	516	352	8	8	5
Conco Access	0	2	0	2	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	38%	25%	100%	91%	
Manby Road	17%	67%	100%	20%	
Port Service Access	100%			100%	
A160	45%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	15%		57%	
Manby Road	28%	9%	100%	19%	
Port Service Access		50%		67%	
A160	89%	17%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	21	124	2	739	0
Manby Road	555	6	2	334	0
Port Service Access	10	0	0	5	0
A160	695	245	7	18	5
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	85	528	0	813	0
Manby Road	216	13	2	294	0
Port Service Access	0	7	0	12	0
A160	556	352	8	8	5
Conco Access	0	2	0	2	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	38%	24%	100%	90%	
Manby Road	17%	67%	100%	20%	
Port Service Access	100%			100%	
A160	46%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	15%		58%	
Manby Road	27%	9%	100%	19%	
Port Service Access		50%		67%	
A160	88%	17%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	21	96	3	757	0
Manby Road	474	6	3	329	0
Port Service Access	10	0	0	5	0
A160	665	250	8	19	5
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	80	430	0	809	0
Manby Road	188	14	3	300	0
Port Service Access	0	7	0	12	0
A160	539	336	9	8	5
Conco Access	0	2	0	3	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	22	126	3	768	0
Manby Road	580	6	3	354	0
Port Service Access	10	0	0	5	0
A160	706	260	8	19	5
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	89	550	0	838	0
Manby Road	223	14	3	312	0
Port Service Access	0	7	0	12	0
A160	549	372	9	8	5
Conco Access	0	2	0	3	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	38%	25%	100%	91%	
Manby Road	17%	67%	100%	20%	
Port Service Access	100%			100%	
A160	45%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	15%		57%	
Manby Road	28%	9%	100%	19%	
Port Service Access		50%		67%	
A160	89%	17%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	22	130	3	786	0
Manby Road	584	6	3	354	0
Port Service Access	10	0	0	5	0
A160	736	260	8	19	5
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	89	554	0	862	0
Manby Road	227	14	3	312	0
Port Service Access	0	7	0	12	0
A160	589	372	9	8	5
Conco Access	0	2	0	3	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	38%	24%	100%	90%	
Manby Road	17%	67%	100%	20%	
Port Service Access	100%			100%	
A160	46%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	15%		58%	
Manby Road	27%	9%	100%	19%	
Port Service Access		50%		67%	
A160	88%	17%	75%	40%	100%
Conco Access		0%		100%	

A160/ Ulceby Road/ Habrough Road

Baseline

Veh

AM (7-8)

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	16	420	37	33
Habrough Road	145	0	51	3	112
A160 W	944	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM (16-17)

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	114	777	66	109
Habrough Road	17	0	39	18	42
A160 W	356	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	11	343	23	18
Habrough Road	2	0	3	1	5
A160 W	194	1	0	17	33
Ulceby Road	28	1	15	0	6
E Halton Road	18	3	46	2	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	1	234	28	64
Habrough Road	1	0	0	0	1
A160 W	277	3	0	23	50
Ulceby Road	16	1	15	0	11
E Halton Road	16	1	25	4	0

PCUs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	2	30	866	67	56
Habrough Road	148	0	55	4	119
A160 W	1196	39	0	57	289
Ulceby Road	115	9	87	0	27
E Halton Road	69	46	205	12	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	23	115	1081	102	192
Habrough Road	18	0	39	18	43
A160 W	716	63	0	102	199
Ulceby Road	52	15	59	0	36
E Halton Road	59	110	231	34	0

Committed Development

Veh

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			1	79	
Habrough Road	6				
A160 W	152				67
Ulceby Road					
E Halton Road				29	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			4	182	
Habrough Road	2				
A160 W	104				33
Ulceby Road					
E Halton Road				99	

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			47		
Habrough Road					
A160 W	59				
Ulceby Road					
E Halton Road					

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			63		
Habrough Road					
A160 W	66				
Ulceby Road					
E Halton Road					

PCUs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	1	140	0	0
Habrough Road	6	0	0	0	0
A160 W	229	0	0	0	67
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	29	0	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	4	264	0	0
Habrough Road	2	0	0	0	0
A160 W	189	0	0	0	33
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	99	0	0

Proposed Development

Veh

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			2	8	
Habrough Road					
A160 W	13				
Ulceby Road					
E Halton Road					

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			2	11	
Habrough Road					
A160 W	18				
Ulceby Road					
E Halton Road					

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			6		
Habrough Road					
A160 W	12				
Ulceby Road					
E Halton Road					

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			9		
Habrough Road					
A160 W	16				
Ulceby Road					
E Halton Road					

PCU

AM (7-8) Immingham

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	2	17	0	0
Habrough Road	0	0	0	0	0
A160 W	29	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

PM (16-18) Stena

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	2	23	0	0
Habrough Road	0	0	0	0	0
A160 W	38	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

2025 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	2	32	904	70	59
Habrough Road	154	0	57	4	124
A160 W	1249	41	0	60	302
Ulceby Road	121	10	90	0	28
E Halton Road	72	48	214	12	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	24	120	1128	107	201
Habrough Road	19	0	41	19	45
A160 W	747	66	0	106	208
Ulceby Road	54	16	61	0	38
E Halton Road	61	115	241	36	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2025 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	2	32	1044	70	59
Habrough Road	160	0	57	4	124
A160 W	1478	41	0	60	369
Ulceby Road	121	10	90	0	28
E Halton Road	72	48	243	12	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	24	125	1392	107	201
Habrough Road	21	0	41	19	45
A160 W	936	66	0	106	241
Ulceby Road	54	16	61	0	38
E Halton Road	61	115	340	36	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	66%	78%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	23%	3%		49%	11%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	26%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	31%	42%	59%
Habrough Road	5%		0%	0%	2%
A160 W	75%	5%		32%	30%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	8%	14%	

2025 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	2	34	1061	70	59
Habrough Road	160	0	57	4	124
A160 W	1507	41	0	60	369
Ulceby Road	121	10	90	0	28
E Halton Road	72	48	243	12	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	24	126	1415	107	201
Habrough Road	21	0	41	19	45
A160 W	975	66	0	106	241
Ulceby Road	54	16	61	0	38
E Halton Road	61	115	340	36	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	60%	78%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	24%	3%		49%	11%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	26%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	32%	42%	59%
Habrough Road	5%		0%	0%	2%
A160 W	75%	5%		32%	30%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	8%	14%	

2032 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	3	34	964	74	63
Habrough Road	164	0	61	5	132
A160 W	1331	44	0	64	322
Ulceby Road	128	10	96	0	30
E Halton Road	77	51	228	13	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	26	128	1201	114	213
Habrough Road	20	0	43	20	48
A160 W	795	70	0	113	221
Ulceby Road	58	17	65	0	40
E Halton Road	65	123	256	38	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2032 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	3	34	1104	74	63
Habrough Road	170	0	61	5	132
A160 W	1560	44	0	64	389
Ulceby Road	128	10	96	0	30
E Halton Road	77	51	257	13	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	26	133	1465	114	213
Habrough Road	22	0	43	20	48
A160 W	985	70	0	113	254
Ulceby Road	58	17	65	0	40
E Halton Road	65	123	355	38	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	66%	78%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	23%	3%		49%	11%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	26%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	31%	42%	59%
Habrough Road	5%		0%	0%	2%
A160 W	75%	5%		32%	30%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	8%	14%	

2032 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	3	36	1120	74	63
Habrough Road	170	0	61	5	132
A160 W	1589	44	0	64	389
Ulceby Road	128	10	96	0	30
E Halton Road	77	51	257	13	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	26	134	1487	114	213
Habrough Road	22	0	43	20	48
A160 W	1023	70	0	113	254
Ulceby Road	58	17	65	0	40
E Halton Road	65	123	355	38	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	60%	78%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	24%	3%		49%	11%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	26%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	32%	42%	59%
Habrough Road	5%		0%	0%	2%
A160 W	75%	5%		32%	30%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	8%	14%	

Baseline

Veh

AM (7-8)

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	105	18	69
A180 E	597	0	86	2
A1173 S	114	175	0	85
A180 W	281	0	11	0

PM (16-17)

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	584	146	255
A180 E	151	0	204	0
A1173 S	21	124	0	25
A180 W	93	1	62	0

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		21	8	50
A180 E	30		4	0
A1173 S	4	2		3
A180 W	68		2	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		14	9	63
A180 E	18	0	7	0
A1173 S	7	1	0	2
A180 W	73	0	5	0

PCUs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	132	28	134
A180 E	636	0	91	2
A1173 S	119	178	0	89
A180 W	369	0	14	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	602	158	337
A180 E	174	0	213	0
A1173 S	30	125	0	28
A180 W	188	1	69	0

Committed Development

Veh

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		63	9	70
A180 E	185		17	
A1173 S	20	69		32
A180 W	101		8	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		154	20	80
A180 E	63		67	
A1173 S	11	40		18
A180 W	80		31	

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		21	2	50
A180 E	22			
A1173 S	1			
A180 W	46			

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		9	2	36
A180 E	11			
A1173 S	4			
A180 W	53			

PCUs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	90	12	136
A180 E	214	0	17	0
A1173 S	21	69	0	32
A180 W	162	0	8	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	165	22	127
A180 E	76	0	67	0
A1173 S	16	40	0	18
A180 W	149	0	31	0

Proposed Development

Veh

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3	2	44
A180 E	3			
A1173 S	3			
A180 W	72			

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3	2	59
A180 E	3			
A1173 S	4			
A180 W	95			

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N			2	35
A180 E				
A1173 S	3			
A180 W	63			

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N			2	50
A180 E				
A1173 S	4			
A180 W	86			

PCU

AM (7-8) Immingham

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	3	4	89
A180 E	3	0	0	0
A1173 S	7	0	0	0
A180 W	154	0	0	0

PM (16-18) Stena

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	3	5	124
A180 E	3	0	0	0
A1173 S	9	0	0	0
A180 W	207	0	0	0

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

A180/ A1173

2025 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	136	29	138
A180 E	653	0	94	2
A1173 S	122	182	0	91
A180 W	379	0	14	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	618	162	345
A180 E	179	0	219	0
A1173 S	31	128	0	28
A180 W	193	1	70	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2025 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	226	41	274
A180 E	867	0	111	2
A1173 S	144	251	0	123
A180 W	541	0	22	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	783	184	473
A180 E	255	0	286	0
A1173 S	47	168	0	46
A180 W	342	1	101	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	37%	72%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	30%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	7%	30%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	73%	0%	5%	

2025 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	229	45	363
A180 E	870	0	111	2
A1173 S	150	251	0	123
A180 W	695	0	22	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	786	189	596
A180 E	258	0	286	0
A1173 S	56	168	0	46
A180 W	549	1	101	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	41%	74%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	39%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	38%
A180 E	13%		3%	
A1173 S	42%	1%		5%
A180 W	79%	0%	5%	

2032 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	141	30	143
A180 E	679	0	97	2
A1173 S	127	190	0	95
A180 W	395	0	15	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	641	168	359
A180 E	186	0	227	0
A1173 S	32	133	0	29
A180 W	200	1	73	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2032 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	231	42	279
A180 E	893	0	114	2
A1173 S	149	259	0	127
A180 W	556	0	23	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	807	190	486
A180 E	262	0	294	0
A1173 S	48	173	0	47
A180 W	349	1	104	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	37%	72%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	30%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	7%	30%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	73%	0%	5%	

2032 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	234	46	368
A180 E	896	0	114	2
A1173 S	155	259	0	127
A180 W	710	0	23	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	810	195	610
A180 E	265	0	294	0
A1173 S	58	173	0	47
A180 W	556	1	104	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	41%	74%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	39%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	38%
A180 E	13%		3%	
A1173 S	42%	1%		5%
A180 W	79%	0%	5%	

Baseline

Veh

AM (7-8)

	A160	A180 E	A180 W
A160	0	140	538
A180 E	447	0	0
A180 W	817	0	1

PM (16-17)

	A160	A180 E	A180 W
A160	0	346	707
A180 E	140	2	0
A180 W	488	0	0

HGVs

AM

	A160	A180 E	A180 W
A160	0	20	393
A180 E	12	0	0
A180 W	234	0	0

PM

	A160	A180 E	A180 W
A160	0	12	264
A180 E	13	0	0
A180 W	341	0	0

PCUs

AM

	A160	A180 E	A180 W
A160	0	166	1049
A180 E	463	0	0
A180 W	1121	0	1

PM

	A160	A180 E	A180 W
A160	0	362	1050
A180 E	157	2	0
A180 W	931	0	0

Committed Development

Veh

AM

	A160	A180 E	A180 W
A160		13	95
A180 E	30		
A180 W	189		

PM

	A160	A180 E	A180 W
A160		45	236
A180 E	15		
A180 W	122		

HGVs

AM

	A160	A180 E	A180 W
A160			47
A180 E			
A180 W	59		

PM

	A160	A180 E	A180 W
A160			63
A180 E			
A180 W	66		

PCUs

AM

	A160	A180 E	A180 W
A160	0	13	156
A180 E	30	0	0
A180 W	266	0	0

PM

	A160	A180 E	A180 W
A160	0	45	318
A180 E	15	0	0
A180 W	208	0	0

Proposed Development

Veh

AM

	A160	A180 E	A180 W
A160			8
A180 E			
A180 W	13		

PM

	A160	A180 E	A180 W
A160			11
A180 E			
A180 W	18		

HGVs

AM

	A160	A180 E	A180 W
A160			6
A180 E			
A180 W	12		

PM

	A160	A180 E	A180 W
A160			9
A180 E			
A180 W	16		

PCU

AM (7-8) Immingham

	A160	A180 E	A180 W
A160	0	0	17
A180 E	0	0	0
A180 W	29	0	0

PM (16-18) Stena

	A160	A180 E	A180 W
A160	0	0	23
A180 E	0	0	0
A180 W	38	0	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

A160/ A180

2025 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	171	1080
A180 E	476	0	0
A180 W	1155	0	1

PM

	A160	A180 E	A180 W
A160	0	372	1081
A180 E	161	2	0
A180 W	958	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2025 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	184	1236
A180 E	506	0	0
A180 W	1420	0	1

PM

	A160	A180 E	A180 W
A160	0	417	1399
A180 E	176	2	0
A180 W	1166	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		13%	69%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	35%
A180 E	8%	0%	
A180 W	67%		

2025 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	184	1253
A180 E	506	0	0
A180 W	1449	0	1

PM

	A160	A180 E	A180 W
A160	0	417	1422
A180 E	176	2	0
A180 W	1204	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		13%	70%
A180 E	3%		
A180 W	30%		0%

PM

	A160	A180 E	A180 W
A160		3%	35%
A180 E	8%	0%	
A180 W	67%		

2032 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	179	1130
A180 E	498	0	0
A180 W	1208	0	1

PM

	A160	A180 E	A180 W
A160	0	389	1129
A180 E	169	2	0
A180 W	1001	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2032 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	192	1286
A180 E	528	0	0
A180 W	1473	0	1

PM

	A160	A180 E	A180 W
A160	0	433	1447
A180 E	184	2	0
A180 W	1209	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		13%	69%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	35%
A180 E	8%	0%	
A180 W	67%		

2032 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	192	1303
A180 E	528	0	0
A180 W	1502	0	1

PM

	A160	A180 E	A180 W
A160	0	433	1470
A180 E	184	2	0
A180 W	1247	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		13%	70%
A180 E	3%		
A180 W	30%		0%

PM

	A160	A180 E	A180 W
A160		3%	35%
A180 E	8%	0%	
A180 W	67%		

Appendix TN2 B

Queens Road/ Laporte Road Junction Assessment Results

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Queens Road-Laporte Road.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 18/10/2023 15:24:58

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
Stream B-C	0.1	9.15	0.11	0.2	7.05	0.15
Stream B-A	1.0	13.50	0.48	0.2	11.99	0.14
Stream C-AB	0.1	6.13	0.07	0.1	6.71	0.06
	2025 Base					
Stream B-C	0.2	9.34	0.11	0.2	7.13	0.15
Stream B-A	1.1	14.02	0.49	0.2	12.13	0.14
Stream C-AB	0.1	6.16	0.07	0.1	6.76	0.06
	2025 Base + Committed					
Stream B-C	0.2	10.69	0.15	0.2	7.16	0.15
Stream B-A	1.2	14.59	0.51	0.2	11.95	0.14
Stream C-AB	0.1	6.67	0.08	0.1	6.82	0.06
	2025 Base + Committed + Development					
Stream B-C	0.3	13.25	0.18	0.2	8.14	0.17
Stream B-A	1.8	20.96	0.62	0.4	13.40	0.22
Stream C-AB	0.1	7.02	0.09	0.1	7.35	0.07
	2032 Base					
Stream B-C	0.2	9.68	0.12	0.2	7.25	0.16
Stream B-A	1.2	14.95	0.52	0.3	12.33	0.15
Stream C-AB	0.1	6.19	0.07	0.1	6.84	0.06
	2032 Base + Committed					
Stream B-C	0.2	11.14	0.16	0.2	7.27	0.16
Stream B-A	1.3	15.58	0.53	0.3	12.40	0.15
Stream C-AB	0.1	6.71	0.09	0.1	6.90	0.06
	2032 Base + Committed + Development					
Stream B-C	0.3	14.25	0.19	0.2	8.29	0.18
Stream B-A	2.1	23.08	0.65	0.4	13.73	0.23
Stream C-AB	0.1	7.07	0.09	0.1	7.44	0.07

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		5.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.44	A

Arms

Arms

Arm	Name	Description	Arm type
A	East Gate		Major
B	Laporte Road		Minor
C	Queens Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Queens Road	10.40		✓	4.00	92.7	✓	12.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Laporte Road	One lane plus flare	10.00	9.75	6.01	4.53	4.13	✓	2.00	175	97

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	683	0.101	0.254	0.160	0.363
B-C	678	0.084	0.212	-	-
C-B	751	0.235	0.235	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	147	100.000
B - Laporte Road		ONE HOUR	✓	305	100.000
C - Queens Road		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	46	101
	B - Laporte Road	252	0	53
	C - Queens Road	268	45	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	9.15	0.1	A	49	73
B-A	0.48	13.50	1.0	B	231	347
C-AB	0.07	6.13	0.1	A	41	62
C-A					246	369
A-B					42	63
A-C					93	139

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	601	0.066	40	0.0	0.1	7.820	A
B-A	190	47	616	0.308	188	0.0	0.5	9.632	A
C-AB	34	8	725	0.047	34	0.0	0.1	5.886	A
C-A	202	50			202				
A-B	35	9			35				
A-C	76	19			76				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	578	0.082	48	0.1	0.1	8.276	A
B-A	227	57	602	0.376	226	0.5	0.7	10.976	B
C-AB	40	10	720	0.056	40	0.1	0.1	5.989	A
C-A	241	60			241				
A-B	41	10			41				
A-C	91	23			91				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	539	0.108	58	0.1	0.1	9.129	A
B-A	277	69	584	0.475	276	0.7	1.0	13.390	B
C-AB	50	12	713	0.070	49	0.1	0.1	6.135	A
C-A	295	74			295				
A-B	51	13			51				
A-C	111	28			111				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	538	0.108	58	0.1	0.1	9.153	A
B-A	277	69	584	0.475	277	1.0	1.0	13.501	B
C-AB	50	12	713	0.070	50	0.1	0.1	6.135	A
C-A	295	74			295				
A-B	51	13			51				
A-C	111	28			111				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	577	0.083	48	0.1	0.1	8.301	A
B-A	227	57	602	0.376	228	1.0	0.7	11.091	B
C-AB	40	10	720	0.056	41	0.1	0.1	5.993	A
C-A	241	60			241				
A-B	41	10			41				
A-C	91	23			91				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	600	0.067	40	0.1	0.1	7.851	A
B-A	190	47	616	0.308	190	0.7	0.5	9.756	A
C-AB	34	8	725	0.047	34	0.1	0.1	5.889	A
C-A	202	50			202				
A-B	35	9			35				
A-C	76	19			76				

2021 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	479	100.000
B - Laporte Road		ONE HOUR	✓	151	100.000
C - Queens Road		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	292	187
	B - Laporte Road	64	0	87
	C - Queens Road	69	33	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.05	0.2	A	80	120
B-A	0.14	11.99	0.2	B	59	88
C-AB	0.06	6.71	0.1	A	30	45
C-A					63	95
A-B					268	402
A-C					172	257

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	685	0.096	65	0.0	0.1	6.323	A
B-A	48	12	549	0.088	48	0.0	0.1	10.680	B
C-AB	25	6	666	0.037	25	0.0	0.0	6.175	A
C-A	52	13			52				
A-B	220	55			220				
A-C	141	35			141				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	671	0.117	78	0.1	0.1	6.613	A
B-A	58	14	536	0.107	57	0.1	0.2	11.201	B
C-AB	30	7	649	0.046	30	0.0	0.1	6.389	A
C-A	62	16			62				
A-B	263	66			263				
A-C	168	42			168				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	652	0.147	96	0.1	0.2	7.049	A
B-A	70	18	518	0.136	70	0.2	0.2	11.981	B
C-AB	36	9	627	0.058	36	0.1	0.1	6.708	A
C-A	76	19			76				
A-B	321	80			321				
A-C	206	51			206				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	652	0.147	96	0.2	0.2	7.054	A
B-A	70	18	518	0.136	70	0.2	0.2	11.993	B
C-AB	36	9	627	0.058	36	0.1	0.1	6.708	A
C-A	76	19			76				
A-B	321	80			321				
A-C	206	51			206				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	671	0.117	78	0.2	0.1	6.625	A
B-A	58	14	536	0.107	58	0.2	0.2	11.216	B
C-AB	30	7	649	0.046	30	0.1	0.1	6.390	A
C-A	62	16			62				
A-B	263	66			263				
A-C	168	42			168				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	685	0.096	66	0.1	0.1	6.338	A
B-A	48	12	549	0.088	48	0.2	0.1	10.707	B
C-AB	25	6	666	0.037	25	0.1	0.0	6.180	A
C-A	52	13			52				
A-B	220	55			220				
A-C	141	35			141				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		5.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	152	100.000
B - Laporte Road		ONE HOUR	✓	314	100.000
C - Queens Road		ONE HOUR	✓	322	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	48	104
	B - Laporte Road	260	0	54
	C - Queens Road	276	46	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	9.34	0.2	A	50	74
B-A	0.49	14.02	1.1	B	239	358
C-AB	0.07	6.16	0.1	A	42	63
C-A					253	380
A-B					44	66
A-C					95	143

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	597	0.068	40	0.0	0.1	7.880	A
B-A	196	49	614	0.319	194	0.0	0.5	9.804	A
C-AB	35	9	724	0.048	34	0.0	0.1	5.900	A
C-A	208	52			208				
A-B	36	9			36				
A-C	78	20			78				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	573	0.085	48	0.1	0.1	8.369	A
B-A	234	58	600	0.389	233	0.5	0.7	11.250	B
C-AB	41	10	718	0.058	41	0.1	0.1	6.007	A
C-A	248	62			248				
A-B	43	11			43				
A-C	93	23			93				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	531	0.112	59	0.1	0.2	9.310	A
B-A	286	72	581	0.493	285	0.7	1.1	13.896	B
C-AB	51	13	711	0.071	51	0.1	0.1	6.157	A
C-A	304	76			304				
A-B	53	13			53				
A-C	115	29			115				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	530	0.112	59	0.2	0.2	9.338	A
B-A	286	72	581	0.493	286	1.1	1.1	14.024	B
C-AB	51	13	711	0.071	51	0.1	0.1	6.157	A
C-A	304	76			304				
A-B	53	13			53				
A-C	115	29			115				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	572	0.085	49	0.2	0.1	8.396	A
B-A	234	58	600	0.389	235	1.1	0.7	11.385	B
C-AB	41	10	718	0.058	41	0.1	0.1	6.008	A
C-A	248	62			248				
A-B	43	11			43				
A-C	93	23			93				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	596	0.068	41	0.1	0.1	7.911	A
B-A	196	49	614	0.319	197	0.7	0.5	9.942	A
C-AB	35	9	724	0.048	35	0.1	0.1	5.903	A
C-A	208	52			208				
A-B	36	9			36				
A-C	78	20			78				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	493	100.000
B - Laporte Road		ONE HOUR	✓	156	100.000
C - Queens Road		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	301	192
	B - Laporte Road	66	0	90
	C - Queens Road	71	34	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.13	0.2	A	83	124
B-A	0.14	12.13	0.2	B	61	91
C-AB	0.06	6.76	0.1	A	31	47
C-A					65	98
A-B					276	414
A-C					176	264

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	683	0.099	67	0.0	0.1	6.366	A
B-A	50	12	547	0.091	49	0.0	0.1	10.760	B
C-AB	26	6	663	0.039	25	0.0	0.0	6.206	A
C-A	53	13			53				
A-B	227	57			227				
A-C	145	36			145				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	669	0.121	81	0.1	0.1	6.670	A
B-A	59	15	534	0.111	59	0.1	0.2	11.301	B
C-AB	31	8	646	0.047	31	0.0	0.1	6.429	A
C-A	64	16			64				
A-B	271	68			271				
A-C	173	43			173				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	649	0.153	99	0.1	0.2	7.129	A
B-A	73	18	515	0.141	72	0.2	0.2	12.122	B
C-AB	37	9	623	0.060	37	0.1	0.1	6.762	A
C-A	78	20			78				
A-B	331	83			331				
A-C	211	53			211				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	649	0.153	99	0.2	0.2	7.134	A
B-A	73	18	515	0.141	73	0.2	0.2	12.133	B
C-AB	37	9	623	0.060	37	0.1	0.1	6.762	A
C-A	78	20			78				
A-B	331	83			331				
A-C	211	53			211				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	669	0.121	81	0.2	0.2	6.679	A
B-A	59	15	534	0.111	60	0.2	0.2	11.319	B
C-AB	31	8	646	0.047	31	0.1	0.1	6.433	A
C-A	64	16			64				
A-B	271	68			271				
A-C	173	43			173				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	683	0.099	68	0.2	0.1	6.383	A
B-A	50	12	547	0.091	50	0.2	0.2	10.786	B
C-AB	26	6	663	0.039	26	0.1	0.0	6.209	A
C-A	53	13			53				
A-B	227	57			227				
A-C	145	36			145				

2025 Base + Committed, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		5.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	171	100.000
B - Laporte Road		ONE HOUR	✓	332	100.000
C - Queens Road		ONE HOUR	✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	67	104
	B - Laporte Road	262	0	70
	C - Queens Road	280	53	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	30	70
	B - Laporte Road	14	0	33
	C - Queens Road	19	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	10.69	0.2	B	64	96
B-A	0.51	14.59	1.2	B	240	361
C-AB	0.08	6.67	0.1	A	49	73
C-A					257	385
A-B					61	92
A-C					95	143

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	599	0.088	52	0.0	0.1	8.744	A
B-A	197	49	604	0.326	195	0.0	0.5	9.974	A
C-AB	40	10	720	0.055	40	0.0	0.1	6.343	A
C-A	211	53			211				
A-B	50	13			50				
A-C	78	20			78				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	573	0.110	63	0.1	0.2	9.386	A
B-A	236	59	590	0.399	235	0.5	0.7	11.528	B
C-AB	48	12	714	0.067	48	0.1	0.1	6.477	A
C-A	252	63			252				
A-B	60	15			60				
A-C	93	23			93				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	526	0.147	77	0.2	0.2	10.653	B
B-A	288	72	570	0.507	287	0.7	1.1	14.439	B
C-AB	58	15	706	0.083	58	0.1	0.1	6.666	A
C-A	308	77			308				
A-B	74	18			74				
A-C	115	29			115				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	525	0.147	77	0.2	0.2	10.695	B
B-A	288	72	570	0.507	288	1.1	1.2	14.590	B
C-AB	58	15	706	0.083	58	0.1	0.1	6.666	A
C-A	308	77			308				
A-B	74	18			74				
A-C	115	29			115				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	571	0.110	63	0.2	0.2	9.426	A
B-A	236	59	590	0.399	237	1.2	0.8	11.682	B
C-AB	48	12	714	0.067	48	0.1	0.1	6.479	A
C-A	252	63			252				
A-B	60	15			60				
A-C	93	23			93				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	598	0.088	53	0.2	0.1	8.789	A
B-A	197	49	604	0.326	198	0.8	0.6	10.122	B
C-AB	40	10	720	0.055	40	0.1	0.1	6.351	A
C-A	211	53			211				
A-B	50	13			50				
A-C	78	20			78				

2025 Base + Committed, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	512	100.000
B - Laporte Road		ONE HOUR	✓	156	100.000
C - Queens Road		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	320	192
	B - Laporte Road	66	0	90
	C - Queens Road	73	34	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	17	19
	B - Laporte Road	46	0	9
	C - Queens Road	60	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.16	0.2	A	83	124
B-A	0.14	11.95	0.2	B	61	91
C-AB	0.06	6.82	0.1	A	31	47
C-A					67	100
A-B					294	440
A-C					176	264

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	682	0.099	67	0.0	0.1	6.380	A
B-A	50	12	546	0.091	49	0.0	0.1	10.573	B
C-AB	26	6	660	0.039	25	0.0	0.0	6.239	A
C-A	55	14			55				
A-B	241	60			241				
A-C	145	36			145				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	667	0.121	81	0.1	0.1	6.688	A
B-A	59	15	532	0.112	59	0.1	0.2	11.116	B
C-AB	31	8	642	0.048	31	0.0	0.1	6.471	A
C-A	66	16			66				
A-B	288	72			288				
A-C	173	43			173				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	647	0.153	99	0.1	0.2	7.155	A
B-A	73	18	512	0.142	72	0.2	0.2	11.938	B
C-AB	37	9	618	0.061	37	0.1	0.1	6.819	A
C-A	80	20			80				
A-B	352	88			352				
A-C	211	53			211				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	647	0.153	99	0.2	0.2	7.160	A
B-A	73	18	512	0.142	73	0.2	0.2	11.949	B
C-AB	37	9	618	0.061	37	0.1	0.1	6.819	A
C-A	80	20			80				
A-B	352	88			352				
A-C	211	53			211				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	667	0.121	81	0.2	0.2	6.700	A
B-A	59	15	532	0.112	60	0.2	0.2	11.132	B
C-AB	31	8	642	0.048	31	0.1	0.1	6.475	A
C-A	66	16			66				
A-B	288	72			288				
A-C	173	43			173				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	681	0.099	68	0.2	0.1	6.395	A
B-A	50	12	546	0.091	50	0.2	0.1	10.601	B
C-AB	26	6	660	0.039	26	0.1	0.0	6.245	A
C-A	55	14			55				
A-B	241	60			241				
A-C	145	36			145				

2025 Base + Committed + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	298	100.000
B - Laporte Road		ONE HOUR	✓	358	100.000
C - Queens Road		ONE HOUR	✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	93	205
	B - Laporte Road	288	0	70
	C - Queens Road	448	53	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	20	69
	B - Laporte Road	13	0	33
	C - Queens Road	36	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	13.25	0.3	B	64	96
B-A	0.62	20.96	1.8	C	264	396
C-AB	0.09	7.02	0.1	A	49	73
C-A					411	617
A-B					85	128
A-C					188	282

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	564	0.093	52	0.0	0.1	9.340	A
B-A	217	54	565	0.384	214	0.0	0.7	11.501	B
C-AB	40	10	698	0.057	40	0.0	0.1	6.559	A
C-A	337	84			337				
A-B	70	18			70				
A-C	154	39			154				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	523	0.120	63	0.1	0.2	10.399	B
B-A	259	65	542	0.477	258	0.7	1.0	14.219	B
C-AB	48	12	688	0.069	48	0.1	0.1	6.749	A
C-A	403	101			403				
A-B	84	21			84				
A-C	184	46			184				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	442	0.174	77	0.2	0.3	13.088	B
B-A	317	79	510	0.621	314	1.0	1.8	20.396	C
C-AB	58	15	673	0.087	58	0.1	0.1	7.022	A
C-A	493	123			493				
A-B	102	26			102				
A-C	226	56			226				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	439	0.176	77	0.3	0.3	13.246	B
B-A	317	79	510	0.621	317	1.8	1.8	20.960	C
C-AB	58	15	673	0.087	58	0.1	0.1	7.022	A
C-A	493	123			493				
A-B	102	26			102				
A-C	226	56			226				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	519	0.121	63	0.3	0.2	10.510	B
B-A	259	65	542	0.477	262	1.8	1.1	14.644	B
C-AB	48	12	688	0.069	48	0.1	0.1	6.754	A
C-A	403	101			403				
A-B	84	21			84				
A-C	184	46			184				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	562	0.094	53	0.2	0.1	9.413	A
B-A	217	54	565	0.384	218	1.1	0.7	11.773	B
C-AB	40	10	698	0.057	40	0.1	0.1	6.566	A
C-A	337	84			337				
A-B	70	18			70				
A-C	154	39			154				

2025 Base + Committed + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	675	100.000
B - Laporte Road		ONE HOUR	✓	182	100.000
C - Queens Road		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	346	329
	B - Laporte Road	92	0	90
	C - Queens Road	297	34	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	16	37
	B - Laporte Road	30	0	9
	C - Queens Road	78	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	8.14	0.2	A	83	124
B-A	0.22	13.40	0.4	B	84	127
C-AB	0.07	7.35	0.1	A	31	47
C-A					273	409
A-B					317	476
A-C					302	453

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	633	0.107	67	0.0	0.1	6.928	A
B-A	69	17	508	0.136	68	0.0	0.2	10.625	B
C-AB	26	6	631	0.041	25	0.0	0.0	6.536	A
C-A	224	56			224				
A-B	260	65			260				
A-C	248	62			248				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	612	0.132	81	0.1	0.2	7.389	A
B-A	83	21	484	0.171	82	0.2	0.3	11.647	B
C-AB	31	8	608	0.050	31	0.0	0.1	6.858	A
C-A	267	67			267				
A-B	311	78			311				
A-C	296	74			296				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	581	0.170	99	0.2	0.2	8.128	A
B-A	101	25	450	0.225	101	0.3	0.4	13.375	B
C-AB	37	9	576	0.065	37	0.1	0.1	7.354	A
C-A	327	82			327				
A-B	381	95			381				
A-C	362	91			362				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	581	0.171	99	0.2	0.2	8.139	A
B-A	101	25	450	0.225	101	0.4	0.4	13.404	B
C-AB	37	9	576	0.065	37	0.1	0.1	7.354	A
C-A	327	82			327				
A-B	381	95			381				
A-C	362	91			362				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	611	0.132	81	0.2	0.2	7.405	A
B-A	83	21	484	0.171	83	0.4	0.3	11.680	B
C-AB	31	8	608	0.050	31	0.1	0.1	6.859	A
C-A	267	67			267				
A-B	311	78			311				
A-C	296	74			296				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	632	0.107	68	0.2	0.1	6.955	A
B-A	69	17	508	0.136	70	0.3	0.2	10.671	B
C-AB	26	6	631	0.041	26	0.1	0.0	6.542	A
C-A	224	56			224				
A-B	260	65			260				
A-C	248	62			248				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		5.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	159	100.000
B - Laporte Road		ONE HOUR	✓	329	100.000
C - Queens Road		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	109
	B - Laporte Road	272	0	57
	C - Queens Road	289	48	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	9.68	0.2	A	52	78
B-A	0.52	14.95	1.2	B	250	374
C-AB	0.07	6.19	0.1	A	44	66
C-A					265	398
A-B					46	69
A-C					100	150

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	592	0.072	43	0.0	0.1	7.983	A
B-A	205	51	610	0.335	202	0.0	0.6	10.093	B
C-AB	36	9	722	0.050	36	0.0	0.1	5.924	A
C-A	218	54			218				
A-B	38	9			38				
A-C	82	21			82				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	566	0.091	51	0.1	0.1	8.533	A
B-A	245	61	596	0.410	244	0.6	0.8	11.717	B
C-AB	43	11	717	0.060	43	0.1	0.1	6.036	A
C-A	260	65			260				
A-B	45	11			45				
A-C	98	24			98				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	518	0.121	63	0.1	0.2	9.642	A
B-A	299	75	576	0.520	298	0.8	1.2	14.777	B
C-AB	53	13	709	0.074	53	0.1	0.1	6.194	A
C-A	318	80			318				
A-B	55	14			55				
A-C	120	30			120				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	516	0.122	63	0.2	0.2	9.679	A
B-A	299	75	576	0.520	299	1.2	1.2	14.946	B
C-AB	53	13	709	0.074	53	0.1	0.1	6.194	A
C-A	318	80			318				
A-B	55	14			55				
A-C	120	30			120				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	564	0.091	51	0.2	0.1	8.568	A
B-A	245	61	596	0.410	246	1.2	0.8	11.883	B
C-AB	43	11	717	0.060	43	0.1	0.1	6.037	A
C-A	260	65			260				
A-B	45	11			45				
A-C	98	24			98				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	591	0.073	43	0.1	0.1	8.019	A
B-A	205	51	610	0.335	206	0.8	0.6	10.252	B
C-AB	36	9	722	0.050	36	0.1	0.1	5.929	A
C-A	218	54			218				
A-B	38	9			38				
A-C	82	21			82				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	515	100.000
B - Laporte Road		ONE HOUR	✓	162	100.000
C - Queens Road		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	314	201
	B - Laporte Road	68	0	94
	C - Queens Road	74	35	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	7.25	0.2	A	86	129
B-A	0.15	12.33	0.3	B	62	94
C-AB	0.06	6.84	0.1	A	32	48
C-A					68	102
A-B					288	432
A-C					184	277

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	681	0.104	70	0.0	0.1	6.421	A
B-A	51	13	544	0.094	51	0.0	0.2	10.864	B
C-AB	26	7	659	0.040	26	0.0	0.0	6.251	A
C-A	56	14			56				
A-B	236	59			236				
A-C	151	38			151				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	666	0.127	84	0.1	0.2	6.747	A
B-A	61	15	530	0.115	61	0.2	0.2	11.443	B
C-AB	31	8	642	0.049	31	0.0	0.1	6.488	A
C-A	67	17			67				
A-B	282	71			282				
A-C	181	45			181				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	645	0.160	103	0.2	0.2	7.241	A
B-A	75	19	510	0.147	75	0.2	0.3	12.320	B
C-AB	39	10	617	0.062	38	0.1	0.1	6.841	A
C-A	81	20			81				
A-B	346	86			346				
A-C	221	55			221				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	645	0.160	103	0.2	0.2	7.245	A
B-A	75	19	510	0.147	75	0.3	0.3	12.332	B
C-AB	39	10	617	0.062	39	0.1	0.1	6.841	A
C-A	81	20			81				
A-B	346	86			346				
A-C	221	55			221				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	666	0.127	85	0.2	0.2	6.757	A
B-A	61	15	530	0.115	61	0.3	0.2	11.460	B
C-AB	31	8	642	0.049	32	0.1	0.1	6.489	A
C-A	67	17			67				
A-B	282	71			282				
A-C	181	45			181				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	680	0.104	71	0.2	0.1	6.442	A
B-A	51	13	544	0.094	51	0.2	0.2	10.896	B
C-AB	26	7	659	0.040	26	0.1	0.0	6.257	A
C-A	56	14			56				
A-B	236	59			236				
A-C	151	38			151				

2032 Base + Committed, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	178	100.000
B - Laporte Road		ONE HOUR	✓	347	100.000
C - Queens Road		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	69	109
	B - Laporte Road	274	0	73
	C - Queens Road	292	55	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	30	70
	B - Laporte Road	14	0	33
	C - Queens Road	19	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	11.14	0.2	B	67	100
B-A	0.53	15.58	1.3	C	251	377
C-AB	0.09	6.71	0.1	A	50	76
C-A					268	402
A-B					63	95
A-C					100	150

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	594	0.093	54	0.0	0.1	8.867	A
B-A	206	52	601	0.343	204	0.0	0.6	10.269	B
C-AB	41	10	719	0.058	41	0.0	0.1	6.368	A
C-A	220	55			220				
A-B	52	13			52				
A-C	82	21			82				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	565	0.116	65	0.1	0.2	9.591	A
B-A	246	62	586	0.420	245	0.6	0.8	12.012	B
C-AB	49	12	713	0.069	49	0.1	0.1	6.509	A
C-A	263	66			263				
A-B	62	16			62				
A-C	98	24			98				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	512	0.157	80	0.2	0.2	11.084	B
B-A	302	75	565	0.534	300	0.8	1.3	15.382	C
C-AB	61	15	705	0.086	60	0.1	0.1	6.707	A
C-A	321	80			321				
A-B	76	19			76				
A-C	120	30			120				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	510	0.158	80	0.2	0.2	11.139	B
B-A	302	75	565	0.534	302	1.3	1.3	15.581	C
C-AB	61	15	705	0.086	61	0.1	0.1	6.707	A
C-A	321	80			321				
A-B	76	19			76				
A-C	120	30			120				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	563	0.117	66	0.2	0.2	9.642	A
B-A	246	62	586	0.420	248	1.3	0.8	12.200	B
C-AB	49	12	713	0.069	50	0.1	0.1	6.514	A
C-A	263	66			263				
A-B	62	16			62				
A-C	98	24			98				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	592	0.093	55	0.2	0.1	8.920	A
B-A	206	52	601	0.343	207	0.8	0.6	10.440	B
C-AB	41	10	719	0.058	41	0.1	0.1	6.377	A
C-A	220	55			220				
A-B	52	13			52				
A-C	82	21			82				

2032 Base + Committed, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	534	100.000
B - Laporte Road		ONE HOUR	✓	162	100.000
C - Queens Road		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	333	201
	B - Laporte Road	68	0	94
	C - Queens Road	76	35	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	17	19
	B - Laporte Road	49	0	9
	C - Queens Road	60	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	7.27	0.2	A	86	129
B-A	0.15	12.40	0.3	B	62	94
C-AB	0.06	6.90	0.1	A	32	48
C-A					70	105
A-B					306	458
A-C					184	277

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	679	0.104	70	0.0	0.1	6.435	A
B-A	51	13	542	0.094	51	0.0	0.2	10.897	B
C-AB	26	7	656	0.040	26	0.0	0.0	6.285	A
C-A	57	14			57				
A-B	251	63			251				
A-C	151	38			151				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	664	0.127	84	0.1	0.2	6.766	A
B-A	61	15	528	0.116	61	0.2	0.2	11.487	B
C-AB	31	8	638	0.049	31	0.0	0.1	6.531	A
C-A	68	17			68				
A-B	299	75			299				
A-C	181	45			181				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	643	0.161	103	0.2	0.2	7.267	A
B-A	75	19	508	0.148	75	0.2	0.3	12.385	B
C-AB	39	10	612	0.063	38	0.1	0.1	6.900	A
C-A	84	21			84				
A-B	367	92			367				
A-C	221	55			221				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	643	0.161	103	0.2	0.2	7.272	A
B-A	75	19	508	0.148	75	0.3	0.3	12.395	B
C-AB	39	10	612	0.063	39	0.1	0.1	6.900	A
C-A	84	21			84				
A-B	367	92			367				
A-C	221	55			221				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	664	0.127	85	0.2	0.2	6.779	A
B-A	61	15	528	0.116	61	0.3	0.2	11.504	B
C-AB	31	8	638	0.049	32	0.1	0.1	6.535	A
C-A	68	17			68				
A-B	299	75			299				
A-C	181	45			181				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	679	0.104	71	0.2	0.1	6.456	A
B-A	51	13	542	0.094	51	0.2	0.2	10.929	B
C-AB	26	7	656	0.040	26	0.1	0.0	6.291	A
C-A	57	14			57				
A-B	251	63			251				
A-C	151	38			151				

2032 Base + Committed + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		7.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	304	100.000
B - Laporte Road		ONE HOUR	✓	373	100.000
C - Queens Road		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	95	209
	B - Laporte Road	300	0	73
	C - Queens Road	461	55	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	20	69
	B - Laporte Road	13	0	33
	C - Queens Road	36	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	14.25	0.3	B	67	100
B-A	0.65	23.08	2.1	C	275	413
C-AB	0.09	7.07	0.1	A	50	76
C-A					423	635
A-B					87	131
A-C					192	288

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	558	0.099	54	0.0	0.1	9.499	A
B-A	226	56	562	0.402	223	0.0	0.7	11.895	B
C-AB	41	10	697	0.059	41	0.0	0.1	6.585	A
C-A	347	87			347				
A-B	72	18			72				
A-C	157	39			157				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	512	0.128	65	0.1	0.2	10.714	B
B-A	270	67	539	0.501	268	0.7	1.1	14.964	B
C-AB	49	12	686	0.072	49	0.1	0.1	6.782	A
C-A	414	104			414				
A-B	85	21			85				
A-C	188	47			188				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	421	0.191	80	0.2	0.3	14.015	B
B-A	330	83	506	0.653	327	1.1	2.0	22.286	C
C-AB	61	15	672	0.090	60	0.1	0.1	7.065	A
C-A	508	127			508				
A-B	105	26			105				
A-C	230	58			230				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	416	0.193	80	0.3	0.3	14.245	B
B-A	330	83	506	0.653	330	2.0	2.1	23.083	C
C-AB	61	15	672	0.090	61	0.1	0.1	7.065	A
C-A	508	127			508				
A-B	105	26			105				
A-C	230	58			230				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	508	0.129	66	0.3	0.2	10.856	B
B-A	270	67	539	0.501	273	2.1	1.2	15.523	C
C-AB	49	12	686	0.072	50	0.1	0.1	6.786	A
C-A	414	104			414				
A-B	85	21			85				
A-C	188	47			188				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	555	0.099	55	0.2	0.1	9.582	A
B-A	226	56	562	0.402	227	1.2	0.8	12.216	B
C-AB	41	10	697	0.059	41	0.1	0.1	6.594	A
C-A	347	87			347				
A-B	72	18			72				
A-C	157	39			157				

2032 Base + Committed + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	696	100.000
B - Laporte Road		ONE HOUR	✓	189	100.000
C - Queens Road		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	359	337
	B - Laporte Road	95	0	94
	C - Queens Road	300	35	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	16	37
	B - Laporte Road	30	0	9
	C - Queens Road	78	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	8.29	0.2	A	86	129
B-A	0.23	13.73	0.4	B	87	131
C-AB	0.07	7.44	0.1	A	32	48
C-A					275	413
A-B					329	494
A-C					309	464

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	631	0.112	70	0.0	0.1	6.994	A
B-A	72	18	505	0.142	71	0.0	0.2	10.767	B
C-AB	26	7	627	0.042	26	0.0	0.0	6.585	A
C-A	226	56			226				
A-B	270	68			270				
A-C	254	63			254				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	609	0.139	84	0.1	0.2	7.483	A
B-A	85	21	480	0.178	85	0.2	0.3	11.847	B
C-AB	31	8	603	0.052	31	0.0	0.1	6.922	A
C-A	270	67			270				
A-B	323	81			323				
A-C	303	76			303				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	577	0.179	103	0.2	0.2	8.273	A
B-A	105	26	445	0.235	104	0.3	0.4	13.693	B
C-AB	39	10	570	0.068	38	0.1	0.1	7.444	A
C-A	330	83			330				
A-B	395	99			395				
A-C	371	93			371				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	577	0.179	103	0.2	0.2	8.287	A
B-A	105	26	445	0.235	105	0.4	0.4	13.729	B
C-AB	39	10	570	0.068	39	0.1	0.1	7.444	A
C-A	330	83			330				
A-B	395	99			395				
A-C	371	93			371				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	608	0.139	85	0.2	0.2	7.503	A
B-A	85	21	480	0.178	86	0.4	0.3	11.885	B
C-AB	31	8	603	0.052	32	0.1	0.1	6.923	A
C-A	270	67			270				
A-B	323	81			323				
A-C	303	76			303				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	630	0.112	71	0.2	0.1	7.019	A
B-A	72	18	505	0.142	72	0.3	0.2	10.814	B
C-AB	26	7	627	0.042	26	0.1	0.0	6.591	A
C-A	226	56			226				
A-B	270	68			270				
A-C	254	63			254				

Appendix TN2 C

Laporte Road/ Kiln Lane/ Hobson Way Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Laporte Road-Kiln Lane-Hobson Way.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 14/11/2023 16:31:56

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.37	0.22	0.2	2.50	0.12
C - Kiln Lane	0.3	2.95	0.19	0.1	2.61	0.10
D - Laporte Road	0.1	2.46	0.05	0.4	2.59	0.27
	2025 Base					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.39	0.22	0.2	2.51	0.13
C - Kiln Lane	0.3	2.98	0.19	0.1	2.62	0.10
D - Laporte Road	0.1	2.47	0.05	0.4	2.62	0.28
	2025 Base + Committed					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.5	2.84	0.28	0.2	2.86	0.16
C - Kiln Lane	0.5	3.64	0.28	0.2	2.92	0.13
D - Laporte Road	0.1	2.47	0.06	0.5	2.72	0.30
	2025 Base + Committed + Development					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.5	2.89	0.30	0.3	2.84	0.18
C - Kiln Lane	0.5	3.70	0.28	0.2	2.95	0.14
D - Laporte Road	0.1	2.37	0.08	0.5	2.77	0.31
	2032 Base					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.42	0.23	0.2	2.54	0.13
C - Kiln Lane	0.3	3.03	0.20	0.2	2.64	0.11
D - Laporte Road	0.1	2.48	0.05	0.5	2.67	0.29
	2032 Base + Committed					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.5	2.88	0.29	0.3	2.90	0.17
C - Kiln Lane	0.5	3.71	0.29	0.2	2.94	0.14
D - Laporte Road	0.1	2.48	0.07	0.5	2.77	0.31
	2032 Base + Committed + Development					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.5	2.92	0.30	0.3	2.88	0.18
C - Kiln Lane	0.5	3.77	0.29	0.2	2.97	0.14
D - Laporte Road	0.1	2.38	0.08	0.5	2.82	0.32

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.60	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Air Products Access		
B	Hobson Way		
C	Kiln Lane		
D	Laporte Road		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Air Products Access	3.67	5.63	16.4	10.6	50.4	40.0		
B - Hobson Way	3.77	7.52	35.1	37.7	50.4	14.0		
C - Kiln Lane	3.79	7.69	41.9	17.3	50.4	28.0		
D - Laporte Road	5.36	7.90	54.4	19.1	50.4	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Air Products Access	0.532	1422
B - Hobson Way	0.713	2146
C - Kiln Lane	0.674	2057
D - Laporte Road	0.699	2232

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	420	100.000
C - Kiln Lane		ONE HOUR	✓	314	100.000
D - Laporte Road		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	111	309
	C - Kiln Lane	1	96	2	215
	D - Laporte Road	0	47	44	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	16	6
	C - Kiln Lane	0	23	0	21
	D - Laporte Road	0	18	77	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.22	2.37	0.3	A	385	578
C - Kiln Lane	0.19	2.95	0.3	A	288	432
D - Laporte Road	0.05	2.46	0.1	A	84	125

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	142	1346	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	316	79	35	2121	0.149	315	107	0.0	0.2	2.161	A
C - Kiln Lane	236	59	232	1901	0.124	236	118	0.0	0.2	2.622	A
D - Laporte Road	69	17	74	2180	0.031	68	393	0.0	0.0	2.397	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	170	1332	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	378	94	41	2116	0.178	377	128	0.2	0.2	2.245	A
C - Kiln Lane	282	71	278	1870	0.151	282	141	0.2	0.2	2.750	A
D - Laporte Road	82	20	89	2170	0.038	82	471	0.0	0.1	2.424	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	208	1311	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	462	116	51	2109	0.219	462	157	0.2	0.3	2.370	A
C - Kiln Lane	346	86	340	1828	0.189	345	173	0.2	0.3	2.946	A
D - Laporte Road	100	25	109	2156	0.046	100	577	0.1	0.1	2.462	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	208	1311	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	462	116	51	2109	0.219	462	157	0.3	0.3	2.370	A
C - Kiln Lane	346	86	340	1828	0.189	346	173	0.3	0.3	2.946	A
D - Laporte Road	100	25	109	2156	0.046	100	577	0.1	0.1	2.463	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	170	1332	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	378	94	41	2116	0.178	378	129	0.3	0.2	2.246	A
C - Kiln Lane	282	71	278	1870	0.151	283	141	0.3	0.2	2.754	A
D - Laporte Road	82	20	89	2170	0.038	82	471	0.1	0.1	2.426	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	142	1346	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	316	79	35	2121	0.149	316	108	0.2	0.2	2.163	A
C - Kiln Lane	236	59	233	1900	0.124	237	118	0.2	0.2	2.627	A
D - Laporte Road	69	17	75	2180	0.031	69	395	0.1	0.0	2.398	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	217	100.000
C - Kiln Lane		ONE HOUR	✓	181	100.000
D - Laporte Road		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	143	74
	C - Kiln Lane	0	114	5	62
	D - Laporte Road	0	295	236	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	24	11
	C - Kiln Lane	0	16	25	72
	D - Laporte Road	0	5	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.12	2.50	0.2	A	199	299
C - Kiln Lane	0.10	2.61	0.1	A	166	249
D - Laporte Road	0.27	2.59	0.4	A	487	731

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	488	1162	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	163	41	181	2016	0.081	163	307	0.0	0.1	2.315	A
C - Kiln Lane	136	34	56	2020	0.067	136	288	0.0	0.1	2.500	A
D - Laporte Road	400	100	89	2170	0.184	399	102	0.0	0.3	2.274	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	584	1111	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	195	49	217	1991	0.098	195	367	0.1	0.1	2.389	A
C - Kiln Lane	163	41	66	2012	0.081	163	345	0.1	0.1	2.546	A
D - Laporte Road	477	119	107	2157	0.221	477	122	0.3	0.3	2.398	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	715	1042	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	239	60	265	1956	0.122	239	450	0.1	0.2	2.498	A
C - Kiln Lane	199	50	81	2002	0.100	199	423	0.1	0.1	2.612	A
D - Laporte Road	585	146	131	2141	0.273	584	150	0.3	0.4	2.589	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	716	1041	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	239	60	265	1956	0.122	239	450	0.2	0.2	2.498	A
C - Kiln Lane	199	50	81	2002	0.100	199	423	0.1	0.1	2.612	A
D - Laporte Road	585	146	131	2141	0.273	585	150	0.4	0.4	2.589	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	585	1111	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	195	49	217	1991	0.098	195	368	0.2	0.1	2.392	A
C - Kiln Lane	163	41	67	2012	0.081	163	345	0.1	0.1	2.546	A
D - Laporte Road	477	119	107	2157	0.221	478	122	0.4	0.3	2.399	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	490	1162	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	163	41	182	2016	0.081	163	308	0.1	0.1	2.318	A
C - Kiln Lane	136	34	56	2020	0.067	136	289	0.1	0.1	2.502	A
D - Laporte Road	400	100	90	2169	0.184	400	102	0.3	0.3	2.279	A

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	430	100.000
C - Kiln Lane		ONE HOUR	✓	322	100.000
D - Laporte Road		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	113	317
	C - Kiln Lane	1	99	2	220
	D - Laporte Road	0	48	45	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	16	6
	C - Kiln Lane	0	23	0	21
	D - Laporte Road	0	18	77	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.22	2.39	0.3	A	395	592
C - Kiln Lane	0.19	2.98	0.3	A	295	443
D - Laporte Road	0.05	2.47	0.1	A	85	128

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	146	1344	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	324	81	35	2120	0.153	323	110	0.0	0.2	2.171	A
C - Kiln Lane	242	61	238	1897	0.128	242	120	0.0	0.2	2.638	A
D - Laporte Road	70	18	77	2179	0.032	70	403	0.0	0.0	2.401	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	174	1329	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	387	97	42	2115	0.183	386	132	0.2	0.2	2.258	A
C - Kiln Lane	289	72	285	1865	0.155	289	144	0.2	0.2	2.771	A
D - Laporte Road	84	21	92	2168	0.039	84	482	0.0	0.1	2.429	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	213	1308	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	473	118	52	2109	0.225	473	162	0.2	0.3	2.387	A
C - Kiln Lane	355	89	349	1822	0.195	354	176	0.2	0.3	2.976	A
D - Laporte Road	102	26	112	2154	0.048	102	591	0.1	0.1	2.468	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	214	1308	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	473	118	52	2109	0.225	473	162	0.3	0.3	2.387	A
C - Kiln Lane	355	89	349	1822	0.195	355	176	0.3	0.3	2.976	A
D - Laporte Road	102	26	112	2154	0.048	102	591	0.1	0.1	2.468	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	175	1329	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	387	97	42	2115	0.183	387	132	0.3	0.2	2.260	A
C - Kiln Lane	289	72	285	1865	0.155	290	144	0.3	0.2	2.775	A
D - Laporte Road	84	21	92	2168	0.039	84	483	0.1	0.1	2.429	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	146	1344	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	324	81	35	2120	0.153	324	111	0.2	0.2	2.173	A
C - Kiln Lane	242	61	239	1896	0.128	243	121	0.2	0.2	2.641	A
D - Laporte Road	70	18	77	2178	0.032	70	405	0.1	0.0	2.401	A

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	222	100.000
C - Kiln Lane		ONE HOUR	✓	184	100.000
D - Laporte Road		ONE HOUR	✓	544	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	146	76
	C - Kiln Lane	0	116	5	63
	D - Laporte Road	0	302	242	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	24	11
	C - Kiln Lane	0	16	25	72
	D - Laporte Road	0	5	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.13	2.51	0.2	A	204	306
C - Kiln Lane	0.10	2.62	0.1	A	169	253
D - Laporte Road	0.28	2.62	0.4	A	499	749

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	499	1156	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	167	42	185	2013	0.083	167	314	0.0	0.1	2.324	A
C - Kiln Lane	139	35	57	2019	0.069	138	295	0.0	0.1	2.504	A
D - Laporte Road	410	102	91	2169	0.189	409	104	0.0	0.3	2.288	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	597	1104	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	200	50	222	1987	0.100	199	376	0.1	0.1	2.400	A
C - Kiln Lane	165	41	68	2011	0.082	165	353	0.1	0.1	2.551	A
D - Laporte Road	489	122	109	2156	0.227	489	125	0.3	0.3	2.416	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	732	1033	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	244	61	272	1952	0.125	244	460	0.1	0.2	2.513	A
C - Kiln Lane	203	51	84	2001	0.101	202	432	0.1	0.1	2.618	A
D - Laporte Road	599	150	133	2139	0.280	599	153	0.3	0.4	2.616	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	732	1033	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	244	61	272	1952	0.125	244	460	0.2	0.2	2.513	A
C - Kiln Lane	203	51	84	2001	0.101	203	433	0.1	0.1	2.618	A
D - Laporte Road	599	150	133	2139	0.280	599	153	0.4	0.4	2.616	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	598	1104	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	200	50	222	1987	0.100	200	376	0.2	0.1	2.401	A
C - Kiln Lane	165	41	68	2011	0.082	166	354	0.1	0.1	2.551	A
D - Laporte Road	489	122	109	2156	0.227	489	125	0.4	0.3	2.418	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	501	1156	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	167	42	186	2013	0.083	167	315	0.1	0.1	2.325	A
C - Kiln Lane	139	35	57	2019	0.069	139	296	0.1	0.1	2.504	A
D - Laporte Road	410	102	91	2168	0.189	410	105	0.3	0.3	2.291	A

2025 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	533	100.000
C - Kiln Lane		ONE HOUR	✓	459	100.000
D - Laporte Road		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	216	317
	C - Kiln Lane	1	218	2	238
	D - Laporte Road	0	48	71	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	44	6
	C - Kiln Lane	0	46	0	24
	D - Laporte Road	0	18	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.28	2.84	0.5	A	489	734
C - Kiln Lane	0.28	3.64	0.5	A	421	632
D - Laporte Road	0.06	2.47	0.1	A	109	164

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	254	1287	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	401	100	55	2106	0.191	400	200	0.0	0.3	2.503	A
C - Kiln Lane	346	86	238	1897	0.182	344	217	0.0	0.3	3.090	A
D - Laporte Road	90	22	166	2116	0.042	89	417	0.0	0.1	2.357	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	305	1260	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	479	120	66	2099	0.228	479	239	0.3	0.3	2.637	A
C - Kiln Lane	413	103	285	1865	0.221	412	260	0.3	0.4	3.303	A
D - Laporte Road	107	27	199	2093	0.051	107	499	0.1	0.1	2.405	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	373	1224	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	587	147	80	2088	0.281	586	293	0.3	0.5	2.845	A
C - Kiln Lane	505	126	349	1822	0.277	505	318	0.4	0.5	3.641	A
D - Laporte Road	131	33	243	2062	0.064	131	611	0.1	0.1	2.474	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	373	1223	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	587	147	80	2088	0.281	587	293	0.5	0.5	2.845	A
C - Kiln Lane	505	126	349	1822	0.277	505	318	0.5	0.5	3.644	A
D - Laporte Road	131	33	243	2062	0.064	131	611	0.1	0.1	2.474	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	305	1260	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	479	120	66	2099	0.228	480	239	0.5	0.4	2.639	A
C - Kiln Lane	413	103	285	1865	0.221	413	260	0.5	0.4	3.306	A
D - Laporte Road	107	27	199	2093	0.051	107	499	0.1	0.1	2.406	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	255	1286	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	401	100	55	2106	0.191	402	200	0.4	0.3	2.508	A
C - Kiln Lane	346	86	239	1896	0.182	346	218	0.4	0.3	3.095	A
D - Laporte Road	90	22	167	2116	0.042	90	418	0.1	0.1	2.360	A

2025 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	281	100.000
C - Kiln Lane		ONE HOUR	✓	243	100.000
D - Laporte Road		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	205	76
	C - Kiln Lane	0	173	5	65
	D - Laporte Road	0	302	261	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	38	11
	C - Kiln Lane	0	33	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.16	2.86	0.2	A	258	387
C - Kiln Lane	0.13	2.92	0.2	A	223	334
D - Laporte Road	0.30	2.72	0.5	A	517	775

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	556	1126	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	212	53	200	2003	0.106	211	357	0.0	0.2	2.601	A
C - Kiln Lane	183	46	57	2019	0.091	182	354	0.0	0.1	2.757	A
D - Laporte Road	424	106	134	2139	0.198	423	106	0.0	0.3	2.337	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	666	1068	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	253	63	239	1975	0.128	252	427	0.2	0.2	2.705	A
C - Kiln Lane	218	55	68	2011	0.109	218	423	0.1	0.2	2.823	A
D - Laporte Road	506	127	160	2120	0.239	506	127	0.3	0.3	2.485	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	815	988	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	309	77	293	1937	0.160	309	523	0.2	0.2	2.863	A
C - Kiln Lane	268	67	84	2001	0.134	267	518	0.2	0.2	2.920	A
D - Laporte Road	620	155	196	2095	0.296	619	155	0.3	0.5	2.719	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	816	988	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	309	77	293	1937	0.160	309	523	0.2	0.2	2.863	A
C - Kiln Lane	268	67	84	2001	0.134	268	519	0.2	0.2	2.920	A
D - Laporte Road	620	155	196	2095	0.296	620	155	0.5	0.5	2.719	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	667	1067	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	253	63	239	1975	0.128	253	427	0.2	0.2	2.708	A
C - Kiln Lane	218	55	68	2011	0.109	219	424	0.2	0.2	2.826	A
D - Laporte Road	506	127	160	2120	0.239	507	127	0.5	0.4	2.488	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	558	1125	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	212	53	200	2003	0.106	212	358	0.2	0.2	2.602	A
C - Kiln Lane	183	46	57	2019	0.091	183	355	0.2	0.1	2.758	A
D - Laporte Road	424	106	134	2138	0.198	424	106	0.4	0.3	2.342	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	560	100.000
C - Kiln Lane		ONE HOUR	✓	459	100.000
D - Laporte Road		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	216	344
	C - Kiln Lane	1	218	2	238
	D - Laporte Road	0	74	71	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	44	6
	C - Kiln Lane	0	46	0	24
	D - Laporte Road	0	11	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.30	2.89	0.5	A	514	771
C - Kiln Lane	0.28	3.70	0.5	A	421	632
D - Laporte Road	0.08	2.37	0.1	A	133	200

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	274	1276	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	422	105	55	2106	0.200	420	219	0.0	0.3	2.519	A
C - Kiln Lane	346	86	258	1883	0.183	344	217	0.0	0.3	3.118	A
D - Laporte Road	109	27	166	2116	0.052	109	437	0.0	0.1	2.248	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	328	1248	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	503	126	66	2099	0.240	503	262	0.3	0.4	2.662	A
C - Kiln Lane	413	103	309	1849	0.223	412	260	0.3	0.4	3.340	A
D - Laporte Road	130	33	199	2093	0.062	130	523	0.1	0.1	2.299	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	402	1208	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	617	154	80	2088	0.295	616	321	0.4	0.5	2.886	A
C - Kiln Lane	505	126	378	1802	0.280	505	318	0.4	0.5	3.697	A
D - Laporte Road	160	40	243	2062	0.077	160	640	0.1	0.1	2.372	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	402	1208	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	617	154	80	2088	0.295	617	321	0.5	0.5	2.886	A
C - Kiln Lane	505	126	379	1802	0.280	505	318	0.5	0.5	3.700	A
D - Laporte Road	160	40	243	2062	0.077	160	641	0.1	0.1	2.372	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	328	1247	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	503	126	66	2099	0.240	504	263	0.5	0.4	2.666	A
C - Kiln Lane	413	103	310	1849	0.223	413	260	0.5	0.4	3.346	A
D - Laporte Road	130	33	199	2093	0.062	130	524	0.1	0.1	2.299	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	275	1276	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	422	105	55	2106	0.200	422	220	0.4	0.3	2.524	A
C - Kiln Lane	346	86	259	1883	0.184	346	218	0.4	0.3	3.123	A
D - Laporte Road	109	27	167	2116	0.052	109	439	0.1	0.1	2.251	A

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2025 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	308	100.000
C - Kiln Lane		ONE HOUR	✓	243	100.000
D - Laporte Road		ONE HOUR	✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	205	103
	C - Kiln Lane	0	173	5	65
	D - Laporte Road	0	328	261	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	38	8
	C - Kiln Lane	0	33	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.18	2.84	0.3	A	283	424
C - Kiln Lane	0.14	2.95	0.2	A	223	334
D - Laporte Road	0.31	2.77	0.5	A	540	811

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	576	1116	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	232	58	200	2003	0.116	231	376	0.0	0.2	2.565	A
C - Kiln Lane	183	46	77	2005	0.091	182	354	0.0	0.1	2.778	A
D - Laporte Road	443	111	134	2139	0.207	442	126	0.0	0.3	2.358	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	689	1055	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	277	69	239	1975	0.140	277	450	0.2	0.2	2.676	A
C - Kiln Lane	218	55	93	1995	0.110	218	423	0.1	0.2	2.849	A
D - Laporte Road	529	132	160	2120	0.250	529	151	0.3	0.4	2.515	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	844	973	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	339	85	293	1937	0.175	339	551	0.2	0.3	2.844	A
C - Kiln Lane	268	67	113	1981	0.135	267	518	0.2	0.2	2.954	A
D - Laporte Road	649	162	196	2095	0.310	648	185	0.4	0.5	2.765	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	844	973	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	339	85	293	1937	0.175	339	552	0.3	0.3	2.844	A
C - Kiln Lane	268	67	113	1981	0.135	268	519	0.2	0.2	2.954	A
D - Laporte Road	649	162	196	2095	0.310	648	185	0.5	0.5	2.765	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	690	1055	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	277	69	239	1975	0.140	277	451	0.3	0.2	2.679	A
C - Kiln Lane	218	55	93	1995	0.110	219	424	0.2	0.2	2.850	A
D - Laporte Road	529	132	160	2120	0.250	530	151	0.5	0.4	2.516	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	578	1115	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	232	58	200	2003	0.116	232	377	0.2	0.2	2.567	A
C - Kiln Lane	183	46	78	2005	0.091	183	355	0.2	0.1	2.778	A
D - Laporte Road	443	111	134	2138	0.207	444	127	0.4	0.3	2.363	A

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	448	100.000
C - Kiln Lane		ONE HOUR	✓	335	100.000
D - Laporte Road		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	118	330
	C - Kiln Lane	1	103	2	229
	D - Laporte Road	0	50	47	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	16	6
	C - Kiln Lane	0	23	0	21
	D - Laporte Road	0	18	77	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.23	2.42	0.3	A	411	617
C - Kiln Lane	0.20	3.03	0.3	A	307	461
D - Laporte Road	0.05	2.48	0.1	A	89	134

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	152	1341	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	337	84	37	2119	0.159	336	115	0.0	0.2	2.189	A
C - Kiln Lane	252	63	248	1890	0.133	251	125	0.0	0.2	2.664	A
D - Laporte Road	73	18	80	2176	0.034	73	420	0.0	0.0	2.408	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	181	1325	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	403	101	44	2114	0.191	403	137	0.2	0.3	2.281	A
C - Kiln Lane	301	75	297	1857	0.162	301	150	0.2	0.2	2.807	A
D - Laporte Road	87	22	95	2166	0.040	87	502	0.0	0.1	2.437	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	222	1304	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	493	123	54	2107	0.234	493	168	0.3	0.3	2.419	A
C - Kiln Lane	369	92	363	1813	0.203	369	184	0.2	0.3	3.025	A
D - Laporte Road	107	27	117	2151	0.050	107	615	0.1	0.1	2.478	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	222	1304	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	493	123	54	2107	0.234	493	168	0.3	0.3	2.419	A
C - Kiln Lane	369	92	363	1812	0.204	369	184	0.3	0.3	3.026	A
D - Laporte Road	107	27	117	2151	0.050	107	615	0.1	0.1	2.478	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	182	1325	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	403	101	44	2114	0.191	403	138	0.3	0.3	2.282	A
C - Kiln Lane	301	75	297	1857	0.162	301	150	0.3	0.2	2.808	A
D - Laporte Road	87	22	95	2165	0.040	87	503	0.1	0.1	2.437	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	152	1341	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	337	84	37	2119	0.159	337	115	0.3	0.2	2.191	A
C - Kiln Lane	252	63	249	1890	0.133	252	126	0.2	0.2	2.668	A
D - Laporte Road	73	18	80	2176	0.034	73	421	0.1	0.0	2.410	A

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	231	100.000
C - Kiln Lane		ONE HOUR	✓	193	100.000
D - Laporte Road		ONE HOUR	✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	152	79
	C - Kiln Lane	0	121	6	66
	D - Laporte Road	0	314	252	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	24	11
	C - Kiln Lane	0	16	25	72
	D - Laporte Road	0	5	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.13	2.54	0.2	A	212	318
C - Kiln Lane	0.11	2.64	0.2	A	177	266
D - Laporte Road	0.29	2.67	0.5	A	519	779

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	520	1145	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	174	43	194	2007	0.087	173	327	0.0	0.1	2.340	A
C - Kiln Lane	145	36	59	2017	0.072	145	308	0.0	0.1	2.516	A
D - Laporte Road	426	107	95	2165	0.197	425	109	0.0	0.3	2.314	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	623	1091	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	208	52	232	1980	0.105	208	391	0.1	0.1	2.420	A
C - Kiln Lane	174	43	71	2009	0.086	173	368	0.1	0.1	2.565	A
D - Laporte Road	509	127	114	2152	0.236	509	130	0.3	0.3	2.451	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	762	1016	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	254	64	284	1943	0.131	254	479	0.1	0.2	2.541	A
C - Kiln Lane	212	53	87	1999	0.106	212	451	0.1	0.2	2.636	A
D - Laporte Road	623	156	140	2134	0.292	623	160	0.3	0.5	2.666	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	763	1016	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	254	64	284	1943	0.131	254	479	0.2	0.2	2.541	A
C - Kiln Lane	212	53	87	1999	0.106	212	451	0.2	0.2	2.636	A
D - Laporte Road	623	156	140	2134	0.292	623	160	0.5	0.5	2.666	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	624	1090	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	208	52	232	1980	0.105	208	391	0.2	0.1	2.423	A
C - Kiln Lane	174	43	71	2009	0.086	174	369	0.2	0.1	2.565	A
D - Laporte Road	509	127	114	2152	0.236	509	130	0.5	0.3	2.453	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	522	1144	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	174	43	194	2007	0.087	174	328	0.1	0.1	2.343	A
C - Kiln Lane	145	36	60	2017	0.072	145	309	0.1	0.1	2.516	A
D - Laporte Road	426	107	96	2165	0.197	426	109	0.3	0.3	2.319	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	550	100.000
C - Kiln Lane		ONE HOUR	✓	472	100.000
D - Laporte Road		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	220	330
	C - Kiln Lane	1	222	2	247
	D - Laporte Road	0	50	73	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	44	6
	C - Kiln Lane	0	46	0	24
	D - Laporte Road	0	18	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.29	2.88	0.5	A	505	757
C - Kiln Lane	0.29	3.71	0.5	A	433	650
D - Laporte Road	0.07	2.48	0.1	A	113	169

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	260	1283	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	414	104	56	2105	0.197	413	204	0.0	0.3	2.520	A
C - Kiln Lane	355	89	248	1890	0.188	354	221	0.0	0.3	3.119	A
D - Laporte Road	93	23	169	2114	0.044	92	433	0.0	0.1	2.362	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	312	1256	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	494	124	67	2097	0.236	494	244	0.3	0.4	2.660	A
C - Kiln Lane	424	106	296	1858	0.228	424	265	0.3	0.4	3.345	A
D - Laporte Road	111	28	202	2091	0.053	111	518	0.1	0.1	2.411	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	382	1219	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	606	151	83	2087	0.290	605	299	0.4	0.5	2.879	A
C - Kiln Lane	520	130	363	1813	0.287	519	325	0.4	0.5	3.705	A
D - Laporte Road	135	34	247	2059	0.066	135	635	0.1	0.1	2.482	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	382	1219	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	606	151	83	2087	0.290	606	299	0.5	0.5	2.879	A
C - Kiln Lane	520	130	363	1812	0.287	520	325	0.5	0.5	3.709	A
D - Laporte Road	135	34	248	2059	0.066	135	635	0.1	0.1	2.482	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	312	1256	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	494	124	67	2097	0.236	495	245	0.5	0.4	2.664	A
C - Kiln Lane	424	106	297	1857	0.228	425	265	0.5	0.4	3.351	A
D - Laporte Road	111	28	203	2090	0.053	111	519	0.1	0.1	2.411	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	261	1283	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	414	104	56	2105	0.197	414	205	0.4	0.3	2.523	A
C - Kiln Lane	355	89	249	1890	0.188	356	222	0.4	0.3	3.129	A
D - Laporte Road	93	23	170	2114	0.044	93	435	0.1	0.1	2.364	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	290	100.000
C - Kiln Lane		ONE HOUR	✓	251	100.000
D - Laporte Road		ONE HOUR	✓	585	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	211	79
	C - Kiln Lane	0	177	6	68
	D - Laporte Road	0	314	271	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	38	11
	C - Kiln Lane	0	33	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.17	2.90	0.3	A	266	399
C - Kiln Lane	0.14	2.94	0.2	A	230	345
D - Laporte Road	0.31	2.77	0.5	A	537	805

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	577	1115	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	218	55	208	1997	0.109	218	369	0.0	0.2	2.618	A
C - Kiln Lane	189	47	59	2017	0.094	188	366	0.0	0.1	2.770	A
D - Laporte Road	440	110	137	2136	0.206	439	110	0.0	0.3	2.363	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	690	1055	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	261	65	249	1968	0.132	261	441	0.2	0.2	2.728	A
C - Kiln Lane	226	56	71	2009	0.112	226	438	0.1	0.2	2.839	A
D - Laporte Road	526	131	164	2117	0.248	526	132	0.3	0.4	2.521	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	845	973	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	319	80	305	1928	0.166	319	540	0.2	0.3	2.895	A
C - Kiln Lane	276	69	87	1999	0.138	276	537	0.2	0.2	2.940	A
D - Laporte Road	644	161	201	2091	0.308	644	162	0.4	0.5	2.771	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	846	972	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	319	80	305	1928	0.166	319	541	0.3	0.3	2.895	A
C - Kiln Lane	276	69	87	1999	0.138	276	537	0.2	0.2	2.940	A
D - Laporte Road	644	161	201	2091	0.308	644	162	0.5	0.5	2.772	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	691	1054	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	261	65	249	1968	0.132	261	442	0.3	0.2	2.729	A
C - Kiln Lane	226	56	71	2009	0.112	226	439	0.2	0.2	2.842	A
D - Laporte Road	526	131	165	2117	0.248	526	132	0.5	0.4	2.522	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	579	1114	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	218	55	209	1997	0.109	218	370	0.2	0.2	2.619	A
C - Kiln Lane	189	47	60	2017	0.094	189	368	0.2	0.1	2.770	A
D - Laporte Road	440	110	138	2136	0.206	441	111	0.4	0.3	2.369	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	577	100.000
C - Kiln Lane		ONE HOUR	✓	472	100.000
D - Laporte Road		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	220	357
	C - Kiln Lane	1	222	2	247
	D - Laporte Road	0	76	73	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	44	6
	C - Kiln Lane	0	46	0	24
	D - Laporte Road	0	11	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.30	2.92	0.5	A	529	794
C - Kiln Lane	0.29	3.77	0.5	A	433	650
D - Laporte Road	0.08	2.38	0.1	A	137	205

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	280	1273	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	434	109	56	2105	0.206	433	224	0.0	0.3	2.536	A
C - Kiln Lane	355	89	268	1877	0.189	354	221	0.0	0.3	3.147	A
D - Laporte Road	112	28	169	2114	0.053	112	453	0.0	0.1	2.254	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	335	1244	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	519	130	67	2097	0.247	518	268	0.3	0.4	2.686	A
C - Kiln Lane	424	106	321	1841	0.230	424	265	0.3	0.4	3.384	A
D - Laporte Road	134	33	202	2091	0.064	134	543	0.1	0.1	2.306	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	410	1204	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	635	159	83	2087	0.304	635	328	0.4	0.5	2.922	A
C - Kiln Lane	520	130	393	1793	0.290	519	325	0.4	0.5	3.764	A
D - Laporte Road	164	41	247	2059	0.080	164	664	0.1	0.1	2.381	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	411	1204	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	635	159	83	2087	0.304	635	328	0.5	0.5	2.922	A
C - Kiln Lane	520	130	393	1792	0.290	520	325	0.5	0.5	3.767	A
D - Laporte Road	164	41	248	2059	0.080	164	665	0.1	0.1	2.382	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	336	1243	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	519	130	67	2097	0.247	519	268	0.5	0.4	2.688	A
C - Kiln Lane	424	106	321	1841	0.231	425	265	0.5	0.4	3.390	A
D - Laporte Road	134	33	203	2090	0.064	134	544	0.1	0.1	2.307	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	281	1272	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	434	109	56	2105	0.206	435	225	0.4	0.3	2.541	A
C - Kiln Lane	355	89	269	1876	0.189	356	222	0.4	0.3	3.157	A
D - Laporte Road	112	28	170	2114	0.053	112	455	0.1	0.1	2.257	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	317	100.000
C - Kiln Lane		ONE HOUR	✓	251	100.000
D - Laporte Road		ONE HOUR	✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	211	106
	C - Kiln Lane	0	177	6	68
	D - Laporte Road	0	340	271	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	38	8
	C - Kiln Lane	0	33	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.18	2.88	0.3	A	291	436
C - Kiln Lane	0.14	2.97	0.2	A	230	345
D - Laporte Road	0.32	2.82	0.5	A	561	841

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	596	1105	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	239	60	208	1997	0.119	238	388	0.0	0.2	2.584	A
C - Kiln Lane	189	47	80	2004	0.094	188	366	0.0	0.1	2.791	A
D - Laporte Road	460	115	137	2136	0.215	459	131	0.0	0.3	2.385	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	713	1043	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	285	71	249	1968	0.145	285	464	0.2	0.2	2.700	A
C - Kiln Lane	226	56	95	1993	0.113	226	438	0.1	0.2	2.865	A
D - Laporte Road	549	137	164	2117	0.259	549	156	0.3	0.4	2.551	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	874	957	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	349	87	305	1928	0.181	349	569	0.2	0.3	2.877	A
C - Kiln Lane	276	69	117	1979	0.140	276	537	0.2	0.2	2.975	A
D - Laporte Road	673	168	201	2091	0.322	672	191	0.4	0.5	2.820	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	874	957	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	349	87	305	1928	0.181	349	569	0.3	0.3	2.878	A
C - Kiln Lane	276	69	117	1979	0.140	276	537	0.2	0.2	2.975	A
D - Laporte Road	673	168	201	2091	0.322	673	192	0.5	0.5	2.820	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	714	1042	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	285	71	249	1968	0.145	285	465	0.3	0.2	2.703	A
C - Kiln Lane	226	56	95	1993	0.113	226	439	0.2	0.2	2.866	A
D - Laporte Road	549	137	165	2117	0.259	550	157	0.5	0.4	2.555	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	598	1104	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	239	60	209	1997	0.120	239	390	0.2	0.2	2.585	A
C - Kiln Lane	189	47	80	2003	0.094	189	368	0.2	0.1	2.791	A
D - Laporte Road	460	115	138	2136	0.215	460	131	0.4	0.3	2.388	A

Appendix TN2 D

Kings Road/ A1173 Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Kings Road-A1173.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 22/11/2023 11:07:33

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Kings Road	0.2	3.60	0.10	0.4	4.06	0.28
B - A1173	1.1	4.65	0.49	0.4	3.43	0.22
C - A1173 Kings Road	0.4	3.58	0.23	0.7	3.92	0.39
	2025 Base					
A - Kings Road	0.2	3.63	0.10	0.4	4.15	0.28
B - A1173	1.2	4.80	0.51	0.4	3.47	0.23
C - A1173 Kings Road	0.4	3.62	0.24	0.8	4.00	0.40
	2025 Base + Committed					
A - Kings Road	0.2	3.68	0.10	0.5	4.38	0.30
B - A1173	1.5	5.45	0.57	0.4	3.58	0.26
C - A1173 Kings Road	0.4	3.75	0.27	0.9	4.28	0.44
	2025 Base + Committed + Development					
A - Kings Road	0.3	4.25	0.17	0.9	5.81	0.42
B - A1173	2.4	7.67	0.67	1.0	5.13	0.41
C - A1173 Kings Road	0.5	4.22	0.30	1.1	5.19	0.49
	2032 Base					
A - Kings Road	0.2	3.67	0.10	0.5	4.31	0.30
B - A1173	1.3	5.05	0.53	0.4	3.53	0.24
C - A1173 Kings Road	0.4	3.70	0.25	0.8	4.14	0.42
	2032 Base + Committed					
A - Kings Road	0.2	3.73	0.11	0.5	4.55	0.32
B - A1173	1.6	5.78	0.59	0.5	3.65	0.27
C - A1173 Kings Road	0.5	3.84	0.28	1.0	4.43	0.46
	2032 Base + Committed + Development					
A - Kings Road	0.3	4.29	0.18	0.9	6.10	0.44
B - A1173	2.7	8.30	0.70	1.0	5.23	0.42
C - A1173 Kings Road	0.5	4.32	0.31	1.2	5.42	0.51

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.25	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Kings Road		
B	A1173		
C	A1173 Kings Road		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Kings Road	3.59	6.99	11.2	32.5	45.1	9.0		
B - A1173	3.55	7.66	13.2	26.2	45.1	19.0		
C - A1173 Kings Road	3.63	7.01	10.5	28.3	45.1	12.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Kings Road	0.666	1758
B - A1173	0.659	1784
C - A1173 Kings Road	0.656	1727

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	140	100.000
B - A1173		ONE HOUR	✓	774	100.000
C - A1173 Kings Road		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	72	68
	B - A1173	248	1	525
	C - A1173 Kings Road	124	200	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	73	25
	B - A1173	12	0	15
	C - A1173 Kings Road	10	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.10	3.60	0.2	A	128	193
B - A1173	0.49	4.65	1.1	A	710	1065
C - A1173 Kings Road	0.23	3.58	0.4	A	298	447

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	105	26	152	1657	0.064	105	279	0.0	0.1	3.382	A
B - A1173	583	146	52	1750	0.333	580	205	0.0	0.6	3.504	A
C - A1173 Kings Road	245	61	187	1605	0.152	244	445	0.0	0.2	3.125	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	126	31	181	1637	0.077	126	334	0.1	0.1	3.472	A
B - A1173	696	174	62	1743	0.399	695	245	0.6	0.8	3.913	A
C - A1173 Kings Road	292	73	224	1580	0.185	292	533	0.2	0.3	3.301	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	154	39	222	1610	0.096	154	409	0.1	0.2	3.604	A
B - A1173	852	213	76	1734	0.491	851	300	0.8	1.1	4.641	A
C - A1173 Kings Road	358	89	274	1548	0.231	357	653	0.3	0.4	3.574	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	154	39	222	1610	0.096	154	410	0.2	0.2	3.604	A
B - A1173	852	213	76	1734	0.492	852	301	1.1	1.1	4.654	A
C - A1173 Kings Road	358	89	274	1547	0.231	358	654	0.4	0.4	3.575	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	126	31	182	1637	0.077	126	335	0.2	0.1	3.473	A
B - A1173	696	174	62	1743	0.399	697	246	1.1	0.8	3.930	A
C - A1173 Kings Road	292	73	224	1580	0.185	293	535	0.4	0.3	3.306	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	105	26	152	1657	0.064	105	280	0.1	0.1	3.383	A
B - A1173	583	146	52	1750	0.333	583	206	0.8	0.6	3.523	A
C - A1173 Kings Road	245	61	188	1604	0.153	245	448	0.3	0.2	3.132	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	341	100.000
B - A1173		ONE HOUR	✓	338	100.000
C - A1173 Kings Road		ONE HOUR	✓	603	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	182	159
	B - A1173	45	0	293
	C - A1173 Kings Road	66	536	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	17	6
	B - A1173	52	0	20
	C - A1173 Kings Road	24	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.28	4.06	0.4	A	313	469
B - A1173	0.22	3.43	0.4	A	310	465
C - A1173 Kings Road	0.39	3.92	0.7	A	553	830

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	257	64	403	1490	0.172	256	83	0.0	0.2	3.255	A
B - A1173	254	64	120	1705	0.149	254	539	0.0	0.2	3.061	A
C - A1173 Kings Road	454	113	34	1705	0.266	452	340	0.0	0.4	3.222	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	307	77	482	1437	0.213	306	100	0.2	0.3	3.554	A
B - A1173	304	76	144	1689	0.180	304	645	0.2	0.3	3.207	A
C - A1173 Kings Road	542	136	40	1701	0.319	542	407	0.4	0.5	3.485	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	375	94	591	1365	0.275	375	122	0.3	0.4	4.058	A
B - A1173	372	93	176	1668	0.223	372	790	0.3	0.4	3.429	A
C - A1173 Kings Road	664	166	50	1695	0.392	663	498	0.5	0.7	3.916	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	375	94	591	1364	0.275	375	122	0.4	0.4	4.063	A
B - A1173	372	93	176	1668	0.223	372	791	0.4	0.4	3.429	A
C - A1173 Kings Road	664	166	50	1695	0.392	664	499	0.7	0.7	3.921	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	307	77	483	1436	0.213	307	100	0.4	0.3	3.562	A
B - A1173	304	76	144	1689	0.180	304	646	0.4	0.3	3.212	A
C - A1173 Kings Road	542	136	40	1701	0.319	543	408	0.7	0.5	3.492	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	257	64	405	1488	0.172	257	84	0.3	0.2	3.262	A
B - A1173	254	64	121	1704	0.149	255	541	0.3	0.2	3.065	A
C - A1173 Kings Road	454	113	34	1705	0.266	454	341	0.5	0.4	3.235	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	144	100.000
B - A1173		ONE HOUR	✓	797	100.000
C - A1173 Kings Road		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	74	70
	B - A1173	255	1	541
	C - A1173 Kings Road	128	206	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	73	25
	B - A1173	12	0	15
	C - A1173 Kings Road	10	24	0

360

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.10	3.63	0.2	A	132	198
B - A1173	0.51	4.80	1.2	A	731	1097
C - A1173 Kings Road	0.24	3.62	0.4	A	307	461

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	108	27	156	1654	0.066	108	287	0.0	0.1	3.394	A
B - A1173	600	150	53	1749	0.343	598	211	0.0	0.6	3.557	A
C - A1173 Kings Road	252	63	192	1601	0.158	251	459	0.0	0.2	3.150	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	129	32	187	1634	0.079	129	344	0.1	0.1	3.488	A
B - A1173	716	179	64	1742	0.411	716	252	0.6	0.8	3.993	A
C - A1173 Kings Road	301	75	230	1576	0.191	301	550	0.2	0.3	3.335	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	159	40	229	1606	0.099	158	421	0.1	0.2	3.626	A
B - A1173	878	219	78	1732	0.507	876	309	0.8	1.2	4.785	A
C - A1173 Kings Road	369	92	281	1543	0.239	368	673	0.3	0.4	3.623	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	159	40	229	1605	0.099	159	422	0.2	0.2	3.626	A
B - A1173	878	219	78	1732	0.507	877	309	1.2	1.2	4.800	A
C - A1173 Kings Road	369	92	282	1542	0.239	369	674	0.4	0.4	3.624	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	129	32	187	1633	0.079	130	345	0.2	0.1	3.492	A
B - A1173	716	179	64	1742	0.411	718	253	1.2	0.8	4.013	A
C - A1173 Kings Road	301	75	231	1576	0.191	302	551	0.4	0.3	3.338	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	108	27	157	1654	0.066	109	289	0.1	0.1	3.398	A
B - A1173	600	150	53	1749	0.343	601	212	0.8	0.6	3.577	A
C - A1173 Kings Road	252	63	193	1601	0.158	252	461	0.3	0.2	3.155	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	350	100.000
B - A1173		ONE HOUR	✓	349	100.000
C - A1173 Kings Road		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	187	163
	B - A1173	47	0	302
	C - A1173 Kings Road	68	552	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	17	6
	B - A1173	52	0	20
	C - A1173 Kings Road	24	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.28	4.15	0.4	A	321	482
B - A1173	0.23	3.47	0.4	A	320	480
C - A1173 Kings Road	0.40	4.00	0.8	A	570	855

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	263	66	415	1482	0.178	263	86	0.0	0.2	3.291	A
B - A1173	263	66	123	1703	0.154	262	554	0.0	0.2	3.084	A
C - A1173 Kings Road	468	117	35	1704	0.274	466	350	0.0	0.4	3.260	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	315	79	497	1427	0.220	314	103	0.2	0.3	3.610	A
B - A1173	314	78	147	1687	0.186	314	664	0.2	0.3	3.237	A
C - A1173 Kings Road	558	140	42	1699	0.329	558	419	0.4	0.5	3.538	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	385	96	608	1353	0.285	385	126	0.3	0.4	4.148	A
B - A1173	384	96	180	1665	0.231	384	813	0.3	0.4	3.470	A
C - A1173 Kings Road	684	171	52	1693	0.404	683	513	0.5	0.8	3.997	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	385	96	609	1352	0.285	385	127	0.4	0.4	4.154	A
B - A1173	384	96	181	1665	0.231	384	814	0.4	0.4	3.470	A
C - A1173 Kings Road	684	171	52	1693	0.404	684	513	0.8	0.8	4.003	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	315	79	498	1426	0.221	315	104	0.4	0.3	3.616	A
B - A1173	314	78	148	1687	0.186	314	665	0.4	0.3	3.239	A
C - A1173 Kings Road	558	140	42	1699	0.329	559	419	0.8	0.6	3.549	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	263	66	417	1480	0.178	264	87	0.3	0.2	3.305	A
B - A1173	263	66	124	1702	0.154	263	557	0.3	0.2	3.088	A
C - A1173 Kings Road	468	117	35	1704	0.274	468	351	0.6	0.4	3.273	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	144	100.000
B - A1173		ONE HOUR	✓	890	100.000
C - A1173 Kings Road		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	74	70
	B - A1173	276	1	613
	C - A1173 Kings Road	132	237	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	73	25
	B - A1173	12	0	15
	C - A1173 Kings Road	10	21	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.10	3.68	0.2	A	132	198
B - A1173	0.57	5.45	1.5	A	817	1225
C - A1173 Kings Road	0.27	3.75	0.4	A	340	509

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	108	27	179	1639	0.066	108	306	0.0	0.1	3.429	A
B - A1173	670	168	53	1749	0.383	667	234	0.0	0.7	3.786	A
C - A1173 Kings Road	279	70	208	1591	0.175	278	513	0.0	0.2	3.199	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	129	32	215	1615	0.080	129	366	0.1	0.1	3.532	A
B - A1173	800	200	64	1742	0.459	799	280	0.7	1.0	4.350	A
C - A1173 Kings Road	333	83	249	1564	0.213	332	614	0.2	0.3	3.412	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	159	40	263	1583	0.100	158	448	0.1	0.2	3.683	A
B - A1173	980	245	78	1732	0.566	978	343	1.0	1.5	5.426	A
C - A1173 Kings Road	407	102	304	1528	0.267	407	752	0.3	0.4	3.748	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	159	40	263	1583	0.100	159	449	0.2	0.2	3.684	A
B - A1173	980	245	78	1732	0.566	980	344	1.5	1.5	5.454	A
C - A1173 Kings Road	407	102	305	1527	0.267	407	753	0.4	0.4	3.753	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	129	32	215	1615	0.080	130	368	0.2	0.1	3.533	A
B - A1173	800	200	64	1742	0.459	802	281	1.5	1.0	4.377	A
C - A1173 Kings Road	333	83	250	1563	0.213	333	616	0.4	0.3	3.419	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	108	27	180	1638	0.066	109	308	0.1	0.1	3.433	A
B - A1173	670	168	53	1749	0.383	671	235	1.0	0.7	3.812	A
C - A1173 Kings Road	279	70	209	1590	0.175	279	516	0.3	0.2	3.208	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	359	100.000
B - A1173		ONE HOUR	✓	395	100.000
C - A1173 Kings Road		ONE HOUR	✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	194	165
	B - A1173	50	0	345
	C - A1173 Kings Road	68	610	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	16	6
	B - A1173	52	0	19
	C - A1173 Kings Road	24	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.30	4.38	0.5	A	329	494
B - A1173	0.26	3.58	0.4	A	362	544
C - A1173 Kings Road	0.44	4.28	0.9	A	623	935

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	270	68	458	1453	0.186	269	89	0.0	0.3	3.378	A
B - A1173	297	74	125	1702	0.175	296	603	0.0	0.3	3.133	A
C - A1173 Kings Road	511	128	38	1702	0.300	509	383	0.0	0.5	3.378	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	323	81	549	1392	0.232	322	106	0.3	0.3	3.740	A
B - A1173	355	89	149	1686	0.211	355	722	0.3	0.3	3.309	A
C - A1173 Kings Road	610	153	45	1698	0.360	610	459	0.5	0.6	3.710	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	395	99	672	1311	0.302	395	130	0.3	0.5	4.367	A
B - A1173	435	109	183	1664	0.261	434	884	0.3	0.4	3.584	A
C - A1173 Kings Road	748	187	55	1691	0.442	747	562	0.6	0.9	4.271	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	395	99	673	1310	0.302	395	130	0.5	0.5	4.375	A
B - A1173	435	109	183	1664	0.261	435	885	0.4	0.4	3.584	A
C - A1173 Kings Road	748	187	55	1691	0.442	748	563	0.9	0.9	4.279	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	323	81	550	1392	0.232	323	106	0.5	0.3	3.747	A
B - A1173	355	89	149	1685	0.211	356	724	0.4	0.3	3.312	A
C - A1173 Kings Road	610	153	45	1698	0.360	611	460	0.9	0.6	3.720	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	270	68	461	1451	0.186	271	89	0.3	0.3	3.390	A
B - A1173	297	74	125	1701	0.175	298	606	0.3	0.3	3.137	A
C - A1173 Kings Road	511	128	38	1702	0.300	512	385	0.6	0.5	3.394	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	245	100.000
B - A1173		ONE HOUR	✓	1054	100.000
C - A1173 Kings Road		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	167	78
	B - A1173	437	1	616
	C - A1173 Kings Road	139	240	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	77	22
	B - A1173	30	0	15
	C - A1173 Kings Road	9	21	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.17	4.25	0.3	A	225	337
B - A1173	0.67	7.67	2.4	A	967	1451
C - A1173 Kings Road	0.30	4.22	0.5	A	349	523

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	184	46	182	1637	0.113	184	432	0.0	0.2	3.832	A
B - A1173	794	198	59	1745	0.455	790	306	0.0	1.0	4.531	A
C - A1173 Kings Road	286	72	328	1512	0.189	285	521	0.0	0.3	3.407	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	220	55	217	1613	0.137	220	517	0.2	0.2	4.000	A
B - A1173	948	237	71	1737	0.545	946	366	1.0	1.4	5.481	A
C - A1173 Kings Road	342	85	393	1469	0.232	341	624	0.3	0.4	3.710	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	270	67	266	1581	0.171	269	632	0.2	0.3	4.248	A
B - A1173	1160	290	87	1727	0.672	1157	449	1.4	2.4	7.572	A
C - A1173 Kings Road	418	105	481	1412	0.296	418	763	0.4	0.5	4.208	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	270	67	266	1580	0.171	270	634	0.3	0.3	4.250	A
B - A1173	1160	290	87	1727	0.672	1160	449	2.4	2.4	7.672	A
C - A1173 Kings Road	418	105	482	1411	0.297	418	765	0.5	0.5	4.216	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	220	55	218	1613	0.137	221	520	0.3	0.2	4.004	A
B - A1173	948	237	71	1737	0.545	951	367	2.4	1.5	5.560	A
C - A1173 Kings Road	342	85	395	1468	0.233	342	627	0.5	0.4	3.721	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	184	46	182	1636	0.113	185	435	0.2	0.2	3.837	A
B - A1173	794	198	60	1745	0.455	795	308	1.5	1.0	4.587	A
C - A1173 Kings Road	286	72	331	1510	0.189	286	524	0.4	0.3	3.419	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	494	100.000
B - A1173		ONE HOUR	✓	614	100.000
C - A1173 Kings Road		ONE HOUR	✓	689	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	322	172
	B - A1173	266	0	348
	C - A1173 Kings Road	75	613	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	35	6
	B - A1173	82	0	19
	C - A1173 Kings Road	21	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.42	5.81	0.9	A	453	680
B - A1173	0.41	5.13	1.0	A	563	845
C - A1173 Kings Road	0.49	5.19	1.1	A	632	948

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	372	93	460	1451	0.256	370	256	0.0	0.4	4.099	A
B - A1173	462	116	130	1698	0.272	460	701	0.0	0.5	4.063	A
C - A1173 Kings Road	519	130	199	1596	0.325	517	390	0.0	0.5	3.725	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	444	111	551	1391	0.319	443	306	0.4	0.6	4.681	A
B - A1173	552	138	155	1682	0.328	551	839	0.5	0.7	4.457	A
C - A1173 Kings Road	619	155	239	1570	0.394	619	468	0.5	0.7	4.232	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	544	136	675	1309	0.416	543	375	0.6	0.9	5.786	A
B - A1173	676	169	190	1659	0.408	675	1027	0.7	1.0	5.118	A
C - A1173 Kings Road	759	190	292	1535	0.494	757	573	0.7	1.1	5.171	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	544	136	676	1308	0.416	544	375	0.9	0.9	5.808	A
B - A1173	676	169	190	1658	0.408	676	1029	1.0	1.0	5.129	A
C - A1173 Kings Road	759	190	293	1535	0.494	759	574	1.1	1.1	5.191	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	444	111	553	1389	0.320	445	307	0.9	0.6	4.706	A
B - A1173	552	138	156	1681	0.328	553	843	1.0	0.7	4.473	A
C - A1173 Kings Road	619	155	240	1570	0.395	621	469	1.1	0.7	4.255	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	372	93	463	1450	0.257	373	257	0.6	0.4	4.121	A
B - A1173	462	116	130	1698	0.272	463	705	0.7	0.5	4.084	A
C - A1173 Kings Road	519	130	201	1596	0.325	519	393	0.7	0.5	3.748	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	151	100.000
B - A1173		ONE HOUR	✓	834	100.000
C - A1173 Kings Road		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	78	73
	B - A1173	267	1	566
	C - A1173 Kings Road	134	215	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	73	25
	B - A1173	12	0	15
	C - A1173 Kings Road	10	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.10	3.67	0.2	A	139	208
B - A1173	0.53	5.05	1.3	A	765	1148
C - A1173 Kings Road	0.25	3.70	0.4	A	321	482

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	114	28	163	1650	0.069	113	301	0.0	0.1	3.419	A
B - A1173	628	157	56	1747	0.359	625	221	0.0	0.6	3.650	A
C - A1173 Kings Road	263	66	201	1595	0.165	263	480	0.0	0.2	3.190	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	136	34	195	1628	0.083	136	360	0.1	0.1	3.518	A
B - A1173	750	187	66	1740	0.431	749	264	0.6	0.9	4.137	A
C - A1173 Kings Road	315	79	241	1569	0.201	314	575	0.2	0.3	3.389	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	166	42	239	1599	0.104	166	441	0.1	0.2	3.665	A
B - A1173	918	230	81	1730	0.531	917	323	0.9	1.3	5.033	A
C - A1173 Kings Road	385	96	295	1534	0.251	385	703	0.3	0.4	3.702	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	166	42	239	1599	0.104	166	441	0.2	0.2	3.665	A
B - A1173	918	230	81	1730	0.531	918	324	1.3	1.3	5.053	A
C - A1173 Kings Road	385	96	295	1534	0.251	385	705	0.4	0.4	3.703	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	136	34	195	1628	0.083	136	361	0.2	0.1	3.522	A
B - A1173	750	187	67	1740	0.431	751	265	1.3	0.9	4.159	A
C - A1173 Kings Road	315	79	241	1569	0.201	315	577	0.4	0.3	3.393	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	114	28	164	1649	0.069	114	302	0.1	0.1	3.423	A
B - A1173	628	157	56	1747	0.359	629	222	0.9	0.6	3.674	A
C - A1173 Kings Road	263	66	202	1595	0.165	264	482	0.3	0.2	3.198	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	366	100.000
B - A1173		ONE HOUR	✓	364	100.000
C - A1173 Kings Road		ONE HOUR	✓	649	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	195	171
	B - A1173	49	0	315
	C - A1173 Kings Road	71	577	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	17	6
	B - A1173	52	0	20
	C - A1173 Kings Road	24	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.30	4.31	0.5	A	336	504
B - A1173	0.24	3.53	0.4	A	334	501
C - A1173 Kings Road	0.42	4.14	0.8	A	596	893

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	276	69	434	1469	0.188	275	90	0.0	0.3	3.359	A
B - A1173	274	69	129	1699	0.161	273	579	0.0	0.2	3.117	A
C - A1173 Kings Road	489	122	37	1703	0.287	487	365	0.0	0.4	3.319	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	329	82	519	1412	0.233	329	108	0.3	0.3	3.707	A
B - A1173	327	82	154	1682	0.195	327	693	0.2	0.3	3.280	A
C - A1173 Kings Road	583	146	44	1698	0.344	583	437	0.4	0.6	3.621	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	403	101	636	1335	0.302	402	132	0.3	0.5	4.306	A
B - A1173	401	100	189	1659	0.242	400	849	0.3	0.4	3.531	A
C - A1173 Kings Road	715	179	54	1692	0.422	714	536	0.6	0.8	4.129	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	403	101	636	1334	0.302	403	132	0.5	0.5	4.314	A
B - A1173	401	100	189	1659	0.242	401	850	0.4	0.4	3.532	A
C - A1173 Kings Road	715	179	54	1692	0.422	715	536	0.8	0.8	4.135	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	329	82	520	1411	0.233	330	108	0.5	0.3	3.714	A
B - A1173	327	82	155	1682	0.195	328	695	0.4	0.3	3.283	A
C - A1173 Kings Road	583	146	44	1698	0.344	584	438	0.8	0.6	3.633	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	276	69	436	1468	0.188	276	90	0.3	0.3	3.373	A
B - A1173	274	69	130	1698	0.161	274	582	0.3	0.2	3.121	A
C - A1173 Kings Road	489	122	37	1703	0.287	489	367	0.6	0.5	3.333	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	151	100.000
B - A1173		ONE HOUR	✓	927	100.000
C - A1173 Kings Road		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	78	73
	B - A1173	288	1	638
	C - A1173 Kings Road	138	247	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	73	25
	B - A1173	12	0	15
	C - A1173 Kings Road	10	21	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.11	3.73	0.2	A	139	208
B - A1173	0.59	5.78	1.6	A	851	1276
C - A1173 Kings Road	0.28	3.84	0.5	A	354	531

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	114	28	187	1634	0.070	113	319	0.0	0.1	3.455	A
B - A1173	698	174	55	1747	0.399	695	245	0.0	0.8	3.890	A
C - A1173 Kings Road	291	73	217	1585	0.183	290	534	0.0	0.3	3.241	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	136	34	224	1609	0.084	136	383	0.1	0.1	3.564	A
B - A1173	833	208	66	1740	0.479	832	293	0.8	1.0	4.516	A
C - A1173 Kings Road	347	87	259	1557	0.223	347	639	0.3	0.3	3.473	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	166	42	274	1576	0.106	166	468	0.1	0.2	3.726	A
B - A1173	1021	255	81	1730	0.590	1018	359	1.0	1.6	5.748	A
C - A1173 Kings Road	425	106	317	1519	0.280	425	782	0.3	0.5	3.839	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	166	42	274	1575	0.106	166	469	0.2	0.2	3.726	A
B - A1173	1021	255	81	1730	0.590	1021	359	1.6	1.6	5.784	A
C - A1173 Kings Road	425	106	318	1518	0.280	425	784	0.5	0.5	3.843	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	136	34	224	1609	0.084	136	384	0.2	0.1	3.568	A
B - A1173	833	208	67	1740	0.479	836	293	1.6	1.1	4.550	A
C - A1173 Kings Road	347	87	261	1556	0.223	347	642	0.5	0.3	3.480	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	114	28	188	1633	0.070	114	321	0.1	0.1	3.457	A
B - A1173	698	174	56	1747	0.399	699	246	1.1	0.8	3.922	A
C - A1173 Kings Road	291	73	218	1584	0.183	291	537	0.3	0.3	3.252	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	374	100.000
B - A1173		ONE HOUR	✓	410	100.000
C - A1173 Kings Road		ONE HOUR	✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	202	172
	B - A1173	52	0	358
	C - A1173 Kings Road	71	635	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	16	6
	B - A1173	52	0	19
	C - A1173 Kings Road	24	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.32	4.55	0.5	A	343	515
B - A1173	0.27	3.65	0.5	A	376	564
C - A1173 Kings Road	0.46	4.43	1.0	A	649	973

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	282	70	477	1440	0.196	280	92	0.0	0.3	3.447	A
B - A1173	309	77	130	1698	0.182	308	628	0.0	0.3	3.167	A
C - A1173 Kings Road	532	133	39	1701	0.313	530	398	0.0	0.5	3.441	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	336	84	571	1378	0.244	336	110	0.3	0.4	3.841	A
B - A1173	369	92	155	1682	0.219	368	752	0.3	0.3	3.354	A
C - A1173 Kings Road	636	159	47	1696	0.375	635	477	0.5	0.7	3.802	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	412	103	699	1292	0.319	411	135	0.4	0.5	4.540	A
B - A1173	451	113	190	1659	0.272	451	920	0.3	0.5	3.648	A
C - A1173 Kings Road	778	195	57	1690	0.461	777	584	0.7	0.9	4.420	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	412	103	700	1292	0.319	412	135	0.5	0.5	4.548	A
B - A1173	451	113	190	1658	0.272	451	922	0.5	0.5	3.648	A
C - A1173 Kings Road	778	195	57	1690	0.461	778	585	0.9	1.0	4.431	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	336	84	573	1376	0.244	337	111	0.5	0.4	3.853	A
B - A1173	369	92	156	1681	0.219	369	754	0.5	0.3	3.360	A
C - A1173 Kings Road	636	159	47	1696	0.375	637	478	1.0	0.7	3.813	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	282	70	479	1439	0.196	282	93	0.4	0.3	3.460	A
B - A1173	309	77	130	1698	0.182	309	631	0.3	0.3	3.171	A
C - A1173 Kings Road	532	133	39	1701	0.313	533	400	0.7	0.5	3.456	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	252	100.000
B - A1173		ONE HOUR	✓	1091	100.000
C - A1173 Kings Road		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	171	81
	B - A1173	449	1	641
	C - A1173 Kings Road	145	249	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	77	22
	B - A1173	30	0	15
	C - A1173 Kings Road	9	21	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.18	4.29	0.3	A	231	347
B - A1173	0.70	8.30	2.7	A	1001	1502
C - A1173 Kings Road	0.31	4.32	0.5	A	362	544

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	190	47	188	1633	0.116	189	445	0.0	0.2	3.854	A
B - A1173	821	205	61	1743	0.471	817	316	0.0	1.1	4.670	A
C - A1173 Kings Road	297	74	337	1506	0.197	296	542	0.0	0.3	3.455	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	227	57	225	1608	0.141	226	533	0.2	0.3	4.029	A
B - A1173	981	245	74	1735	0.565	979	378	1.1	1.5	5.729	A
C - A1173 Kings Road	355	89	404	1462	0.243	355	649	0.3	0.4	3.778	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	277	69	276	1574	0.176	277	652	0.3	0.3	4.290	A
B - A1173	1201	300	90	1724	0.697	1197	463	1.5	2.7	8.161	A
C - A1173 Kings Road	435	109	494	1403	0.310	434	793	0.4	0.5	4.315	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	277	69	276	1574	0.176	277	654	0.3	0.3	4.292	A
B - A1173	1201	300	90	1724	0.697	1201	464	2.7	2.7	8.297	A
C - A1173 Kings Road	435	109	495	1402	0.310	435	796	0.5	0.5	4.325	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	227	57	226	1607	0.141	227	536	0.3	0.3	4.031	A
B - A1173	981	245	74	1735	0.565	985	379	2.7	1.6	5.829	A
C - A1173 Kings Road	355	89	406	1461	0.243	356	653	0.5	0.4	3.788	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	190	47	189	1632	0.116	190	448	0.3	0.2	3.861	A
B - A1173	821	205	62	1743	0.471	823	317	1.6	1.1	4.734	A
C - A1173 Kings Road	297	74	340	1504	0.198	298	546	0.4	0.3	3.470	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road		ONE HOUR	✓	511	100.000
B - A1173		ONE HOUR	✓	629	100.000
C - A1173 Kings Road		ONE HOUR	✓	717	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	331	180
	B - A1173	268	0	361
	C - A1173 Kings Road	78	638	1

Vehicle Mix

HV %s

		To		
		A - Kings Road	B - A1173	C - A1173 Kings Road
From	A - Kings Road	0	35	6
	B - A1173	82	0	19
	C - A1173 Kings Road	21	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road	0.44	6.10	0.9	A	469	703
B - A1173	0.42	5.23	1.0	A	577	866
C - A1173 Kings Road	0.51	5.42	1.2	A	658	987

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	385	96	479	1439	0.267	383	259	0.0	0.4	4.191	A
B - A1173	474	118	136	1695	0.279	471	726	0.0	0.5	4.102	A
C - A1173 Kings Road	540	135	201	1595	0.338	538	406	0.0	0.6	3.803	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	459	115	574	1376	0.334	459	311	0.4	0.6	4.830	A
B - A1173	565	141	162	1677	0.337	565	870	0.5	0.7	4.515	A
C - A1173 Kings Road	645	161	241	1569	0.411	644	487	0.6	0.8	4.352	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	563	141	702	1290	0.436	561	380	0.6	0.9	6.069	A
B - A1173	693	173	199	1653	0.419	691	1065	0.7	1.0	5.219	A
C - A1173 Kings Road	789	197	295	1534	0.515	788	596	0.8	1.2	5.391	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	563	141	704	1289	0.436	563	381	0.9	0.9	6.098	A
B - A1173	693	173	199	1653	0.419	693	1067	1.0	1.0	5.233	A
C - A1173 Kings Road	789	197	295	1534	0.515	789	597	1.2	1.2	5.416	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	459	115	576	1374	0.334	461	312	0.9	0.6	4.859	A
B - A1173	565	141	163	1676	0.337	567	873	1.0	0.7	4.534	A
C - A1173 Kings Road	645	161	241	1569	0.411	646	488	1.2	0.8	4.376	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road	385	96	482	1437	0.268	385	261	0.6	0.5	4.219	A
B - A1173	474	118	137	1694	0.280	474	731	0.7	0.5	4.121	A
C - A1173 Kings Road	540	135	202	1595	0.339	541	409	0.8	0.6	3.830	A

Appendix TN2 E

A1173/ Kiln Lane Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-Kiln Lane.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 21/11/2023 16:32:07

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Kiln Lane	0.3	3.55	0.16	0.9	4.94	0.46
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.1	6.36	0.66	0.4	3.55	0.23
D - A1173 N	0.3	3.98	0.19	0.9	4.40	0.46
	2025 Base					
A - Kiln Lane	0.3	3.58	0.16	1.0	5.12	0.47
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.3	6.73	0.68	0.4	3.58	0.24
D - A1173 N	0.3	4.04	0.20	1.0	4.51	0.47
	2025 Base + Committed					
A - Kiln Lane	0.5	4.34	0.24	1.5	6.79	0.56
B - Access	0.0	4.25	0.03	0.1	7.56	0.09
C - A1173 W	5.8	14.19	0.84	0.7	4.04	0.33
D - A1173 N	0.4	4.59	0.25	1.3	5.46	0.54
	2025 Base + Committed + Development					
A - Kiln Lane	0.5	4.58	0.25	1.7	8.07	0.60
B - Access	0.0	4.51	0.03	0.1	8.99	0.10
C - A1173 W	14.7	33.00	0.94	1.3	5.45	0.47
D - A1173 N	0.7	5.44	0.32	2.0	7.13	0.63
	2032 Base					
A - Kiln Lane	0.3	3.61	0.17	1.1	5.43	0.50
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.6	7.41	0.71	0.5	3.63	0.25
D - A1173 N	0.4	4.14	0.21	1.1	4.70	0.49
	2032 Base + Committed					
A - Kiln Lane	0.5	4.39	0.25	1.6	7.32	0.59
B - Access	0.0	4.29	0.03	0.1	8.01	0.09
C - A1173 W	7.2	17.21	0.87	0.7	4.11	0.34
D - A1173 N	0.4	4.71	0.26	1.4	5.74	0.56
	2032 Base + Committed + Development					
A - Kiln Lane	0.6	4.64	0.26	2.0	8.83	0.63
B - Access	0.0	4.56	0.03	0.1	9.65	0.11
C - A1173 W	21.4	45.77	0.97	1.3	5.57	0.48
D - A1173 N	0.7	5.58	0.33	2.2	7.59	0.65

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.53	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Kiln Lane		
B	Access		
C	A1173 W		
D	A1173 N		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Kiln Lane	4.56	7.01	20.3	16.5	45.1	26.0		
B - Access	4.03	5.31	5.9	23.3	45.1	25.0		
C - A1173 W	3.64	8.44	14.1	38.1	45.1	16.0		
D - A1173 N	3.68	8.15	11.9	37.7	45.1	17.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Kiln Lane	0.672	1924
B - Access	0.593	1486
C - A1173 W	0.693	1928
D - A1173 N	0.676	1847

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	255	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1099	100.000
D - A1173 N		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	133	122
	B - Access	0	0	0	0
	C - A1173 W	463	2	0	634
	D - A1173 N	93	0	170	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.16	3.55	0.3	A	234	351
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.66	6.36	2.1	A	1008	1513
D - A1173 N	0.19	3.98	0.3	A	241	362

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	192	48	129	1837	0.105	191	417	0.0	0.2	3.267	A
B - Access	0	0	319	1297	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	827	207	92	1864	0.444	824	227	0.0	0.9	3.807	A
D - A1173 N	198	50	349	1611	0.123	197	567	0.0	0.2	3.412	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	229	57	154	1820	0.126	229	499	0.2	0.2	3.381	A
B - Access	0	0	382	1260	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	988	247	110	1852	0.534	986	272	0.9	1.2	4.586	A
D - A1173 N	236	59	417	1565	0.151	236	679	0.2	0.2	3.633	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	281	70	189	1797	0.156	281	611	0.2	0.3	3.548	A
B - Access	0	0	467	1209	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1210	303	134	1835	0.660	1207	333	1.2	2.1	6.294	A
D - A1173 N	290	72	511	1502	0.193	289	830	0.2	0.3	3.980	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	281	70	189	1797	0.156	281	612	0.3	0.3	3.549	A
B - Access	0	0	468	1209	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1210	303	134	1835	0.660	1210	334	2.1	2.1	6.359	A
D - A1173 N	290	72	512	1501	0.193	290	832	0.3	0.3	3.984	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	229	57	155	1820	0.126	229	501	0.3	0.2	3.386	A
B - Access	0	0	383	1260	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	988	247	110	1852	0.534	991	273	2.1	1.3	4.637	A
D - A1173 N	236	59	419	1564	0.151	237	682	0.3	0.2	3.641	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	192	48	130	1837	0.105	192	419	0.2	0.2	3.271	A
B - Access	0	0	320	1296	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	827	207	92	1864	0.444	829	228	1.3	0.9	3.846	A
D - A1173 N	198	50	351	1610	0.123	198	570	0.2	0.2	3.419	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	616	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	391	100.000
D - A1173 N		ONE HOUR	✓	705	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	493	119
	B - Access	0	0	2	0
	C - A1173 W	194	0	0	197
	D - A1173 N	114	0	591	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.46	4.94	0.9	A	565	848
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.23	3.55	0.4	A	359	538
D - A1173 N	0.46	4.40	0.9	A	647	970

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	464	116	443	1626	0.285	462	231	0.0	0.4	3.429	A
B - Access	0	0	902	951	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	294	74	89	1866	0.158	293	813	0.0	0.3	3.173	A
D - A1173 N	531	133	146	1749	0.304	529	237	0.0	0.5	3.336	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	554	138	531	1567	0.353	553	277	0.4	0.6	3.938	A
B - Access	0	0	1080	846	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	352	88	107	1854	0.190	351	973	0.3	0.3	3.322	A
D - A1173 N	634	158	174	1729	0.366	633	284	0.5	0.7	3.717	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	678	170	650	1487	0.456	677	339	0.6	0.9	4.923	A
B - Access	0	0	1322	702	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	430	108	131	1837	0.234	430	1192	0.3	0.4	3.548	A
D - A1173 N	776	194	213	1703	0.456	775	347	0.7	0.9	4.389	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	678	170	651	1487	0.456	678	339	0.9	0.9	4.943	A
B - Access	0	0	1324	701	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	430	108	131	1837	0.234	430	1193	0.4	0.4	3.548	A
D - A1173 N	776	194	214	1703	0.456	776	348	0.9	0.9	4.400	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	554	138	532	1566	0.354	555	277	0.9	0.6	3.956	A
B - Access	0	0	1084	844	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	352	88	107	1853	0.190	352	976	0.4	0.3	3.327	A
D - A1173 N	634	158	175	1729	0.367	635	285	0.9	0.7	3.729	A

404

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	464	116	445	1624	0.285	464	232	0.6	0.4	3.448	A
B - Access	0	0	907	949	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	294	74	90	1866	0.158	295	817	0.3	0.3	3.177	A
D - A1173 N	531	133	146	1748	0.304	531	238	0.7	0.5	3.351	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	262	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1128	100.000
D - A1173 N		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	137	125
	B - Access	0	0	0	0
	C - A1173 W	475	2	0	651
	D - A1173 N	96	0	175	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.16	3.58	0.3	A	240	361
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.68	6.73	2.3	A	1035	1553
D - A1173 N	0.20	4.04	0.3	A	249	373

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	197	49	133	1835	0.108	197	428	0.0	0.2	3.283	A
B - Access	0	0	328	1292	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	849	212	94	1863	0.456	846	234	0.0	0.9	3.893	A
D - A1173 N	204	51	358	1605	0.127	203	582	0.0	0.2	3.441	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	236	59	159	1817	0.130	235	513	0.2	0.2	3.401	A
B - Access	0	0	393	1254	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1014	254	112	1850	0.548	1012	280	0.9	1.3	4.735	A
D - A1173 N	244	61	428	1558	0.156	243	697	0.2	0.2	3.672	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	288	72	195	1793	0.161	288	627	0.2	0.3	3.575	A
B - Access	0	0	481	1201	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1242	310	138	1832	0.678	1238	343	1.3	2.3	6.645	A
D - A1173 N	298	75	524	1493	0.200	298	852	0.2	0.3	4.038	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	288	72	195	1793	0.161	288	629	0.3	0.3	3.575	A
B - Access	0	0	481	1201	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1242	310	138	1832	0.678	1242	344	2.3	2.3	6.728	A
D - A1173 N	298	75	525	1492	0.200	298	854	0.3	0.3	4.043	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	236	59	159	1817	0.130	236	515	0.3	0.2	3.403	A
B - Access	0	0	393	1253	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1014	254	112	1850	0.548	1018	281	2.3	1.4	4.798	A
D - A1173 N	244	61	430	1556	0.157	244	700	0.3	0.3	3.681	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	197	49	133	1834	0.108	197	431	0.2	0.2	3.287	A
B - Access	0	0	329	1291	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	849	212	94	1862	0.456	851	235	1.4	0.9	3.936	A
D - A1173 N	204	51	360	1604	0.127	204	585	0.3	0.2	3.451	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	632	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	401	100.000
D - A1173 N		ONE HOUR	✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	506	122
	B - Access	0	0	2	0
	C - A1173 W	199	0	0	202
	D - A1173 N	117	0	606	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.47	5.12	1.0	A	580	870
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.24	3.58	0.4	A	368	552
D - A1173 N	0.47	4.51	1.0	A	663	995

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	476	119	455	1618	0.294	474	237	0.0	0.5	3.485	A
B - Access	0	0	925	938	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	302	75	91	1864	0.162	301	834	0.0	0.3	3.191	A
D - A1173 N	544	136	149	1746	0.312	542	243	0.0	0.5	3.380	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	568	142	544	1558	0.365	567	284	0.5	0.6	4.031	A
B - Access	0	0	1108	829	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	360	90	110	1852	0.195	360	999	0.3	0.3	3.346	A
D - A1173 N	650	162	179	1726	0.377	649	291	0.5	0.7	3.784	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	696	174	666	1476	0.471	694	348	0.6	1.0	5.102	A
B - Access	0	0	1356	682	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	442	110	134	1835	0.241	441	1222	0.3	0.4	3.582	A
D - A1173 N	796	199	219	1699	0.468	795	356	0.7	1.0	4.502	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	696	174	667	1475	0.472	696	348	1.0	1.0	5.125	A
B - Access	0	0	1359	681	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	442	110	134	1835	0.241	442	1224	0.4	0.4	3.582	A
D - A1173 N	796	199	219	1699	0.469	796	357	1.0	1.0	4.515	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	568	142	546	1557	0.365	570	284	1.0	0.6	4.052	A
B - Access	0	0	1112	827	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	360	90	110	1852	0.195	361	1002	0.4	0.3	3.349	A
D - A1173 N	650	162	179	1726	0.377	651	292	1.0	0.7	3.799	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	476	119	457	1617	0.294	477	238	0.6	0.5	3.508	A
B - Access	0	0	930	935	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	302	75	92	1864	0.162	302	838	0.3	0.3	3.198	A
D - A1173 N	544	136	150	1746	0.312	545	244	0.7	0.5	3.396	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.87	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	386	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1395	100.000
D - A1173 N		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	259	125
	B - Access	5	0	21	6
	C - A1173 W	630	27	0	738
	D - A1173 N	96	3	203	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	10
	D - A1173 N	26	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.24	4.34	0.5	A	354	531
B - Access	0.03	4.25	0.0	A	29	44
C - A1173 W	0.84	14.19	5.8	B	1280	1920
D - A1173 N	0.25	4.59	0.4	A	277	416

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	175	1806	0.161	289	547	0.0	0.3	3.791	A
B - Access	24	6	440	1225	0.020	24	24	0.0	0.0	3.776	A
C - A1173 W	1050	263	102	1857	0.566	1044	362	0.0	1.5	5.052	A
D - A1173 N	227	57	496	1512	0.150	226	651	0.0	0.2	3.646	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	209	1783	0.195	347	655	0.3	0.4	4.006	A
B - Access	29	7	527	1174	0.025	29	29	0.0	0.0	3.963	A
C - A1173 W	1254	314	122	1843	0.680	1250	434	1.5	2.4	6.934	A
D - A1173 N	271	68	593	1446	0.188	271	779	0.2	0.3	3.991	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	256	1752	0.243	424	799	0.4	0.5	4.337	A
B - Access	35	9	645	1104	0.032	35	35	0.0	0.0	4.247	A
C - A1173 W	1536	384	150	1824	0.842	1523	531	2.4	5.6	13.196	B
D - A1173 N	333	83	723	1358	0.245	332	950	0.3	0.4	4.567	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	257	1751	0.243	425	804	0.5	0.5	4.340	A
B - Access	35	9	646	1103	0.032	35	35	0.0	0.0	4.249	A
C - A1173 W	1536	384	150	1824	0.842	1535	532	5.6	5.8	14.186	B
D - A1173 N	333	83	728	1355	0.245	332	956	0.4	0.4	4.588	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	210	1783	0.195	347	663	0.5	0.4	4.014	A
B - Access	29	7	529	1173	0.025	29	29	0.0	0.0	3.967	A
C - A1173 W	1254	314	122	1843	0.680	1267	435	5.8	2.5	7.344	A
D - A1173 N	271	68	601	1440	0.188	272	788	0.4	0.3	4.016	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	176	1806	0.161	291	552	0.4	0.3	3.800	A
B - Access	24	6	442	1224	0.020	24	24	0.0	0.0	3.784	A
C - A1173 W	1050	263	103	1857	0.566	1054	364	2.5	1.5	5.177	A
D - A1173 N	227	57	500	1509	0.151	228	656	0.3	0.2	3.663	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	715	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	553	100.000
D - A1173 N		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	8	585	122
	B - Access	4	0	35	7
	C - A1173 W	277	35	0	241
	D - A1173 N	117	4	667	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	22
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.56	6.79	1.5	A	656	984
B - Access	0.09	7.56	0.1	A	42	63
C - A1173 W	0.33	4.04	0.7	A	507	761
D - A1173 N	0.54	5.46	1.3	A	723	1085

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	529	1568	0.343	536	298	0.0	0.6	4.033	A
B - Access	35	9	1030	876	0.040	34	35	0.0	0.0	4.840	A
C - A1173 W	416	104	100	1859	0.224	415	965	0.0	0.4	3.405	A
D - A1173 N	593	148	237	1687	0.352	591	277	0.0	0.6	3.698	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	634	1498	0.429	642	357	0.6	0.9	4.866	A
B - Access	41	10	1233	755	0.055	41	42	0.0	0.1	5.705	A
C - A1173 W	497	124	119	1845	0.269	497	1155	0.4	0.5	3.649	A
D - A1173 N	708	177	284	1655	0.428	707	332	0.6	0.8	4.281	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	776	1403	0.561	785	438	0.9	1.5	6.728	A
B - Access	51	13	1509	592	0.086	50	52	0.1	0.1	7.522	A
C - A1173 W	609	152	146	1827	0.333	608	1413	0.5	0.7	4.035	A
D - A1173 N	868	217	348	1612	0.538	866	407	0.8	1.3	5.429	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	777	1401	0.562	787	438	1.5	1.5	6.791	A
B - Access	51	13	1513	589	0.086	51	52	0.1	0.1	7.557	A
C - A1173 W	609	152	146	1826	0.333	609	1417	0.7	0.7	4.041	A
D - A1173 N	868	217	348	1612	0.538	868	407	1.3	1.3	5.457	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	636	1496	0.430	645	358	1.5	0.9	4.914	A
B - Access	41	10	1239	752	0.055	42	42	0.1	0.1	5.737	A
C - A1173 W	497	124	120	1845	0.270	498	1161	0.7	0.5	3.657	A
D - A1173 N	708	177	284	1655	0.428	710	333	1.3	0.9	4.308	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	532	1566	0.344	539	300	0.9	0.6	4.067	A
B - Access	35	9	1036	872	0.040	35	35	0.1	0.0	4.866	A
C - A1173 W	416	104	100	1858	0.224	417	971	0.5	0.4	3.413	A
D - A1173 N	593	148	238	1686	0.352	594	279	0.9	0.6	3.722	A

417

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	23.38	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.38	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	386	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1559	100.000
D - A1173 N		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	259	125
	B - Access	5	0	21	6
	C - A1173 W	630	27	0	902
	D - A1173 N	96	3	299	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	18
	D - A1173 N	26	0	44	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.25	4.58	0.5	A	354	531
B - Access	0.03	4.51	0.0	A	29	44
C - A1173 W	0.94	33.00	14.7	D	1431	2146
D - A1173 N	0.32	5.44	0.7	A	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	247	1758	0.165	289	547	0.0	0.3	3.916	A
B - Access	24	6	512	1183	0.020	24	24	0.0	0.0	3.916	A
C - A1173 W	1174	293	102	1857	0.632	1166	434	0.0	2.0	6.138	A
D - A1173 N	300	75	495	1512	0.198	298	773	0.0	0.3	4.110	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	295	1725	0.201	347	654	0.3	0.4	4.174	A
B - Access	29	7	613	1123	0.026	29	29	0.0	0.0	4.148	A
C - A1173 W	1402	350	122	1843	0.760	1395	520	2.0	3.6	9.439	A
D - A1173 N	358	89	592	1447	0.247	357	925	0.3	0.5	4.583	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	361	1681	0.253	424	790	0.4	0.5	4.579	A
B - Access	35	9	751	1041	0.034	35	35	0.0	0.0	4.511	A
C - A1173 W	1716	429	150	1824	0.941	1680	637	3.6	12.7	25.116	D
D - A1173 N	438	110	714	1365	0.321	437	1116	0.5	0.7	5.382	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	362	1681	0.253	425	802	0.5	0.5	4.585	A
B - Access	35	9	752	1041	0.034	35	35	0.0	0.0	4.514	A
C - A1173 W	1716	429	150	1824	0.941	1708	637	12.7	14.7	33.001	D
D - A1173 N	438	110	725	1357	0.323	438	1133	0.7	0.7	5.438	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	297	1724	0.201	348	675	0.5	0.4	4.185	A
B - Access	29	7	615	1122	0.026	29	30	0.0	0.0	4.152	A
C - A1173 W	1402	350	122	1843	0.761	1445	521	14.7	4.0	11.840	B
D - A1173 N	358	89	613	1432	0.250	359	954	0.7	0.5	4.654	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	248	1757	0.165	291	553	0.4	0.3	3.927	A
B - Access	24	6	515	1181	0.020	24	24	0.0	0.0	3.924	A
C - A1173 W	1174	293	103	1857	0.632	1181	437	4.0	2.1	6.420	A
D - A1173 N	300	75	502	1508	0.199	300	782	0.5	0.3	4.138	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	715	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	772	100.000
D - A1173 N		ONE HOUR	✓	920	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	8	585	122
	B - Access	4	0	35	7
	C - A1173 W	277	35	0	460
	D - A1173 N	117	4	799	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	46
	D - A1173 N	42	0	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.60	8.07	1.7	A	656	984
B - Access	0.10	8.99	0.1	A	42	63
C - A1173 W	0.47	5.45	1.3	A	708	1063
D - A1173 N	0.63	7.13	2.0	A	844	1266

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	628	1502	0.358	536	298	0.0	0.6	4.307	A
B - Access	35	9	1128	817	0.042	34	35	0.0	0.0	5.200	A
C - A1173 W	581	145	100	1859	0.313	579	1063	0.0	0.7	4.150	A
D - A1173 N	693	173	237	1687	0.411	689	441	0.0	0.8	4.269	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	752	1418	0.453	642	357	0.6	1.0	5.361	A
B - Access	41	10	1351	685	0.060	41	42	0.0	0.1	6.325	A
C - A1173 W	694	174	119	1845	0.376	693	1273	0.7	0.9	4.618	A
D - A1173 N	827	207	284	1655	0.500	826	529	0.8	1.2	5.141	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	920	1306	0.603	784	437	1.0	1.7	7.952	A
B - Access	51	13	1652	507	0.100	50	52	0.1	0.1	8.922	A
C - A1173 W	850	212	146	1827	0.465	848	1557	0.9	1.3	5.432	A
D - A1173 N	1013	253	347	1612	0.628	1010	647	1.2	2.0	7.051	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	923	1304	0.604	787	438	1.7	1.7	8.070	A
B - Access	51	13	1658	503	0.101	51	52	0.1	0.1	8.995	A
C - A1173 W	850	212	146	1826	0.465	850	1562	1.3	1.3	5.451	A
D - A1173 N	1013	253	348	1612	0.628	1013	648	2.0	2.0	7.129	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	756	1416	0.454	646	359	1.7	1.0	5.442	A
B - Access	41	10	1360	680	0.061	42	42	0.1	0.1	6.380	A
C - A1173 W	694	174	120	1844	0.376	696	1281	1.3	0.9	4.638	A
D - A1173 N	827	207	285	1655	0.500	830	531	2.0	1.2	5.201	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	632	1499	0.359	540	300	1.0	0.7	4.355	A
B - Access	35	9	1136	813	0.043	35	35	0.1	0.1	5.237	A
C - A1173 W	581	145	100	1858	0.313	582	1071	0.9	0.7	4.173	A
D - A1173 N	693	173	238	1686	0.411	694	444	1.2	0.8	4.314	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	272	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1174	100.000
D - A1173 N		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	142	130
	B - Access	0	0	0	0
	C - A1173 W	495	2	0	677
	D - A1173 N	100	0	182	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.17	3.61	0.3	A	250	374
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.71	7.41	2.6	A	1077	1616
D - A1173 N	0.21	4.14	0.4	A	259	388

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	205	51	138	1831	0.112	204	446	0.0	0.2	3.305	A
B - Access	0	0	341	1284	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	884	221	98	1860	0.475	880	243	0.0	1.0	4.038	A
D - A1173 N	212	53	372	1595	0.133	211	605	0.0	0.2	3.486	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	245	61	165	1813	0.135	244	534	0.2	0.2	3.430	A
B - Access	0	0	408	1245	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1055	264	117	1847	0.571	1054	291	1.0	1.5	4.997	A
D - A1173 N	254	63	446	1546	0.164	253	724	0.2	0.3	3.735	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	299	75	202	1788	0.168	299	653	0.2	0.3	3.614	A
B - Access	0	0	499	1190	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1293	323	143	1829	0.707	1288	356	1.5	2.6	7.288	A
D - A1173 N	310	78	545	1478	0.210	310	886	0.3	0.4	4.131	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	299	75	203	1788	0.168	299	655	0.3	0.3	3.614	A
B - Access	0	0	500	1190	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1293	323	143	1829	0.707	1292	357	2.6	2.6	7.408	A
D - A1173 N	310	78	547	1477	0.210	310	888	0.4	0.4	4.137	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	245	61	166	1813	0.135	245	537	0.3	0.2	3.432	A
B - Access	0	0	409	1244	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1055	264	117	1847	0.572	1060	292	2.6	1.5	5.080	A
D - A1173 N	254	63	449	1544	0.164	254	728	0.4	0.3	3.742	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	205	51	139	1831	0.112	205	449	0.2	0.2	3.309	A
B - Access	0	0	342	1283	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	884	221	98	1860	0.475	886	244	1.5	1.0	4.089	A
D - A1173 N	212	53	375	1594	0.133	213	609	0.3	0.2	3.495	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	656	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	416	100.000
D - A1173 N		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	525	127
	B - Access	0	0	2	0
	C - A1173 W	206	0	0	210
	D - A1173 N	122	0	629	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.50	5.43	1.1	A	602	903
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.25	3.63	0.5	A	382	573
D - A1173 N	0.49	4.70	1.1	A	689	1034

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	494	123	472	1607	0.307	492	246	0.0	0.5	3.578	A
B - Access	0	0	961	917	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	313	78	95	1862	0.168	312	865	0.0	0.3	3.219	A
D - A1173 N	565	141	155	1743	0.324	563	253	0.0	0.5	3.452	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	590	147	565	1544	0.382	589	295	0.5	0.7	4.180	A
B - Access	0	0	1150	804	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	374	93	114	1849	0.202	374	1036	0.3	0.3	3.383	A
D - A1173 N	675	169	185	1722	0.392	674	303	0.5	0.7	3.890	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	722	181	691	1459	0.495	721	361	0.7	1.1	5.399	A
B - Access	0	0	1408	652	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	458	115	140	1831	0.250	458	1268	0.3	0.5	3.634	A
D - A1173 N	827	207	227	1694	0.488	825	371	0.7	1.1	4.687	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	722	181	693	1458	0.495	722	361	1.1	1.1	5.428	A
B - Access	0	0	1410	650	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	458	115	140	1831	0.250	458	1271	0.5	0.5	3.634	A
D - A1173 N	827	207	227	1694	0.488	827	371	1.1	1.1	4.703	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	590	147	567	1543	0.382	591	295	1.1	0.7	4.207	A
B - Access	0	0	1154	802	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	374	93	114	1848	0.202	374	1040	0.5	0.4	3.388	A
D - A1173 N	675	169	185	1722	0.392	676	303	1.1	0.7	3.906	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	494	123	474	1605	0.308	495	247	0.7	0.5	3.603	A
B - Access	0	0	966	914	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	313	78	96	1861	0.168	313	870	0.4	0.3	3.224	A
D - A1173 N	565	141	155	1742	0.325	566	254	0.7	0.5	3.471	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	12.90	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.90	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	396	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1440	100.000
D - A1173 N		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	264	130
	B - Access	5	0	21	6
	C - A1173 W	649	27	0	764
	D - A1173 N	100	3	210	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	10
	D - A1173 N	26	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.25	4.39	0.5	A	363	545
B - Access	0.03	4.29	0.0	A	29	44
C - A1173 W	0.87	17.21	7.2	C	1321	1982
D - A1173 N	0.26	4.71	0.4	A	287	431

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	180	1803	0.165	297	564	0.0	0.3	3.817	A
B - Access	24	6	453	1218	0.020	24	24	0.0	0.0	3.800	A
C - A1173 W	1084	271	106	1854	0.585	1078	371	0.0	1.6	5.280	A
D - A1173 N	236	59	510	1503	0.157	235	674	0.0	0.2	3.698	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	215	1779	0.200	356	676	0.3	0.4	4.042	A
B - Access	29	7	542	1165	0.025	29	29	0.0	0.0	3.994	A
C - A1173 W	1295	324	127	1840	0.704	1290	445	1.6	2.7	7.463	A
D - A1173 N	281	70	610	1435	0.196	281	807	0.2	0.3	4.065	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	264	1747	0.250	435	822	0.4	0.5	4.387	A
B - Access	35	9	664	1093	0.032	35	35	0.0	0.0	4.291	A
C - A1173 W	1585	396	155	1820	0.871	1569	544	2.7	6.9	15.483	C
D - A1173 N	345	86	742	1346	0.256	344	982	0.3	0.4	4.681	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	264	1746	0.250	436	829	0.5	0.5	4.391	A
B - Access	35	9	665	1092	0.032	35	35	0.0	0.0	4.293	A
C - A1173 W	1585	396	155	1820	0.871	1584	545	6.9	7.2	17.207	C
D - A1173 N	345	86	749	1341	0.257	345	990	0.4	0.4	4.708	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	216	1778	0.200	357	686	0.5	0.4	4.050	A
B - Access	29	7	544	1164	0.025	29	29	0.0	0.0	3.999	A
C - A1173 W	1295	324	127	1840	0.704	1312	446	7.2	2.8	8.088	A
D - A1173 N	281	70	621	1428	0.197	282	819	0.4	0.3	4.095	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	181	1802	0.165	298	570	0.4	0.3	3.830	A
B - Access	24	6	455	1216	0.020	24	24	0.0	0.0	3.805	A
C - A1173 W	1084	271	106	1854	0.585	1089	373	2.8	1.6	5.436	A
D - A1173 N	236	59	515	1499	0.157	236	680	0.3	0.2	3.713	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	740	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	568	100.000
D - A1173 N		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	9	604	127
	B - Access	4	0	35	7
	C - A1173 W	284	35	0	249
	D - A1173 N	122	4	690	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	22
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.59	7.32	1.6	A	679	1019
B - Access	0.09	8.01	0.1	A	42	63
C - A1173 W	0.34	4.11	0.7	A	521	782
D - A1173 N	0.56	5.74	1.4	A	749	1123

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	547	1557	0.358	555	307	0.0	0.6	4.154	A
B - Access	35	9	1065	855	0.041	34	36	0.0	0.0	4.962	A
C - A1173 W	428	107	103	1856	0.230	426	996	0.0	0.4	3.438	A
D - A1173 N	614	154	242	1683	0.365	612	287	0.0	0.6	3.782	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	654	1484	0.448	664	368	0.6	0.9	5.081	A
B - Access	41	10	1275	730	0.057	41	43	0.0	0.1	5.912	A
C - A1173 W	511	128	124	1842	0.277	510	1193	0.4	0.5	3.695	A
D - A1173 N	734	183	290	1651	0.444	733	344	0.6	0.9	4.420	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	801	1386	0.588	812	451	0.9	1.6	7.238	A
B - Access	51	13	1560	561	0.090	50	53	0.1	0.1	7.968	A
C - A1173 W	625	156	151	1823	0.343	625	1459	0.5	0.7	4.104	A
D - A1173 N	898	225	355	1607	0.559	896	421	0.9	1.4	5.702	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	803	1384	0.589	815	451	1.6	1.6	7.319	A
B - Access	51	13	1564	559	0.091	51	53	0.1	0.1	8.013	A
C - A1173 W	625	156	152	1822	0.343	625	1463	0.7	0.7	4.110	A
D - A1173 N	898	225	356	1607	0.559	898	422	1.4	1.4	5.736	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	657	1482	0.449	668	369	1.6	1.0	5.140	A
B - Access	41	10	1282	726	0.057	42	43	0.1	0.1	5.948	A
C - A1173 W	511	128	125	1841	0.277	511	1199	0.7	0.5	3.704	A
D - A1173 N	734	183	291	1651	0.444	736	345	1.4	0.9	4.450	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	550	1554	0.358	558	309	1.0	0.7	4.194	A
B - Access	35	9	1072	851	0.041	35	36	0.1	0.0	4.990	A
C - A1173 W	428	107	104	1856	0.230	428	1002	0.5	0.4	3.450	A
D - A1173 N	614	154	243	1683	0.365	615	289	0.9	0.7	3.810	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	31.82	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.82	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	396	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1604	100.000
D - A1173 N		ONE HOUR	✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	264	130
	B - Access	5	0	21	6
	C - A1173 W	649	27	0	928
	D - A1173 N	100	3	306	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	18
	D - A1173 N	26	0	44	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.26	4.64	0.6	A	363	545
B - Access	0.03	4.56	0.0	A	29	44
C - A1173 W	0.97	45.77	21.4	E	1472	2208
D - A1173 N	0.33	5.58	0.7	A	375	563

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	252	1755	0.170	297	564	0.0	0.3	3.944	A
B - Access	24	6	525	1175	0.021	24	24	0.0	0.0	3.942	A
C - A1173 W	1208	302	106	1855	0.651	1199	443	0.0	2.2	6.463	A
D - A1173 N	308	77	509	1503	0.205	306	796	0.0	0.4	4.167	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	302	1721	0.207	356	675	0.3	0.4	4.213	A
B - Access	29	7	629	1114	0.026	29	29	0.0	0.0	4.182	A
C - A1173 W	1442	360	127	1840	0.784	1434	531	2.2	4.1	10.378	B
D - A1173 N	368	92	609	1435	0.256	367	952	0.4	0.5	4.672	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	368	1676	0.260	435	809	0.4	0.6	4.636	A
B - Access	35	9	770	1030	0.034	35	34	0.0	0.0	4.561	A
C - A1173 W	1766	442	155	1820	0.970	1714	650	4.1	17.0	31.136	D
D - A1173 N	450	113	728	1355	0.332	449	1141	0.5	0.7	5.511	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	370	1675	0.260	436	823	0.6	0.6	4.642	A
B - Access	35	9	771	1029	0.034	35	35	0.0	0.0	4.564	A
C - A1173 W	1766	442	155	1820	0.970	1748	651	17.0	21.4	45.766	E
D - A1173 N	450	113	742	1345	0.335	450	1161	0.7	0.7	5.579	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	304	1720	0.207	357	705	0.6	0.4	4.225	A
B - Access	29	7	630	1113	0.026	29	30	0.0	0.0	4.189	A
C - A1173 W	1442	360	127	1840	0.784	1509	532	21.4	4.6	15.341	C
D - A1173 N	368	92	641	1414	0.260	368	996	0.7	0.5	4.781	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	254	1753	0.170	298	572	0.4	0.3	3.957	A
B - Access	24	6	528	1173	0.021	24	24	0.0	0.0	3.948	A
C - A1173 W	1208	302	106	1854	0.651	1217	446	4.6	2.3	6.826	A
D - A1173 N	308	77	517	1498	0.206	308	806	0.5	0.4	4.199	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	740	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	787	100.000
D - A1173 N		ONE HOUR	✓	948	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	9	604	127
	B - Access	4	0	35	7
	C - A1173 W	284	35	0	468
	D - A1173 N	122	4	822	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	46
	D - A1173 N	42	0	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.63	8.83	2.0	A	679	1019
B - Access	0.11	9.65	0.1	A	42	63
C - A1173 W	0.48	5.57	1.3	A	722	1083
D - A1173 N	0.65	7.59	2.2	A	870	1305

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	645	1490	0.374	554	307	0.0	0.7	4.445	A
B - Access	35	9	1163	797	0.043	34	36	0.0	0.1	5.342	A
C - A1173 W	592	148	103	1856	0.319	590	1095	0.0	0.7	4.196	A
D - A1173 N	714	178	242	1684	0.424	710	451	0.0	0.9	4.374	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	773	1405	0.474	664	368	0.7	1.0	5.622	A
B - Access	41	10	1393	660	0.063	41	43	0.1	0.1	6.580	A
C - A1173 W	707	177	124	1842	0.384	707	1311	0.7	0.9	4.687	A
D - A1173 N	852	213	290	1651	0.516	851	540	0.9	1.3	5.331	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	945	1289	0.632	811	450	1.0	1.9	8.666	A
B - Access	51	13	1703	477	0.106	50	53	0.1	0.1	9.551	A
C - A1173 W	867	217	151	1823	0.475	865	1602	0.9	1.3	5.550	A
D - A1173 N	1044	261	355	1607	0.649	1040	661	1.3	2.1	7.490	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	948	1287	0.633	815	451	1.9	2.0	8.831	A
B - Access	51	13	1710	473	0.107	51	53	0.1	0.1	9.648	A
C - A1173 W	867	217	152	1822	0.475	866	1608	1.3	1.3	5.570	A
D - A1173 N	1044	261	356	1607	0.650	1044	663	2.1	2.2	7.588	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	777	1402	0.475	669	370	2.0	1.1	5.724	A
B - Access	41	10	1403	655	0.063	42	43	0.1	0.1	6.647	A
C - A1173 W	707	177	125	1841	0.384	709	1320	1.3	0.9	4.712	A
D - A1173 N	852	213	291	1650	0.516	856	543	2.2	1.3	5.402	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	650	1487	0.375	559	309	1.1	0.7	4.499	A
B - Access	35	9	1172	791	0.044	35	36	0.1	0.1	5.383	A
C - A1173 W	592	148	104	1856	0.319	593	1103	0.9	0.7	4.224	A
D - A1173 N	714	178	244	1682	0.424	715	454	1.3	0.9	4.425	A

Appendix TN2 F

A1173/ Kiln Lane Stena AM Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-Kiln Lane.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment - Stena AM
Report generation date: 22/11/2023 11:38:02

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Kiln Lane	0.3	3.55	0.16	0.9	4.94	0.46
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.1	6.36	0.66	0.4	3.55	0.23
D - A1173 N	0.3	3.98	0.19	0.9	4.40	0.46
	2025 Base					
A - Kiln Lane	0.3	3.58	0.16	1.0	5.12	0.47
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.3	6.73	0.68	0.4	3.58	0.24
D - A1173 N	0.3	4.04	0.20	1.0	4.51	0.47
	2025 Base + Committed					
A - Kiln Lane	0.5	4.34	0.24	1.5	6.79	0.56
B - Access	0.0	4.25	0.03	0.1	7.56	0.09
C - A1173 W	5.8	14.19	0.84	0.7	4.04	0.33
D - A1173 N	0.4	4.59	0.25	1.3	5.46	0.54
	2025 Base + Committed + Development					
A - Kiln Lane	0.5	4.53	0.25	1.7	8.07	0.60
B - Access	0.0	4.45	0.03	0.1	8.99	0.10
C - A1173 W	7.3	17.39	0.87	1.3	5.45	0.47
D - A1173 N	0.6	5.22	0.31	2.0	7.13	0.63
	2032 Base					
A - Kiln Lane	0.3	3.61	0.17	1.1	5.43	0.50
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.6	7.41	0.71	0.5	3.63	0.25
D - A1173 N	0.4	4.14	0.21	1.1	4.70	0.49
	2032 Base + Committed					
A - Kiln Lane	0.5	4.39	0.25	1.6	7.32	0.59
B - Access	0.0	4.29	0.03	0.1	8.01	0.09
C - A1173 W	7.2	17.21	0.87	0.7	4.11	0.34
D - A1173 N	0.4	4.71	0.26	1.4	5.74	0.56
	2032 Base + Committed + Development					
A - Kiln Lane	0.6	4.58	0.26	2.0	8.83	0.63
B - Access	0.0	4.50	0.03	0.1	9.65	0.11
C - A1173 W	9.4	21.89	0.90	1.3	5.57	0.48
D - A1173 N	0.6	5.36	0.32	2.2	7.59	0.65

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.53	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Kiln Lane		
B	Access		
C	A1173 W		
D	A1173 N		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Kiln Lane	4.56	7.01	20.3	16.5	45.1	26.0		
B - Access	4.03	5.31	5.9	23.3	45.1	25.0		
C - A1173 W	3.64	8.44	14.1	38.1	45.1	16.0		
D - A1173 N	3.68	8.15	11.9	37.7	45.1	17.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Kiln Lane	0.672	1924
B - Access	0.593	1486
C - A1173 W	0.693	1928
D - A1173 N	0.676	1847

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	255	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1099	100.000
D - A1173 N		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	133	122
	B - Access	0	0	0	0
	C - A1173 W	463	2	0	634
	D - A1173 N	93	0	170	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.16	3.55	0.3	A	234	351
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.66	6.36	2.1	A	1008	1513
D - A1173 N	0.19	3.98	0.3	A	241	362

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	192	48	129	1837	0.105	191	417	0.0	0.2	3.267	A
B - Access	0	0	319	1297	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	827	207	92	1864	0.444	824	227	0.0	0.9	3.807	A
D - A1173 N	198	50	349	1611	0.123	197	567	0.0	0.2	3.412	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	229	57	154	1820	0.126	229	499	0.2	0.2	3.381	A
B - Access	0	0	382	1260	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	988	247	110	1852	0.534	986	272	0.9	1.2	4.586	A
D - A1173 N	236	59	417	1565	0.151	236	679	0.2	0.2	3.633	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	281	70	189	1797	0.156	281	611	0.2	0.3	3.548	A
B - Access	0	0	467	1209	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1210	303	134	1835	0.660	1207	333	1.2	2.1	6.294	A
D - A1173 N	290	72	511	1502	0.193	289	830	0.2	0.3	3.980	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	281	70	189	1797	0.156	281	612	0.3	0.3	3.549	A
B - Access	0	0	468	1209	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1210	303	134	1835	0.660	1210	334	2.1	2.1	6.359	A
D - A1173 N	290	72	512	1501	0.193	290	832	0.3	0.3	3.984	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	229	57	155	1820	0.126	229	501	0.3	0.2	3.386	A
B - Access	0	0	383	1260	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	988	247	110	1852	0.534	991	273	2.1	1.3	4.637	A
D - A1173 N	236	59	419	1564	0.151	237	682	0.3	0.2	3.641	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	192	48	130	1837	0.105	192	419	0.2	0.2	3.271	A
B - Access	0	0	320	1296	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	827	207	92	1864	0.444	829	228	1.3	0.9	3.846	A
D - A1173 N	198	50	351	1610	0.123	198	570	0.2	0.2	3.419	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	616	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	391	100.000
D - A1173 N		ONE HOUR	✓	705	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	493	119
	B - Access	0	0	2	0
	C - A1173 W	194	0	0	197
	D - A1173 N	114	0	591	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.46	4.94	0.9	A	565	848
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.23	3.55	0.4	A	359	538
D - A1173 N	0.46	4.40	0.9	A	647	970

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	464	116	443	1626	0.285	462	231	0.0	0.4	3.429	A
B - Access	0	0	902	951	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	294	74	89	1866	0.158	293	813	0.0	0.3	3.173	A
D - A1173 N	531	133	146	1749	0.304	529	237	0.0	0.5	3.336	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	554	138	531	1567	0.353	553	277	0.4	0.6	3.938	A
B - Access	0	0	1080	846	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	352	88	107	1854	0.190	351	973	0.3	0.3	3.322	A
D - A1173 N	634	158	174	1729	0.366	633	284	0.5	0.7	3.717	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	678	170	650	1487	0.456	677	339	0.6	0.9	4.923	A
B - Access	0	0	1322	702	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	430	108	131	1837	0.234	430	1192	0.3	0.4	3.548	A
D - A1173 N	776	194	213	1703	0.456	775	347	0.7	0.9	4.389	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	678	170	651	1487	0.456	678	339	0.9	0.9	4.943	A
B - Access	0	0	1324	701	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	430	108	131	1837	0.234	430	1193	0.4	0.4	3.548	A
D - A1173 N	776	194	214	1703	0.456	776	348	0.9	0.9	4.400	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	554	138	532	1566	0.354	555	277	0.9	0.6	3.956	A
B - Access	0	0	1084	844	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	352	88	107	1853	0.190	352	976	0.4	0.3	3.327	A
D - A1173 N	634	158	175	1729	0.367	635	285	0.9	0.7	3.729	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	464	116	445	1624	0.285	464	232	0.6	0.4	3.448	A
B - Access	0	0	907	949	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	294	74	90	1866	0.158	295	817	0.3	0.3	3.177	A
D - A1173 N	531	133	146	1748	0.304	531	238	0.7	0.5	3.351	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	262	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1128	100.000
D - A1173 N		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	137	125
	B - Access	0	0	0	0
	C - A1173 W	475	2	0	651
	D - A1173 N	96	0	175	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.16	3.58	0.3	A	240	361
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.68	6.73	2.3	A	1035	1553
D - A1173 N	0.20	4.04	0.3	A	249	373

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	197	49	133	1835	0.108	197	428	0.0	0.2	3.283	A
B - Access	0	0	328	1292	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	849	212	94	1863	0.456	846	234	0.0	0.9	3.893	A
D - A1173 N	204	51	358	1605	0.127	203	582	0.0	0.2	3.441	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	236	59	159	1817	0.130	235	513	0.2	0.2	3.401	A
B - Access	0	0	393	1254	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1014	254	112	1850	0.548	1012	280	0.9	1.3	4.735	A
D - A1173 N	244	61	428	1558	0.156	243	697	0.2	0.2	3.672	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	288	72	195	1793	0.161	288	627	0.2	0.3	3.575	A
B - Access	0	0	481	1201	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1242	310	138	1832	0.678	1238	343	1.3	2.3	6.645	A
D - A1173 N	298	75	524	1493	0.200	298	852	0.2	0.3	4.038	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	288	72	195	1793	0.161	288	629	0.3	0.3	3.575	A
B - Access	0	0	481	1201	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1242	310	138	1832	0.678	1242	344	2.3	2.3	6.728	A
D - A1173 N	298	75	525	1492	0.200	298	854	0.3	0.3	4.043	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	236	59	159	1817	0.130	236	515	0.3	0.2	3.403	A
B - Access	0	0	393	1253	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1014	254	112	1850	0.548	1018	281	2.3	1.4	4.798	A
D - A1173 N	244	61	430	1556	0.157	244	700	0.3	0.3	3.681	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	197	49	133	1834	0.108	197	431	0.2	0.2	3.287	A
B - Access	0	0	329	1291	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	849	212	94	1862	0.456	851	235	1.4	0.9	3.936	A
D - A1173 N	204	51	360	1604	0.127	204	585	0.3	0.2	3.451	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	632	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	401	100.000
D - A1173 N		ONE HOUR	✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	506	122
	B - Access	0	0	2	0
	C - A1173 W	199	0	0	202
	D - A1173 N	117	0	606	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.47	5.12	1.0	A	580	870
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.24	3.58	0.4	A	368	552
D - A1173 N	0.47	4.51	1.0	A	663	995

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	476	119	455	1618	0.294	474	237	0.0	0.5	3.485	A
B - Access	0	0	925	938	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	302	75	91	1864	0.162	301	834	0.0	0.3	3.191	A
D - A1173 N	544	136	149	1746	0.312	542	243	0.0	0.5	3.380	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	568	142	544	1558	0.365	567	284	0.5	0.6	4.031	A
B - Access	0	0	1108	829	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	360	90	110	1852	0.195	360	999	0.3	0.3	3.346	A
D - A1173 N	650	162	179	1726	0.377	649	291	0.5	0.7	3.784	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	696	174	666	1476	0.471	694	348	0.6	1.0	5.102	A
B - Access	0	0	1356	682	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	442	110	134	1835	0.241	441	1222	0.3	0.4	3.582	A
D - A1173 N	796	199	219	1699	0.468	795	356	0.7	1.0	4.502	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	696	174	667	1475	0.472	696	348	1.0	1.0	5.125	A
B - Access	0	0	1359	681	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	442	110	134	1835	0.241	442	1224	0.4	0.4	3.582	A
D - A1173 N	796	199	219	1699	0.469	796	357	1.0	1.0	4.515	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	568	142	546	1557	0.365	570	284	1.0	0.6	4.052	A
B - Access	0	0	1112	827	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	360	90	110	1852	0.195	361	1002	0.4	0.3	3.349	A
D - A1173 N	650	162	179	1726	0.377	651	292	1.0	0.7	3.799	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	476	119	457	1617	0.294	477	238	0.6	0.5	3.508	A
B - Access	0	0	930	935	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	302	75	92	1864	0.162	302	838	0.3	0.3	3.198	A
D - A1173 N	544	136	150	1746	0.312	545	244	0.7	0.5	3.396	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.87	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	386	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1395	100.000
D - A1173 N		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	259	125
	B - Access	5	0	21	6
	C - A1173 W	630	27	0	738
	D - A1173 N	96	3	203	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	10
	D - A1173 N	26	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.24	4.34	0.5	A	354	531
B - Access	0.03	4.25	0.0	A	29	44
C - A1173 W	0.84	14.19	5.8	B	1280	1920
D - A1173 N	0.25	4.59	0.4	A	277	416

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	175	1806	0.161	289	547	0.0	0.3	3.791	A
B - Access	24	6	440	1225	0.020	24	24	0.0	0.0	3.776	A
C - A1173 W	1050	263	102	1857	0.566	1044	362	0.0	1.5	5.052	A
D - A1173 N	227	57	496	1512	0.150	226	651	0.0	0.2	3.646	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	209	1783	0.195	347	655	0.3	0.4	4.006	A
B - Access	29	7	527	1174	0.025	29	29	0.0	0.0	3.963	A
C - A1173 W	1254	314	122	1843	0.680	1250	434	1.5	2.4	6.934	A
D - A1173 N	271	68	593	1446	0.188	271	779	0.2	0.3	3.991	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	256	1752	0.243	424	799	0.4	0.5	4.337	A
B - Access	35	9	645	1104	0.032	35	35	0.0	0.0	4.247	A
C - A1173 W	1536	384	150	1824	0.842	1523	531	2.4	5.6	13.196	B
D - A1173 N	333	83	723	1358	0.245	332	950	0.3	0.4	4.567	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	257	1751	0.243	425	804	0.5	0.5	4.340	A
B - Access	35	9	646	1103	0.032	35	35	0.0	0.0	4.249	A
C - A1173 W	1536	384	150	1824	0.842	1535	532	5.6	5.8	14.186	B
D - A1173 N	333	83	728	1355	0.245	332	956	0.4	0.4	4.588	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	210	1783	0.195	347	663	0.5	0.4	4.014	A
B - Access	29	7	529	1173	0.025	29	29	0.0	0.0	3.967	A
C - A1173 W	1254	314	122	1843	0.680	1267	435	5.8	2.5	7.344	A
D - A1173 N	271	68	601	1440	0.188	272	788	0.4	0.3	4.016	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	176	1806	0.161	291	552	0.4	0.3	3.800	A
B - Access	24	6	442	1224	0.020	24	24	0.0	0.0	3.784	A
C - A1173 W	1050	263	103	1857	0.566	1054	364	2.5	1.5	5.177	A
D - A1173 N	227	57	500	1509	0.151	228	656	0.3	0.2	3.663	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	715	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	553	100.000
D - A1173 N		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	8	585	122
	B - Access	4	0	35	7
	C - A1173 W	277	35	0	241
	D - A1173 N	117	4	667	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	22
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.56	6.79	1.5	A	656	984
B - Access	0.09	7.56	0.1	A	42	63
C - A1173 W	0.33	4.04	0.7	A	507	761
D - A1173 N	0.54	5.46	1.3	A	723	1085

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	529	1568	0.343	536	298	0.0	0.6	4.033	A
B - Access	35	9	1030	876	0.040	34	35	0.0	0.0	4.840	A
C - A1173 W	416	104	100	1859	0.224	415	965	0.0	0.4	3.405	A
D - A1173 N	593	148	237	1687	0.352	591	277	0.0	0.6	3.698	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	634	1498	0.429	642	357	0.6	0.9	4.866	A
B - Access	41	10	1233	755	0.055	41	42	0.0	0.1	5.705	A
C - A1173 W	497	124	119	1845	0.269	497	1155	0.4	0.5	3.649	A
D - A1173 N	708	177	284	1655	0.428	707	332	0.6	0.8	4.281	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	776	1403	0.561	785	438	0.9	1.5	6.728	A
B - Access	51	13	1509	592	0.086	50	52	0.1	0.1	7.522	A
C - A1173 W	609	152	146	1827	0.333	608	1413	0.5	0.7	4.035	A
D - A1173 N	868	217	348	1612	0.538	866	407	0.8	1.3	5.429	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	777	1401	0.562	787	438	1.5	1.5	6.791	A
B - Access	51	13	1513	589	0.086	51	52	0.1	0.1	7.557	A
C - A1173 W	609	152	146	1826	0.333	609	1417	0.7	0.7	4.041	A
D - A1173 N	868	217	348	1612	0.538	868	407	1.3	1.3	5.457	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	636	1496	0.430	645	358	1.5	0.9	4.914	A
B - Access	41	10	1239	752	0.055	42	42	0.1	0.1	5.737	A
C - A1173 W	497	124	120	1845	0.270	498	1161	0.7	0.5	3.657	A
D - A1173 N	708	177	284	1655	0.428	710	333	1.3	0.9	4.308	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	532	1566	0.344	539	300	0.9	0.6	4.067	A
B - Access	35	9	1036	872	0.040	35	35	0.1	0.0	4.866	A
C - A1173 W	416	104	100	1858	0.224	417	971	0.5	0.4	3.413	A
D - A1173 N	593	148	238	1686	0.352	594	279	0.9	0.6	3.722	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	12.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.94	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	386	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1444	100.000
D - A1173 N		ONE HOUR	✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	259	125
	B - Access	5	0	21	6
	C - A1173 W	630	27	0	787
	D - A1173 N	96	3	277	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	12
	D - A1173 N	26	0	41	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.25	4.53	0.5	A	354	531
B - Access	0.03	4.45	0.0	A	29	44
C - A1173 W	0.87	17.39	7.3	C	1325	1988
D - A1173 N	0.31	5.22	0.6	A	345	518

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	230	1769	0.164	289	547	0.0	0.3	3.887	A
B - Access	24	6	495	1193	0.020	24	24	0.0	0.0	3.883	A
C - A1173 W	1087	272	102	1857	0.585	1081	418	0.0	1.6	5.330	A
D - A1173 N	283	71	495	1512	0.187	282	687	0.0	0.3	3.987	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	276	1739	0.200	347	655	0.3	0.4	4.135	A
B - Access	29	7	594	1134	0.025	29	29	0.0	0.0	4.104	A
C - A1173 W	1298	325	122	1843	0.704	1294	500	1.6	2.7	7.533	A
D - A1173 N	338	85	593	1446	0.234	338	823	0.3	0.4	4.429	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	337	1697	0.250	424	797	0.4	0.5	4.521	A
B - Access	35	9	727	1055	0.033	35	35	0.0	0.0	4.447	A
C - A1173 W	1590	397	150	1824	0.872	1573	612	2.7	6.9	15.632	C
D - A1173 N	414	103	721	1360	0.305	413	1001	0.4	0.6	5.186	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	338	1697	0.250	425	804	0.5	0.5	4.526	A
B - Access	35	9	728	1055	0.033	35	35	0.0	0.0	4.450	A
C - A1173 W	1590	397	150	1824	0.872	1588	613	6.9	7.3	17.393	C
D - A1173 N	414	103	728	1355	0.306	414	1010	0.6	0.6	5.219	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	277	1738	0.200	348	665	0.5	0.4	4.142	A
B - Access	29	7	595	1133	0.025	29	29	0.0	0.0	4.110	A
C - A1173 W	1298	325	122	1843	0.704	1316	502	7.3	2.8	8.176	A
D - A1173 N	338	85	603	1439	0.235	339	835	0.6	0.4	4.466	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	232	1768	0.164	291	553	0.4	0.3	3.897	A
B - Access	24	6	498	1191	0.020	24	24	0.0	0.0	3.889	A
C - A1173 W	1087	272	103	1857	0.586	1092	420	2.8	1.7	5.488	A
D - A1173 N	283	71	501	1509	0.188	283	694	0.4	0.3	4.009	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	715	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	772	100.000
D - A1173 N		ONE HOUR	✓	920	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	8	585	122
	B - Access	4	0	35	7
	C - A1173 W	277	35	0	460
	D - A1173 N	117	4	799	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	46
	D - A1173 N	42	0	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.60	8.07	1.7	A	656	984
B - Access	0.10	8.99	0.1	A	42	63
C - A1173 W	0.47	5.45	1.3	A	708	1063
D - A1173 N	0.63	7.13	2.0	A	844	1266

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	628	1502	0.358	536	298	0.0	0.6	4.307	A
B - Access	35	9	1128	817	0.042	34	35	0.0	0.0	5.200	A
C - A1173 W	581	145	100	1859	0.313	579	1063	0.0	0.7	4.150	A
D - A1173 N	693	173	237	1687	0.411	689	441	0.0	0.8	4.269	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	752	1418	0.453	642	357	0.6	1.0	5.361	A
B - Access	41	10	1351	685	0.060	41	42	0.0	0.1	6.325	A
C - A1173 W	694	174	119	1845	0.376	693	1273	0.7	0.9	4.618	A
D - A1173 N	827	207	284	1655	0.500	826	529	0.8	1.2	5.141	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	920	1306	0.603	784	437	1.0	1.7	7.952	A
B - Access	51	13	1652	507	0.100	50	52	0.1	0.1	8.922	A
C - A1173 W	850	212	146	1827	0.465	848	1557	0.9	1.3	5.432	A
D - A1173 N	1013	253	347	1612	0.628	1010	647	1.2	2.0	7.051	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	923	1304	0.604	787	438	1.7	1.7	8.070	A
B - Access	51	13	1658	503	0.101	51	52	0.1	0.1	8.995	A
C - A1173 W	850	212	146	1826	0.465	850	1562	1.3	1.3	5.451	A
D - A1173 N	1013	253	348	1612	0.628	1013	648	2.0	2.0	7.129	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	756	1416	0.454	646	359	1.7	1.0	5.442	A
B - Access	41	10	1360	680	0.061	42	42	0.1	0.1	6.380	A
C - A1173 W	694	174	120	1844	0.376	696	1281	1.3	0.9	4.638	A
D - A1173 N	827	207	285	1655	0.500	830	531	2.0	1.2	5.201	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	632	1499	0.359	540	300	1.0	0.7	4.355	A
B - Access	35	9	1136	813	0.043	35	35	0.1	0.1	5.237	A
C - A1173 W	581	145	100	1858	0.313	582	1071	0.9	0.7	4.173	A
D - A1173 N	693	173	238	1686	0.411	694	444	1.2	0.8	4.314	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	272	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1174	100.000
D - A1173 N		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	142	130
	B - Access	0	0	0	0
	C - A1173 W	495	2	0	677
	D - A1173 N	100	0	182	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.17	3.61	0.3	A	250	374
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.71	7.41	2.6	A	1077	1616
D - A1173 N	0.21	4.14	0.4	A	259	388

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	205	51	138	1831	0.112	204	446	0.0	0.2	3.305	A
B - Access	0	0	341	1284	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	884	221	98	1860	0.475	880	243	0.0	1.0	4.038	A
D - A1173 N	212	53	372	1595	0.133	211	605	0.0	0.2	3.486	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	245	61	165	1813	0.135	244	534	0.2	0.2	3.430	A
B - Access	0	0	408	1245	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1055	264	117	1847	0.571	1054	291	1.0	1.5	4.997	A
D - A1173 N	254	63	446	1546	0.164	253	724	0.2	0.3	3.735	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	299	75	202	1788	0.168	299	653	0.2	0.3	3.614	A
B - Access	0	0	499	1190	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1293	323	143	1829	0.707	1288	356	1.5	2.6	7.288	A
D - A1173 N	310	78	545	1478	0.210	310	886	0.3	0.4	4.131	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	299	75	203	1788	0.168	299	655	0.3	0.3	3.614	A
B - Access	0	0	500	1190	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1293	323	143	1829	0.707	1292	357	2.6	2.6	7.408	A
D - A1173 N	310	78	547	1477	0.210	310	888	0.4	0.4	4.137	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	245	61	166	1813	0.135	245	537	0.3	0.2	3.432	A
B - Access	0	0	409	1244	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1055	264	117	1847	0.572	1060	292	2.6	1.5	5.080	A
D - A1173 N	254	63	449	1544	0.164	254	728	0.4	0.3	3.742	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	205	51	139	1831	0.112	205	449	0.2	0.2	3.309	A
B - Access	0	0	342	1283	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	884	221	98	1860	0.475	886	244	1.5	1.0	4.089	A
D - A1173 N	212	53	375	1594	0.133	213	609	0.3	0.2	3.495	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	656	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	416	100.000
D - A1173 N		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	525	127
	B - Access	0	0	2	0
	C - A1173 W	206	0	0	210
	D - A1173 N	122	0	629	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.50	5.43	1.1	A	602	903
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.25	3.63	0.5	A	382	573
D - A1173 N	0.49	4.70	1.1	A	689	1034

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	494	123	472	1607	0.307	492	246	0.0	0.5	3.578	A
B - Access	0	0	961	917	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	313	78	95	1862	0.168	312	865	0.0	0.3	3.219	A
D - A1173 N	565	141	155	1743	0.324	563	253	0.0	0.5	3.452	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	590	147	565	1544	0.382	589	295	0.5	0.7	4.180	A
B - Access	0	0	1150	804	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	374	93	114	1849	0.202	374	1036	0.3	0.3	3.383	A
D - A1173 N	675	169	185	1722	0.392	674	303	0.5	0.7	3.890	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	722	181	691	1459	0.495	721	361	0.7	1.1	5.399	A
B - Access	0	0	1408	652	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	458	115	140	1831	0.250	458	1268	0.3	0.5	3.634	A
D - A1173 N	827	207	227	1694	0.488	825	371	0.7	1.1	4.687	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	722	181	693	1458	0.495	722	361	1.1	1.1	5.428	A
B - Access	0	0	1410	650	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	458	115	140	1831	0.250	458	1271	0.5	0.5	3.634	A
D - A1173 N	827	207	227	1694	0.488	827	371	1.1	1.1	4.703	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	590	147	567	1543	0.382	591	295	1.1	0.7	4.207	A
B - Access	0	0	1154	802	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	374	93	114	1848	0.202	374	1040	0.5	0.4	3.388	A
D - A1173 N	675	169	185	1722	0.392	676	303	1.1	0.7	3.906	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	494	123	474	1605	0.308	495	247	0.7	0.5	3.603	A
B - Access	0	0	966	914	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	313	78	96	1861	0.168	313	870	0.4	0.3	3.224	A
D - A1173 N	565	141	155	1742	0.325	566	254	0.7	0.5	3.471	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	12.90	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.90	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	396	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1440	100.000
D - A1173 N		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	264	130
	B - Access	5	0	21	6
	C - A1173 W	649	27	0	764
	D - A1173 N	100	3	210	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	10
	D - A1173 N	26	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.25	4.39	0.5	A	363	545
B - Access	0.03	4.29	0.0	A	29	44
C - A1173 W	0.87	17.21	7.2	C	1321	1982
D - A1173 N	0.26	4.71	0.4	A	287	431

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	180	1803	0.165	297	564	0.0	0.3	3.817	A
B - Access	24	6	453	1218	0.020	24	24	0.0	0.0	3.800	A
C - A1173 W	1084	271	106	1854	0.585	1078	371	0.0	1.6	5.280	A
D - A1173 N	236	59	510	1503	0.157	235	674	0.0	0.2	3.698	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	215	1779	0.200	356	676	0.3	0.4	4.042	A
B - Access	29	7	542	1165	0.025	29	29	0.0	0.0	3.994	A
C - A1173 W	1295	324	127	1840	0.704	1290	445	1.6	2.7	7.463	A
D - A1173 N	281	70	610	1435	0.196	281	807	0.2	0.3	4.065	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	264	1747	0.250	435	822	0.4	0.5	4.387	A
B - Access	35	9	664	1093	0.032	35	35	0.0	0.0	4.291	A
C - A1173 W	1585	396	155	1820	0.871	1569	544	2.7	6.9	15.483	C
D - A1173 N	345	86	742	1346	0.256	344	982	0.3	0.4	4.681	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	264	1746	0.250	436	829	0.5	0.5	4.391	A
B - Access	35	9	665	1092	0.032	35	35	0.0	0.0	4.293	A
C - A1173 W	1585	396	155	1820	0.871	1584	545	6.9	7.2	17.207	C
D - A1173 N	345	86	749	1341	0.257	345	990	0.4	0.4	4.708	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	216	1778	0.200	357	686	0.5	0.4	4.050	A
B - Access	29	7	544	1164	0.025	29	29	0.0	0.0	3.999	A
C - A1173 W	1295	324	127	1840	0.704	1312	446	7.2	2.8	8.088	A
D - A1173 N	281	70	621	1428	0.197	282	819	0.4	0.3	4.095	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	181	1802	0.165	298	570	0.4	0.3	3.830	A
B - Access	24	6	455	1216	0.020	24	24	0.0	0.0	3.805	A
C - A1173 W	1084	271	106	1854	0.585	1089	373	2.8	1.6	5.436	A
D - A1173 N	236	59	515	1499	0.157	236	680	0.3	0.2	3.713	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	740	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	568	100.000
D - A1173 N		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	9	604	127
	B - Access	4	0	35	7
	C - A1173 W	284	35	0	249
	D - A1173 N	122	4	690	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	22
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.59	7.32	1.6	A	679	1019
B - Access	0.09	8.01	0.1	A	42	63
C - A1173 W	0.34	4.11	0.7	A	521	782
D - A1173 N	0.56	5.74	1.4	A	749	1123

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	547	1557	0.358	555	307	0.0	0.6	4.154	A
B - Access	35	9	1065	855	0.041	34	36	0.0	0.0	4.962	A
C - A1173 W	428	107	103	1856	0.230	426	996	0.0	0.4	3.438	A
D - A1173 N	614	154	242	1683	0.365	612	287	0.0	0.6	3.782	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	654	1484	0.448	664	368	0.6	0.9	5.081	A
B - Access	41	10	1275	730	0.057	41	43	0.0	0.1	5.912	A
C - A1173 W	511	128	124	1842	0.277	510	1193	0.4	0.5	3.695	A
D - A1173 N	734	183	290	1651	0.444	733	344	0.6	0.9	4.420	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	801	1386	0.588	812	451	0.9	1.6	7.238	A
B - Access	51	13	1560	561	0.090	50	53	0.1	0.1	7.968	A
C - A1173 W	625	156	151	1823	0.343	625	1459	0.5	0.7	4.104	A
D - A1173 N	898	225	355	1607	0.559	896	421	0.9	1.4	5.702	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	803	1384	0.589	815	451	1.6	1.6	7.319	A
B - Access	51	13	1564	559	0.091	51	53	0.1	0.1	8.013	A
C - A1173 W	625	156	152	1822	0.343	625	1463	0.7	0.7	4.110	A
D - A1173 N	898	225	356	1607	0.559	898	422	1.4	1.4	5.736	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	657	1482	0.449	668	369	1.6	1.0	5.140	A
B - Access	41	10	1282	726	0.057	42	43	0.1	0.1	5.948	A
C - A1173 W	511	128	125	1841	0.277	511	1199	0.7	0.5	3.704	A
D - A1173 N	734	183	291	1651	0.444	736	345	1.4	0.9	4.450	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	550	1554	0.358	558	309	1.0	0.7	4.194	A
B - Access	35	9	1072	851	0.041	35	36	0.1	0.0	4.990	A
C - A1173 W	428	107	104	1856	0.230	428	1002	0.5	0.4	3.450	A
D - A1173 N	614	154	243	1683	0.365	615	289	0.9	0.7	3.810	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	15.90	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.90	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	396	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1489	100.000
D - A1173 N		ONE HOUR	✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	264	130
	B - Access	5	0	21	6
	C - A1173 W	649	27	0	813
	D - A1173 N	100	3	284	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	12
	D - A1173 N	26	0	41	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.26	4.58	0.6	A	363	545
B - Access	0.03	4.50	0.0	A	29	44
C - A1173 W	0.90	21.89	9.4	C	1366	2049
D - A1173 N	0.32	5.36	0.6	A	355	533

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	235	1766	0.169	297	564	0.0	0.3	3.915	A
B - Access	24	6	508	1185	0.020	24	24	0.0	0.0	3.908	A
C - A1173 W	1121	280	106	1854	0.604	1114	426	0.0	1.7	5.581	A
D - A1173 N	291	73	510	1503	0.194	290	710	0.0	0.3	4.044	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	282	1734	0.205	356	676	0.3	0.4	4.173	A
B - Access	29	7	609	1125	0.026	29	29	0.0	0.0	4.138	A
C - A1173 W	1339	335	127	1840	0.727	1334	511	1.7	3.0	8.154	A
D - A1173 N	348	87	610	1435	0.242	347	850	0.3	0.4	4.513	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	345	1692	0.258	435	820	0.4	0.6	4.577	A
B - Access	35	9	745	1044	0.034	35	35	0.0	0.0	4.496	A
C - A1173 W	1639	410	155	1820	0.901	1617	626	3.0	8.7	18.686	C
D - A1173 N	426	107	739	1347	0.316	425	1032	0.4	0.6	5.321	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	346	1692	0.258	436	829	0.6	0.6	4.583	A
B - Access	35	9	746	1044	0.034	35	35	0.0	0.0	4.499	A
C - A1173 W	1639	410	155	1820	0.901	1636	626	8.7	9.4	21.889	C
D - A1173 N	426	107	748	1341	0.318	426	1043	0.6	0.6	5.364	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	283	1733	0.205	357	689	0.6	0.4	4.182	A
B - Access	29	7	611	1124	0.026	29	29	0.0	0.0	4.142	A
C - A1173 W	1339	335	127	1840	0.728	1363	512	9.4	3.2	9.187	A
D - A1173 N	348	87	624	1426	0.244	349	867	0.6	0.4	4.561	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	237	1765	0.169	298	570	0.4	0.3	3.927	A
B - Access	24	6	511	1183	0.020	24	24	0.0	0.0	3.916	A
C - A1173 W	1121	280	106	1854	0.605	1127	429	3.2	1.8	5.778	A
D - A1173 N	291	73	515	1499	0.194	292	718	0.4	0.3	4.070	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	740	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	787	100.000
D - A1173 N		ONE HOUR	✓	948	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	9	604	127
	B - Access	4	0	35	7
	C - A1173 W	284	35	0	468
	D - A1173 N	122	4	822	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	46
	D - A1173 N	42	0	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.63	8.83	2.0	A	679	1019
B - Access	0.11	9.65	0.1	A	42	63
C - A1173 W	0.48	5.57	1.3	A	722	1083
D - A1173 N	0.65	7.59	2.2	A	870	1305

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	645	1490	0.374	554	307	0.0	0.7	4.445	A
B - Access	35	9	1163	797	0.043	34	36	0.0	0.1	5.342	A
C - A1173 W	592	148	103	1856	0.319	590	1095	0.0	0.7	4.196	A
D - A1173 N	714	178	242	1684	0.424	710	451	0.0	0.9	4.374	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	773	1405	0.474	664	368	0.7	1.0	5.622	A
B - Access	41	10	1393	660	0.063	41	43	0.1	0.1	6.580	A
C - A1173 W	707	177	124	1842	0.384	707	1311	0.7	0.9	4.687	A
D - A1173 N	852	213	290	1651	0.516	851	540	0.9	1.3	5.331	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	945	1289	0.632	811	450	1.0	1.9	8.666	A
B - Access	51	13	1703	477	0.106	50	53	0.1	0.1	9.551	A
C - A1173 W	867	217	151	1823	0.475	865	1602	0.9	1.3	5.550	A
D - A1173 N	1044	261	355	1607	0.649	1040	661	1.3	2.1	7.490	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	948	1287	0.633	815	451	1.9	2.0	8.831	A
B - Access	51	13	1710	473	0.107	51	53	0.1	0.1	9.648	A
C - A1173 W	867	217	152	1822	0.475	866	1608	1.3	1.3	5.570	A
D - A1173 N	1044	261	356	1607	0.650	1044	663	2.1	2.2	7.588	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	777	1402	0.475	669	370	2.0	1.1	5.724	A
B - Access	41	10	1403	655	0.063	42	43	0.1	0.1	6.647	A
C - A1173 W	707	177	125	1841	0.384	709	1320	1.3	0.9	4.712	A
D - A1173 N	852	213	291	1650	0.516	856	543	2.2	1.3	5.402	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	650	1487	0.375	559	309	1.1	0.7	4.499	A
B - Access	35	9	1172	791	0.044	35	36	0.1	0.1	5.383	A
C - A1173 W	592	148	104	1856	0.319	593	1103	0.9	0.7	4.224	A
D - A1173 N	714	178	244	1682	0.424	715	454	1.3	0.9	4.425	A

Appendix TN2 G

A1173/ Kiln Lane Average Flows Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-Kiln Lane.j10
Path: P:\23000's\23325\Junction Assessment\3 Average Flow Assessment
Report generation date: 22/11/2023 12:37:36

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Kiln Lane	0.3	3.55	0.16	0.9	4.94	0.46
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.1	6.36	0.66	0.4	3.55	0.23
D - A1173 N	0.3	3.98	0.19	0.9	4.40	0.46
	2025 Base					
A - Kiln Lane	0.3	3.58	0.16	1.0	5.12	0.47
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.3	6.73	0.68	0.4	3.58	0.24
D - A1173 N	0.3	4.04	0.20	1.0	4.51	0.47
	2025 Base + Committed					
A - Kiln Lane	0.5	4.34	0.24	1.5	6.79	0.56
B - Access	0.0	4.25	0.03	0.1	7.56	0.09
C - A1173 W	5.8	14.19	0.84	0.7	4.04	0.33
D - A1173 N	0.4	4.59	0.25	1.3	5.46	0.54
	2025 Base + Committed + Development					
A - Kiln Lane	0.5	4.55	0.25	1.7	7.86	0.60
B - Access	0.0	4.48	0.03	0.1	8.76	0.10
C - A1173 W	12.5	28.33	0.93	1.2	5.20	0.45
D - A1173 N	0.6	5.30	0.31	1.9	6.84	0.62
	2032 Base					
A - Kiln Lane	0.3	3.61	0.17	1.1	5.43	0.50
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	2.6	7.41	0.71	0.5	3.63	0.25
D - A1173 N	0.4	4.14	0.21	1.1	4.70	0.49
	2032 Base + Committed					
A - Kiln Lane	0.5	4.39	0.25	1.6	7.32	0.59
B - Access	0.0	4.29	0.03	0.1	8.01	0.09
C - A1173 W	7.2	17.21	0.87	0.7	4.11	0.34
D - A1173 N	0.4	4.71	0.26	1.4	5.74	0.56
	2032 Base + Committed + Development					
A - Kiln Lane	0.6	4.61	0.26	1.9	8.58	0.63
B - Access	0.0	4.53	0.03	0.1	9.37	0.10
C - A1173 W	17.6	38.65	0.96	1.2	5.31	0.46
D - A1173 N	0.7	5.44	0.32	2.0	7.26	0.64

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.53	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Kiln Lane		
B	Access		
C	A1173 W		
D	A1173 N		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Kiln Lane	4.56	7.01	20.3	16.5	45.1	26.0		
B - Access	4.03	5.31	5.9	23.3	45.1	25.0		
C - A1173 W	3.64	8.44	14.1	38.1	45.1	16.0		
D - A1173 N	3.68	8.15	11.9	37.7	45.1	17.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Kiln Lane	0.672	1924
B - Access	0.593	1486
C - A1173 W	0.693	1928
D - A1173 N	0.676	1847

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	255	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1099	100.000
D - A1173 N		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	133	122
	B - Access	0	0	0	0
	C - A1173 W	463	2	0	634
	D - A1173 N	93	0	170	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.16	3.55	0.3	A	234	351
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.66	6.36	2.1	A	1008	1513
D - A1173 N	0.19	3.98	0.3	A	241	362

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	192	48	129	1837	0.105	191	417	0.0	0.2	3.267	A
B - Access	0	0	319	1297	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	827	207	92	1864	0.444	824	227	0.0	0.9	3.807	A
D - A1173 N	198	50	349	1611	0.123	197	567	0.0	0.2	3.412	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	229	57	154	1820	0.126	229	499	0.2	0.2	3.381	A
B - Access	0	0	382	1260	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	988	247	110	1852	0.534	986	272	0.9	1.2	4.586	A
D - A1173 N	236	59	417	1565	0.151	236	679	0.2	0.2	3.633	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	281	70	189	1797	0.156	281	611	0.2	0.3	3.548	A
B - Access	0	0	467	1209	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1210	303	134	1835	0.660	1207	333	1.2	2.1	6.294	A
D - A1173 N	290	72	511	1502	0.193	289	830	0.2	0.3	3.980	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	281	70	189	1797	0.156	281	612	0.3	0.3	3.549	A
B - Access	0	0	468	1209	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1210	303	134	1835	0.660	1210	334	2.1	2.1	6.359	A
D - A1173 N	290	72	512	1501	0.193	290	832	0.3	0.3	3.984	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	229	57	155	1820	0.126	229	501	0.3	0.2	3.386	A
B - Access	0	0	383	1260	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	988	247	110	1852	0.534	991	273	2.1	1.3	4.637	A
D - A1173 N	236	59	419	1564	0.151	237	682	0.3	0.2	3.641	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	192	48	130	1837	0.105	192	419	0.2	0.2	3.271	A
B - Access	0	0	320	1296	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	827	207	92	1864	0.444	829	228	1.3	0.9	3.846	A
D - A1173 N	198	50	351	1610	0.123	198	570	0.2	0.2	3.419	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	616	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	391	100.000
D - A1173 N		ONE HOUR	✓	705	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	493	119
	B - Access	0	0	2	0
	C - A1173 W	194	0	0	197
	D - A1173 N	114	0	591	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.46	4.94	0.9	A	565	848
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.23	3.55	0.4	A	359	538
D - A1173 N	0.46	4.40	0.9	A	647	970

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	464	116	443	1626	0.285	462	231	0.0	0.4	3.429	A
B - Access	0	0	902	951	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	294	74	89	1866	0.158	293	813	0.0	0.3	3.173	A
D - A1173 N	531	133	146	1749	0.304	529	237	0.0	0.5	3.336	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	554	138	531	1567	0.353	553	277	0.4	0.6	3.938	A
B - Access	0	0	1080	846	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	352	88	107	1854	0.190	351	973	0.3	0.3	3.322	A
D - A1173 N	634	158	174	1729	0.366	633	284	0.5	0.7	3.717	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	678	170	650	1487	0.456	677	339	0.6	0.9	4.923	A
B - Access	0	0	1322	702	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	430	108	131	1837	0.234	430	1192	0.3	0.4	3.548	A
D - A1173 N	776	194	213	1703	0.456	775	347	0.7	0.9	4.389	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	678	170	651	1487	0.456	678	339	0.9	0.9	4.943	A
B - Access	0	0	1324	701	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	430	108	131	1837	0.234	430	1193	0.4	0.4	3.548	A
D - A1173 N	776	194	214	1703	0.456	776	348	0.9	0.9	4.400	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	554	138	532	1566	0.354	555	277	0.9	0.6	3.956	A
B - Access	0	0	1084	844	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	352	88	107	1853	0.190	352	976	0.4	0.3	3.327	A
D - A1173 N	634	158	175	1729	0.367	635	285	0.9	0.7	3.729	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	464	116	445	1624	0.285	464	232	0.6	0.4	3.448	A
B - Access	0	0	907	949	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	294	74	90	1866	0.158	295	817	0.3	0.3	3.177	A
D - A1173 N	531	133	146	1748	0.304	531	238	0.7	0.5	3.351	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	262	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1128	100.000
D - A1173 N		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	137	125
	B - Access	0	0	0	0
	C - A1173 W	475	2	0	651
	D - A1173 N	96	0	175	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.16	3.58	0.3	A	240	361
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.68	6.73	2.3	A	1035	1553
D - A1173 N	0.20	4.04	0.3	A	249	373

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	197	49	133	1835	0.108	197	428	0.0	0.2	3.283	A
B - Access	0	0	328	1292	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	849	212	94	1863	0.456	846	234	0.0	0.9	3.893	A
D - A1173 N	204	51	358	1605	0.127	203	582	0.0	0.2	3.441	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	236	59	159	1817	0.130	235	513	0.2	0.2	3.401	A
B - Access	0	0	393	1254	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1014	254	112	1850	0.548	1012	280	0.9	1.3	4.735	A
D - A1173 N	244	61	428	1558	0.156	243	697	0.2	0.2	3.672	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	288	72	195	1793	0.161	288	627	0.2	0.3	3.575	A
B - Access	0	0	481	1201	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1242	310	138	1832	0.678	1238	343	1.3	2.3	6.645	A
D - A1173 N	298	75	524	1493	0.200	298	852	0.2	0.3	4.038	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	288	72	195	1793	0.161	288	629	0.3	0.3	3.575	A
B - Access	0	0	481	1201	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1242	310	138	1832	0.678	1242	344	2.3	2.3	6.728	A
D - A1173 N	298	75	525	1492	0.200	298	854	0.3	0.3	4.043	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	236	59	159	1817	0.130	236	515	0.3	0.2	3.403	A
B - Access	0	0	393	1253	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1014	254	112	1850	0.548	1018	281	2.3	1.4	4.798	A
D - A1173 N	244	61	430	1556	0.157	244	700	0.3	0.3	3.681	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	197	49	133	1834	0.108	197	431	0.2	0.2	3.287	A
B - Access	0	0	329	1291	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	849	212	94	1862	0.456	851	235	1.4	0.9	3.936	A
D - A1173 N	204	51	360	1604	0.127	204	585	0.3	0.2	3.451	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	632	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	401	100.000
D - A1173 N		ONE HOUR	✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	506	122
	B - Access	0	0	2	0
	C - A1173 W	199	0	0	202
	D - A1173 N	117	0	606	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.47	5.12	1.0	A	580	870
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.24	3.58	0.4	A	368	552
D - A1173 N	0.47	4.51	1.0	A	663	995

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	476	119	455	1618	0.294	474	237	0.0	0.5	3.485	A
B - Access	0	0	925	938	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	302	75	91	1864	0.162	301	834	0.0	0.3	3.191	A
D - A1173 N	544	136	149	1746	0.312	542	243	0.0	0.5	3.380	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	568	142	544	1558	0.365	567	284	0.5	0.6	4.031	A
B - Access	0	0	1108	829	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	360	90	110	1852	0.195	360	999	0.3	0.3	3.346	A
D - A1173 N	650	162	179	1726	0.377	649	291	0.5	0.7	3.784	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	696	174	666	1476	0.471	694	348	0.6	1.0	5.102	A
B - Access	0	0	1356	682	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	442	110	134	1835	0.241	441	1222	0.3	0.4	3.582	A
D - A1173 N	796	199	219	1699	0.468	795	356	0.7	1.0	4.502	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	696	174	667	1475	0.472	696	348	1.0	1.0	5.125	A
B - Access	0	0	1359	681	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	442	110	134	1835	0.241	442	1224	0.4	0.4	3.582	A
D - A1173 N	796	199	219	1699	0.469	796	357	1.0	1.0	4.515	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	568	142	546	1557	0.365	570	284	1.0	0.6	4.052	A
B - Access	0	0	1112	827	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	360	90	110	1852	0.195	361	1002	0.4	0.3	3.349	A
D - A1173 N	650	162	179	1726	0.377	651	292	1.0	0.7	3.799	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	476	119	457	1617	0.294	477	238	0.6	0.5	3.508	A
B - Access	0	0	930	935	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	302	75	92	1864	0.162	302	838	0.3	0.3	3.198	A
D - A1173 N	544	136	150	1746	0.312	545	244	0.7	0.5	3.396	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.87	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	386	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1395	100.000
D - A1173 N		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	259	125
	B - Access	5	0	21	6
	C - A1173 W	630	27	0	738
	D - A1173 N	96	3	203	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	10
	D - A1173 N	26	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.24	4.34	0.5	A	354	531
B - Access	0.03	4.25	0.0	A	29	44
C - A1173 W	0.84	14.19	5.8	B	1280	1920
D - A1173 N	0.25	4.59	0.4	A	277	416

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	175	1806	0.161	289	547	0.0	0.3	3.791	A
B - Access	24	6	440	1225	0.020	24	24	0.0	0.0	3.776	A
C - A1173 W	1050	263	102	1857	0.566	1044	362	0.0	1.5	5.052	A
D - A1173 N	227	57	496	1512	0.150	226	651	0.0	0.2	3.646	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	209	1783	0.195	347	655	0.3	0.4	4.006	A
B - Access	29	7	527	1174	0.025	29	29	0.0	0.0	3.963	A
C - A1173 W	1254	314	122	1843	0.680	1250	434	1.5	2.4	6.934	A
D - A1173 N	271	68	593	1446	0.188	271	779	0.2	0.3	3.991	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	256	1752	0.243	424	799	0.4	0.5	4.337	A
B - Access	35	9	645	1104	0.032	35	35	0.0	0.0	4.247	A
C - A1173 W	1536	384	150	1824	0.842	1523	531	2.4	5.6	13.196	B
D - A1173 N	333	83	723	1358	0.245	332	950	0.3	0.4	4.567	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	257	1751	0.243	425	804	0.5	0.5	4.340	A
B - Access	35	9	646	1103	0.032	35	35	0.0	0.0	4.249	A
C - A1173 W	1536	384	150	1824	0.842	1535	532	5.6	5.8	14.186	B
D - A1173 N	333	83	728	1355	0.245	332	956	0.4	0.4	4.588	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	210	1783	0.195	347	663	0.5	0.4	4.014	A
B - Access	29	7	529	1173	0.025	29	29	0.0	0.0	3.967	A
C - A1173 W	1254	314	122	1843	0.680	1267	435	5.8	2.5	7.344	A
D - A1173 N	271	68	601	1440	0.188	272	788	0.4	0.3	4.016	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	176	1806	0.161	291	552	0.4	0.3	3.800	A
B - Access	24	6	442	1224	0.020	24	24	0.0	0.0	3.784	A
C - A1173 W	1050	263	103	1857	0.566	1054	364	2.5	1.5	5.177	A
D - A1173 N	227	57	500	1509	0.151	228	656	0.3	0.2	3.663	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	715	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	553	100.000
D - A1173 N		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	8	585	122
	B - Access	4	0	35	7
	C - A1173 W	277	35	0	241
	D - A1173 N	117	4	667	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	22
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.56	6.79	1.5	A	656	984
B - Access	0.09	7.56	0.1	A	42	63
C - A1173 W	0.33	4.04	0.7	A	507	761
D - A1173 N	0.54	5.46	1.3	A	723	1085

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	529	1568	0.343	536	298	0.0	0.6	4.033	A
B - Access	35	9	1030	876	0.040	34	35	0.0	0.0	4.840	A
C - A1173 W	416	104	100	1859	0.224	415	965	0.0	0.4	3.405	A
D - A1173 N	593	148	237	1687	0.352	591	277	0.0	0.6	3.698	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	634	1498	0.429	642	357	0.6	0.9	4.866	A
B - Access	41	10	1233	755	0.055	41	42	0.0	0.1	5.705	A
C - A1173 W	497	124	119	1845	0.269	497	1155	0.4	0.5	3.649	A
D - A1173 N	708	177	284	1655	0.428	707	332	0.6	0.8	4.281	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	776	1403	0.561	785	438	0.9	1.5	6.728	A
B - Access	51	13	1509	592	0.086	50	52	0.1	0.1	7.522	A
C - A1173 W	609	152	146	1827	0.333	608	1413	0.5	0.7	4.035	A
D - A1173 N	868	217	348	1612	0.538	866	407	0.8	1.3	5.429	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	777	1401	0.562	787	438	1.5	1.5	6.791	A
B - Access	51	13	1513	589	0.086	51	52	0.1	0.1	7.557	A
C - A1173 W	609	152	146	1826	0.333	609	1417	0.7	0.7	4.041	A
D - A1173 N	868	217	348	1612	0.538	868	407	1.3	1.3	5.457	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	636	1496	0.430	645	358	1.5	0.9	4.914	A
B - Access	41	10	1239	752	0.055	42	42	0.1	0.1	5.737	A
C - A1173 W	497	124	120	1845	0.270	498	1161	0.7	0.5	3.657	A
D - A1173 N	708	177	284	1655	0.428	710	333	1.3	0.9	4.308	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	532	1566	0.344	539	300	0.9	0.6	4.067	A
B - Access	35	9	1036	872	0.040	35	35	0.1	0.0	4.866	A
C - A1173 W	416	104	100	1858	0.224	417	971	0.5	0.4	3.413	A
D - A1173 N	593	148	238	1686	0.352	594	279	0.9	0.6	3.722	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	20.29	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.29	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	386	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1535	100.000
D - A1173 N		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	259	125
	B - Access	5	0	21	6
	C - A1173 W	630	27	0	878
	D - A1173 N	96	3	286	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	17
	D - A1173 N	26	0	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.25	4.55	0.5	A	354	531
B - Access	0.03	4.48	0.0	A	29	44
C - A1173 W	0.93	28.33	12.5	D	1409	2113
D - A1173 N	0.31	5.30	0.6	A	353	530

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	237	1765	0.165	289	547	0.0	0.3	3.899	A
B - Access	24	6	502	1189	0.020	24	24	0.0	0.0	3.897	A
C - A1173 W	1156	289	102	1857	0.622	1148	424	0.0	1.9	5.961	A
D - A1173 N	290	72	495	1512	0.192	289	755	0.0	0.3	4.032	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	284	1733	0.200	347	655	0.3	0.4	4.151	A
B - Access	29	7	602	1130	0.025	29	29	0.0	0.0	4.122	A
C - A1173 W	1380	345	122	1843	0.749	1374	508	1.9	3.4	8.989	A
D - A1173 N	346	87	593	1446	0.239	346	904	0.3	0.4	4.487	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	347	1691	0.251	424	792	0.4	0.5	4.544	A
B - Access	35	9	737	1050	0.034	35	35	0.0	0.0	4.473	A
C - A1173 W	1690	423	150	1824	0.927	1659	622	3.4	11.1	22.602	C
D - A1173 N	424	106	716	1363	0.311	423	1093	0.4	0.6	5.249	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	425	106	348	1690	0.251	425	803	0.5	0.5	4.550	A
B - Access	35	9	738	1049	0.034	35	35	0.0	0.0	4.476	A
C - A1173 W	1690	423	150	1824	0.927	1684	623	11.1	12.5	28.334	D
D - A1173 N	424	106	726	1356	0.313	424	1108	0.6	0.6	5.299	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	347	87	285	1732	0.200	348	672	0.5	0.4	4.159	A
B - Access	29	7	603	1129	0.025	29	29	0.0	0.0	4.128	A
C - A1173 W	1380	345	122	1843	0.749	1415	510	12.5	3.7	10.740	B
D - A1173 N	346	87	610	1435	0.241	347	927	0.6	0.4	4.545	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	291	73	238	1764	0.165	291	553	0.4	0.3	3.910	A
B - Access	24	6	505	1187	0.020	24	24	0.0	0.0	3.904	A
C - A1173 W	1156	289	103	1857	0.622	1162	427	3.7	2.0	6.208	A
D - A1173 N	290	72	501	1508	0.192	290	764	0.4	0.3	4.056	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	715	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	740	100.000
D - A1173 N		ONE HOUR	✓	901	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	8	585	122
	B - Access	4	0	35	7
	C - A1173 W	277	35	0	428
	D - A1173 N	117	4	780	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	43
	D - A1173 N	42	0	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.60	7.86	1.7	A	656	984
B - Access	0.10	8.76	0.1	A	42	63
C - A1173 W	0.45	5.20	1.2	A	679	1019
D - A1173 N	0.62	6.84	1.9	A	827	1240

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	614	1511	0.356	536	298	0.0	0.6	4.265	A
B - Access	35	9	1114	826	0.042	34	35	0.0	0.0	5.145	A
C - A1173 W	557	139	100	1859	0.300	555	1049	0.0	0.6	4.027	A
D - A1173 N	678	170	237	1687	0.402	675	417	0.0	0.8	4.180	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	735	1430	0.450	642	357	0.6	0.9	5.285	A
B - Access	41	10	1334	695	0.059	41	42	0.0	0.1	6.228	A
C - A1173 W	665	166	119	1845	0.361	664	1256	0.6	0.8	4.453	A
D - A1173 N	810	202	284	1655	0.489	809	500	0.8	1.1	5.001	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	899	1320	0.597	784	437	0.9	1.7	7.750	A
B - Access	51	13	1632	519	0.098	50	52	0.1	0.1	8.689	A
C - A1173 W	815	204	146	1827	0.446	813	1536	0.8	1.2	5.184	A
D - A1173 N	992	248	347	1612	0.615	989	612	1.1	1.8	6.773	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	787	197	902	1318	0.597	787	438	1.7	1.7	7.856	A
B - Access	51	13	1637	516	0.098	51	52	0.1	0.1	8.755	A
C - A1173 W	815	204	146	1826	0.446	815	1541	1.2	1.2	5.200	A
D - A1173 N	992	248	348	1612	0.615	992	613	1.8	1.9	6.839	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	643	161	739	1427	0.450	646	359	1.7	1.0	5.357	A
B - Access	41	10	1342	691	0.060	42	42	0.1	0.1	6.278	A
C - A1173 W	665	166	120	1845	0.361	667	1264	1.2	0.8	4.473	A
D - A1173 N	810	202	285	1655	0.490	813	502	1.9	1.1	5.055	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	538	135	618	1509	0.357	540	300	1.0	0.6	4.309	A
B - Access	35	9	1122	821	0.042	35	35	0.1	0.1	5.178	A
C - A1173 W	557	139	100	1858	0.300	558	1056	0.8	0.6	4.050	A
D - A1173 N	678	170	238	1686	0.402	680	420	1.1	0.8	4.222	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	272	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1174	100.000
D - A1173 N		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	142	130
	B - Access	0	0	0	0
	C - A1173 W	495	2	0	677
	D - A1173 N	100	0	182	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.17	3.61	0.3	A	250	374
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.71	7.41	2.6	A	1077	1616
D - A1173 N	0.21	4.14	0.4	A	259	388

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	205	51	138	1831	0.112	204	446	0.0	0.2	3.305	A
B - Access	0	0	341	1284	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	884	221	98	1860	0.475	880	243	0.0	1.0	4.038	A
D - A1173 N	212	53	372	1595	0.133	211	605	0.0	0.2	3.486	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	245	61	165	1813	0.135	244	534	0.2	0.2	3.430	A
B - Access	0	0	408	1245	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1055	264	117	1847	0.571	1054	291	1.0	1.5	4.997	A
D - A1173 N	254	63	446	1546	0.164	253	724	0.2	0.3	3.735	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	299	75	202	1788	0.168	299	653	0.2	0.3	3.614	A
B - Access	0	0	499	1190	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1293	323	143	1829	0.707	1288	356	1.5	2.6	7.288	A
D - A1173 N	310	78	545	1478	0.210	310	886	0.3	0.4	4.131	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	299	75	203	1788	0.168	299	655	0.3	0.3	3.614	A
B - Access	0	0	500	1190	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1293	323	143	1829	0.707	1292	357	2.6	2.6	7.408	A
D - A1173 N	310	78	547	1477	0.210	310	888	0.4	0.4	4.137	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	245	61	166	1813	0.135	245	537	0.3	0.2	3.432	A
B - Access	0	0	409	1244	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1055	264	117	1847	0.572	1060	292	2.6	1.5	5.080	A
D - A1173 N	254	63	449	1544	0.164	254	728	0.4	0.3	3.742	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	205	51	139	1831	0.112	205	449	0.2	0.2	3.309	A
B - Access	0	0	342	1283	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	884	221	98	1860	0.475	886	244	1.5	1.0	4.089	A
D - A1173 N	212	53	375	1594	0.133	213	609	0.3	0.2	3.495	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	656	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	416	100.000
D - A1173 N		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	525	127
	B - Access	0	0	2	0
	C - A1173 W	206	0	0	210
	D - A1173 N	122	0	629	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	25
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.50	5.43	1.1	A	602	903
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.25	3.63	0.5	A	382	573
D - A1173 N	0.49	4.70	1.1	A	689	1034

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	494	123	472	1607	0.307	492	246	0.0	0.5	3.578	A
B - Access	0	0	961	917	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	313	78	95	1862	0.168	312	865	0.0	0.3	3.219	A
D - A1173 N	565	141	155	1743	0.324	563	253	0.0	0.5	3.452	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	590	147	565	1544	0.382	589	295	0.5	0.7	4.180	A
B - Access	0	0	1150	804	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	374	93	114	1849	0.202	374	1036	0.3	0.3	3.383	A
D - A1173 N	675	169	185	1722	0.392	674	303	0.5	0.7	3.890	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	722	181	691	1459	0.495	721	361	0.7	1.1	5.399	A
B - Access	0	0	1408	652	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	458	115	140	1831	0.250	458	1268	0.3	0.5	3.634	A
D - A1173 N	827	207	227	1694	0.488	825	371	0.7	1.1	4.687	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	722	181	693	1458	0.495	722	361	1.1	1.1	5.428	A
B - Access	0	0	1410	650	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	458	115	140	1831	0.250	458	1271	0.5	0.5	3.634	A
D - A1173 N	827	207	227	1694	0.488	827	371	1.1	1.1	4.703	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	590	147	567	1543	0.382	591	295	1.1	0.7	4.207	A
B - Access	0	0	1154	802	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	374	93	114	1848	0.202	374	1040	0.5	0.4	3.388	A
D - A1173 N	675	169	185	1722	0.392	676	303	1.1	0.7	3.906	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	494	123	474	1605	0.308	495	247	0.7	0.5	3.603	A
B - Access	0	0	966	914	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	313	78	96	1861	0.168	313	870	0.4	0.3	3.224	A
D - A1173 N	565	141	155	1742	0.325	566	254	0.7	0.5	3.471	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	12.90	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.90	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	396	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1440	100.000
D - A1173 N		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	264	130
	B - Access	5	0	21	6
	C - A1173 W	649	27	0	764
	D - A1173 N	100	3	210	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	10
	D - A1173 N	26	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.25	4.39	0.5	A	363	545
B - Access	0.03	4.29	0.0	A	29	44
C - A1173 W	0.87	17.21	7.2	C	1321	1982
D - A1173 N	0.26	4.71	0.4	A	287	431

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	180	1803	0.165	297	564	0.0	0.3	3.817	A
B - Access	24	6	453	1218	0.020	24	24	0.0	0.0	3.800	A
C - A1173 W	1084	271	106	1854	0.585	1078	371	0.0	1.6	5.280	A
D - A1173 N	236	59	510	1503	0.157	235	674	0.0	0.2	3.698	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	215	1779	0.200	356	676	0.3	0.4	4.042	A
B - Access	29	7	542	1165	0.025	29	29	0.0	0.0	3.994	A
C - A1173 W	1295	324	127	1840	0.704	1290	445	1.6	2.7	7.463	A
D - A1173 N	281	70	610	1435	0.196	281	807	0.2	0.3	4.065	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	264	1747	0.250	435	822	0.4	0.5	4.387	A
B - Access	35	9	664	1093	0.032	35	35	0.0	0.0	4.291	A
C - A1173 W	1585	396	155	1820	0.871	1569	544	2.7	6.9	15.483	C
D - A1173 N	345	86	742	1346	0.256	344	982	0.3	0.4	4.681	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	264	1746	0.250	436	829	0.5	0.5	4.391	A
B - Access	35	9	665	1092	0.032	35	35	0.0	0.0	4.293	A
C - A1173 W	1585	396	155	1820	0.871	1584	545	6.9	7.2	17.207	C
D - A1173 N	345	86	749	1341	0.257	345	990	0.4	0.4	4.708	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	216	1778	0.200	357	686	0.5	0.4	4.050	A
B - Access	29	7	544	1164	0.025	29	29	0.0	0.0	3.999	A
C - A1173 W	1295	324	127	1840	0.704	1312	446	7.2	2.8	8.088	A
D - A1173 N	281	70	621	1428	0.197	282	819	0.4	0.3	4.095	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	181	1802	0.165	298	570	0.4	0.3	3.830	A
B - Access	24	6	455	1216	0.020	24	24	0.0	0.0	3.805	A
C - A1173 W	1084	271	106	1854	0.585	1089	373	2.8	1.6	5.436	A
D - A1173 N	236	59	515	1499	0.157	236	680	0.3	0.2	3.713	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	740	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	568	100.000
D - A1173 N		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	9	604	127
	B - Access	4	0	35	7
	C - A1173 W	284	35	0	249
	D - A1173 N	122	4	690	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	22
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.59	7.32	1.6	A	679	1019
B - Access	0.09	8.01	0.1	A	42	63
C - A1173 W	0.34	4.11	0.7	A	521	782
D - A1173 N	0.56	5.74	1.4	A	749	1123

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	547	1557	0.358	555	307	0.0	0.6	4.154	A
B - Access	35	9	1065	855	0.041	34	36	0.0	0.0	4.962	A
C - A1173 W	428	107	103	1856	0.230	426	996	0.0	0.4	3.438	A
D - A1173 N	614	154	242	1683	0.365	612	287	0.0	0.6	3.782	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	654	1484	0.448	664	368	0.6	0.9	5.081	A
B - Access	41	10	1275	730	0.057	41	43	0.0	0.1	5.912	A
C - A1173 W	511	128	124	1842	0.277	510	1193	0.4	0.5	3.695	A
D - A1173 N	734	183	290	1651	0.444	733	344	0.6	0.9	4.420	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	801	1386	0.588	812	451	0.9	1.6	7.238	A
B - Access	51	13	1560	561	0.090	50	53	0.1	0.1	7.968	A
C - A1173 W	625	156	151	1823	0.343	625	1459	0.5	0.7	4.104	A
D - A1173 N	898	225	355	1607	0.559	896	421	0.9	1.4	5.702	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	803	1384	0.589	815	451	1.6	1.6	7.319	A
B - Access	51	13	1564	559	0.091	51	53	0.1	0.1	8.013	A
C - A1173 W	625	156	152	1822	0.343	625	1463	0.7	0.7	4.110	A
D - A1173 N	898	225	356	1607	0.559	898	422	1.4	1.4	5.736	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	657	1482	0.449	668	369	1.6	1.0	5.140	A
B - Access	41	10	1282	726	0.057	42	43	0.1	0.1	5.948	A
C - A1173 W	511	128	125	1841	0.277	511	1199	0.7	0.5	3.704	A
D - A1173 N	734	183	291	1651	0.444	736	345	1.4	0.9	4.450	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	550	1554	0.358	558	309	1.0	0.7	4.194	A
B - Access	35	9	1072	851	0.041	35	36	0.1	0.0	4.990	A
C - A1173 W	428	107	104	1856	0.230	428	1002	0.5	0.4	3.450	A
D - A1173 N	614	154	243	1683	0.365	615	289	0.9	0.7	3.810	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	27.12	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.12	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	396	100.000
B - Access		ONE HOUR	✓	32	100.000
C - A1173 W		ONE HOUR	✓	1580	100.000
D - A1173 N		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	2	264	130
	B - Access	5	0	21	6
	C - A1173 W	649	27	0	904
	D - A1173 N	100	3	293	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	66	50
	B - Access	0	0	46	0
	C - A1173 W	21	18	0	17
	D - A1173 N	26	0	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.26	4.61	0.6	A	363	545
B - Access	0.03	4.53	0.0	A	29	44
C - A1173 W	0.96	38.65	17.6	E	1450	2175
D - A1173 N	0.32	5.44	0.7	A	363	545

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	242	1761	0.169	297	564	0.0	0.3	3.927	A
B - Access	24	6	515	1181	0.020	24	24	0.0	0.0	3.922	A
C - A1173 W	1190	297	106	1855	0.641	1181	433	0.0	2.1	6.268	A
D - A1173 N	298	75	509	1503	0.198	297	778	0.0	0.3	4.090	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	290	1729	0.206	356	675	0.3	0.4	4.189	A
B - Access	29	7	617	1121	0.026	29	29	0.0	0.0	4.156	A
C - A1173 W	1420	355	127	1840	0.772	1413	519	2.1	3.8	9.847	A
D - A1173 N	356	89	609	1435	0.248	356	931	0.3	0.4	4.571	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	354	1686	0.259	435	812	0.4	0.6	4.601	A
B - Access	35	9	755	1039	0.034	35	34	0.0	0.0	4.522	A
C - A1173 W	1740	435	155	1820	0.956	1697	635	3.8	14.6	27.871	D
D - A1173 N	436	109	731	1353	0.322	435	1120	0.4	0.6	5.378	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	436	109	355	1685	0.259	436	825	0.6	0.6	4.607	A
B - Access	35	9	756	1038	0.034	35	35	0.0	0.0	4.525	A
C - A1173 W	1740	435	155	1820	0.956	1728	636	14.6	17.6	38.652	E
D - A1173 N	436	109	745	1344	0.325	436	1138	0.6	0.7	5.440	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	356	89	292	1728	0.206	357	700	0.6	0.4	4.198	A
B - Access	29	7	619	1120	0.026	29	30	0.0	0.0	4.162	A
C - A1173 W	1420	355	127	1840	0.772	1474	521	17.6	4.2	13.215	B
D - A1173 N	356	89	635	1418	0.251	357	966	0.7	0.5	4.658	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	298	75	244	1760	0.169	298	571	0.4	0.3	3.939	A
B - Access	24	6	518	1179	0.020	24	24	0.0	0.0	3.930	A
C - A1173 W	1190	297	106	1854	0.642	1198	436	4.2	2.2	6.585	A
D - A1173 N	298	75	516	1498	0.199	299	788	0.5	0.3	4.119	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	740	100.000
B - Access		ONE HOUR	✓	46	100.000
C - A1173 W		ONE HOUR	✓	755	100.000
D - A1173 N		ONE HOUR	✓	929	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	9	604	127
	B - Access	4	0	35	7
	C - A1173 W	284	35	0	436
	D - A1173 N	122	4	803	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	14	14	26
	B - Access	0	0	18	0
	C - A1173 W	61	0	0	43
	D - A1173 N	42	0	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.63	8.58	1.9	A	679	1019
B - Access	0.10	9.37	0.1	A	42	63
C - A1173 W	0.46	5.31	1.2	A	693	1039
D - A1173 N	0.64	7.26	2.0	A	852	1279

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	631	1500	0.371	554	307	0.0	0.7	4.401	A
B - Access	35	9	1149	805	0.043	34	36	0.0	0.1	5.284	A
C - A1173 W	568	142	103	1856	0.306	566	1080	0.0	0.6	4.072	A
D - A1173 N	699	175	242	1683	0.415	696	427	0.0	0.8	4.282	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	756	1416	0.470	664	368	0.7	1.0	5.537	A
B - Access	41	10	1376	670	0.062	41	43	0.1	0.1	6.474	A
C - A1173 W	679	170	124	1842	0.368	678	1294	0.6	0.8	4.520	A
D - A1173 N	835	209	290	1651	0.506	834	512	0.8	1.2	5.181	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	924	1303	0.625	811	450	1.0	1.9	8.428	A
B - Access	51	13	1683	489	0.104	50	53	0.1	0.1	9.286	A
C - A1173 W	831	208	151	1823	0.456	830	1582	0.8	1.2	5.293	A
D - A1173 N	1023	256	355	1607	0.636	1020	626	1.2	2.0	7.181	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	815	204	927	1301	0.626	815	451	1.9	1.9	8.575	A
B - Access	51	13	1689	485	0.104	51	53	0.1	0.1	9.373	A
C - A1173 W	831	208	152	1822	0.456	831	1587	1.2	1.2	5.310	A
D - A1173 N	1023	256	356	1607	0.637	1023	628	2.0	2.0	7.263	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	665	166	760	1413	0.471	669	370	1.9	1.0	5.629	A
B - Access	41	10	1385	665	0.062	42	43	0.1	0.1	6.536	A
C - A1173 W	679	170	125	1841	0.369	680	1302	1.2	0.9	4.540	A
D - A1173 N	835	209	291	1650	0.506	838	514	2.0	1.2	5.248	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	557	139	635	1497	0.372	559	309	1.0	0.7	4.453	A
B - Access	35	9	1158	800	0.043	35	36	0.1	0.1	5.321	A
C - A1173 W	568	142	104	1856	0.306	569	1088	0.9	0.6	4.095	A
D - A1173 N	699	175	244	1682	0.416	701	430	1.2	0.8	4.330	A

Appendix TN2 H

A1173/ SHIIP Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-SHIIP.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 22/11/2023 11:17:30

»2021 Baseline, AM
»2021 Baseline, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2025 Baseline + Committed, AM
»2025 Baseline + Committed, PM
»2025 Baseline + Committed + Development, AM
»2025 Baseline + Committed + Development, PM
»2032 Baseline, AM
»2032 Baseline, PM
»2032 Baseline + Committed, AM
»2032 Baseline + Committed, PM
»2032 Baseline + Committed + Development, AM
»2032 Baseline + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.2	3.71	0.53	0.3	2.69	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.82	0.15	1.3	4.04	0.55
	2025 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.3	3.83	0.55	0.3	2.70	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.84	0.16	1.4	4.18	0.57
	2025 Baseline + Committed					
SHIIP Access S	0.1	2.84	0.07	0.3	5.07	0.21
A1173 W	3.3	7.13	0.75	0.6	3.30	0.32
SHIIP Access N	0.1	7.00	0.04	0.0	3.19	0.03
A1173 E	0.5	3.56	0.26	2.5	6.35	0.69
	2025 Baseline + Committed + Development					
SHIIP Access S	0.1	2.98	0.08	0.3	5.80	0.23
A1173 W	5.4	10.68	0.83	1.1	4.18	0.42
SHIIP Access N	0.1	8.39	0.04	0.0	3.62	0.03
A1173 E	0.7	3.94	0.31	3.6	8.49	0.76
	2032 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.4	4.02	0.57	0.3	2.73	0.20
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.86	0.17	1.5	4.40	0.59
	2032 Baseline + Committed					
SHIIP Access S	0.1	2.85	0.07	0.3	5.28	0.21
A1173 W	3.7	7.81	0.77	0.7	3.34	0.32
SHIIP Access N	0.1	7.34	0.04	0.0	3.22	0.03
A1173 E	0.5	3.59	0.27	2.7	6.84	0.71
	2032 Baseline + Committed + Development					
SHIIP Access S	0.1	3.00	0.08	0.3	6.09	0.24
A1173 W	6.3	12.23	0.85	1.1	4.24	0.43
SHIIP Access N	0.1	8.89	0.05	0.0	3.66	0.03
A1173 E	0.7	3.98	0.32	4.1	9.40	0.78

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	02/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.52	A

Arms

Arms

Arm	Name	Description	No give-way line
1	SHIIP Access S		
2	A1173 W		
3	SHIIP Access N		
4	A1173 E		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
SHIIP Access S	3.70	7.75	26.5	27.8	44.0	31.0		
A1173 W	3.60	7.80	99.6	29.6	44.0	26.0		
SHIIP Access N	3.30	7.60	25.9	19.2	44.0	32.0		
A1173 E	3.90	7.80	94.8	17.6	40.1	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
SHIIP Access S	0.686	1965
A1173 W	0.753	2278
SHIIP Access N	0.655	1834
A1173 E	0.724	2157

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1099	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1099
	SHIIP Access N	0	0	0	0
	A1173 E	0	303	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.53	3.71	1.2	A	1008	1513
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.15	2.82	0.3	A	278	417

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	227	1809	0.000	0	0	0.0	0.0	0.000	A
A1173 W	827	207	0	2278	0.363	825	227	0.0	0.6	2.721	A
SHIIP Access N	0	0	825	1294	0.000	0	0	0.0	0.0	0.000	A
A1173 E	228	57	0	2157	0.106	227	825	0.0	0.2	2.668	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	272	1778	0.000	0	0	0.0	0.0	0.000	A
A1173 W	988	247	0	2278	0.434	987	272	0.6	0.8	3.066	A
SHIIP Access N	0	0	987	1188	0.000	0	0	0.0	0.0	0.000	A
A1173 E	272	68	0	2157	0.126	272	987	0.2	0.2	2.731	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	333	1736	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1210	303	0	2278	0.531	1208	333	0.8	1.2	3.698	A
SHIIP Access N	0	0	1208	1043	0.000	0	0	0.0	0.0	0.000	A
A1173 E	334	83	0	2157	0.155	333	1208	0.2	0.3	2.822	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	334	1736	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1210	303	0	2278	0.531	1210	334	1.2	1.2	3.707	A
SHIIP Access N	0	0	1210	1042	0.000	0	0	0.0	0.0	0.000	A
A1173 E	334	83	0	2157	0.155	334	1210	0.3	0.3	2.822	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	273	1778	0.000	0	0	0.0	0.0	0.000	A
A1173 W	988	247	0	2278	0.434	990	273	1.2	0.8	3.079	A
SHIIP Access N	0	0	990	1186	0.000	0	0	0.0	0.0	0.000	A
A1173 E	272	68	0	2157	0.126	273	990	0.3	0.2	2.731	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	228	1809	0.000	0	0	0.0	0.0	0.000	A
A1173 W	827	207	0	2278	0.363	828	228	0.8	0.6	2.734	A
SHIIP Access N	0	0	828	1292	0.000	0	0	0.0	0.0	0.000	A
A1173 E	228	57	0	2157	0.106	228	828	0.2	0.2	2.670	A

2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	391	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	391
	SHIIP Access N	0	0	0	0
	A1173 E	0	1086	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.19	2.69	0.3	A	359	538
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.55	4.04	1.3	A	997	1495

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	815	1406	0.000	0	0	0.0	0.0	0.000	A
A1173 W	294	74	0	2278	0.129	294	815	0.0	0.2	2.502	A
SHIIP Access N	0	0	294	1642	0.000	0	0	0.0	0.0	0.000	A
A1173 E	818	204	0	2157	0.379	815	294	0.0	0.7	2.893	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	975	1296	0.000	0	0	0.0	0.0	0.000	A
A1173 W	352	88	0	2278	0.154	351	975	0.2	0.3	2.578	A
SHIIP Access N	0	0	351	1604	0.000	0	0	0.0	0.0	0.000	A
A1173 E	976	244	0	2157	0.453	975	351	0.7	0.9	3.286	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1194	1146	0.000	0	0	0.0	0.0	0.000	A
A1173 W	430	108	0	2278	0.189	430	1194	0.3	0.3	2.688	A
SHIIP Access N	0	0	430	1552	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1196	299	0	2157	0.554	1194	430	0.9	1.3	4.029	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1196	1145	0.000	0	0	0.0	0.0	0.000	A
A1173 W	430	108	0	2278	0.189	430	1196	0.3	0.3	2.688	A
SHIIP Access N	0	0	430	1552	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1196	299	0	2157	0.554	1196	430	1.3	1.3	4.044	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	978	1294	0.000	0	0	0.0	0.0	0.000	A
A1173 W	352	88	0	2278	0.154	352	978	0.3	0.3	2.581	A
SHIIP Access N	0	0	352	1604	0.000	0	0	0.0	0.0	0.000	A
A1173 E	976	244	0	2157	0.453	978	352	1.3	0.9	3.304	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	819	1404	0.000	0	0	0.0	0.0	0.000	A
A1173 W	294	74	0	2278	0.129	295	819	0.3	0.2	2.506	A
SHIIP Access N	0	0	295	1641	0.000	0	0	0.0	0.0	0.000	A
A1173 E	818	204	0	2157	0.379	819	295	0.9	0.7	2.906	A

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1129	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1129
	SHIIP Access N	0	0	0	0
	A1173 E	0	311	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.55	3.83	1.3	A	1036	1554
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.16	2.84	0.3	A	285	428

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	233	1805	0.000	0	0	0.0	0.0	0.000	A
A1173 W	850	212	0	2278	0.373	847	233	0.0	0.7	2.764	A
SHIIP Access N	0	0	847	1279	0.000	0	0	0.0	0.0	0.000	A
A1173 E	234	59	0	2157	0.109	233	847	0.0	0.2	2.676	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	279	1773	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1015	254	0	2278	0.446	1014	279	0.7	0.9	3.132	A
SHIIP Access N	0	0	1014	1170	0.000	0	0	0.0	0.0	0.000	A
A1173 E	280	70	0	2157	0.130	279	1014	0.2	0.2	2.741	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	342	1730	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1243	311	0	2278	0.546	1241	342	0.9	1.3	3.813	A
SHIIP Access N	0	0	1241	1021	0.000	0	0	0.0	0.0	0.000	A
A1173 E	342	86	0	2157	0.159	342	1241	0.2	0.3	2.836	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	342	1730	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1243	311	0	2278	0.546	1243	342	1.3	1.3	3.825	A
SHIIP Access N	0	0	1243	1020	0.000	0	0	0.0	0.0	0.000	A
A1173 E	342	86	0	2157	0.159	342	1243	0.3	0.3	2.836	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	280	1773	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1015	254	0	2278	0.446	1017	280	1.3	0.9	3.145	A
SHIIP Access N	0	0	1017	1169	0.000	0	0	0.0	0.0	0.000	A
A1173 E	280	70	0	2157	0.130	280	1017	0.3	0.2	2.744	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	234	1804	0.000	0	0	0.0	0.0	0.000	A
A1173 W	850	212	0	2278	0.373	851	234	0.9	0.7	2.776	A
SHIIP Access N	0	0	851	1277	0.000	0	0	0.0	0.0	0.000	A
A1173 E	234	59	0	2157	0.109	234	851	0.2	0.2	2.677	A

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	401	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	401
	SHIIP Access N	0	0	0	0
	A1173 E	0	1114	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.19	2.70	0.3	A	368	552
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.57	4.18	1.4	A	1022	1533

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	836	1392	0.000	0	0	0.0	0.0	0.000	A
A1173 W	302	75	0	2278	0.133	301	836	0.0	0.2	2.511	A
SHIIP Access N	0	0	301	1637	0.000	0	0	0.0	0.0	0.000	A
A1173 E	839	210	0	2157	0.389	836	301	0.0	0.7	2.936	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1000	1279	0.000	0	0	0.0	0.0	0.000	A
A1173 W	360	90	0	2278	0.158	360	1000	0.2	0.3	2.590	A
SHIIP Access N	0	0	360	1598	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1001	250	0	2157	0.464	1000	360	0.7	0.9	3.358	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1225	1125	0.000	0	0	0.0	0.0	0.000	A
A1173 W	442	110	0	2278	0.194	441	1225	0.3	0.3	2.704	A
SHIIP Access N	0	0	441	1545	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1227	307	0	2157	0.569	1225	441	0.9	1.4	4.161	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1227	1124	0.000	0	0	0.0	0.0	0.000	A
A1173 W	442	110	0	2278	0.194	442	1227	0.3	0.3	2.704	A
SHIIP Access N	0	0	442	1545	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1227	307	0	2157	0.569	1227	442	1.4	1.4	4.178	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1003	1277	0.000	0	0	0.0	0.0	0.000	A
A1173 W	360	90	0	2278	0.158	361	1003	0.3	0.3	2.591	A
SHIIP Access N	0	0	361	1598	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1001	250	0	2157	0.464	1003	361	1.4	0.9	3.374	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	840	1389	0.000	0	0	0.0	0.0	0.000	A
A1173 W	302	75	0	2278	0.133	302	840	0.3	0.2	2.514	A
SHIIP Access N	0	0	302	1636	0.000	0	0	0.0	0.0	0.000	A
A1173 E	839	210	0	2157	0.389	840	302	0.9	0.7	2.953	A

2025 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1526	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1359
	SHIIP Access N	0	17	0	7
	A1173 E	29	448	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	14
	SHIIP Access N	0	33	0	50
	A1173 E	12	52	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.07	2.84	0.1	A	98	147
A1173 W	0.75	7.13	3.3	A	1400	2100
SHIIP Access N	0.04	7.00	0.1	A	22	33
A1173 E	0.26	3.56	0.5	A	442	663

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	353	1723	0.047	80	127	0.0	0.1	2.576	A
A1173 W	1149	287	24	2260	0.508	1144	409	0.0	1.2	3.642	A
SHIIP Access N	18	5	1145	1085	0.017	18	23	0.0	0.0	4.642	A
A1173 E	363	91	118	2071	0.175	362	1044	0.0	0.3	3.125	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	422	1675	0.057	96	153	0.1	0.1	2.679	A
A1173 W	1372	343	29	2256	0.608	1370	490	1.2	1.7	4.589	A
SHIIP Access N	22	5	1370	937	0.023	22	28	0.0	0.0	5.409	A
A1173 E	433	108	142	2054	0.211	433	1250	0.3	0.4	3.296	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	517	1610	0.073	118	187	0.1	0.1	2.835	A
A1173 W	1680	420	35	2251	0.746	1674	599	1.7	3.2	6.996	A
SHIIP Access N	26	7	1675	737	0.036	26	34	0.0	0.1	6.964	A
A1173 E	531	133	173	2032	0.261	530	1528	0.4	0.5	3.560	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	517	1610	0.073	118	187	0.1	0.1	2.835	A
A1173 W	1680	420	35	2251	0.746	1680	600	3.2	3.3	7.133	A
SHIIP Access N	26	7	1681	734	0.036	26	34	0.1	0.1	7.001	A
A1173 E	531	133	174	2031	0.261	531	1534	0.5	0.5	3.561	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	423	1675	0.057	96	153	0.1	0.1	2.683	A
A1173 W	1372	343	29	2256	0.608	1378	491	3.3	1.8	4.675	A
SHIIP Access N	22	5	1379	932	0.023	22	28	0.1	0.0	5.444	A
A1173 E	433	108	143	2054	0.211	434	1258	0.5	0.4	3.302	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	354	1722	0.047	81	128	0.1	0.1	2.580	A
A1173 W	1149	287	24	2260	0.508	1151	411	1.8	1.2	3.687	A
SHIIP Access N	18	5	1152	1080	0.017	18	23	0.0	0.0	4.663	A
A1173 E	363	91	119	2071	0.175	363	1051	0.4	0.3	3.130	A

2025 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	642	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	506
	SHIIP Access N	0	29	0	8
	A1173 E	25	1253	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	43
	SHIIP Access N	0	12	0	40
	A1173 E	35	11	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.21	5.07	0.3	A	171	256
A1173 W	0.32	3.30	0.6	A	589	884
SHIIP Access N	0.03	3.19	0.0	A	34	51
A1173 E	0.69	6.35	2.5	A	1178	1767

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	966	1302	0.108	139	101	0.0	0.1	3.432	A
A1173 W	483	121	34	2252	0.215	482	1072	0.0	0.4	2.855	A
SHIIP Access N	28	7	492	1512	0.018	28	24	0.0	0.0	2.838	A
A1173 E	967	242	104	2082	0.464	963	415	0.0	1.0	3.578	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1156	1172	0.143	167	121	0.1	0.2	3.974	A
A1173 W	577	144	40	2247	0.257	577	1283	0.4	0.5	3.028	A
SHIIP Access N	33	8	588	1449	0.023	33	29	0.0	0.0	2.976	A
A1173 E	1154	289	125	2067	0.559	1153	497	1.0	1.4	4.386	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1414	995	0.206	204	148	0.2	0.3	5.050	A
A1173 W	707	177	49	2241	0.315	706	1569	0.5	0.6	3.295	A
SHIIP Access N	41	10	720	1362	0.030	41	35	0.0	0.0	3.187	A
A1173 E	1414	353	153	2046	0.691	1410	608	1.4	2.4	6.265	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1418	992	0.206	205	149	0.3	0.3	5.072	A
A1173 W	707	177	50	2241	0.315	707	1573	0.6	0.6	3.298	A
SHIIP Access N	41	10	721	1362	0.030	41	35	0.0	0.0	3.188	A
A1173 E	1414	353	153	2046	0.691	1414	609	2.4	2.5	6.345	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1162	1168	0.143	168	122	0.3	0.2	3.996	A
A1173 W	577	144	41	2247	0.257	578	1289	0.6	0.5	3.033	A
SHIIP Access N	33	8	590	1448	0.023	33	29	0.0	0.0	2.980	A
A1173 E	1154	289	125	2067	0.559	1158	498	2.5	1.4	4.442	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	971	1299	0.108	140	102	0.2	0.1	3.450	A
A1173 W	483	121	34	2252	0.215	484	1078	0.5	0.4	2.861	A
SHIIP Access N	28	7	494	1511	0.018	28	24	0.0	0.0	2.840	A
A1173 E	967	242	105	2081	0.464	968	417	1.4	1.0	3.614	A

2025 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1689	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1522
	SHIIP Access N	0	17	0	7
	A1173 E	29	544	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	18
	SHIIP Access N	0	33	0	50
	A1173 E	12	56	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.08	2.98	0.1	A	98	147
A1173 W	0.83	10.68	5.4	B	1550	2325
SHIIP Access N	0.04	8.39	0.1	A	22	33
A1173 E	0.31	3.94	0.7	A	530	796

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	425	1674	0.048	80	127	0.0	0.1	2.656	A
A1173 W	1272	318	24	2260	0.563	1266	481	0.0	1.5	4.210	A
SHIIP Access N	18	5	1266	1005	0.018	18	23	0.0	0.0	5.016	A
A1173 E	435	109	118	2071	0.210	434	1166	0.0	0.4	3.352	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	508	1616	0.060	96	153	0.1	0.1	2.783	A
A1173 W	1518	380	29	2256	0.673	1515	576	1.5	2.4	5.651	A
SHIIP Access N	22	5	1516	842	0.026	22	28	0.0	0.0	6.036	A
A1173 E	520	130	142	2054	0.253	519	1396	0.4	0.5	3.579	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	622	1538	0.077	118	186	0.1	0.1	2.979	A
A1173 W	1860	465	35	2251	0.826	1848	705	2.4	5.2	10.161	B
SHIIP Access N	26	7	1849	623	0.042	26	34	0.0	0.1	8.293	A
A1173 E	636	159	173	2032	0.313	636	1703	0.5	0.7	3.934	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	623	1538	0.077	118	187	0.1	0.1	2.980	A
A1173 W	1860	465	35	2251	0.826	1859	706	5.2	5.4	10.684	B
SHIIP Access N	26	7	1860	616	0.043	26	34	0.1	0.1	8.393	A
A1173 E	636	159	174	2031	0.313	636	1713	0.7	0.7	3.939	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	510	1616	0.060	96	154	0.1	0.1	2.787	A
A1173 W	1518	380	29	2256	0.673	1530	577	5.4	2.5	5.890	A
SHIIP Access N	22	5	1531	832	0.026	22	28	0.1	0.0	6.113	A
A1173 E	520	130	143	2053	0.253	520	1409	0.7	0.5	3.585	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	427	1672	0.048	81	128	0.1	0.1	2.658	A
A1173 W	1272	318	24	2260	0.563	1275	483	2.5	1.5	4.292	A
SHIIP Access N	18	5	1276	999	0.018	18	23	0.0	0.0	5.051	A
A1173 E	435	109	119	2071	0.210	436	1175	0.5	0.4	3.361	A

2025 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	862	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	726
	SHIIP Access N	0	29	0	8
	A1173 E	25	1384	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	54
	SHIIP Access N	0	12	0	40
	A1173 E	35	15	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.23	5.80	0.3	A	171	256
A1173 W	0.42	4.18	1.1	A	791	1186
SHIIP Access N	0.03	3.62	0.0	A	34	51
A1173 E	0.76	8.49	3.6	A	1298	1948

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1064	1235	0.113	139	101	0.0	0.1	3.642	A
A1173 W	649	162	34	2252	0.288	647	1169	0.0	0.6	3.361	A
SHIIP Access N	28	7	656	1404	0.020	28	24	0.0	0.0	3.060	A
A1173 E	1065	266	104	2082	0.512	1060	580	0.0	1.2	4.052	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1273	1092	0.153	167	121	0.1	0.2	4.319	A
A1173 W	775	194	40	2247	0.345	774	1400	0.6	0.8	3.665	A
SHIIP Access N	33	8	786	1320	0.025	33	29	0.0	0.0	3.275	A
A1173 E	1272	318	125	2067	0.616	1270	694	1.2	1.8	5.197	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1556	898	0.228	204	148	0.2	0.3	5.755	A
A1173 W	949	237	49	2241	0.424	948	1710	0.8	1.1	4.176	A
SHIIP Access N	41	10	962	1204	0.034	41	35	0.0	0.0	3.621	A
A1173 E	1558	389	153	2046	0.761	1551	850	1.8	3.5	8.275	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1562	893	0.229	205	149	0.3	0.3	5.800	A
A1173 W	949	237	50	2241	0.424	949	1717	1.1	1.1	4.183	A
SHIIP Access N	41	10	963	1203	0.034	41	35	0.0	0.0	3.623	A
A1173 E	1558	389	153	2046	0.761	1558	851	3.5	3.6	8.494	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1283	1085	0.154	168	122	0.3	0.2	4.355	A
A1173 W	775	194	41	2247	0.345	776	1410	1.1	0.8	3.677	A
SHIIP Access N	33	8	788	1318	0.025	33	29	0.0	0.0	3.278	A
A1173 E	1272	318	125	2066	0.616	1279	696	3.6	1.9	5.323	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1071	1230	0.114	140	102	0.2	0.1	3.666	A
A1173 W	649	162	34	2252	0.288	650	1177	0.8	0.6	3.374	A
SHIIP Access N	28	7	660	1402	0.020	28	24	0.0	0.0	3.065	A
A1173 E	1065	266	105	2081	0.512	1068	583	1.9	1.2	4.112	A

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1174	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1174
	SHIIP Access N	0	0	0	0
	A1173 E	0	324	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.57	4.02	1.4	A	1077	1616
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.17	2.86	0.3	A	297	446

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	243	1798	0.000	0	0	0.0	0.0	0.000	A
A1173 W	884	221	0	2278	0.388	881	243	0.0	0.7	2.828	A
SHIIP Access N	0	0	881	1257	0.000	0	0	0.0	0.0	0.000	A
A1173 E	244	61	0	2157	0.113	243	881	0.0	0.2	2.690	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	291	1765	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1055	264	0	2278	0.463	1054	291	0.7	0.9	3.233	A
SHIIP Access N	0	0	1054	1144	0.000	0	0	0.0	0.0	0.000	A
A1173 E	291	73	0	2157	0.135	291	1054	0.2	0.2	2.758	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	356	1721	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1293	323	0	2278	0.567	1291	356	0.9	1.4	4.003	A
SHIIP Access N	0	0	1291	989	0.000	0	0	0.0	0.0	0.000	A
A1173 E	357	89	0	2157	0.165	356	1291	0.2	0.3	2.858	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	357	1720	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1293	323	0	2278	0.567	1293	357	1.4	1.4	4.018	A
SHIIP Access N	0	0	1293	988	0.000	0	0	0.0	0.0	0.000	A
A1173 E	357	89	0	2157	0.165	357	1293	0.3	0.3	2.858	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	292	1765	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1055	264	0	2278	0.463	1057	292	1.4	1.0	3.248	A
SHIIP Access N	0	0	1057	1142	0.000	0	0	0.0	0.0	0.000	A
A1173 E	291	73	0	2157	0.135	292	1057	0.3	0.2	2.761	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	244	1798	0.000	0	0	0.0	0.0	0.000	A
A1173 W	884	221	0	2278	0.388	885	244	1.0	0.7	2.846	A
SHIIP Access N	0	0	885	1255	0.000	0	0	0.0	0.0	0.000	A
A1173 E	244	61	0	2157	0.113	244	885	0.2	0.2	2.690	A

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	416	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	416
	SHIIP Access N	0	0	0	0
	A1173 E	0	1156	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.20	2.73	0.3	A	382	573
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.59	4.40	1.5	A	1061	1591

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	867	1370	0.000	0	0	0.0	0.0	0.000	A
A1173 W	313	78	0	2278	0.137	312	867	0.0	0.2	2.526	A
SHIIP Access N	0	0	312	1630	0.000	0	0	0.0	0.0	0.000	A
A1173 E	870	218	0	2157	0.403	867	312	0.0	0.7	3.009	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1038	1253	0.000	0	0	0.0	0.0	0.000	A
A1173 W	374	93	0	2278	0.164	374	1038	0.2	0.3	2.608	A
SHIIP Access N	0	0	374	1589	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1039	260	0	2157	0.482	1038	374	0.7	1.0	3.471	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1271	1093	0.000	0	0	0.0	0.0	0.000	A
A1173 W	458	115	0	2278	0.201	458	1271	0.3	0.3	2.729	A
SHIIP Access N	0	0	458	1534	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1273	318	0	2157	0.590	1271	458	1.0	1.5	4.376	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1273	1092	0.000	0	0	0.0	0.0	0.000	A
A1173 W	458	115	0	2278	0.201	458	1273	0.3	0.3	2.729	A
SHIIP Access N	0	0	458	1534	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1273	318	0	2157	0.590	1273	458	1.5	1.5	4.396	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1041	1251	0.000	0	0	0.0	0.0	0.000	A
A1173 W	374	93	0	2278	0.164	374	1041	0.3	0.3	2.609	A
SHIIP Access N	0	0	374	1589	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1039	260	0	2157	0.482	1041	374	1.5	1.0	3.493	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	871	1367	0.000	0	0	0.0	0.0	0.000	A
A1173 W	313	78	0	2278	0.137	313	871	0.3	0.2	2.530	A
SHIIP Access N	0	0	313	1629	0.000	0	0	0.0	0.0	0.000	A
A1173 E	870	218	0	2157	0.403	871	313	1.0	0.7	3.028	A

2032 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1571	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1404
	SHIIP Access N	0	17	0	7
	A1173 E	29	460	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	14
	SHIIP Access N	0	33	0	50
	A1173 E	12	52	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.07	2.85	0.1	A	98	147
A1173 W	0.77	7.81	3.7	A	1442	2162
SHIIP Access N	0.04	7.34	0.1	A	22	33
A1173 E	0.27	3.59	0.5	A	453	680

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	362	1717	0.047	80	127	0.0	0.1	2.586	A
A1173 W	1183	296	24	2260	0.523	1178	418	0.0	1.2	3.755	A
SHIIP Access N	18	5	1179	1063	0.017	18	23	0.0	0.0	4.740	A
A1173 E	372	93	118	2071	0.180	371	1078	0.0	0.3	3.143	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	433	1668	0.058	96	153	0.1	0.1	2.692	A
A1173 W	1412	353	29	2256	0.626	1410	500	1.2	1.9	4.806	A
SHIIP Access N	22	5	1411	911	0.024	22	28	0.0	0.0	5.569	A
A1173 E	444	111	142	2054	0.216	444	1290	0.3	0.4	3.320	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	530	1601	0.074	118	187	0.1	0.1	2.852	A
A1173 W	1730	432	35	2251	0.768	1723	613	1.9	3.6	7.617	A
SHIIP Access N	26	7	1724	706	0.037	26	34	0.0	0.1	7.290	A
A1173 E	544	136	173	2032	0.268	543	1577	0.4	0.5	3.593	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	531	1601	0.074	118	187	0.1	0.1	2.853	A
A1173 W	1730	432	35	2251	0.768	1729	613	3.6	3.7	7.808	A
SHIIP Access N	26	7	1731	701	0.038	26	34	0.1	0.1	7.337	A
A1173 E	544	136	174	2031	0.268	544	1583	0.5	0.5	3.595	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	434	1667	0.058	96	153	0.1	0.1	2.693	A
A1173 W	1412	353	29	2256	0.626	1419	501	3.7	1.9	4.918	A
SHIIP Access N	22	5	1420	904	0.024	22	28	0.1	0.0	5.611	A
A1173 E	444	111	143	2054	0.216	445	1299	0.5	0.4	3.326	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	363	1716	0.047	81	128	0.1	0.1	2.590	A
A1173 W	1183	296	24	2260	0.523	1185	420	1.9	1.3	3.809	A
SHIIP Access N	18	5	1186	1058	0.017	18	23	0.0	0.0	4.763	A
A1173 E	372	93	119	2071	0.180	372	1085	0.4	0.3	3.151	A

2032 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	658	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	522
	SHIIP Access N	0	29	0	8
	A1173 E	25	1295	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	43
	SHIIP Access N	0	12	0	40
	A1173 E	35	11	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.21	5.28	0.3	A	171	256
A1173 W	0.32	3.34	0.7	A	604	906
SHIIP Access N	0.03	3.22	0.0	A	34	51
A1173 E	0.71	6.84	2.7	A	1217	1825

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	997	1281	0.109	139	101	0.0	0.1	3.497	A
A1173 W	495	124	34	2252	0.220	494	1103	0.0	0.4	2.876	A
SHIIP Access N	28	7	504	1504	0.019	28	24	0.0	0.0	2.853	A
A1173 E	998	250	104	2082	0.480	994	427	0.0	1.0	3.679	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1194	1146	0.146	167	121	0.1	0.2	4.078	A
A1173 W	592	148	40	2247	0.263	591	1320	0.4	0.5	3.056	A
SHIIP Access N	33	8	603	1440	0.023	33	29	0.0	0.0	2.996	A
A1173 E	1192	298	125	2067	0.577	1190	511	1.0	1.5	4.571	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1460	964	0.213	204	148	0.2	0.3	5.258	A
A1173 W	724	181	49	2241	0.323	724	1615	0.5	0.7	3.335	A
SHIIP Access N	41	10	738	1351	0.030	41	35	0.0	0.0	3.215	A
A1173 E	1460	365	153	2046	0.713	1455	626	1.5	2.7	6.736	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1464	961	0.213	205	149	0.3	0.3	5.285	A
A1173 W	724	181	50	2241	0.323	724	1619	0.7	0.7	3.338	A
SHIIP Access N	41	10	739	1350	0.030	41	35	0.0	0.0	3.216	A
A1173 E	1460	365	153	2046	0.713	1460	626	2.7	2.7	6.842	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1200	1142	0.146	168	122	0.3	0.2	4.103	A
A1173 W	592	148	41	2247	0.263	592	1327	0.7	0.5	3.061	A
SHIIP Access N	33	8	604	1439	0.023	33	29	0.0	0.0	2.997	A
A1173 E	1192	298	125	2067	0.577	1197	512	2.7	1.5	4.642	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1003	1277	0.110	140	102	0.2	0.1	3.514	A
A1173 W	495	124	34	2252	0.220	496	1110	0.5	0.4	2.884	A
SHIIP Access N	28	7	506	1503	0.019	28	24	0.0	0.0	2.856	A
A1173 E	998	250	105	2081	0.480	1000	429	1.5	1.0	3.723	A

2032 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1735	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	590	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1568
	SHIIP Access N	0	17	0	7
	A1173 E	29	556	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	18
	SHIIP Access N	0	33	0	50
	A1173 E	12	56	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.08	3.00	0.1	A	98	147
A1173 W	0.85	12.23	6.3	B	1592	2388
SHIIP Access N	0.05	8.89	0.1	A	22	33
A1173 E	0.32	3.98	0.7	A	541	812

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	433	1668	0.048	80	127	0.0	0.1	2.666	A
A1173 W	1306	327	24	2260	0.578	1300	490	0.0	1.6	4.358	A
SHIIP Access N	18	5	1301	983	0.018	18	23	0.0	0.0	5.133	A
A1173 E	444	111	118	2071	0.214	443	1200	0.0	0.4	3.372	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	519	1609	0.060	96	152	0.1	0.1	2.797	A
A1173 W	1560	390	29	2256	0.691	1556	587	1.6	2.6	5.979	A
SHIIP Access N	22	5	1557	815	0.026	22	28	0.0	0.0	6.240	A
A1173 E	530	133	142	2055	0.258	530	1437	0.4	0.5	3.606	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	636	1529	0.077	118	186	0.1	0.1	2.998	A
A1173 W	1910	478	35	2251	0.849	1896	718	2.6	6.1	11.431	B
SHIIP Access N	26	7	1898	592	0.045	26	34	0.0	0.1	8.757	A
A1173 E	650	162	173	2032	0.320	649	1751	0.5	0.7	3.973	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	636	1529	0.077	118	187	0.1	0.1	2.999	A
A1173 W	1910	478	35	2251	0.849	1909	719	6.1	6.3	12.225	B
SHIIP Access N	26	7	1910	583	0.045	26	34	0.1	0.1	8.890	A
A1173 E	650	162	174	2031	0.320	650	1763	0.7	0.7	3.979	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	520	1608	0.060	96	154	0.1	0.1	2.801	A
A1173 W	1560	390	29	2256	0.691	1574	588	6.3	2.7	6.301	A
SHIIP Access N	22	5	1575	803	0.027	22	28	0.1	0.0	6.339	A
A1173 E	530	133	143	2053	0.258	531	1453	0.7	0.5	3.615	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	436	1666	0.048	81	128	0.1	0.1	2.671	A
A1173 W	1306	327	24	2260	0.578	1310	492	2.7	1.6	4.455	A
SHIIP Access N	18	5	1311	976	0.019	18	23	0.0	0.0	5.170	A
A1173 E	444	111	119	2071	0.215	445	1210	0.5	0.4	3.381	A

2032 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	877	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1458	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	741
	SHIIP Access N	0	29	0	8
	A1173 E	25	1427	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	54
	SHIIP Access N	0	12	0	40
	A1173 E	35	15	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.24	6.09	0.3	A	171	256
A1173 W	0.43	4.24	1.1	A	805	1207
SHIIP Access N	0.03	3.66	0.0	A	34	51
A1173 E	0.78	9.40	4.1	A	1338	2007

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1096	1213	0.115	139	101	0.0	0.1	3.717	A
A1173 W	660	165	34	2252	0.293	658	1201	0.0	0.6	3.386	A
SHIIP Access N	28	7	668	1397	0.020	28	24	0.0	0.0	3.077	A
A1173 E	1098	274	104	2082	0.527	1093	591	0.0	1.3	4.179	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1312	1065	0.157	167	121	0.1	0.2	4.445	A
A1173 W	788	197	40	2247	0.351	788	1438	0.6	0.8	3.701	A
SHIIP Access N	33	8	799	1311	0.025	33	29	0.0	0.0	3.297	A
A1173 E	1311	328	125	2067	0.634	1308	708	1.3	2.0	5.458	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1602	866	0.236	204	148	0.2	0.3	6.028	A
A1173 W	966	241	49	2241	0.431	964	1756	0.8	1.1	4.230	A
SHIIP Access N	41	10	979	1193	0.034	41	35	0.0	0.0	3.654	A
A1173 E	1605	401	153	2046	0.784	1597	866	2.0	4.0	9.085	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1609	861	0.238	205	149	0.3	0.3	6.087	A
A1173 W	966	241	50	2241	0.431	966	1765	1.1	1.1	4.239	A
SHIIP Access N	41	10	980	1193	0.034	41	35	0.0	0.0	3.657	A
A1173 E	1605	401	153	2046	0.784	1605	868	4.0	4.1	9.395	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1322	1058	0.158	168	122	0.3	0.2	4.490	A
A1173 W	788	197	41	2247	0.351	790	1450	1.1	0.8	3.710	A
SHIIP Access N	33	8	801	1309	0.025	33	29	0.0	0.0	3.304	A
A1173 E	1311	328	125	2066	0.634	1319	710	4.1	2.0	5.621	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1104	1208	0.116	140	102	0.2	0.1	3.741	A
A1173 W	660	165	34	2252	0.293	661	1210	0.8	0.6	3.397	A
SHIIP Access N	28	7	671	1395	0.020	28	24	0.0	0.0	3.084	A
A1173 E	1098	274	105	2081	0.527	1101	594	2.0	1.3	4.251	A

Appendix TN2 I

A1173/ SHIIP Stena AM Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-SHIIP.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment - Stena AM
Report generation date: 22/11/2023 11:45:00

»2021 Baseline, AM
»2021 Baseline, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2025 Baseline + Committed, AM
»2025 Baseline + Committed, PM
»2025 Baseline + Committed + Development, AM
»2025 Baseline + Committed + Development, PM
»2032 Baseline, AM
»2032 Baseline, PM
»2032 Baseline + Committed, AM
»2032 Baseline + Committed, PM
»2032 Baseline + Committed + Development, AM
»2032 Baseline + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.2	3.71	0.53	0.3	2.69	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.82	0.15	1.3	4.04	0.55
	2025 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.3	3.83	0.55	0.3	2.70	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.84	0.16	1.4	4.18	0.57
	2025 Baseline + Committed					
SHIIP Access S	0.1	2.84	0.07	0.3	5.07	0.21
A1173 W	3.3	7.13	0.75	0.6	3.30	0.32
SHIIP Access N	0.1	7.00	0.04	0.0	3.19	0.03
A1173 E	0.5	3.56	0.26	2.5	6.35	0.69
	2025 Baseline + Committed + Development					
SHIIP Access S	0.1	2.95	0.08	0.3	5.80	0.23
A1173 W	3.8	7.94	0.77	1.1	4.18	0.42
SHIIP Access N	0.1	7.37	0.04	0.0	3.62	0.03
A1173 E	0.6	3.82	0.30	3.6	8.49	0.76
	2032 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.4	4.02	0.57	0.3	2.73	0.20
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.86	0.17	1.5	4.40	0.59
	2032 Baseline + Committed					
SHIIP Access S	0.1	2.85	0.07	0.3	5.28	0.21
A1173 W	3.7	7.81	0.77	0.7	3.34	0.32
SHIIP Access N	0.1	7.34	0.04	0.0	3.22	0.03
A1173 E	0.5	3.59	0.27	2.7	6.84	0.71
	2032 Baseline + Committed + Development					
SHIIP Access S	0.1	2.96	0.08	0.3	6.09	0.24
A1173 W	4.3	8.77	0.79	1.1	4.24	0.43
SHIIP Access N	0.1	7.74	0.04	0.0	3.66	0.03
A1173 E	0.7	3.86	0.31	4.1	9.40	0.78

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	02/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.52	A

Arms

Arms

Arm	Name	Description	No give-way line
1	SHIIP Access S		
2	A1173 W		
3	SHIIP Access N		
4	A1173 E		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
SHIIP Access S	3.70	7.75	26.5	27.8	44.0	31.0		
A1173 W	3.60	7.80	99.6	29.6	44.0	26.0		
SHIIP Access N	3.30	7.60	25.9	19.2	44.0	32.0		
A1173 E	3.90	7.80	94.8	17.6	40.1	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
SHIIP Access S	0.686	1965
A1173 W	0.753	2278
SHIIP Access N	0.655	1834
A1173 E	0.724	2157

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1099	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1099
	SHIIP Access N	0	0	0	0
	A1173 E	0	303	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.53	3.71	1.2	A	1008	1513
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.15	2.82	0.3	A	278	417

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	227	1809	0.000	0	0	0.0	0.0	0.000	A
A1173 W	827	207	0	2278	0.363	825	227	0.0	0.6	2.721	A
SHIIP Access N	0	0	825	1294	0.000	0	0	0.0	0.0	0.000	A
A1173 E	228	57	0	2157	0.106	227	825	0.0	0.2	2.668	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	272	1778	0.000	0	0	0.0	0.0	0.000	A
A1173 W	988	247	0	2278	0.434	987	272	0.6	0.8	3.066	A
SHIIP Access N	0	0	987	1188	0.000	0	0	0.0	0.0	0.000	A
A1173 E	272	68	0	2157	0.126	272	987	0.2	0.2	2.731	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	333	1736	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1210	303	0	2278	0.531	1208	333	0.8	1.2	3.698	A
SHIIP Access N	0	0	1208	1043	0.000	0	0	0.0	0.0	0.000	A
A1173 E	334	83	0	2157	0.155	333	1208	0.2	0.3	2.822	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	334	1736	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1210	303	0	2278	0.531	1210	334	1.2	1.2	3.707	A
SHIIP Access N	0	0	1210	1042	0.000	0	0	0.0	0.0	0.000	A
A1173 E	334	83	0	2157	0.155	334	1210	0.3	0.3	2.822	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	273	1778	0.000	0	0	0.0	0.0	0.000	A
A1173 W	988	247	0	2278	0.434	990	273	1.2	0.8	3.079	A
SHIIP Access N	0	0	990	1186	0.000	0	0	0.0	0.0	0.000	A
A1173 E	272	68	0	2157	0.126	273	990	0.3	0.2	2.731	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	228	1809	0.000	0	0	0.0	0.0	0.000	A
A1173 W	827	207	0	2278	0.363	828	228	0.8	0.6	2.734	A
SHIIP Access N	0	0	828	1292	0.000	0	0	0.0	0.0	0.000	A
A1173 E	228	57	0	2157	0.106	228	828	0.2	0.2	2.670	A

2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	391	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	391
	SHIIP Access N	0	0	0	0
	A1173 E	0	1086	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.19	2.69	0.3	A	359	538
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.55	4.04	1.3	A	997	1495

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	815	1406	0.000	0	0	0.0	0.0	0.000	A
A1173 W	294	74	0	2278	0.129	294	815	0.0	0.2	2.502	A
SHIIP Access N	0	0	294	1642	0.000	0	0	0.0	0.0	0.000	A
A1173 E	818	204	0	2157	0.379	815	294	0.0	0.7	2.893	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	975	1296	0.000	0	0	0.0	0.0	0.000	A
A1173 W	352	88	0	2278	0.154	351	975	0.2	0.3	2.578	A
SHIIP Access N	0	0	351	1604	0.000	0	0	0.0	0.0	0.000	A
A1173 E	976	244	0	2157	0.453	975	351	0.7	0.9	3.286	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1194	1146	0.000	0	0	0.0	0.0	0.000	A
A1173 W	430	108	0	2278	0.189	430	1194	0.3	0.3	2.688	A
SHIIP Access N	0	0	430	1552	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1196	299	0	2157	0.554	1194	430	0.9	1.3	4.029	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1196	1145	0.000	0	0	0.0	0.0	0.000	A
A1173 W	430	108	0	2278	0.189	430	1196	0.3	0.3	2.688	A
SHIIP Access N	0	0	430	1552	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1196	299	0	2157	0.554	1196	430	1.3	1.3	4.044	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	978	1294	0.000	0	0	0.0	0.0	0.000	A
A1173 W	352	88	0	2278	0.154	352	978	0.3	0.3	2.581	A
SHIIP Access N	0	0	352	1604	0.000	0	0	0.0	0.0	0.000	A
A1173 E	976	244	0	2157	0.453	978	352	1.3	0.9	3.304	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	819	1404	0.000	0	0	0.0	0.0	0.000	A
A1173 W	294	74	0	2278	0.129	295	819	0.3	0.2	2.506	A
SHIIP Access N	0	0	295	1641	0.000	0	0	0.0	0.0	0.000	A
A1173 E	818	204	0	2157	0.379	819	295	0.9	0.7	2.906	A

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1129	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1129
	SHIIP Access N	0	0	0	0
	A1173 E	0	311	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.55	3.83	1.3	A	1036	1554
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.16	2.84	0.3	A	285	428

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	233	1805	0.000	0	0	0.0	0.0	0.000	A
A1173 W	850	212	0	2278	0.373	847	233	0.0	0.7	2.764	A
SHIIP Access N	0	0	847	1279	0.000	0	0	0.0	0.0	0.000	A
A1173 E	234	59	0	2157	0.109	233	847	0.0	0.2	2.676	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	279	1773	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1015	254	0	2278	0.446	1014	279	0.7	0.9	3.132	A
SHIIP Access N	0	0	1014	1170	0.000	0	0	0.0	0.0	0.000	A
A1173 E	280	70	0	2157	0.130	279	1014	0.2	0.2	2.741	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	342	1730	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1243	311	0	2278	0.546	1241	342	0.9	1.3	3.813	A
SHIIP Access N	0	0	1241	1021	0.000	0	0	0.0	0.0	0.000	A
A1173 E	342	86	0	2157	0.159	342	1241	0.2	0.3	2.836	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	342	1730	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1243	311	0	2278	0.546	1243	342	1.3	1.3	3.825	A
SHIIP Access N	0	0	1243	1020	0.000	0	0	0.0	0.0	0.000	A
A1173 E	342	86	0	2157	0.159	342	1243	0.3	0.3	2.836	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	280	1773	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1015	254	0	2278	0.446	1017	280	1.3	0.9	3.145	A
SHIIP Access N	0	0	1017	1169	0.000	0	0	0.0	0.0	0.000	A
A1173 E	280	70	0	2157	0.130	280	1017	0.3	0.2	2.744	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	234	1804	0.000	0	0	0.0	0.0	0.000	A
A1173 W	850	212	0	2278	0.373	851	234	0.9	0.7	2.776	A
SHIIP Access N	0	0	851	1277	0.000	0	0	0.0	0.0	0.000	A
A1173 E	234	59	0	2157	0.109	234	851	0.2	0.2	2.677	A

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	401	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	401
	SHIIP Access N	0	0	0	0
	A1173 E	0	1114	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.19	2.70	0.3	A	368	552
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.57	4.18	1.4	A	1022	1533

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	836	1392	0.000	0	0	0.0	0.0	0.000	A
A1173 W	302	75	0	2278	0.133	301	836	0.0	0.2	2.511	A
SHIIP Access N	0	0	301	1637	0.000	0	0	0.0	0.0	0.000	A
A1173 E	839	210	0	2157	0.389	836	301	0.0	0.7	2.936	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1000	1279	0.000	0	0	0.0	0.0	0.000	A
A1173 W	360	90	0	2278	0.158	360	1000	0.2	0.3	2.590	A
SHIIP Access N	0	0	360	1598	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1001	250	0	2157	0.464	1000	360	0.7	0.9	3.358	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1225	1125	0.000	0	0	0.0	0.0	0.000	A
A1173 W	442	110	0	2278	0.194	441	1225	0.3	0.3	2.704	A
SHIIP Access N	0	0	441	1545	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1227	307	0	2157	0.569	1225	441	0.9	1.4	4.161	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1227	1124	0.000	0	0	0.0	0.0	0.000	A
A1173 W	442	110	0	2278	0.194	442	1227	0.3	0.3	2.704	A
SHIIP Access N	0	0	442	1545	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1227	307	0	2157	0.569	1227	442	1.4	1.4	4.178	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1003	1277	0.000	0	0	0.0	0.0	0.000	A
A1173 W	360	90	0	2278	0.158	361	1003	0.3	0.3	2.591	A
SHIIP Access N	0	0	361	1598	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1001	250	0	2157	0.464	1003	361	1.4	0.9	3.374	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	840	1389	0.000	0	0	0.0	0.0	0.000	A
A1173 W	302	75	0	2278	0.133	302	840	0.3	0.2	2.514	A
SHIIP Access N	0	0	302	1636	0.000	0	0	0.0	0.0	0.000	A
A1173 E	839	210	0	2157	0.389	840	302	0.9	0.7	2.953	A

2025 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1526	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1359
	SHIIP Access N	0	17	0	7
	A1173 E	29	448	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	14
	SHIIP Access N	0	33	0	50
	A1173 E	12	52	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.07	2.84	0.1	A	98	147
A1173 W	0.75	7.13	3.3	A	1400	2100
SHIIP Access N	0.04	7.00	0.1	A	22	33
A1173 E	0.26	3.56	0.5	A	442	663

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	353	1723	0.047	80	127	0.0	0.1	2.576	A
A1173 W	1149	287	24	2260	0.508	1144	409	0.0	1.2	3.642	A
SHIIP Access N	18	5	1145	1085	0.017	18	23	0.0	0.0	4.642	A
A1173 E	363	91	118	2071	0.175	362	1044	0.0	0.3	3.125	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	422	1675	0.057	96	153	0.1	0.1	2.679	A
A1173 W	1372	343	29	2256	0.608	1370	490	1.2	1.7	4.589	A
SHIIP Access N	22	5	1370	937	0.023	22	28	0.0	0.0	5.409	A
A1173 E	433	108	142	2054	0.211	433	1250	0.3	0.4	3.296	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	517	1610	0.073	118	187	0.1	0.1	2.835	A
A1173 W	1680	420	35	2251	0.746	1674	599	1.7	3.2	6.996	A
SHIIP Access N	26	7	1675	737	0.036	26	34	0.0	0.1	6.964	A
A1173 E	531	133	173	2032	0.261	530	1528	0.4	0.5	3.560	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	517	1610	0.073	118	187	0.1	0.1	2.835	A
A1173 W	1680	420	35	2251	0.746	1680	600	3.2	3.3	7.133	A
SHIIP Access N	26	7	1681	734	0.036	26	34	0.1	0.1	7.001	A
A1173 E	531	133	174	2031	0.261	531	1534	0.5	0.5	3.561	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	423	1675	0.057	96	153	0.1	0.1	2.683	A
A1173 W	1372	343	29	2256	0.608	1378	491	3.3	1.8	4.675	A
SHIIP Access N	22	5	1379	932	0.023	22	28	0.1	0.0	5.444	A
A1173 E	433	108	143	2054	0.211	434	1258	0.5	0.4	3.302	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	354	1722	0.047	81	128	0.1	0.1	2.580	A
A1173 W	1149	287	24	2260	0.508	1151	411	1.8	1.2	3.687	A
SHIIP Access N	18	5	1152	1080	0.017	18	23	0.0	0.0	4.663	A
A1173 E	363	91	119	2071	0.175	363	1051	0.4	0.3	3.130	A

2025 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	642	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	506
	SHIIP Access N	0	29	0	8
	A1173 E	25	1253	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	43
	SHIIP Access N	0	12	0	40
	A1173 E	35	11	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.21	5.07	0.3	A	171	256
A1173 W	0.32	3.30	0.6	A	589	884
SHIIP Access N	0.03	3.19	0.0	A	34	51
A1173 E	0.69	6.35	2.5	A	1178	1767

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	966	1302	0.108	139	101	0.0	0.1	3.432	A
A1173 W	483	121	34	2252	0.215	482	1072	0.0	0.4	2.855	A
SHIIP Access N	28	7	492	1512	0.018	28	24	0.0	0.0	2.838	A
A1173 E	967	242	104	2082	0.464	963	415	0.0	1.0	3.578	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1156	1172	0.143	167	121	0.1	0.2	3.974	A
A1173 W	577	144	40	2247	0.257	577	1283	0.4	0.5	3.028	A
SHIIP Access N	33	8	588	1449	0.023	33	29	0.0	0.0	2.976	A
A1173 E	1154	289	125	2067	0.559	1153	497	1.0	1.4	4.386	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1414	995	0.206	204	148	0.2	0.3	5.050	A
A1173 W	707	177	49	2241	0.315	706	1569	0.5	0.6	3.295	A
SHIIP Access N	41	10	720	1362	0.030	41	35	0.0	0.0	3.187	A
A1173 E	1414	353	153	2046	0.691	1410	608	1.4	2.4	6.265	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1418	992	0.206	205	149	0.3	0.3	5.072	A
A1173 W	707	177	50	2241	0.315	707	1573	0.6	0.6	3.298	A
SHIIP Access N	41	10	721	1362	0.030	41	35	0.0	0.0	3.188	A
A1173 E	1414	353	153	2046	0.691	1414	609	2.4	2.5	6.345	A

600

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1162	1168	0.143	168	122	0.3	0.2	3.996	A
A1173 W	577	144	41	2247	0.257	578	1289	0.6	0.5	3.033	A
SHIIP Access N	33	8	590	1448	0.023	33	29	0.0	0.0	2.980	A
A1173 E	1154	289	125	2067	0.559	1158	498	2.5	1.4	4.442	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	971	1299	0.108	140	102	0.2	0.1	3.450	A
A1173 W	483	121	34	2252	0.215	484	1078	0.5	0.4	2.861	A
SHIIP Access N	28	7	494	1511	0.018	28	24	0.0	0.0	2.840	A
A1173 E	967	242	105	2081	0.464	968	417	1.4	1.0	3.614	A

2025 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1575	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	556	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1408
	SHIIP Access N	0	17	0	7
	A1173 E	29	522	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	15
	SHIIP Access N	0	33	0	50
	A1173 E	12	54	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.08	2.95	0.1	A	98	147
A1173 W	0.77	7.94	3.8	A	1445	2168
SHIIP Access N	0.04	7.37	0.1	A	22	33
A1173 E	0.30	3.82	0.6	A	510	765

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	408	1685	0.048	80	127	0.0	0.1	2.637	A
A1173 W	1186	296	24	2260	0.525	1181	464	0.0	1.3	3.794	A
SHIIP Access N	18	5	1182	1061	0.017	18	23	0.0	0.0	4.749	A
A1173 E	419	105	118	2071	0.202	417	1081	0.0	0.4	3.277	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	489	1630	0.059	96	153	0.1	0.1	2.759	A
A1173 W	1416	354	29	2256	0.628	1413	556	1.3	1.9	4.864	A
SHIIP Access N	22	5	1414	908	0.024	22	28	0.0	0.0	5.583	A
A1173 E	500	125	142	2054	0.243	499	1294	0.4	0.5	3.489	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	598	1555	0.076	118	186	0.1	0.1	2.945	A
A1173 W	1734	434	35	2251	0.770	1727	681	1.9	3.7	7.735	A
SHIIP Access N	26	7	1728	703	0.038	26	34	0.0	0.1	7.320	A
A1173 E	612	153	173	2032	0.301	612	1581	0.5	0.6	3.818	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	599	1554	0.076	118	187	0.1	0.1	2.946	A
A1173 W	1734	434	35	2251	0.770	1734	682	3.7	3.8	7.936	A
SHIIP Access N	26	7	1735	698	0.038	26	34	0.1	0.1	7.369	A
A1173 E	612	153	174	2031	0.301	612	1587	0.6	0.6	3.823	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	490	1629	0.059	96	154	0.1	0.1	2.763	A
A1173 W	1416	354	29	2256	0.628	1423	557	3.8	2.0	4.977	A
SHIIP Access N	22	5	1424	902	0.024	22	28	0.1	0.0	5.625	A
A1173 E	500	125	143	2054	0.243	500	1303	0.6	0.5	3.494	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	410	1684	0.048	81	128	0.1	0.1	2.641	A
A1173 W	1186	296	24	2260	0.525	1188	466	2.0	1.3	3.848	A
SHIIP Access N	18	5	1189	1056	0.017	18	23	0.0	0.0	4.774	A
A1173 E	419	105	119	2071	0.202	419	1088	0.5	0.4	3.285	A

2025 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	862	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	726
	SHIIP Access N	0	29	0	8
	A1173 E	25	1384	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	54
	SHIIP Access N	0	12	0	40
	A1173 E	35	15	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.23	5.80	0.3	A	171	256
A1173 W	0.42	4.18	1.1	A	791	1186
SHIIP Access N	0.03	3.62	0.0	A	34	51
A1173 E	0.76	8.49	3.6	A	1298	1948

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1064	1235	0.113	139	101	0.0	0.1	3.642	A
A1173 W	649	162	34	2252	0.288	647	1169	0.0	0.6	3.361	A
SHIIP Access N	28	7	656	1404	0.020	28	24	0.0	0.0	3.060	A
A1173 E	1065	266	104	2082	0.512	1060	580	0.0	1.2	4.052	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1273	1092	0.153	167	121	0.1	0.2	4.319	A
A1173 W	775	194	40	2247	0.345	774	1400	0.6	0.8	3.665	A
SHIIP Access N	33	8	786	1320	0.025	33	29	0.0	0.0	3.275	A
A1173 E	1272	318	125	2067	0.616	1270	694	1.2	1.8	5.197	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1556	898	0.228	204	148	0.2	0.3	5.755	A
A1173 W	949	237	49	2241	0.424	948	1710	0.8	1.1	4.176	A
SHIIP Access N	41	10	962	1204	0.034	41	35	0.0	0.0	3.621	A
A1173 E	1558	389	153	2046	0.761	1551	850	1.8	3.5	8.275	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1562	893	0.229	205	149	0.3	0.3	5.800	A
A1173 W	949	237	50	2241	0.424	949	1717	1.1	1.1	4.183	A
SHIIP Access N	41	10	963	1203	0.034	41	35	0.0	0.0	3.623	A
A1173 E	1558	389	153	2046	0.761	1558	851	3.5	3.6	8.494	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1283	1085	0.154	168	122	0.3	0.2	4.355	A
A1173 W	775	194	41	2247	0.345	776	1410	1.1	0.8	3.677	A
SHIIP Access N	33	8	788	1318	0.025	33	29	0.0	0.0	3.278	A
A1173 E	1272	318	125	2066	0.616	1279	696	3.6	1.9	5.323	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1071	1230	0.114	140	102	0.2	0.1	3.666	A
A1173 W	649	162	34	2252	0.288	650	1177	0.8	0.6	3.374	A
SHIIP Access N	28	7	660	1402	0.020	28	24	0.0	0.0	3.065	A
A1173 E	1065	266	105	2081	0.512	1068	583	1.9	1.2	4.112	A

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1174	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1174
	SHIIP Access N	0	0	0	0
	A1173 E	0	324	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.57	4.02	1.4	A	1077	1616
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.17	2.86	0.3	A	297	446

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	243	1798	0.000	0	0	0.0	0.0	0.000	A
A1173 W	884	221	0	2278	0.388	881	243	0.0	0.7	2.828	A
SHIIP Access N	0	0	881	1257	0.000	0	0	0.0	0.0	0.000	A
A1173 E	244	61	0	2157	0.113	243	881	0.0	0.2	2.690	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	291	1765	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1055	264	0	2278	0.463	1054	291	0.7	0.9	3.233	A
SHIIP Access N	0	0	1054	1144	0.000	0	0	0.0	0.0	0.000	A
A1173 E	291	73	0	2157	0.135	291	1054	0.2	0.2	2.758	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	356	1721	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1293	323	0	2278	0.567	1291	356	0.9	1.4	4.003	A
SHIIP Access N	0	0	1291	989	0.000	0	0	0.0	0.0	0.000	A
A1173 E	357	89	0	2157	0.165	356	1291	0.2	0.3	2.858	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	357	1720	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1293	323	0	2278	0.567	1293	357	1.4	1.4	4.018	A
SHIIP Access N	0	0	1293	988	0.000	0	0	0.0	0.0	0.000	A
A1173 E	357	89	0	2157	0.165	357	1293	0.3	0.3	2.858	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	292	1765	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1055	264	0	2278	0.463	1057	292	1.4	1.0	3.248	A
SHIIP Access N	0	0	1057	1142	0.000	0	0	0.0	0.0	0.000	A
A1173 E	291	73	0	2157	0.135	292	1057	0.3	0.2	2.761	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	244	1798	0.000	0	0	0.0	0.0	0.000	A
A1173 W	884	221	0	2278	0.388	885	244	1.0	0.7	2.846	A
SHIIP Access N	0	0	885	1255	0.000	0	0	0.0	0.0	0.000	A
A1173 E	244	61	0	2157	0.113	244	885	0.2	0.2	2.690	A

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	416	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	416
	SHIIP Access N	0	0	0	0
	A1173 E	0	1156	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.20	2.73	0.3	A	382	573
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.59	4.40	1.5	A	1061	1591

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	867	1370	0.000	0	0	0.0	0.0	0.000	A
A1173 W	313	78	0	2278	0.137	312	867	0.0	0.2	2.526	A
SHIIP Access N	0	0	312	1630	0.000	0	0	0.0	0.0	0.000	A
A1173 E	870	218	0	2157	0.403	867	312	0.0	0.7	3.009	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1038	1253	0.000	0	0	0.0	0.0	0.000	A
A1173 W	374	93	0	2278	0.164	374	1038	0.2	0.3	2.608	A
SHIIP Access N	0	0	374	1589	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1039	260	0	2157	0.482	1038	374	0.7	1.0	3.471	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1271	1093	0.000	0	0	0.0	0.0	0.000	A
A1173 W	458	115	0	2278	0.201	458	1271	0.3	0.3	2.729	A
SHIIP Access N	0	0	458	1534	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1273	318	0	2157	0.590	1271	458	1.0	1.5	4.376	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1273	1092	0.000	0	0	0.0	0.0	0.000	A
A1173 W	458	115	0	2278	0.201	458	1273	0.3	0.3	2.729	A
SHIIP Access N	0	0	458	1534	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1273	318	0	2157	0.590	1273	458	1.5	1.5	4.396	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1041	1251	0.000	0	0	0.0	0.0	0.000	A
A1173 W	374	93	0	2278	0.164	374	1041	0.3	0.3	2.609	A
SHIIP Access N	0	0	374	1589	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1039	260	0	2157	0.482	1041	374	1.5	1.0	3.493	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	871	1367	0.000	0	0	0.0	0.0	0.000	A
A1173 W	313	78	0	2278	0.137	313	871	0.3	0.2	2.530	A
SHIIP Access N	0	0	313	1629	0.000	0	0	0.0	0.0	0.000	A
A1173 E	870	218	0	2157	0.403	871	313	1.0	0.7	3.028	A

2032 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1571	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1404
	SHIIP Access N	0	17	0	7
	A1173 E	29	460	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	14
	SHIIP Access N	0	33	0	50
	A1173 E	12	52	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.07	2.85	0.1	A	98	147
A1173 W	0.77	7.81	3.7	A	1442	2162
SHIIP Access N	0.04	7.34	0.1	A	22	33
A1173 E	0.27	3.59	0.5	A	453	680

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	362	1717	0.047	80	127	0.0	0.1	2.586	A
A1173 W	1183	296	24	2260	0.523	1178	418	0.0	1.2	3.755	A
SHIIP Access N	18	5	1179	1063	0.017	18	23	0.0	0.0	4.740	A
A1173 E	372	93	118	2071	0.180	371	1078	0.0	0.3	3.143	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	433	1668	0.058	96	153	0.1	0.1	2.692	A
A1173 W	1412	353	29	2256	0.626	1410	500	1.2	1.9	4.806	A
SHIIP Access N	22	5	1411	911	0.024	22	28	0.0	0.0	5.569	A
A1173 E	444	111	142	2054	0.216	444	1290	0.3	0.4	3.320	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	530	1601	0.074	118	187	0.1	0.1	2.852	A
A1173 W	1730	432	35	2251	0.768	1723	613	1.9	3.6	7.617	A
SHIIP Access N	26	7	1724	706	0.037	26	34	0.0	0.1	7.290	A
A1173 E	544	136	173	2032	0.268	543	1577	0.4	0.5	3.593	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	531	1601	0.074	118	187	0.1	0.1	2.853	A
A1173 W	1730	432	35	2251	0.768	1729	613	3.6	3.7	7.808	A
SHIIP Access N	26	7	1731	701	0.038	26	34	0.1	0.1	7.337	A
A1173 E	544	136	174	2031	0.268	544	1583	0.5	0.5	3.595	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	434	1667	0.058	96	153	0.1	0.1	2.693	A
A1173 W	1412	353	29	2256	0.626	1419	501	3.7	1.9	4.918	A
SHIIP Access N	22	5	1420	904	0.024	22	28	0.1	0.0	5.611	A
A1173 E	444	111	143	2054	0.216	445	1299	0.5	0.4	3.326	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	363	1716	0.047	81	128	0.1	0.1	2.590	A
A1173 W	1183	296	24	2260	0.523	1185	420	1.9	1.3	3.809	A
SHIIP Access N	18	5	1186	1058	0.017	18	23	0.0	0.0	4.763	A
A1173 E	372	93	119	2071	0.180	372	1085	0.4	0.3	3.151	A

2032 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	658	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	522
	SHIIP Access N	0	29	0	8
	A1173 E	25	1295	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	43
	SHIIP Access N	0	12	0	40
	A1173 E	35	11	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.21	5.28	0.3	A	171	256
A1173 W	0.32	3.34	0.7	A	604	906
SHIIP Access N	0.03	3.22	0.0	A	34	51
A1173 E	0.71	6.84	2.7	A	1217	1825

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	997	1281	0.109	139	101	0.0	0.1	3.497	A
A1173 W	495	124	34	2252	0.220	494	1103	0.0	0.4	2.876	A
SHIIP Access N	28	7	504	1504	0.019	28	24	0.0	0.0	2.853	A
A1173 E	998	250	104	2082	0.480	994	427	0.0	1.0	3.679	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1194	1146	0.146	167	121	0.1	0.2	4.078	A
A1173 W	592	148	40	2247	0.263	591	1320	0.4	0.5	3.056	A
SHIIP Access N	33	8	603	1440	0.023	33	29	0.0	0.0	2.996	A
A1173 E	1192	298	125	2067	0.577	1190	511	1.0	1.5	4.571	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1460	964	0.213	204	148	0.2	0.3	5.258	A
A1173 W	724	181	49	2241	0.323	724	1615	0.5	0.7	3.335	A
SHIIP Access N	41	10	738	1351	0.030	41	35	0.0	0.0	3.215	A
A1173 E	1460	365	153	2046	0.713	1455	626	1.5	2.7	6.736	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1464	961	0.213	205	149	0.3	0.3	5.285	A
A1173 W	724	181	50	2241	0.323	724	1619	0.7	0.7	3.338	A
SHIIP Access N	41	10	739	1350	0.030	41	35	0.0	0.0	3.216	A
A1173 E	1460	365	153	2046	0.713	1460	626	2.7	2.7	6.842	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1200	1142	0.146	168	122	0.3	0.2	4.103	A
A1173 W	592	148	41	2247	0.263	592	1327	0.7	0.5	3.061	A
SHIIP Access N	33	8	604	1439	0.023	33	29	0.0	0.0	2.997	A
A1173 E	1192	298	125	2067	0.577	1197	512	2.7	1.5	4.642	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1003	1277	0.110	140	102	0.2	0.1	3.514	A
A1173 W	495	124	34	2252	0.220	496	1110	0.5	0.4	2.884	A
SHIIP Access N	28	7	506	1503	0.019	28	24	0.0	0.0	2.856	A
A1173 E	998	250	105	2081	0.480	1000	429	1.5	1.0	3.723	A

2032 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1620	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	568	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1453
	SHIIP Access N	0	17	0	7
	A1173 E	29	534	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	15
	SHIIP Access N	0	33	0	50
	A1173 E	12	54	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.08	2.96	0.1	A	98	147
A1173 W	0.79	8.77	4.3	A	1487	2230
SHIIP Access N	0.04	7.74	0.1	A	22	33
A1173 E	0.31	3.86	0.7	A	521	782

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	417	1679	0.048	80	127	0.0	0.1	2.647	A
A1173 W	1220	305	24	2260	0.540	1214	473	0.0	1.3	3.915	A
SHIIP Access N	18	5	1215	1039	0.017	18	23	0.0	0.0	4.851	A
A1173 E	428	107	118	2071	0.206	426	1115	0.0	0.4	3.296	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	499	1622	0.059	96	153	0.1	0.1	2.772	A
A1173 W	1456	364	29	2256	0.645	1453	567	1.3	2.0	5.105	A
SHIIP Access N	22	5	1454	882	0.024	22	28	0.0	0.0	5.754	A
A1173 E	511	128	142	2054	0.249	510	1334	0.4	0.5	3.515	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	611	1546	0.076	118	186	0.1	0.1	2.964	A
A1173 W	1784	446	35	2251	0.792	1775	694	2.0	4.2	8.488	A
SHIIP Access N	26	7	1776	671	0.039	26	34	0.0	0.1	7.678	A
A1173 E	625	156	173	2032	0.308	625	1630	0.5	0.7	3.857	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	612	1545	0.076	118	187	0.1	0.1	2.965	A
A1173 W	1784	446	35	2251	0.792	1783	695	4.2	4.3	8.770	A
SHIIP Access N	26	7	1784	666	0.040	26	34	0.1	0.1	7.743	A
A1173 E	625	156	174	2031	0.308	625	1637	0.7	0.7	3.861	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	501	1622	0.059	96	154	0.1	0.1	2.774	A
A1173 W	1456	364	29	2256	0.645	1465	568	4.3	2.1	5.254	A
SHIIP Access N	22	5	1466	875	0.025	22	28	0.1	0.0	5.808	A
A1173 E	511	128	143	2054	0.249	511	1345	0.7	0.5	3.523	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	419	1678	0.048	81	128	0.1	0.1	2.650	A
A1173 W	1220	305	24	2260	0.540	1223	476	2.1	1.4	3.979	A
SHIIP Access N	18	5	1223	1033	0.017	18	23	0.0	0.0	4.879	A
A1173 E	428	107	119	2071	0.207	428	1122	0.5	0.4	3.307	A

2032 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	877	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1458	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	741
	SHIIP Access N	0	29	0	8
	A1173 E	25	1427	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	54
	SHIIP Access N	0	12	0	40
	A1173 E	35	15	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.24	6.09	0.3	A	171	256
A1173 W	0.43	4.24	1.1	A	805	1207
SHIIP Access N	0.03	3.66	0.0	A	34	51
A1173 E	0.78	9.40	4.1	A	1338	2007

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1096	1213	0.115	139	101	0.0	0.1	3.717	A
A1173 W	660	165	34	2252	0.293	658	1201	0.0	0.6	3.386	A
SHIIP Access N	28	7	668	1397	0.020	28	24	0.0	0.0	3.077	A
A1173 E	1098	274	104	2082	0.527	1093	591	0.0	1.3	4.179	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1312	1065	0.157	167	121	0.1	0.2	4.445	A
A1173 W	788	197	40	2247	0.351	788	1438	0.6	0.8	3.701	A
SHIIP Access N	33	8	799	1311	0.025	33	29	0.0	0.0	3.297	A
A1173 E	1311	328	125	2067	0.634	1308	708	1.3	2.0	5.458	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1602	866	0.236	204	148	0.2	0.3	6.028	A
A1173 W	966	241	49	2241	0.431	964	1756	0.8	1.1	4.230	A
SHIIP Access N	41	10	979	1193	0.034	41	35	0.0	0.0	3.654	A
A1173 E	1605	401	153	2046	0.784	1597	866	2.0	4.0	9.085	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1609	861	0.238	205	149	0.3	0.3	6.087	A
A1173 W	966	241	50	2241	0.431	966	1765	1.1	1.1	4.239	A
SHIIP Access N	41	10	980	1193	0.034	41	35	0.0	0.0	3.657	A
A1173 E	1605	401	153	2046	0.784	1605	868	4.0	4.1	9.395	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1322	1058	0.158	168	122	0.3	0.2	4.490	A
A1173 W	788	197	41	2247	0.351	790	1450	1.1	0.8	3.710	A
SHIIP Access N	33	8	801	1309	0.025	33	29	0.0	0.0	3.304	A
A1173 E	1311	328	125	2066	0.634	1319	710	4.1	2.0	5.621	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1104	1208	0.116	140	102	0.2	0.1	3.741	A
A1173 W	660	165	34	2252	0.293	661	1210	0.8	0.6	3.397	A
SHIIP Access N	28	7	671	1395	0.020	28	24	0.0	0.0	3.084	A
A1173 E	1098	274	105	2081	0.527	1101	594	2.0	1.3	4.251	A

Appendix TN2 J

A1173/ SHIIP Average Flows Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-SHIIP.j10
Path: P:\23000's\23325\Junction Assessment\3 Average Flow Assessment
Report generation date: 22/11/2023 12:42:58

»2021 Baseline, AM
»2021 Baseline, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2025 Baseline + Committed, AM
»2025 Baseline + Committed, PM
»2025 Baseline + Committed + Development, AM
»2025 Baseline + Committed + Development, PM
»2032 Baseline, AM
»2032 Baseline, PM
»2032 Baseline + Committed, AM
»2032 Baseline + Committed, PM
»2032 Baseline + Committed + Development, AM
»2032 Baseline + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.2	3.71	0.53	0.3	2.69	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.82	0.15	1.3	4.04	0.55
	2025 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.3	3.83	0.55	0.3	2.70	0.19
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.84	0.16	1.4	4.18	0.57
	2025 Baseline + Committed					
SHIIP Access S	0.1	2.84	0.07	0.3	5.07	0.21
A1173 W	3.3	7.13	0.75	0.6	3.30	0.32
SHIIP Access N	0.1	7.00	0.04	0.0	3.19	0.03
A1173 E	0.5	3.56	0.26	2.5	6.35	0.69
	2025 Baseline + Committed + Development					
SHIIP Access S	0.1	2.96	0.08	0.3	5.69	0.23
A1173 W	5.0	10.05	0.81	1.0	4.02	0.41
SHIIP Access N	0.1	8.16	0.04	0.0	3.55	0.03
A1173 E	0.7	3.87	0.31	3.4	8.10	0.75
	2032 Baseline					
SHIIP Access S	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.4	4.02	0.57	0.3	2.73	0.20
SHIIP Access N	0.0	0.00	0.00	0.0	0.00	0.00
A1173 E	0.3	2.86	0.17	1.5	4.40	0.59
	2032 Baseline + Committed					
SHIIP Access S	0.1	2.85	0.07	0.3	5.28	0.21
A1173 W	3.7	7.81	0.77	0.7	3.34	0.32
SHIIP Access N	0.1	7.34	0.04	0.0	3.22	0.03
A1173 E	0.5	3.59	0.27	2.7	6.84	0.71
	2032 Baseline + Committed + Development					
SHIIP Access S	0.1	2.98	0.08	0.3	5.96	0.23
A1173 W	5.8	11.37	0.84	1.0	4.08	0.42
SHIIP Access N	0.1	8.62	0.04	0.0	3.59	0.03
A1173 E	0.7	3.91	0.31	3.9	8.92	0.77

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	02/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.52	A

Arms

Arms

Arm	Name	Description	No give-way line
1	SHIIP Access S		
2	A1173 W		
3	SHIIP Access N		
4	A1173 E		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
SHIIP Access S	3.70	7.75	26.5	27.8	44.0	31.0		
A1173 W	3.60	7.80	99.6	29.6	44.0	26.0		
SHIIP Access N	3.30	7.60	25.9	19.2	44.0	32.0		
A1173 E	3.90	7.80	94.8	17.6	40.1	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
SHIIP Access S	0.686	1965
A1173 W	0.753	2278
SHIIP Access N	0.655	1834
A1173 E	0.724	2157

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1099	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1099
	SHIIP Access N	0	0	0	0
	A1173 E	0	303	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.53	3.71	1.2	A	1008	1513
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.15	2.82	0.3	A	278	417

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	227	1809	0.000	0	0	0.0	0.0	0.000	A
A1173 W	827	207	0	2278	0.363	825	227	0.0	0.6	2.721	A
SHIIP Access N	0	0	825	1294	0.000	0	0	0.0	0.0	0.000	A
A1173 E	228	57	0	2157	0.106	227	825	0.0	0.2	2.668	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	272	1778	0.000	0	0	0.0	0.0	0.000	A
A1173 W	988	247	0	2278	0.434	987	272	0.6	0.8	3.066	A
SHIIP Access N	0	0	987	1188	0.000	0	0	0.0	0.0	0.000	A
A1173 E	272	68	0	2157	0.126	272	987	0.2	0.2	2.731	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	333	1736	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1210	303	0	2278	0.531	1208	333	0.8	1.2	3.698	A
SHIIP Access N	0	0	1208	1043	0.000	0	0	0.0	0.0	0.000	A
A1173 E	334	83	0	2157	0.155	333	1208	0.2	0.3	2.822	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	334	1736	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1210	303	0	2278	0.531	1210	334	1.2	1.2	3.707	A
SHIIP Access N	0	0	1210	1042	0.000	0	0	0.0	0.0	0.000	A
A1173 E	334	83	0	2157	0.155	334	1210	0.3	0.3	2.822	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	273	1778	0.000	0	0	0.0	0.0	0.000	A
A1173 W	988	247	0	2278	0.434	990	273	1.2	0.8	3.079	A
SHIIP Access N	0	0	990	1186	0.000	0	0	0.0	0.0	0.000	A
A1173 E	272	68	0	2157	0.126	273	990	0.3	0.2	2.731	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	228	1809	0.000	0	0	0.0	0.0	0.000	A
A1173 W	827	207	0	2278	0.363	828	228	0.8	0.6	2.734	A
SHIIP Access N	0	0	828	1292	0.000	0	0	0.0	0.0	0.000	A
A1173 E	228	57	0	2157	0.106	228	828	0.2	0.2	2.670	A

2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	391	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	391
	SHIIP Access N	0	0	0	0
	A1173 E	0	1086	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.19	2.69	0.3	A	359	538
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.55	4.04	1.3	A	997	1495

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	815	1406	0.000	0	0	0.0	0.0	0.000	A
A1173 W	294	74	0	2278	0.129	294	815	0.0	0.2	2.502	A
SHIIP Access N	0	0	294	1642	0.000	0	0	0.0	0.0	0.000	A
A1173 E	818	204	0	2157	0.379	815	294	0.0	0.7	2.893	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	975	1296	0.000	0	0	0.0	0.0	0.000	A
A1173 W	352	88	0	2278	0.154	351	975	0.2	0.3	2.578	A
SHIIP Access N	0	0	351	1604	0.000	0	0	0.0	0.0	0.000	A
A1173 E	976	244	0	2157	0.453	975	351	0.7	0.9	3.286	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1194	1146	0.000	0	0	0.0	0.0	0.000	A
A1173 W	430	108	0	2278	0.189	430	1194	0.3	0.3	2.688	A
SHIIP Access N	0	0	430	1552	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1196	299	0	2157	0.554	1194	430	0.9	1.3	4.029	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1196	1145	0.000	0	0	0.0	0.0	0.000	A
A1173 W	430	108	0	2278	0.189	430	1196	0.3	0.3	2.688	A
SHIIP Access N	0	0	430	1552	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1196	299	0	2157	0.554	1196	430	1.3	1.3	4.044	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	978	1294	0.000	0	0	0.0	0.0	0.000	A
A1173 W	352	88	0	2278	0.154	352	978	0.3	0.3	2.581	A
SHIIP Access N	0	0	352	1604	0.000	0	0	0.0	0.0	0.000	A
A1173 E	976	244	0	2157	0.453	978	352	1.3	0.9	3.304	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	819	1404	0.000	0	0	0.0	0.0	0.000	A
A1173 W	294	74	0	2278	0.129	295	819	0.3	0.2	2.506	A
SHIIP Access N	0	0	295	1641	0.000	0	0	0.0	0.0	0.000	A
A1173 E	818	204	0	2157	0.379	819	295	0.9	0.7	2.906	A

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1129	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1129
	SHIIP Access N	0	0	0	0
	A1173 E	0	311	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.55	3.83	1.3	A	1036	1554
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.16	2.84	0.3	A	285	428

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	233	1805	0.000	0	0	0.0	0.0	0.000	A
A1173 W	850	212	0	2278	0.373	847	233	0.0	0.7	2.764	A
SHIIP Access N	0	0	847	1279	0.000	0	0	0.0	0.0	0.000	A
A1173 E	234	59	0	2157	0.109	233	847	0.0	0.2	2.676	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	279	1773	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1015	254	0	2278	0.446	1014	279	0.7	0.9	3.132	A
SHIIP Access N	0	0	1014	1170	0.000	0	0	0.0	0.0	0.000	A
A1173 E	280	70	0	2157	0.130	279	1014	0.2	0.2	2.741	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	342	1730	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1243	311	0	2278	0.546	1241	342	0.9	1.3	3.813	A
SHIIP Access N	0	0	1241	1021	0.000	0	0	0.0	0.0	0.000	A
A1173 E	342	86	0	2157	0.159	342	1241	0.2	0.3	2.836	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	342	1730	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1243	311	0	2278	0.546	1243	342	1.3	1.3	3.825	A
SHIIP Access N	0	0	1243	1020	0.000	0	0	0.0	0.0	0.000	A
A1173 E	342	86	0	2157	0.159	342	1243	0.3	0.3	2.836	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	280	1773	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1015	254	0	2278	0.446	1017	280	1.3	0.9	3.145	A
SHIIP Access N	0	0	1017	1169	0.000	0	0	0.0	0.0	0.000	A
A1173 E	280	70	0	2157	0.130	280	1017	0.3	0.2	2.744	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	234	1804	0.000	0	0	0.0	0.0	0.000	A
A1173 W	850	212	0	2278	0.373	851	234	0.9	0.7	2.776	A
SHIIP Access N	0	0	851	1277	0.000	0	0	0.0	0.0	0.000	A
A1173 E	234	59	0	2157	0.109	234	851	0.2	0.2	2.677	A

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	401	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	401
	SHIIP Access N	0	0	0	0
	A1173 E	0	1114	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.19	2.70	0.3	A	368	552
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.57	4.18	1.4	A	1022	1533

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	836	1392	0.000	0	0	0.0	0.0	0.000	A
A1173 W	302	75	0	2278	0.133	301	836	0.0	0.2	2.511	A
SHIIP Access N	0	0	301	1637	0.000	0	0	0.0	0.0	0.000	A
A1173 E	839	210	0	2157	0.389	836	301	0.0	0.7	2.936	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1000	1279	0.000	0	0	0.0	0.0	0.000	A
A1173 W	360	90	0	2278	0.158	360	1000	0.2	0.3	2.590	A
SHIIP Access N	0	0	360	1598	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1001	250	0	2157	0.464	1000	360	0.7	0.9	3.358	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1225	1125	0.000	0	0	0.0	0.0	0.000	A
A1173 W	442	110	0	2278	0.194	441	1225	0.3	0.3	2.704	A
SHIIP Access N	0	0	441	1545	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1227	307	0	2157	0.569	1225	441	0.9	1.4	4.161	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1227	1124	0.000	0	0	0.0	0.0	0.000	A
A1173 W	442	110	0	2278	0.194	442	1227	0.3	0.3	2.704	A
SHIIP Access N	0	0	442	1545	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1227	307	0	2157	0.569	1227	442	1.4	1.4	4.178	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1003	1277	0.000	0	0	0.0	0.0	0.000	A
A1173 W	360	90	0	2278	0.158	361	1003	0.3	0.3	2.591	A
SHIIP Access N	0	0	361	1598	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1001	250	0	2157	0.464	1003	361	1.4	0.9	3.374	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	840	1389	0.000	0	0	0.0	0.0	0.000	A
A1173 W	302	75	0	2278	0.133	302	840	0.3	0.2	2.514	A
SHIIP Access N	0	0	302	1636	0.000	0	0	0.0	0.0	0.000	A
A1173 E	839	210	0	2157	0.389	840	302	0.9	0.7	2.953	A

2025 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1526	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1359
	SHIIP Access N	0	17	0	7
	A1173 E	29	448	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	14
	SHIIP Access N	0	33	0	50
	A1173 E	12	52	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.07	2.84	0.1	A	98	147
A1173 W	0.75	7.13	3.3	A	1400	2100
SHIIP Access N	0.04	7.00	0.1	A	22	33
A1173 E	0.26	3.56	0.5	A	442	663

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	353	1723	0.047	80	127	0.0	0.1	2.576	A
A1173 W	1149	287	24	2260	0.508	1144	409	0.0	1.2	3.642	A
SHIIP Access N	18	5	1145	1085	0.017	18	23	0.0	0.0	4.642	A
A1173 E	363	91	118	2071	0.175	362	1044	0.0	0.3	3.125	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	422	1675	0.057	96	153	0.1	0.1	2.679	A
A1173 W	1372	343	29	2256	0.608	1370	490	1.2	1.7	4.589	A
SHIIP Access N	22	5	1370	937	0.023	22	28	0.0	0.0	5.409	A
A1173 E	433	108	142	2054	0.211	433	1250	0.3	0.4	3.296	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	517	1610	0.073	118	187	0.1	0.1	2.835	A
A1173 W	1680	420	35	2251	0.746	1674	599	1.7	3.2	6.996	A
SHIIP Access N	26	7	1675	737	0.036	26	34	0.0	0.1	6.964	A
A1173 E	531	133	173	2032	0.261	530	1528	0.4	0.5	3.560	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	517	1610	0.073	118	187	0.1	0.1	2.835	A
A1173 W	1680	420	35	2251	0.746	1680	600	3.2	3.3	7.133	A
SHIIP Access N	26	7	1681	734	0.036	26	34	0.1	0.1	7.001	A
A1173 E	531	133	174	2031	0.261	531	1534	0.5	0.5	3.561	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	423	1675	0.057	96	153	0.1	0.1	2.683	A
A1173 W	1372	343	29	2256	0.608	1378	491	3.3	1.8	4.675	A
SHIIP Access N	22	5	1379	932	0.023	22	28	0.1	0.0	5.444	A
A1173 E	433	108	143	2054	0.211	434	1258	0.5	0.4	3.302	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	354	1722	0.047	81	128	0.1	0.1	2.580	A
A1173 W	1149	287	24	2260	0.508	1151	411	1.8	1.2	3.687	A
SHIIP Access N	18	5	1152	1080	0.017	18	23	0.0	0.0	4.663	A
A1173 E	363	91	119	2071	0.175	363	1051	0.4	0.3	3.130	A

2025 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	642	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	506
	SHIIP Access N	0	29	0	8
	A1173 E	25	1253	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	43
	SHIIP Access N	0	12	0	40
	A1173 E	35	11	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.21	5.07	0.3	A	171	256
A1173 W	0.32	3.30	0.6	A	589	884
SHIIP Access N	0.03	3.19	0.0	A	34	51
A1173 E	0.69	6.35	2.5	A	1178	1767

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	966	1302	0.108	139	101	0.0	0.1	3.432	A
A1173 W	483	121	34	2252	0.215	482	1072	0.0	0.4	2.855	A
SHIIP Access N	28	7	492	1512	0.018	28	24	0.0	0.0	2.838	A
A1173 E	967	242	104	2082	0.464	963	415	0.0	1.0	3.578	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1156	1172	0.143	167	121	0.1	0.2	3.974	A
A1173 W	577	144	40	2247	0.257	577	1283	0.4	0.5	3.028	A
SHIIP Access N	33	8	588	1449	0.023	33	29	0.0	0.0	2.976	A
A1173 E	1154	289	125	2067	0.559	1153	497	1.0	1.4	4.386	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1414	995	0.206	204	148	0.2	0.3	5.050	A
A1173 W	707	177	49	2241	0.315	706	1569	0.5	0.6	3.295	A
SHIIP Access N	41	10	720	1362	0.030	41	35	0.0	0.0	3.187	A
A1173 E	1414	353	153	2046	0.691	1410	608	1.4	2.4	6.265	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1418	992	0.206	205	149	0.3	0.3	5.072	A
A1173 W	707	177	50	2241	0.315	707	1573	0.6	0.6	3.298	A
SHIIP Access N	41	10	721	1362	0.030	41	35	0.0	0.0	3.188	A
A1173 E	1414	353	153	2046	0.691	1414	609	2.4	2.5	6.345	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1162	1168	0.143	168	122	0.3	0.2	3.996	A
A1173 W	577	144	41	2247	0.257	578	1289	0.6	0.5	3.033	A
SHIIP Access N	33	8	590	1448	0.023	33	29	0.0	0.0	2.980	A
A1173 E	1154	289	125	2067	0.559	1158	498	2.5	1.4	4.442	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	971	1299	0.108	140	102	0.2	0.1	3.450	A
A1173 W	483	121	34	2252	0.215	484	1078	0.5	0.4	2.861	A
SHIIP Access N	28	7	494	1511	0.018	28	24	0.0	0.0	2.840	A
A1173 E	967	242	105	2081	0.464	968	417	1.4	1.0	3.614	A

2025 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1666	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	565	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1499
	SHIIP Access N	0	17	0	7
	A1173 E	29	531	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	18
	SHIIP Access N	0	33	0	50
	A1173 E	12	55	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.08	2.96	0.1	A	98	147
A1173 W	0.81	10.05	5.0	B	1529	2293
SHIIP Access N	0.04	8.16	0.1	A	22	33
A1173 E	0.31	3.87	0.7	A	518	778

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	415	1681	0.048	80	127	0.0	0.1	2.645	A
A1173 W	1254	314	24	2260	0.555	1248	471	0.0	1.4	4.140	A
SHIIP Access N	18	5	1249	1016	0.018	18	23	0.0	0.0	4.960	A
A1173 E	425	106	118	2071	0.205	424	1149	0.0	0.4	3.311	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	497	1624	0.059	96	153	0.1	0.1	2.769	A
A1173 W	1498	374	29	2256	0.664	1494	564	1.4	2.3	5.501	A
SHIIP Access N	22	5	1495	855	0.025	22	28	0.0	0.0	5.939	A
A1173 E	508	127	142	2054	0.247	508	1375	0.4	0.5	3.530	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	608	1548	0.076	118	186	0.1	0.1	2.959	A
A1173 W	1834	459	35	2251	0.815	1824	691	2.3	4.9	9.617	A
SHIIP Access N	26	7	1825	639	0.041	26	34	0.0	0.1	8.078	A
A1173 E	622	156	173	2032	0.306	621	1678	0.5	0.7	3.870	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	609	1547	0.076	118	187	0.1	0.1	2.960	A
A1173 W	1834	459	35	2251	0.815	1834	691	4.9	5.0	10.055	B
SHIIP Access N	26	7	1835	633	0.042	26	34	0.1	0.1	8.165	A
A1173 E	622	156	174	2031	0.306	622	1687	0.7	0.7	3.875	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	498	1624	0.059	96	154	0.1	0.1	2.773	A
A1173 W	1498	374	29	2256	0.664	1508	565	5.0	2.4	5.707	A
SHIIP Access N	22	5	1509	846	0.026	22	28	0.1	0.0	6.005	A
A1173 E	508	127	143	2054	0.247	509	1388	0.7	0.5	3.537	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	417	1679	0.048	81	128	0.1	0.1	2.649	A
A1173 W	1254	314	24	2260	0.555	1258	473	2.4	1.5	4.217	A
SHIIP Access N	18	5	1258	1010	0.018	18	23	0.0	0.0	4.992	A
A1173 E	425	106	119	2071	0.205	426	1157	0.5	0.4	3.319	A

2025 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	830	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	694
	SHIIP Access N	0	29	0	8
	A1173 E	25	1366	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	52
	SHIIP Access N	0	12	0	40
	A1173 E	35	14	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.23	5.69	0.3	A	171	256
A1173 W	0.41	4.02	1.0	A	762	1142
SHIIP Access N	0.03	3.55	0.0	A	34	51
A1173 E	0.75	8.10	3.4	A	1282	1923

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1050	1245	0.113	139	101	0.0	0.1	3.612	A
A1173 W	625	156	34	2252	0.277	623	1156	0.0	0.6	3.272	A
SHIIP Access N	28	7	632	1420	0.020	28	24	0.0	0.0	3.026	A
A1173 E	1052	263	104	2082	0.505	1047	556	0.0	1.2	3.967	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1257	1103	0.152	167	121	0.1	0.2	4.268	A
A1173 W	746	187	40	2247	0.332	745	1384	0.6	0.7	3.553	A
SHIIP Access N	33	8	757	1338	0.025	33	29	0.0	0.0	3.228	A
A1173 E	1256	314	125	2067	0.608	1254	666	1.2	1.7	5.054	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1536	911	0.225	204	148	0.2	0.3	5.647	A
A1173 W	914	228	49	2241	0.408	913	1691	0.7	1.0	4.018	A
SHIIP Access N	41	10	927	1227	0.033	41	35	0.0	0.0	3.550	A
A1173 E	1538	385	153	2046	0.752	1532	815	1.7	3.3	7.909	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1542	907	0.226	205	149	0.3	0.3	5.688	A
A1173 W	914	228	50	2241	0.408	914	1698	1.0	1.0	4.025	A
SHIIP Access N	41	10	928	1226	0.033	41	35	0.0	0.0	3.553	A
A1173 E	1538	385	153	2046	0.752	1538	816	3.3	3.4	8.096	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1266	1097	0.152	168	122	0.3	0.2	4.303	A
A1173 W	746	187	41	2247	0.332	747	1393	1.0	0.7	3.562	A
SHIIP Access N	33	8	759	1337	0.025	33	29	0.0	0.0	3.233	A
A1173 E	1256	314	125	2066	0.608	1262	667	3.4	1.8	5.166	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1057	1240	0.113	140	102	0.2	0.1	3.635	A
A1173 W	625	156	34	2252	0.277	626	1164	0.7	0.6	3.286	A
SHIIP Access N	28	7	635	1418	0.020	28	24	0.0	0.0	3.030	A
A1173 E	1052	263	105	2081	0.505	1054	558	1.8	1.2	4.023	A

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	1174	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	1174
	SHIIP Access N	0	0	0	0
	A1173 E	0	324	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	10
	SHIIP Access N	0	0	0	0
	A1173 E	0	43	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.57	4.02	1.4	A	1077	1616
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.17	2.86	0.3	A	297	446

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	243	1798	0.000	0	0	0.0	0.0	0.000	A
A1173 W	884	221	0	2278	0.388	881	243	0.0	0.7	2.828	A
SHIIP Access N	0	0	881	1257	0.000	0	0	0.0	0.0	0.000	A
A1173 E	244	61	0	2157	0.113	243	881	0.0	0.2	2.690	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	291	1765	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1055	264	0	2278	0.463	1054	291	0.7	0.9	3.233	A
SHIIP Access N	0	0	1054	1144	0.000	0	0	0.0	0.0	0.000	A
A1173 E	291	73	0	2157	0.135	291	1054	0.2	0.2	2.758	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	356	1721	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1293	323	0	2278	0.567	1291	356	0.9	1.4	4.003	A
SHIIP Access N	0	0	1291	989	0.000	0	0	0.0	0.0	0.000	A
A1173 E	357	89	0	2157	0.165	356	1291	0.2	0.3	2.858	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	357	1720	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1293	323	0	2278	0.567	1293	357	1.4	1.4	4.018	A
SHIIP Access N	0	0	1293	988	0.000	0	0	0.0	0.0	0.000	A
A1173 E	357	89	0	2157	0.165	357	1293	0.3	0.3	2.858	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	292	1765	0.000	0	0	0.0	0.0	0.000	A
A1173 W	1055	264	0	2278	0.463	1057	292	1.4	1.0	3.248	A
SHIIP Access N	0	0	1057	1142	0.000	0	0	0.0	0.0	0.000	A
A1173 E	291	73	0	2157	0.135	292	1057	0.3	0.2	2.761	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	244	1798	0.000	0	0	0.0	0.0	0.000	A
A1173 W	884	221	0	2278	0.388	885	244	1.0	0.7	2.846	A
SHIIP Access N	0	0	885	1255	0.000	0	0	0.0	0.0	0.000	A
A1173 E	244	61	0	2157	0.113	244	885	0.2	0.2	2.690	A

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	0	100.000
A1173 W		ONE HOUR	✓	416	100.000
SHIIP Access N		ONE HOUR	✓	0	100.000
A1173 E		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	416
	SHIIP Access N	0	0	0	0
	A1173 E	0	1156	0	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	0	0	0
	A1173 W	0	0	0	38
	SHIIP Access N	0	0	0	0
	A1173 E	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.00	0.00	0.0	A	0	0
A1173 W	0.20	2.73	0.3	A	382	573
SHIIP Access N	0.00	0.00	0.0	A	0	0
A1173 E	0.59	4.40	1.5	A	1061	1591

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	867	1370	0.000	0	0	0.0	0.0	0.000	A
A1173 W	313	78	0	2278	0.137	312	867	0.0	0.2	2.526	A
SHIIP Access N	0	0	312	1630	0.000	0	0	0.0	0.0	0.000	A
A1173 E	870	218	0	2157	0.403	867	312	0.0	0.7	3.009	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1038	1253	0.000	0	0	0.0	0.0	0.000	A
A1173 W	374	93	0	2278	0.164	374	1038	0.2	0.3	2.608	A
SHIIP Access N	0	0	374	1589	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1039	260	0	2157	0.482	1038	374	0.7	1.0	3.471	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1271	1093	0.000	0	0	0.0	0.0	0.000	A
A1173 W	458	115	0	2278	0.201	458	1271	0.3	0.3	2.729	A
SHIIP Access N	0	0	458	1534	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1273	318	0	2157	0.590	1271	458	1.0	1.5	4.376	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1273	1092	0.000	0	0	0.0	0.0	0.000	A
A1173 W	458	115	0	2278	0.201	458	1273	0.3	0.3	2.729	A
SHIIP Access N	0	0	458	1534	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1273	318	0	2157	0.590	1273	458	1.5	1.5	4.396	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	1041	1251	0.000	0	0	0.0	0.0	0.000	A
A1173 W	374	93	0	2278	0.164	374	1041	0.3	0.3	2.609	A
SHIIP Access N	0	0	374	1589	0.000	0	0	0.0	0.0	0.000	A
A1173 E	1039	260	0	2157	0.482	1041	374	1.5	1.0	3.493	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	0	0	871	1367	0.000	0	0	0.0	0.0	0.000	A
A1173 W	313	78	0	2278	0.137	313	871	0.3	0.2	2.530	A
SHIIP Access N	0	0	313	1629	0.000	0	0	0.0	0.0	0.000	A
A1173 E	870	218	0	2157	0.403	871	313	1.0	0.7	3.028	A

2032 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1571	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1404
	SHIIP Access N	0	17	0	7
	A1173 E	29	460	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	14
	SHIIP Access N	0	33	0	50
	A1173 E	12	52	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.07	2.85	0.1	A	98	147
A1173 W	0.77	7.81	3.7	A	1442	2162
SHIIP Access N	0.04	7.34	0.1	A	22	33
A1173 E	0.27	3.59	0.5	A	453	680

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	362	1717	0.047	80	127	0.0	0.1	2.586	A
A1173 W	1183	296	24	2260	0.523	1178	418	0.0	1.2	3.755	A
SHIIP Access N	18	5	1179	1063	0.017	18	23	0.0	0.0	4.740	A
A1173 E	372	93	118	2071	0.180	371	1078	0.0	0.3	3.143	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	433	1668	0.058	96	153	0.1	0.1	2.692	A
A1173 W	1412	353	29	2256	0.626	1410	500	1.2	1.9	4.806	A
SHIIP Access N	22	5	1411	911	0.024	22	28	0.0	0.0	5.569	A
A1173 E	444	111	142	2054	0.216	444	1290	0.3	0.4	3.320	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	530	1601	0.074	118	187	0.1	0.1	2.852	A
A1173 W	1730	432	35	2251	0.768	1723	613	1.9	3.6	7.617	A
SHIIP Access N	26	7	1724	706	0.037	26	34	0.0	0.1	7.290	A
A1173 E	544	136	173	2032	0.268	543	1577	0.4	0.5	3.593	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	531	1601	0.074	118	187	0.1	0.1	2.853	A
A1173 W	1730	432	35	2251	0.768	1729	613	3.6	3.7	7.808	A
SHIIP Access N	26	7	1731	701	0.038	26	34	0.1	0.1	7.337	A
A1173 E	544	136	174	2031	0.268	544	1583	0.5	0.5	3.595	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	434	1667	0.058	96	153	0.1	0.1	2.693	A
A1173 W	1412	353	29	2256	0.626	1419	501	3.7	1.9	4.918	A
SHIIP Access N	22	5	1420	904	0.024	22	28	0.1	0.0	5.611	A
A1173 E	444	111	143	2054	0.216	445	1299	0.5	0.4	3.326	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	363	1716	0.047	81	128	0.1	0.1	2.590	A
A1173 W	1183	296	24	2260	0.523	1185	420	1.9	1.3	3.809	A
SHIIP Access N	18	5	1186	1058	0.017	18	23	0.0	0.0	4.763	A
A1173 E	372	93	119	2071	0.180	372	1085	0.4	0.3	3.151	A

2032 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	658	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	522
	SHIIP Access N	0	29	0	8
	A1173 E	25	1295	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	43
	SHIIP Access N	0	12	0	40
	A1173 E	35	11	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.21	5.28	0.3	A	171	256
A1173 W	0.32	3.34	0.7	A	604	906
SHIIP Access N	0.03	3.22	0.0	A	34	51
A1173 E	0.71	6.84	2.7	A	1217	1825

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	997	1281	0.109	139	101	0.0	0.1	3.497	A
A1173 W	495	124	34	2252	0.220	494	1103	0.0	0.4	2.876	A
SHIIP Access N	28	7	504	1504	0.019	28	24	0.0	0.0	2.853	A
A1173 E	998	250	104	2082	0.480	994	427	0.0	1.0	3.679	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1194	1146	0.146	167	121	0.1	0.2	4.078	A
A1173 W	592	148	40	2247	0.263	591	1320	0.4	0.5	3.056	A
SHIIP Access N	33	8	603	1440	0.023	33	29	0.0	0.0	2.996	A
A1173 E	1192	298	125	2067	0.577	1190	511	1.0	1.5	4.571	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1460	964	0.213	204	148	0.2	0.3	5.258	A
A1173 W	724	181	49	2241	0.323	724	1615	0.5	0.7	3.335	A
SHIIP Access N	41	10	738	1351	0.030	41	35	0.0	0.0	3.215	A
A1173 E	1460	365	153	2046	0.713	1455	626	1.5	2.7	6.736	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1464	961	0.213	205	149	0.3	0.3	5.285	A
A1173 W	724	181	50	2241	0.323	724	1619	0.7	0.7	3.338	A
SHIIP Access N	41	10	739	1350	0.030	41	35	0.0	0.0	3.216	A
A1173 E	1460	365	153	2046	0.713	1460	626	2.7	2.7	6.842	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1200	1142	0.146	168	122	0.3	0.2	4.103	A
A1173 W	592	148	41	2247	0.263	592	1327	0.7	0.5	3.061	A
SHIIP Access N	33	8	604	1439	0.023	33	29	0.0	0.0	2.997	A
A1173 E	1192	298	125	2067	0.577	1197	512	2.7	1.5	4.642	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1003	1277	0.110	140	102	0.2	0.1	3.514	A
A1173 W	495	124	34	2252	0.220	496	1110	0.5	0.4	2.884	A
SHIIP Access N	28	7	506	1503	0.019	28	24	0.0	0.0	2.856	A
A1173 E	998	250	105	2081	0.480	1000	429	1.5	1.0	3.723	A

2032 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	107	100.000
A1173 W		ONE HOUR	✓	1711	100.000
SHIIP Access N		ONE HOUR	✓	24	100.000
A1173 E		ONE HOUR	✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	27
	A1173 W	141	0	26	1544
	SHIIP Access N	0	17	0	7
	A1173 E	29	543	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	25	0	0
	A1173 W	8	0	9	18
	SHIIP Access N	0	33	0	50
	A1173 E	12	55	25	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.08	2.98	0.1	A	98	147
A1173 W	0.84	11.37	5.8	B	1570	2355
SHIIP Access N	0.04	8.62	0.1	A	22	33
A1173 E	0.31	3.91	0.7	A	529	794

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	424	1674	0.048	80	127	0.0	0.1	2.655	A
A1173 W	1288	322	24	2260	0.570	1282	480	0.0	1.5	4.280	A
SHIIP Access N	18	5	1283	994	0.018	18	23	0.0	0.0	5.071	A
A1173 E	434	109	118	2071	0.210	433	1182	0.0	0.4	3.331	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	507	1617	0.059	96	153	0.1	0.1	2.782	A
A1173 W	1538	385	29	2256	0.682	1534	575	1.5	2.5	5.803	A
SHIIP Access N	22	5	1535	829	0.026	22	28	0.0	0.0	6.132	A
A1173 E	519	130	142	2054	0.252	518	1415	0.4	0.5	3.556	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	621	1539	0.077	118	186	0.1	0.1	2.978	A
A1173 W	1884	471	35	2251	0.837	1871	704	2.5	5.6	10.735	B
SHIIP Access N	26	7	1873	608	0.043	26	34	0.0	0.1	8.509	A
A1173 E	635	159	173	2032	0.313	635	1726	0.5	0.7	3.908	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	118	29	622	1538	0.077	118	187	0.1	0.1	2.979	A
A1173 W	1884	471	35	2251	0.837	1883	705	5.6	5.8	11.371	B
SHIIP Access N	26	7	1884	601	0.044	26	34	0.1	0.1	8.624	A
A1173 E	635	159	174	2031	0.313	635	1737	0.7	0.7	3.913	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	96	24	509	1616	0.060	96	154	0.1	0.1	2.786	A
A1173 W	1538	385	29	2256	0.682	1551	576	5.8	2.6	6.078	A
SHIIP Access N	22	5	1552	818	0.026	22	28	0.1	0.0	6.219	A
A1173 E	519	130	143	2053	0.253	519	1430	0.7	0.5	3.562	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	81	20	426	1673	0.048	81	128	0.1	0.1	2.657	A
A1173 W	1288	322	24	2260	0.570	1292	482	2.6	1.6	4.370	A
SHIIP Access N	18	5	1293	988	0.018	18	23	0.0	0.0	5.106	A
A1173 E	434	109	119	2071	0.210	435	1192	0.5	0.4	3.342	A

2032 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	186	100.000
A1173 W		ONE HOUR	✓	845	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	1440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	39
	A1173 W	110	0	26	709
	SHIIP Access N	0	29	0	8
	A1173 E	25	1409	6	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	9	0	19
	A1173 W	32	0	33	52
	SHIIP Access N	0	12	0	40
	A1173 E	35	14	67	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.23	5.96	0.3	A	171	256
A1173 W	0.42	4.08	1.0	A	775	1163
SHIIP Access N	0.03	3.59	0.0	A	34	51
A1173 E	0.77	8.92	3.9	A	1321	1982

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1082	1223	0.115	139	101	0.0	0.1	3.685	A
A1173 W	636	159	34	2252	0.282	634	1188	0.0	0.6	3.297	A
SHIIP Access N	28	7	644	1413	0.020	28	24	0.0	0.0	3.042	A
A1173 E	1084	271	104	2082	0.521	1079	567	0.0	1.2	4.091	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1296	1076	0.155	167	121	0.1	0.2	4.391	A
A1173 W	760	190	40	2247	0.338	759	1422	0.6	0.8	3.587	A
SHIIP Access N	33	8	771	1330	0.025	33	29	0.0	0.0	3.250	A
A1173 E	1295	324	125	2067	0.626	1292	679	1.2	1.9	5.300	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1582	879	0.233	204	148	0.2	0.3	5.916	A
A1173 W	930	233	49	2241	0.415	929	1737	0.8	1.0	4.071	A
SHIIP Access N	41	10	943	1216	0.033	41	35	0.0	0.0	3.583	A
A1173 E	1585	396	153	2046	0.775	1578	831	1.9	3.8	8.655	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	205	51	1590	874	0.234	205	149	0.3	0.3	5.963	A
A1173 W	930	233	50	2241	0.415	930	1745	1.0	1.0	4.077	A
SHIIP Access N	41	10	945	1216	0.034	41	35	0.0	0.0	3.585	A
A1173 E	1585	396	153	2046	0.775	1585	832	3.8	3.9	8.920	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	167	42	1306	1069	0.156	168	122	0.3	0.2	4.434	A
A1173 W	760	190	41	2247	0.338	761	1433	1.0	0.8	3.596	A
SHIIP Access N	33	8	773	1328	0.025	33	29	0.0	0.0	3.255	A
A1173 E	1295	324	125	2066	0.626	1302	681	3.9	1.9	5.445	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	140	35	1090	1217	0.115	140	102	0.2	0.1	3.711	A
A1173 W	636	159	34	2252	0.282	637	1196	0.8	0.6	3.310	A
SHIIP Access N	28	7	647	1411	0.020	28	24	0.0	0.0	3.049	A
A1173 E	1084	271	105	2081	0.521	1087	570	1.9	1.3	4.155	A

Appendix TN2 K

A160/ Humber Road/ Manby Road Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Humber Road-Manby Road.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 22/11/2023 11:21:02

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Humber Road	1.4	5.94	0.44	3.0	8.35	0.68
B - Manby Road	0.8	3.71	0.40	0.4	3.15	0.26
C - Port Service Access	0.1	12.22	0.03	0.0	8.68	0.03
D - A160	1.3	4.96	0.48	1.2	4.77	0.43
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
A - Humber Road	1.5	6.18	0.46	3.5	9.34	0.71
B - Manby Road	0.9	3.89	0.43	0.5	3.25	0.27
C - Port Service Access	0.1	12.83	0.03	0.1	9.04	0.03
D - A160	1.4	5.24	0.50	1.3	4.97	0.45
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - Humber Road	1.6	6.28	0.48	5.6	13.59	0.81
B - Manby Road	1.2	4.34	0.50	0.5	3.35	0.30
C - Port Service Access	0.1	14.40	0.03	0.1	9.58	0.03
D - A160	1.7	5.88	0.55	1.4	5.17	0.48
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - Humber Road	1.7	6.39	0.50	6.3	14.89	0.83
B - Manby Road	1.2	4.41	0.51	0.5	3.39	0.31
C - Port Service Access	0.1	14.67	0.03	0.1	9.77	0.03
D - A160	1.8	6.19	0.57	1.5	5.44	0.50
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base					
A - Humber Road	1.8	6.62	0.49	4.5	11.44	0.76
B - Manby Road	1.0	4.21	0.46	0.5	3.43	0.30
C - Port Service Access	0.1	13.87	0.03	0.1	9.59	0.03
D - A160	1.6	5.73	0.54	1.4	5.28	0.48
E - Conco Access	0.0	0.00	0.00	0.0	2.99	0.00
	2032 Base + Committed					
A - Humber Road	1.9	6.75	0.52	8.1	18.77	0.86
B - Manby Road	1.4	4.77	0.54	0.6	3.54	0.33
C - Port Service Access	0.1	15.71	0.03	0.1	10.20	0.04
D - A160	2.0	6.52	0.59	1.6	5.54	0.51
E - Conco Access	0.0	0.00	0.00	0.0	3.08	0.00
	2032 Base + Committed + Development					
A - Humber Road	2.0	6.89	0.53	9.2	21.09	0.88
B - Manby Road	1.4	4.85	0.54	0.6	3.59	0.33
C - Port Service Access	0.1	16.04	0.04	0.1	10.41	0.04
D - A160	2.1	6.88	0.61	1.7	5.84	0.54
E - Conco Access	0.0	0.00	0.00	0.0	3.13	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.94	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Humber Road		
B	Manby Road		
C	Port Service Access		
D	A160		
E	Conco Access		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Humber Road	7.00	7.00	0.0	35.0	86.0	36.0		
B - Manby Road	7.20	8.30	5.0	57.0	86.0	30.0		
C - Port Service Access	3.00	8.10	4.5	17.2	87.0	33.0		
D - A160	7.00	8.12	4.0	21.0	86.0	41.0		
E - Conco Access	7.80	9.70	15.0	10.0	86.0	52.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Humber Road	0.521	2121
B - Manby Road	0.576	2453
C - Port Service Access	0.387	1220
D - A160	0.527	2218
E - Conco Access	0.538	2426

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	789	100.000
B - Manby Road		ONE HOUR	✓	730	100.000
C - Port Service Access		ONE HOUR	✓	14	100.000
D - A160		ONE HOUR	✓	850	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	19	87	2	681	0
	B - Manby Road	426	6	2	296	0
	C - Port Service Access	9	0	0	5	0
	D - A160	597	224	7	17	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	100	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.44	5.94	1.4	A	724	1086
B - Manby Road	0.40	3.71	0.8	A	670	1005
C - Port Service Access	0.03	12.22	0.1	B	13	19
D - A160	0.48	4.96	1.3	A	780	1170
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	594	149	190	2022	0.294	591	788	0.0	0.8	4.584	A
B - Manby Road	550	137	544	2139	0.257	548	238	0.0	0.4	2.766	A
C - Port Service Access	11	3	1083	801	0.013	10	8	0.0	0.0	9.109	A
D - A160	640	160	345	2035	0.314	637	749	0.0	0.6	3.595	A
E - Conco Access	0	0	979	1899	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	709	177	228	2002	0.354	708	944	0.8	1.0	5.077	A
B - Manby Road	656	164	652	2077	0.316	656	285	0.4	0.6	3.097	A
C - Port Service Access	13	3	1298	718	0.018	13	10	0.0	0.0	10.208	B
D - A160	764	191	413	2000	0.382	763	897	0.6	0.9	4.069	A
E - Conco Access	0	0	1172	1795	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	869	217	279	1976	0.440	867	1155	1.0	1.4	5.921	A
B - Manby Road	804	201	798	1993	0.403	803	348	0.6	0.8	3.697	A
C - Port Service Access	15	4	1588	605	0.025	15	12	0.0	0.1	12.202	B
D - A160	936	234	506	1951	0.480	934	1098	0.9	1.3	4.944	A
E - Conco Access	0	0	1434	1654	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	869	217	280	1975	0.440	869	1157	1.4	1.4	5.938	A
B - Manby Road	804	201	799	1992	0.403	804	349	0.8	0.8	3.706	A
C - Port Service Access	15	4	1591	604	0.026	15	12	0.1	0.1	12.225	B
D - A160	936	234	506	1950	0.480	936	1100	1.3	1.3	4.961	A
E - Conco Access	0	0	1437	1653	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	709	177	229	2002	0.354	711	947	1.4	1.0	5.099	A
B - Manby Road	656	164	654	2076	0.316	657	286	0.8	0.6	3.107	A
C - Port Service Access	13	3	1302	716	0.018	13	10	0.1	0.0	10.232	B
D - A160	764	191	414	1999	0.382	766	900	1.3	0.9	4.087	A
E - Conco Access	0	0	1175	1793	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	594	149	191	2021	0.294	595	792	1.0	0.8	4.610	A
B - Manby Road	550	137	547	2137	0.257	550	239	0.6	0.4	2.778	A
C - Port Service Access	11	3	1089	798	0.013	11	8	0.0	0.0	9.138	A
D - A160	640	160	347	2035	0.315	641	753	0.9	0.6	3.616	A
E - Conco Access	0	0	984	1897	0.000	0	4	0.0	0.0	0.000	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1188	100.000
B - Manby Road		ONE HOUR	✓	454	100.000
C - Port Service Access		ONE HOUR	✓	18	100.000
D - A160		ONE HOUR	✓	809	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	72	388	0	728	0
	B - Manby Road	170	12	2	270	0
	C - Port Service Access	0	7	0	11	0
	D - A160	486	302	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.68	8.35	3.0	A	1090	1635
B - Manby Road	0.26	3.15	0.4	A	417	625
C - Port Service Access	0.03	8.68	0.0	A	17	25
D - A160	0.43	4.77	1.2	A	742	1114
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	894	224	253	1990	0.450	890	546	0.0	1.2	4.692	A
B - Manby Road	342	85	611	2101	0.163	341	531	0.0	0.2	2.570	A
C - Port Service Access	14	3	944	855	0.016	13	7	0.0	0.0	6.845	A
D - A160	609	152	196	2114	0.288	607	762	0.0	0.6	3.716	A
E - Conco Access	0	0	799	1996	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1068	267	303	1963	0.544	1066	654	1.2	1.7	5.758	A
B - Manby Road	408	102	732	2031	0.201	408	636	0.2	0.3	2.788	A
C - Port Service Access	16	4	1131	782	0.021	16	9	0.0	0.0	7.514	A
D - A160	727	182	234	2094	0.347	726	913	0.6	0.8	4.103	A
E - Conco Access	0	0	956	1911	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1308	327	370	1928	0.678	1303	800	1.7	3.0	8.222	A
B - Manby Road	500	125	895	1937	0.258	499	778	0.3	0.4	3.148	A
C - Port Service Access	20	5	1383	685	0.029	20	11	0.0	0.0	8.660	A
D - A160	891	223	287	2066	0.431	889	1116	0.8	1.2	4.762	A
E - Conco Access	0	0	1171	1796	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1308	327	371	1928	0.679	1308	802	3.0	3.0	8.351	A
B - Manby Road	500	125	898	1935	0.258	500	781	0.4	0.4	3.152	A
C - Port Service Access	20	5	1387	683	0.029	20	11	0.0	0.0	8.679	A
D - A160	891	223	287	2066	0.431	891	1120	1.2	1.2	4.775	A
E - Conco Access	0	0	1173	1795	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1068	267	304	1963	0.544	1073	656	3.0	1.7	5.855	A
B - Manby Road	408	102	737	2028	0.201	409	640	0.4	0.3	2.797	A
C - Port Service Access	16	4	1137	780	0.021	16	9	0.0	0.0	7.539	A
D - A160	727	182	235	2094	0.347	729	918	1.2	0.8	4.115	A
E - Conco Access	0	0	959	1910	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	894	224	254	1989	0.450	897	549	1.7	1.2	4.753	A
B - Manby Road	342	85	616	2098	0.163	342	535	0.3	0.2	2.579	A
C - Port Service Access	14	3	950	852	0.016	14	8	0.0	0.0	6.867	A
D - A160	609	152	197	2114	0.288	610	767	0.8	0.6	3.733	A
E - Conco Access	0	0	803	1994	0.000	0	4	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	822	100.000
B - Manby Road		ONE HOUR	✓	762	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	888	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	19	90	2	711	0
	B - Manby Road	445	6	2	309	0
	C - Port Service Access	10	0	0	5	0
	D - A160	624	234	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	100	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.46	6.18	1.5	A	754	1131
B - Manby Road	0.43	3.89	0.9	A	699	1049
C - Port Service Access	0.03	12.83	0.1	B	14	21
D - A160	0.50	5.24	1.4	A	815	1222
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	619	155	199	2018	0.307	616	824	0.0	0.8	4.681	A
B - Manby Road	574	143	567	2126	0.270	572	247	0.0	0.5	2.832	A
C - Port Service Access	11	3	1131	783	0.014	11	8	0.0	0.0	9.333	A
D - A160	669	167	360	2028	0.330	666	782	0.0	0.7	3.688	A
E - Conco Access	0	0	1022	1876	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	739	185	238	1997	0.370	738	986	0.8	1.1	5.218	A
B - Manby Road	685	171	680	2061	0.332	684	296	0.5	0.6	3.198	A
C - Port Service Access	13	3	1354	696	0.019	13	10	0.0	0.0	10.548	B
D - A160	798	200	431	1990	0.401	797	936	0.7	0.9	4.216	A
E - Conco Access	0	0	1224	1767	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	905	226	291	1969	0.460	903	1207	1.1	1.5	6.156	A
B - Manby Road	839	210	832	1974	0.425	838	363	0.6	0.9	3.875	A
C - Port Service Access	17	4	1657	579	0.029	16	12	0.0	0.1	12.806	B
D - A160	978	244	528	1939	0.504	976	1146	0.9	1.4	5.214	A
E - Conco Access	0	0	1498	1620	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	905	226	292	1969	0.460	905	1209	1.5	1.5	6.180	A
B - Manby Road	839	210	833	1973	0.425	839	363	0.9	0.9	3.885	A
C - Port Service Access	17	4	1660	577	0.029	17	12	0.1	0.1	12.834	B
D - A160	978	244	528	1939	0.504	978	1148	1.4	1.4	5.237	A
E - Conco Access	0	0	1501	1619	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	739	185	239	1997	0.370	741	989	1.5	1.1	5.244	A
B - Manby Road	685	171	682	2060	0.333	686	297	0.9	0.6	3.209	A
C - Port Service Access	13	3	1358	694	0.019	14	10	0.1	0.0	10.577	B
D - A160	798	200	432	1990	0.401	800	940	1.4	0.9	4.240	A
E - Conco Access	0	0	1228	1765	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	619	155	200	2017	0.307	620	828	1.1	0.8	4.712	A
B - Manby Road	574	143	571	2124	0.270	574	249	0.6	0.5	2.843	A
C - Port Service Access	11	3	1137	780	0.014	11	8	0.0	0.0	9.367	A
D - A160	669	167	362	2027	0.330	670	786	0.9	0.7	3.713	A
E - Conco Access	0	0	1028	1873	0.000	0	4	0.0	0.0	0.000	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1240	100.000
B - Manby Road		ONE HOUR	✓	474	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	844	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	76	404	0	760	0
	B - Manby Road	177	13	2	282	0
	C - Port Service Access	0	7	0	12	0
	D - A160	507	316	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.71	9.34	3.5	A	1138	1707
B - Manby Road	0.27	3.25	0.5	A	435	652
C - Port Service Access	0.03	9.04	0.1	A	17	26
D - A160	0.45	4.97	1.3	A	774	1162
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	934	233	264	1984	0.471	928	570	0.0	1.3	4.888	A
B - Manby Road	357	89	638	2085	0.171	356	554	0.0	0.3	2.615	A
C - Port Service Access	14	4	986	838	0.017	14	7	0.0	0.0	7.002	A
D - A160	635	159	205	2110	0.301	633	796	0.0	0.7	3.793	A
E - Conco Access	0	0	834	1977	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1115	279	316	1956	0.570	1112	682	1.3	1.9	6.119	A
B - Manby Road	426	107	764	2013	0.212	426	664	0.3	0.3	2.851	A
C - Port Service Access	17	4	1181	763	0.022	17	9	0.0	0.0	7.736	A
D - A160	759	190	245	2088	0.363	758	953	0.7	0.9	4.214	A
E - Conco Access	0	0	999	1889	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1365	341	387	1920	0.711	1359	835	1.9	3.4	9.144	A
B - Manby Road	522	130	934	1915	0.273	521	812	0.3	0.5	3.247	A
C - Port Service Access	21	5	1444	661	0.032	21	11	0.0	0.1	9.012	A
D - A160	929	232	300	2059	0.451	928	1165	0.9	1.3	4.950	A
E - Conco Access	0	0	1222	1768	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1365	341	388	1919	0.711	1365	837	3.4	3.5	9.340	A
B - Manby Road	522	130	938	1913	0.273	522	815	0.5	0.5	3.252	A
C - Port Service Access	21	5	1449	659	0.032	21	11	0.1	0.1	9.038	A
D - A160	929	232	301	2059	0.451	929	1169	1.3	1.3	4.965	A
E - Conco Access	0	0	1224	1767	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1115	279	317	1956	0.570	1121	685	3.5	1.9	6.250	A
B - Manby Road	426	107	770	2009	0.212	427	668	0.5	0.3	2.861	A
C - Port Service Access	17	4	1188	760	0.022	17	9	0.1	0.0	7.766	A
D - A160	759	190	246	2088	0.363	760	959	1.3	0.9	4.230	A
E - Conco Access	0	0	1002	1887	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	934	233	265	1983	0.471	936	573	1.9	1.3	4.964	A
B - Manby Road	357	89	643	2082	0.171	357	558	0.3	0.3	2.624	A
C - Port Service Access	14	4	993	836	0.017	14	8	0.0	0.0	7.027	A
D - A160	635	159	206	2109	0.301	636	801	0.9	0.7	3.810	A
E - Conco Access	0	0	838	1975	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	864	100.000
B - Manby Road		ONE HOUR	✓	893	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	939	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	120	2	721	0
	B - Manby Road	551	6	2	334	0
	C - Port Service Access	10	0	0	5	0
	D - A160	664	245	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	25	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	45	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.48	6.28	1.6	A	793	1189
B - Manby Road	0.50	4.34	1.2	A	819	1229
C - Port Service Access	0.03	14.40	0.1	B	14	21
D - A160	0.55	5.88	1.7	A	862	1292
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	650	163	207	2013	0.323	647	934	0.0	0.8	4.637	A
B - Manby Road	672	168	576	2121	0.317	670	278	0.0	0.5	2.936	A
C - Port Service Access	11	3	1238	741	0.015	11	8	0.0	0.0	9.864	A
D - A160	707	177	441	1985	0.356	704	808	0.0	0.8	3.862	A
E - Conco Access	0	0	1141	1812	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	777	194	248	1992	0.390	776	1119	0.8	1.1	5.217	A
B - Manby Road	803	201	690	2055	0.391	802	333	0.5	0.8	3.401	A
C - Port Service Access	13	3	1482	646	0.021	13	10	0.0	0.0	11.376	B
D - A160	844	211	528	1939	0.435	843	968	0.8	1.1	4.515	A
E - Conco Access	0	0	1366	1691	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	951	238	303	1963	0.485	949	1369	1.1	1.6	6.251	A
B - Manby Road	983	246	845	1966	0.500	982	408	0.8	1.2	4.324	A
C - Port Service Access	17	4	1814	518	0.032	16	12	0.0	0.1	14.357	B
D - A160	1034	258	646	1877	0.551	1031	1184	1.1	1.7	5.845	A
E - Conco Access	0	0	1672	1526	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	951	238	304	1963	0.485	951	1372	1.6	1.6	6.278	A
B - Manby Road	983	246	847	1965	0.500	983	408	1.2	1.2	4.342	A
C - Port Service Access	17	4	1818	517	0.032	17	12	0.1	0.1	14.398	B
D - A160	1034	258	647	1876	0.551	1034	1187	1.7	1.7	5.881	A
E - Conco Access	0	0	1676	1524	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	777	194	249	1992	0.390	779	1123	1.6	1.1	5.245	A
B - Manby Road	803	201	693	2053	0.391	804	334	1.2	0.8	3.420	A
C - Port Service Access	13	3	1488	644	0.021	14	10	0.1	0.0	11.418	B
D - A160	844	211	530	1938	0.436	847	971	1.7	1.1	4.550	A
E - Conco Access	0	0	1372	1688	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	650	163	208	2013	0.323	652	939	1.1	0.8	4.671	A
B - Manby Road	672	168	580	2119	0.317	673	280	0.8	0.6	2.953	A
C - Port Service Access	11	3	1245	738	0.015	11	8	0.0	0.0	9.906	A
D - A160	707	177	443	1984	0.356	708	813	1.1	0.8	3.887	A
E - Conco Access	0	0	1148	1808	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	9.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1398	100.000
B - Manby Road		ONE HOUR	✓	521	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	889	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	85	524	0	789	0
	B - Manby Road	212	13	2	294	0
	C - Port Service Access	0	7	0	12	0
	D - A160	516	352	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	57	0
	B - Manby Road	28	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.81	13.59	5.6	B	1283	1924
B - Manby Road	0.30	3.35	0.5	A	478	717
C - Port Service Access	0.03	9.58	0.1	A	17	26
D - A160	0.48	5.17	1.4	A	816	1224
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1052	263	291	1970	0.534	1046	610	0.0	1.5	5.294	A
B - Manby Road	392	98	666	2069	0.190	391	671	0.0	0.3	2.625	A
C - Port Service Access	14	4	1050	814	0.018	14	7	0.0	0.0	7.217	A
D - A160	669	167	238	2092	0.320	666	826	0.0	0.7	3.818	A
E - Conco Access	0	0	900	1941	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1257	314	348	1940	0.648	1253	730	1.5	2.5	7.127	A
B - Manby Road	468	117	798	1993	0.235	468	804	0.3	0.4	2.889	A
C - Port Service Access	17	4	1257	734	0.023	17	9	0.0	0.0	8.053	A
D - A160	799	200	285	2067	0.387	798	989	0.7	0.9	4.296	A
E - Conco Access	0	0	1078	1846	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1539	385	426	1899	0.811	1527	893	2.5	5.4	12.836	B
B - Manby Road	574	143	972	1893	0.303	573	981	0.4	0.5	3.337	A
C - Port Service Access	21	5	1534	626	0.033	21	11	0.0	0.1	9.532	A
D - A160	979	245	348	2034	0.481	977	1207	0.9	1.4	5.153	A
E - Conco Access	0	0	1320	1716	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1539	385	427	1899	0.811	1538	895	5.4	5.6	13.586	B
B - Manby Road	574	143	979	1889	0.304	574	986	0.5	0.5	3.350	A
C - Port Service Access	21	5	1542	623	0.034	21	11	0.1	0.1	9.580	A
D - A160	979	245	349	2033	0.481	979	1214	1.4	1.4	5.172	A
E - Conco Access	0	0	1322	1714	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1257	314	350	1939	0.648	1269	733	5.6	2.6	7.470	A
B - Manby Road	468	117	808	1987	0.236	469	811	0.5	0.4	2.902	A
C - Port Service Access	17	4	1268	729	0.023	17	9	0.1	0.0	8.102	A
D - A160	799	200	286	2067	0.387	801	999	1.4	1.0	4.315	A
E - Conco Access	0	0	1082	1843	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1052	263	293	1969	0.535	1056	613	2.6	1.6	5.416	A
B - Manby Road	392	98	673	2065	0.190	393	676	0.4	0.3	2.634	A
C - Port Service Access	14	4	1058	811	0.018	14	8	0.0	0.0	7.248	A
D - A160	669	167	239	2091	0.320	670	833	1.0	0.7	3.841	A
E - Conco Access	0	0	906	1939	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	886	100.000
B - Manby Road		ONE HOUR	✓	897	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	970	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	124	2	739	0
	B - Manby Road	555	6	2	334	0
	C - Port Service Access	10	0	0	5	0
	D - A160	695	245	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	24	100	90	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	46	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.50	6.39	1.7	A	813	1220
B - Manby Road	0.51	4.41	1.2	A	823	1235
C - Port Service Access	0.03	14.67	0.1	B	14	21
D - A160	0.57	6.19	1.8	A	890	1335
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	667	167	207	2013	0.331	664	961	0.0	0.9	4.667	A
B - Manby Road	675	169	589	2113	0.320	673	281	0.0	0.6	2.957	A
C - Port Service Access	11	3	1254	735	0.015	11	8	0.0	0.0	9.951	A
D - A160	730	183	444	1983	0.368	727	821	0.0	0.8	3.959	A
E - Conco Access	0	0	1167	1798	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	796	199	248	1992	0.400	795	1150	0.9	1.2	5.270	A
B - Manby Road	806	202	706	2046	0.394	806	337	0.6	0.8	3.436	A
C - Port Service Access	13	3	1502	639	0.021	13	10	0.0	0.0	11.515	B
D - A160	872	218	532	1937	0.450	871	984	0.8	1.1	4.669	A
E - Conco Access	0	0	1398	1674	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	976	244	303	1963	0.497	973	1407	1.2	1.7	6.364	A
B - Manby Road	988	247	865	1955	0.505	986	412	0.8	1.2	4.393	A
C - Port Service Access	17	4	1838	509	0.032	16	12	0.0	0.1	14.630	B
D - A160	1068	267	651	1874	0.570	1065	1204	1.1	1.8	6.140	A
E - Conco Access	0	0	1710	1506	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	976	244	304	1963	0.497	975	1410	1.7	1.7	6.394	A
B - Manby Road	988	247	866	1954	0.506	988	413	1.2	1.2	4.413	A
C - Port Service Access	17	4	1842	507	0.033	17	12	0.1	0.1	14.673	B
D - A160	1068	267	652	1874	0.570	1068	1207	1.8	1.8	6.186	A
E - Conco Access	0	0	1714	1504	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	796	199	249	1992	0.400	799	1155	1.7	1.2	5.302	A
B - Manby Road	806	202	709	2044	0.394	808	338	1.2	0.8	3.456	A
C - Port Service Access	13	3	1508	637	0.021	14	10	0.1	0.0	11.557	B
D - A160	872	218	533	1936	0.450	875	988	1.8	1.1	4.708	A
E - Conco Access	0	0	1404	1671	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	667	167	208	2013	0.331	668	966	1.2	0.9	4.701	A
B - Manby Road	675	169	594	2111	0.320	676	283	0.8	0.6	2.975	A
C - Port Service Access	11	3	1261	732	0.015	11	8	0.0	0.0	9.992	A
D - A160	730	183	446	1982	0.368	732	827	1.1	0.8	3.990	A
E - Conco Access	0	0	1174	1794	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	9.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1426	100.000
B - Manby Road		ONE HOUR	✓	525	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	929	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	85	528	0	813	0
	B - Manby Road	216	13	2	294	0
	C - Port Service Access	0	7	0	12	0
	D - A160	556	352	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	58	0
	B - Manby Road	27	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	88	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.83	14.89	6.3	B	1309	1963
B - Manby Road	0.31	3.39	0.5	A	482	723
C - Port Service Access	0.03	9.77	0.1	A	17	26
D - A160	0.50	5.44	1.5	A	852	1279
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1074	268	291	1970	0.545	1067	643	0.0	1.6	5.438	A
B - Manby Road	395	99	684	2059	0.192	394	674	0.0	0.3	2.639	A
C - Port Service Access	14	4	1071	806	0.018	14	7	0.0	0.0	7.290	A
D - A160	699	175	241	2091	0.335	696	844	0.0	0.8	3.927	A
E - Conco Access	0	0	933	1924	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1282	320	348	1940	0.661	1278	769	1.6	2.6	7.426	A
B - Manby Road	472	118	819	1981	0.238	472	807	0.3	0.4	2.911	A
C - Port Service Access	17	4	1282	724	0.024	17	9	0.0	0.0	8.163	A
D - A160	835	209	288	2066	0.404	834	1011	0.8	1.0	4.453	A
E - Conco Access	0	0	1118	1824	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1570	393	426	1899	0.827	1556	941	2.6	6.0	13.897	B
B - Manby Road	578	145	998	1878	0.308	577	985	0.4	0.5	3.376	A
C - Port Service Access	21	5	1564	615	0.034	21	11	0.0	0.1	9.716	A
D - A160	1023	256	352	2032	0.503	1021	1233	1.0	1.5	5.418	A
E - Conco Access	0	0	1368	1690	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1570	393	427	1899	0.827	1569	943	6.0	6.3	14.885	B
B - Manby Road	578	145	1006	1873	0.309	578	991	0.5	0.5	3.391	A
C - Port Service Access	21	5	1573	611	0.034	21	11	0.1	0.1	9.773	A
D - A160	1023	256	353	2031	0.504	1023	1240	1.5	1.5	5.442	A
E - Conco Access	0	0	1371	1688	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1282	320	350	1939	0.661	1296	773	6.3	2.7	7.849	A
B - Manby Road	472	118	831	1974	0.239	473	815	0.5	0.4	2.929	A
C - Port Service Access	17	4	1294	719	0.024	17	9	0.1	0.0	8.220	A
D - A160	835	209	290	2065	0.404	837	1022	1.5	1.0	4.479	A
E - Conco Access	0	0	1122	1822	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1074	268	293	1969	0.545	1078	646	2.7	1.7	5.576	A
B - Manby Road	395	99	691	2055	0.192	396	680	0.4	0.3	2.650	A
C - Port Service Access	14	4	1079	803	0.018	14	8	0.0	0.0	7.324	A
D - A160	699	175	242	2090	0.335	700	851	1.0	0.8	3.954	A
E - Conco Access	0	0	939	1921	0.000	0	4	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	877	100.000
B - Manby Road		ONE HOUR	✓	812	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	947	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	96	3	757	0
	B - Manby Road	474	6	3	329	0
	C - Port Service Access	10	0	0	5	0
	D - A160	665	250	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	100	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.49	6.62	1.8	A	805	1207
B - Manby Road	0.46	4.21	1.0	A	745	1118
C - Port Service Access	0.03	13.87	0.1	B	14	21
D - A160	0.54	5.73	1.6	A	869	1303
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	660	165	212	2011	0.328	657	877	0.0	0.9	4.844	A
B - Manby Road	611	153	605	2104	0.291	609	264	0.0	0.5	2.944	A
C - Port Service Access	11	3	1204	754	0.015	11	10	0.0	0.0	9.689	A
D - A160	713	178	383	2015	0.354	710	832	0.0	0.8	3.848	A
E - Conco Access	0	0	1090	1840	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	788	197	254	1989	0.396	787	1051	0.9	1.2	5.466	A
B - Manby Road	730	182	725	2035	0.359	729	316	0.5	0.7	3.373	A
C - Port Service Access	13	3	1442	662	0.020	13	13	0.0	0.0	11.101	B
D - A160	851	213	459	1975	0.431	850	996	0.8	1.0	4.468	A
E - Conco Access	0	0	1305	1724	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	966	241	311	1959	0.493	963	1286	1.2	1.8	6.589	A
B - Manby Road	894	224	888	1942	0.460	893	387	0.7	1.0	4.197	A
C - Port Service Access	17	4	1765	537	0.031	16	15	0.0	0.1	13.828	B
D - A160	1043	261	562	1921	0.543	1040	1220	1.0	1.6	5.699	A
E - Conco Access	0	0	1596	1567	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	966	241	312	1959	0.493	966	1288	1.8	1.8	6.619	A
B - Manby Road	894	224	890	1940	0.461	894	388	1.0	1.0	4.211	A
C - Port Service Access	17	4	1768	536	0.031	17	15	0.1	0.1	13.866	B
D - A160	1043	261	563	1921	0.543	1043	1222	1.6	1.6	5.731	A
E - Conco Access	0	0	1600	1565	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	788	197	255	1988	0.397	791	1054	1.8	1.2	5.502	A
B - Manby Road	730	182	728	2033	0.359	731	317	1.0	0.7	3.388	A
C - Port Service Access	13	3	1447	660	0.020	14	13	0.1	0.0	11.141	B
D - A160	851	213	460	1975	0.431	854	1000	1.6	1.1	4.498	A
E - Conco Access	0	0	1309	1721	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	660	165	213	2010	0.328	661	882	1.2	0.9	4.882	A
B - Manby Road	611	153	609	2102	0.291	612	265	0.7	0.5	2.961	A
C - Port Service Access	11	3	1211	751	0.015	11	11	0.0	0.0	9.728	A
D - A160	713	178	385	2014	0.354	714	837	1.1	0.8	3.874	A
E - Conco Access	0	0	1096	1836	0.000	0	4	0.0	0.0	0.000	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	7.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1319	100.000
B - Manby Road		ONE HOUR	✓	505	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	897	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	80	430	0	809	0
	B - Manby Road	188	14	3	300	0
	C - Port Service Access	0	7	0	12	0
	D - A160	539	336	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.76	11.44	4.5	B	1210	1816
B - Manby Road	0.30	3.43	0.5	A	463	695
C - Port Service Access	0.03	9.59	0.1	A	17	26
D - A160	0.48	5.28	1.4	A	823	1235
E - Conco Access	0.00	2.99	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	993	248	284	1973	0.503	987	605	0.0	1.4	5.227	A
B - Manby Road	380	95	680	2061	0.184	379	591	0.0	0.3	2.691	A
C - Port Service Access	14	4	1050	814	0.018	14	9	0.0	0.0	7.219	A
D - A160	675	169	217	2103	0.321	672	848	0.0	0.7	3.913	A
E - Conco Access	4	0.94	885	1950	0.002	4	4	0.0	0.0	2.642	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1186	296	340	1944	0.610	1183	725	1.4	2.2	6.782	A
B - Manby Road	454	113	815	1983	0.229	454	708	0.3	0.4	2.959	A
C - Port Service Access	17	4	1258	733	0.023	17	11	0.0	0.0	8.058	A
D - A160	806	202	259	2081	0.388	805	1016	0.7	1.0	4.393	A
E - Conco Access	4	1	1060	1855	0.002	4	4	0.0	0.0	2.778	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1452	363	417	1904	0.763	1443	887	2.2	4.4	11.041	B
B - Manby Road	556	139	995	1880	0.296	555	865	0.4	0.5	3.416	A
C - Port Service Access	21	5	1537	625	0.033	21	13	0.0	0.1	9.548	A
D - A160	988	247	317	2050	0.482	986	1241	1.0	1.4	5.263	A
E - Conco Access	6	1	1298	1728	0.003	6	5	0.0	0.0	2.985	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1452	363	417	1904	0.763	1452	888	4.4	4.5	11.438	B
B - Manby Road	556	139	1001	1876	0.296	556	869	0.5	0.5	3.427	A
C - Port Service Access	21	5	1543	623	0.034	21	13	0.1	0.1	9.588	A
D - A160	988	247	318	2050	0.482	988	1246	1.4	1.4	5.281	A
E - Conco Access	6	1	1300	1726	0.003	6	6	0.0	0.0	2.987	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1186	296	341	1943	0.610	1195	727	4.5	2.3	7.001	A
B - Manby Road	454	113	823	1979	0.229	455	713	0.5	0.4	2.973	A
C - Port Service Access	17	4	1267	730	0.023	17	11	0.1	0.0	8.099	A
D - A160	806	202	261	2080	0.388	808	1024	1.4	1.0	4.416	A
E - Conco Access	4	1	1064	1853	0.002	4	5	0.0	0.0	2.781	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	993	248	286	1972	0.503	996	608	2.3	1.5	5.327	A
B - Manby Road	380	95	687	2057	0.185	381	595	0.4	0.3	2.700	A
C - Port Service Access	14	4	1058	811	0.018	14	9	0.0	0.0	7.250	A
D - A160	675	169	218	2103	0.321	676	854	1.0	0.7	3.936	A
E - Conco Access	4	0.94	890	1947	0.002	4	4	0.0	0.0	2.646	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	919	100.000
B - Manby Road		ONE HOUR	✓	943	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	998	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	22	126	3	768	0
	B - Manby Road	580	6	3	354	0
	C - Port Service Access	10	0	0	5	0
	D - A160	706	260	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	25	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	45	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.52	6.75	1.9	A	843	1265
B - Manby Road	0.54	4.77	1.4	A	865	1298
C - Port Service Access	0.03	15.71	0.1	C	14	21
D - A160	0.59	6.52	2.0	A	916	1374
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	692	173	220	2007	0.345	688	988	0.0	0.9	4.808	A
B - Manby Road	710	177	614	2099	0.338	708	294	0.0	0.6	3.060	A
C - Port Service Access	11	3	1311	713	0.016	11	10	0.0	0.0	10.263	B
D - A160	751	188	464	1973	0.381	748	859	0.0	0.8	4.034	A
E - Conco Access	0	0	1208	1776	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	826	207	263	1984	0.416	825	1183	0.9	1.2	5.479	A
B - Manby Road	848	212	736	2029	0.418	847	352	0.6	0.8	3.605	A
C - Port Service Access	13	3	1570	612	0.022	13	13	0.0	0.0	12.021	B
D - A160	897	224	555	1925	0.466	896	1029	0.8	1.2	4.807	A
E - Conco Access	0	0	1446	1648	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1012	253	322	1954	0.518	1009	1448	1.2	1.9	6.716	A
B - Manby Road	1038	260	901	1934	0.537	1036	430	0.8	1.4	4.741	A
C - Port Service Access	17	4	1921	476	0.035	16	15	0.0	0.1	15.649	C
D - A160	1099	275	679	1859	0.591	1096	1259	1.2	2.0	6.463	A
E - Conco Access	0	0	1769	1474	0.000	0	5	0.0	0.0	0.000	A

708

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1012	253	323	1953	0.518	1012	1451	1.9	1.9	6.754	A
B - Manby Road	1038	260	903	1933	0.537	1038	432	1.4	1.4	4.768	A
C - Port Service Access	17	4	1926	475	0.035	17	15	0.1	0.1	15.711	C
D - A160	1099	275	680	1859	0.591	1099	1262	2.0	2.0	6.520	A
E - Conco Access	0	0	1774	1472	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	826	207	264	1983	0.417	829	1188	1.9	1.3	5.516	A
B - Manby Road	848	212	739	2027	0.418	850	354	1.4	0.9	3.632	A
C - Port Service Access	13	3	1577	610	0.022	14	13	0.1	0.0	12.075	B
D - A160	897	224	557	1924	0.466	900	1033	2.0	1.2	4.856	A
E - Conco Access	0	0	1453	1644	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	692	173	221	2006	0.345	693	994	1.3	0.9	4.849	A
B - Manby Road	710	177	619	2096	0.339	711	296	0.9	0.6	3.080	A
C - Port Service Access	11	3	1319	710	0.016	11	11	0.0	0.0	10.313	B
D - A160	751	188	466	1972	0.381	753	864	1.2	0.9	4.069	A
E - Conco Access	0	0	1215	1772	0.000	0	4	0.0	0.0	0.000	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.72	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.72	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1477	100.000
B - Manby Road		ONE HOUR	✓	552	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	943	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	89	550	0	838	0
	B - Manby Road	223	14	3	312	0
	C - Port Service Access	0	7	0	12	0
	D - A160	549	372	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	16	0	57	0
	B - Manby Road	28	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.86	18.77	8.1	C	1355	2033
B - Manby Road	0.33	3.54	0.6	A	507	760
C - Port Service Access	0.04	10.20	0.1	B	17	26
D - A160	0.51	5.54	1.6	A	865	1298
E - Conco Access	0.00	3.08	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1112	278	311	1959	0.568	1105	645	0.0	1.8	5.740	A
B - Manby Road	416	104	708	2045	0.203	414	707	0.0	0.3	2.703	A
C - Port Service Access	14	4	1114	789	0.018	14	9	0.0	0.0	7.448	A
D - A160	710	177	250	2086	0.340	707	878	0.0	0.8	3.950	A
E - Conco Access	4	0.94	953	1913	0.002	4	4	0.0	0.0	2.692	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1328	332	373	1927	0.689	1323	773	1.8	3.0	8.119	A
B - Manby Road	496	124	848	1964	0.253	496	847	0.3	0.4	3.002	A
C - Port Service Access	17	4	1333	704	0.024	17	11	0.0	0.0	8.400	A
D - A160	848	212	299	2060	0.412	847	1052	0.8	1.1	4.496	A
E - Conco Access	4	1	1141	1812	0.002	4	4	0.0	0.0	2.844	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1626	407	456	1883	0.863	1607	945	3.0	7.6	16.859	C
B - Manby Road	608	152	1031	1859	0.327	607	1033	0.4	0.6	3.519	A
C - Port Service Access	21	5	1625	591	0.035	21	13	0.0	0.1	10.116	B
D - A160	1038	260	365	2025	0.513	1036	1280	1.1	1.6	5.511	A
E - Conco Access	6	1	1396	1675	0.003	6	5	0.0	0.0	3.079	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1626	407	457	1883	0.864	1624	948	7.6	8.1	18.774	C
B - Manby Road	608	152	1042	1853	0.328	608	1040	0.6	0.6	3.539	A
C - Port Service Access	21	5	1636	587	0.036	21	13	0.1	0.1	10.196	B
D - A160	1038	260	367	2024	0.513	1038	1290	1.6	1.6	5.536	A
E - Conco Access	6	1	1399	1673	0.003	6	6	0.0	0.0	3.083	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1328	332	374	1926	0.689	1348	777	8.1	3.1	8.820	A
B - Manby Road	496	124	864	1955	0.254	497	858	0.6	0.4	3.026	A
C - Port Service Access	17	4	1350	698	0.024	17	11	0.1	0.0	8.481	A
D - A160	848	212	301	2059	0.412	850	1066	1.6	1.1	4.524	A
E - Conco Access	4	1	1146	1809	0.002	4	5	0.0	0.0	2.849	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1112	278	313	1958	0.568	1117	649	3.1	1.8	5.912	A
B - Manby Road	416	104	716	2040	0.204	416	714	0.4	0.3	2.716	A
C - Port Service Access	14	4	1123	785	0.018	14	9	0.0	0.0	7.484	A
D - A160	710	177	251	2085	0.340	711	886	1.1	0.8	3.978	A
E - Conco Access	4	0.94	959	1910	0.002	4	4	0.0	0.0	2.697	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	941	100.000
B - Manby Road		ONE HOUR	✓	947	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	1028	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	22	130	3	786	0
	B - Manby Road	584	6	3	354	0
	C - Port Service Access	10	0	0	5	0
	D - A160	736	260	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	24	100	90	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	46	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.53	6.89	2.0	A	863	1295
B - Manby Road	0.54	4.85	1.4	A	869	1303
C - Port Service Access	0.04	16.04	0.1	C	14	21
D - A160	0.61	6.88	2.1	A	943	1415
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	708	177	220	2007	0.353	705	1014	0.0	1.0	4.841	A
B - Manby Road	713	178	628	2091	0.341	711	297	0.0	0.6	3.084	A
C - Port Service Access	11	3	1328	706	0.016	11	10	0.0	0.0	10.357	B
D - A160	774	193	467	1971	0.393	770	872	0.0	0.9	4.140	A
E - Conco Access	0	0	1233	1762	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	846	211	263	1984	0.426	845	1214	1.0	1.3	5.539	A
B - Manby Road	851	213	752	2020	0.422	850	355	0.6	0.9	3.644	A
C - Port Service Access	13	3	1590	605	0.022	13	13	0.0	0.0	12.177	B
D - A160	924	231	558	1923	0.481	923	1045	0.9	1.3	4.977	A
E - Conco Access	0	0	1477	1631	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1036	259	322	1954	0.530	1033	1485	1.3	2.0	6.850	A
B - Manby Road	1043	261	920	1923	0.542	1041	435	0.9	1.4	4.823	A
C - Port Service Access	17	4	1945	467	0.035	16	15	0.0	0.1	15.972	C
D - A160	1132	283	683	1857	0.609	1128	1278	1.3	2.1	6.808	A
E - Conco Access	0	0	1806	1454	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1036	259	323	1953	0.530	1036	1488	2.0	2.0	6.891	A
B - Manby Road	1043	261	923	1921	0.543	1043	436	1.4	1.4	4.854	A
C - Port Service Access	17	4	1950	465	0.035	17	15	0.1	0.1	16.039	C
D - A160	1132	283	685	1856	0.610	1132	1282	2.1	2.1	6.877	A
E - Conco Access	0	0	1811	1452	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	846	211	264	1983	0.427	849	1219	2.0	1.3	5.581	A
B - Manby Road	851	213	756	2017	0.422	853	357	1.4	0.9	3.672	A
C - Port Service Access	13	3	1596	602	0.022	14	13	0.1	0.0	12.234	B
D - A160	924	231	561	1922	0.481	928	1049	2.1	1.3	5.032	A
E - Conco Access	0	0	1484	1628	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	708	177	221	2006	0.353	710	1020	1.3	1.0	4.881	A
B - Manby Road	713	178	632	2089	0.341	714	299	0.9	0.6	3.107	A
C - Port Service Access	11	3	1336	703	0.016	11	11	0.0	0.0	10.407	B
D - A160	774	193	469	1970	0.393	776	878	1.3	0.9	4.178	A
E - Conco Access	0	0	1241	1758	0.000	0	4	0.0	0.0	0.000	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	12.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.94	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1505	100.000
B - Manby Road		ONE HOUR	✓	556	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	983	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	89	554	0	862	0
	B - Manby Road	227	14	3	312	0
	C - Port Service Access	0	7	0	12	0
	D - A160	589	372	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	58	0
	B - Manby Road	27	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	88	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.88	21.09	9.2	C	1381	2072
B - Manby Road	0.33	3.59	0.6	A	510	765
C - Port Service Access	0.04	10.41	0.1	B	17	26
D - A160	0.54	5.84	1.7	A	902	1353
E - Conco Access	0.00	3.13	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1133	283	311	1959	0.578	1126	678	0.0	1.9	5.884	A
B - Manby Road	419	105	726	2034	0.206	417	710	0.0	0.3	2.719	A
C - Port Service Access	14	4	1135	781	0.018	14	9	0.0	0.0	7.526	A
D - A160	740	185	253	2084	0.355	737	896	0.0	0.8	4.064	A
E - Conco Access	4	0.94	986	1896	0.002	4	4	0.0	0.0	2.717	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1353	338	373	1927	0.702	1348	812	1.9	3.1	8.464	A
B - Manby Road	500	125	870	1952	0.256	499	851	0.3	0.4	3.027	A
C - Port Service Access	17	4	1358	694	0.025	17	11	0.0	0.0	8.520	A
D - A160	884	221	302	2058	0.429	882	1073	0.8	1.1	4.665	A
E - Conco Access	4	1	1180	1791	0.003	4	4	0.0	0.0	2.878	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1657	414	456	1884	0.880	1635	993	3.1	8.6	18.479	C
B - Manby Road	612	153	1055	1845	0.332	611	1036	0.4	0.6	3.562	A
C - Port Service Access	21	5	1654	580	0.036	21	13	0.0	0.1	10.317	B
D - A160	1082	271	369	2023	0.535	1080	1305	1.1	1.7	5.807	A
E - Conco Access	6	1	1444	1649	0.003	6	5	0.0	0.0	3.128	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1657	414	457	1883	0.880	1655	996	8.6	9.2	21.094	C
B - Manby Road	612	153	1068	1838	0.333	612	1044	0.6	0.6	3.585	A
C - Port Service Access	21	5	1666	575	0.036	21	13	0.1	0.1	10.413	B
D - A160	1082	271	371	2022	0.535	1082	1316	1.7	1.7	5.842	A
E - Conco Access	6	1	1448	1647	0.003	6	6	0.0	0.0	3.132	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1353	338	374	1926	0.702	1376	817	9.2	3.3	9.360	A
B - Manby Road	500	125	888	1941	0.257	501	863	0.6	0.4	3.052	A
C - Port Service Access	17	4	1378	687	0.025	17	11	0.1	0.0	8.617	A
D - A160	884	221	305	2057	0.430	886	1090	1.7	1.2	4.699	A
E - Conco Access	4	1	1186	1788	0.003	4	5	0.0	0.0	2.885	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1133	283	313	1958	0.579	1139	683	3.3	1.9	6.078	A
B - Manby Road	419	105	735	2030	0.206	419	717	0.4	0.3	2.732	A
C - Port Service Access	14	4	1145	777	0.018	14	9	0.0	0.0	7.568	A
D - A160	740	185	254	2083	0.355	741	905	1.2	0.8	4.095	A
E - Conco Access	4	0.94	992	1892	0.002	4	4	0.0	0.0	2.722	A

Appendix TN2 L

A160/ Humber Road/ Manby Road Average Flows Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Humber Road-Manby Road.j10
Path: P:\23000's\23325\Junction Assessment\3 Average Flow Assessment
Report generation date: 22/11/2023 12:47:10

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Humber Road	1.4	5.94	0.44	3.0	8.35	0.68
B - Manby Road	0.8	3.71	0.40	0.4	3.15	0.26
C - Port Service Access	0.1	12.22	0.03	0.0	8.68	0.03
D - A160	1.3	4.96	0.48	1.2	4.77	0.43
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
A - Humber Road	1.5	6.18	0.46	3.5	9.34	0.71
B - Manby Road	0.9	3.89	0.43	0.5	3.25	0.27
C - Port Service Access	0.1	12.83	0.03	0.1	9.04	0.03
D - A160	1.4	5.24	0.50	1.3	4.97	0.45
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - Humber Road	1.6	6.28	0.48	5.6	13.59	0.81
B - Manby Road	1.2	4.34	0.50	0.5	3.35	0.30
C - Port Service Access	0.1	14.40	0.03	0.1	9.58	0.03
D - A160	1.7	5.88	0.55	1.4	5.17	0.48
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - Humber Road	1.7	6.38	0.50	6.2	14.74	0.83
B - Manby Road	1.2	4.41	0.51	0.5	3.39	0.31
C - Port Service Access	0.1	14.65	0.03	0.1	9.75	0.03
D - A160	1.8	6.15	0.57	1.5	5.40	0.50
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base					
A - Humber Road	1.8	6.62	0.49	4.5	11.44	0.76
B - Manby Road	1.0	4.21	0.46	0.5	3.43	0.30
C - Port Service Access	0.1	13.87	0.03	0.1	9.59	0.03
D - A160	1.6	5.73	0.54	1.4	5.28	0.48
E - Conco Access	0.0	0.00	0.00	0.0	2.99	0.00
	2032 Base + Committed					
A - Humber Road	1.9	6.75	0.52	8.1	18.70	0.86
B - Manby Road	1.4	4.77	0.54	0.6	3.54	0.33
C - Port Service Access	0.1	15.71	0.03	0.1	10.20	0.04
D - A160	2.0	6.52	0.59	1.6	5.54	0.51
E - Conco Access	0.0	0.00	0.00	0.0	3.08	0.00
	2032 Base + Committed + Development					
A - Humber Road	2.0	6.87	0.53	9.1	20.82	0.88
B - Manby Road	1.4	4.85	0.54	0.6	3.58	0.33
C - Port Service Access	0.1	16.01	0.04	0.1	10.39	0.04
D - A160	2.1	6.83	0.61	1.7	5.79	0.53
E - Conco Access	0.0	0.00	0.00	0.0	3.12	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.94	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Humber Road		
B	Manby Road		
C	Port Service Access		
D	A160		
E	Conco Access		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Humber Road	7.00	7.00	0.0	35.0	86.0	36.0		
B - Manby Road	7.20	8.30	5.0	57.0	86.0	30.0		
C - Port Service Access	3.00	8.10	4.5	17.2	87.0	33.0		
D - A160	7.00	8.12	4.0	21.0	86.0	41.0		
E - Conco Access	7.80	9.70	15.0	10.0	86.0	52.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Humber Road	0.521	2121
B - Manby Road	0.576	2453
C - Port Service Access	0.387	1220
D - A160	0.527	2218
E - Conco Access	0.538	2426

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	789	100.000
B - Manby Road		ONE HOUR	✓	730	100.000
C - Port Service Access		ONE HOUR	✓	14	100.000
D - A160		ONE HOUR	✓	850	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	19	87	2	681	0
	B - Manby Road	426	6	2	296	0
	C - Port Service Access	9	0	0	5	0
	D - A160	597	224	7	17	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	100	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.44	5.94	1.4	A	724	1086
B - Manby Road	0.40	3.71	0.8	A	670	1005
C - Port Service Access	0.03	12.22	0.1	B	13	19
D - A160	0.48	4.96	1.3	A	780	1170
E - Conco Access	0.00	0.00	0.0	A	0	0

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Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	594	149	190	2022	0.294	591	788	0.0	0.8	4.584	A
B - Manby Road	550	137	544	2139	0.257	548	238	0.0	0.4	2.766	A
C - Port Service Access	11	3	1083	801	0.013	10	8	0.0	0.0	9.109	A
D - A160	640	160	345	2035	0.314	637	749	0.0	0.6	3.595	A
E - Conco Access	0	0	979	1899	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	709	177	228	2002	0.354	708	944	0.8	1.0	5.077	A
B - Manby Road	656	164	652	2077	0.316	656	285	0.4	0.6	3.097	A
C - Port Service Access	13	3	1298	718	0.018	13	10	0.0	0.0	10.208	B
D - A160	764	191	413	2000	0.382	763	897	0.6	0.9	4.069	A
E - Conco Access	0	0	1172	1795	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	869	217	279	1976	0.440	867	1155	1.0	1.4	5.921	A
B - Manby Road	804	201	798	1993	0.403	803	348	0.6	0.8	3.697	A
C - Port Service Access	15	4	1588	605	0.025	15	12	0.0	0.1	12.202	B
D - A160	936	234	506	1951	0.480	934	1098	0.9	1.3	4.944	A
E - Conco Access	0	0	1434	1654	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	869	217	280	1975	0.440	869	1157	1.4	1.4	5.938	A
B - Manby Road	804	201	799	1992	0.403	804	349	0.8	0.8	3.706	A
C - Port Service Access	15	4	1591	604	0.026	15	12	0.1	0.1	12.225	B
D - A160	936	234	506	1950	0.480	936	1100	1.3	1.3	4.961	A
E - Conco Access	0	0	1437	1653	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	709	177	229	2002	0.354	711	947	1.4	1.0	5.099	A
B - Manby Road	656	164	654	2076	0.316	657	286	0.8	0.6	3.107	A
C - Port Service Access	13	3	1302	716	0.018	13	10	0.1	0.0	10.232	B
D - A160	764	191	414	1999	0.382	766	900	1.3	0.9	4.087	A
E - Conco Access	0	0	1175	1793	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	594	149	191	2021	0.294	595	792	1.0	0.8	4.610	A
B - Manby Road	550	137	547	2137	0.257	550	239	0.6	0.4	2.778	A
C - Port Service Access	11	3	1089	798	0.013	11	8	0.0	0.0	9.138	A
D - A160	640	160	347	2035	0.315	641	753	0.9	0.6	3.616	A
E - Conco Access	0	0	984	1897	0.000	0	4	0.0	0.0	0.000	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1188	100.000
B - Manby Road		ONE HOUR	✓	454	100.000
C - Port Service Access		ONE HOUR	✓	18	100.000
D - A160		ONE HOUR	✓	809	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	72	388	0	728	0
	B - Manby Road	170	12	2	270	0
	C - Port Service Access	0	7	0	11	0
	D - A160	486	302	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.68	8.35	3.0	A	1090	1635
B - Manby Road	0.26	3.15	0.4	A	417	625
C - Port Service Access	0.03	8.68	0.0	A	17	25
D - A160	0.43	4.77	1.2	A	742	1114
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	894	224	253	1990	0.450	890	546	0.0	1.2	4.692	A
B - Manby Road	342	85	611	2101	0.163	341	531	0.0	0.2	2.570	A
C - Port Service Access	14	3	944	855	0.016	13	7	0.0	0.0	6.845	A
D - A160	609	152	196	2114	0.288	607	762	0.0	0.6	3.716	A
E - Conco Access	0	0	799	1996	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1068	267	303	1963	0.544	1066	654	1.2	1.7	5.758	A
B - Manby Road	408	102	732	2031	0.201	408	636	0.2	0.3	2.788	A
C - Port Service Access	16	4	1131	782	0.021	16	9	0.0	0.0	7.514	A
D - A160	727	182	234	2094	0.347	726	913	0.6	0.8	4.103	A
E - Conco Access	0	0	956	1911	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1308	327	370	1928	0.678	1303	800	1.7	3.0	8.222	A
B - Manby Road	500	125	895	1937	0.258	499	778	0.3	0.4	3.148	A
C - Port Service Access	20	5	1383	685	0.029	20	11	0.0	0.0	8.660	A
D - A160	891	223	287	2066	0.431	889	1116	0.8	1.2	4.762	A
E - Conco Access	0	0	1171	1796	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1308	327	371	1928	0.679	1308	802	3.0	3.0	8.351	A
B - Manby Road	500	125	898	1935	0.258	500	781	0.4	0.4	3.152	A
C - Port Service Access	20	5	1387	683	0.029	20	11	0.0	0.0	8.679	A
D - A160	891	223	287	2066	0.431	891	1120	1.2	1.2	4.775	A
E - Conco Access	0	0	1173	1795	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1068	267	304	1963	0.544	1073	656	3.0	1.7	5.855	A
B - Manby Road	408	102	737	2028	0.201	409	640	0.4	0.3	2.797	A
C - Port Service Access	16	4	1137	780	0.021	16	9	0.0	0.0	7.539	A
D - A160	727	182	235	2094	0.347	729	918	1.2	0.8	4.115	A
E - Conco Access	0	0	959	1910	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	894	224	254	1989	0.450	897	549	1.7	1.2	4.753	A
B - Manby Road	342	85	616	2098	0.163	342	535	0.3	0.2	2.579	A
C - Port Service Access	14	3	950	852	0.016	14	8	0.0	0.0	6.867	A
D - A160	609	152	197	2114	0.288	610	767	0.8	0.6	3.733	A
E - Conco Access	0	0	803	1994	0.000	0	4	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	822	100.000
B - Manby Road		ONE HOUR	✓	762	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	888	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	19	90	2	711	0
	B - Manby Road	445	6	2	309	0
	C - Port Service Access	10	0	0	5	0
	D - A160	624	234	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	100	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.46	6.18	1.5	A	754	1131
B - Manby Road	0.43	3.89	0.9	A	699	1049
C - Port Service Access	0.03	12.83	0.1	B	14	21
D - A160	0.50	5.24	1.4	A	815	1222
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	619	155	199	2018	0.307	616	824	0.0	0.8	4.681	A
B - Manby Road	574	143	567	2126	0.270	572	247	0.0	0.5	2.832	A
C - Port Service Access	11	3	1131	783	0.014	11	8	0.0	0.0	9.333	A
D - A160	669	167	360	2028	0.330	666	782	0.0	0.7	3.688	A
E - Conco Access	0	0	1022	1876	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	739	185	238	1997	0.370	738	986	0.8	1.1	5.218	A
B - Manby Road	685	171	680	2061	0.332	684	296	0.5	0.6	3.198	A
C - Port Service Access	13	3	1354	696	0.019	13	10	0.0	0.0	10.548	B
D - A160	798	200	431	1990	0.401	797	936	0.7	0.9	4.216	A
E - Conco Access	0	0	1224	1767	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	905	226	291	1969	0.460	903	1207	1.1	1.5	6.156	A
B - Manby Road	839	210	832	1974	0.425	838	363	0.6	0.9	3.875	A
C - Port Service Access	17	4	1657	579	0.029	16	12	0.0	0.1	12.806	B
D - A160	978	244	528	1939	0.504	976	1146	0.9	1.4	5.214	A
E - Conco Access	0	0	1498	1620	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	905	226	292	1969	0.460	905	1209	1.5	1.5	6.180	A
B - Manby Road	839	210	833	1973	0.425	839	363	0.9	0.9	3.885	A
C - Port Service Access	17	4	1660	577	0.029	17	12	0.1	0.1	12.834	B
D - A160	978	244	528	1939	0.504	978	1148	1.4	1.4	5.237	A
E - Conco Access	0	0	1501	1619	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	739	185	239	1997	0.370	741	989	1.5	1.1	5.244	A
B - Manby Road	685	171	682	2060	0.333	686	297	0.9	0.6	3.209	A
C - Port Service Access	13	3	1358	694	0.019	14	10	0.1	0.0	10.577	B
D - A160	798	200	432	1990	0.401	800	940	1.4	0.9	4.240	A
E - Conco Access	0	0	1228	1765	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	619	155	200	2017	0.307	620	828	1.1	0.8	4.712	A
B - Manby Road	574	143	571	2124	0.270	574	249	0.6	0.5	2.843	A
C - Port Service Access	11	3	1137	780	0.014	11	8	0.0	0.0	9.367	A
D - A160	669	167	362	2027	0.330	670	786	0.9	0.7	3.713	A
E - Conco Access	0	0	1028	1873	0.000	0	4	0.0	0.0	0.000	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1240	100.000
B - Manby Road		ONE HOUR	✓	474	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	844	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	76	404	0	760	0
	B - Manby Road	177	13	2	282	0
	C - Port Service Access	0	7	0	12	0
	D - A160	507	316	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.71	9.34	3.5	A	1138	1707
B - Manby Road	0.27	3.25	0.5	A	435	652
C - Port Service Access	0.03	9.04	0.1	A	17	26
D - A160	0.45	4.97	1.3	A	774	1162
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	934	233	264	1984	0.471	928	570	0.0	1.3	4.888	A
B - Manby Road	357	89	638	2085	0.171	356	554	0.0	0.3	2.615	A
C - Port Service Access	14	4	986	838	0.017	14	7	0.0	0.0	7.002	A
D - A160	635	159	205	2110	0.301	633	796	0.0	0.7	3.793	A
E - Conco Access	0	0	834	1977	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1115	279	316	1956	0.570	1112	682	1.3	1.9	6.119	A
B - Manby Road	426	107	764	2013	0.212	426	664	0.3	0.3	2.851	A
C - Port Service Access	17	4	1181	763	0.022	17	9	0.0	0.0	7.736	A
D - A160	759	190	245	2088	0.363	758	953	0.7	0.9	4.214	A
E - Conco Access	0	0	999	1889	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1365	341	387	1920	0.711	1359	835	1.9	3.4	9.144	A
B - Manby Road	522	130	934	1915	0.273	521	812	0.3	0.5	3.247	A
C - Port Service Access	21	5	1444	661	0.032	21	11	0.0	0.1	9.012	A
D - A160	929	232	300	2059	0.451	928	1165	0.9	1.3	4.950	A
E - Conco Access	0	0	1222	1768	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1365	341	388	1919	0.711	1365	837	3.4	3.5	9.340	A
B - Manby Road	522	130	938	1913	0.273	522	815	0.5	0.5	3.252	A
C - Port Service Access	21	5	1449	659	0.032	21	11	0.1	0.1	9.038	A
D - A160	929	232	301	2059	0.451	929	1169	1.3	1.3	4.965	A
E - Conco Access	0	0	1224	1767	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1115	279	317	1956	0.570	1121	685	3.5	1.9	6.250	A
B - Manby Road	426	107	770	2009	0.212	427	668	0.5	0.3	2.861	A
C - Port Service Access	17	4	1188	760	0.022	17	9	0.1	0.0	7.766	A
D - A160	759	190	246	2088	0.363	760	959	1.3	0.9	4.230	A
E - Conco Access	0	0	1002	1887	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	934	233	265	1983	0.471	936	573	1.9	1.3	4.964	A
B - Manby Road	357	89	643	2082	0.171	357	558	0.3	0.3	2.624	A
C - Port Service Access	14	4	993	836	0.017	14	8	0.0	0.0	7.027	A
D - A160	635	159	206	2109	0.301	636	801	0.9	0.7	3.810	A
E - Conco Access	0	0	838	1975	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	864	100.000
B - Manby Road		ONE HOUR	✓	893	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	939	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	120	2	721	0
	B - Manby Road	551	6	2	334	0
	C - Port Service Access	10	0	0	5	0
	D - A160	664	245	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	25	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	45	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.48	6.28	1.6	A	793	1189
B - Manby Road	0.50	4.34	1.2	A	819	1229
C - Port Service Access	0.03	14.40	0.1	B	14	21
D - A160	0.55	5.88	1.7	A	862	1292
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	650	163	207	2013	0.323	647	934	0.0	0.8	4.637	A
B - Manby Road	672	168	576	2121	0.317	670	278	0.0	0.5	2.936	A
C - Port Service Access	11	3	1238	741	0.015	11	8	0.0	0.0	9.864	A
D - A160	707	177	441	1985	0.356	704	808	0.0	0.8	3.862	A
E - Conco Access	0	0	1141	1812	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	777	194	248	1992	0.390	776	1119	0.8	1.1	5.217	A
B - Manby Road	803	201	690	2055	0.391	802	333	0.5	0.8	3.401	A
C - Port Service Access	13	3	1482	646	0.021	13	10	0.0	0.0	11.376	B
D - A160	844	211	528	1939	0.435	843	968	0.8	1.1	4.515	A
E - Conco Access	0	0	1366	1691	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	951	238	303	1963	0.485	949	1369	1.1	1.6	6.251	A
B - Manby Road	983	246	845	1966	0.500	982	408	0.8	1.2	4.324	A
C - Port Service Access	17	4	1814	518	0.032	16	12	0.0	0.1	14.357	B
D - A160	1034	258	646	1877	0.551	1031	1184	1.1	1.7	5.845	A
E - Conco Access	0	0	1672	1526	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	951	238	304	1963	0.485	951	1372	1.6	1.6	6.278	A
B - Manby Road	983	246	847	1965	0.500	983	408	1.2	1.2	4.342	A
C - Port Service Access	17	4	1818	517	0.032	17	12	0.1	0.1	14.398	B
D - A160	1034	258	647	1876	0.551	1034	1187	1.7	1.7	5.881	A
E - Conco Access	0	0	1676	1524	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	777	194	249	1992	0.390	779	1123	1.6	1.1	5.245	A
B - Manby Road	803	201	693	2053	0.391	804	334	1.2	0.8	3.420	A
C - Port Service Access	13	3	1488	644	0.021	14	10	0.1	0.0	11.418	B
D - A160	844	211	530	1938	0.436	847	971	1.7	1.1	4.550	A
E - Conco Access	0	0	1372	1688	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	650	163	208	2013	0.323	652	939	1.1	0.8	4.671	A
B - Manby Road	672	168	580	2119	0.317	673	280	0.8	0.6	2.953	A
C - Port Service Access	11	3	1245	738	0.015	11	8	0.0	0.0	9.906	A
D - A160	707	177	443	1984	0.356	708	813	1.1	0.8	3.887	A
E - Conco Access	0	0	1148	1808	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	9.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1398	100.000
B - Manby Road		ONE HOUR	✓	521	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	889	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	85	524	0	789	0
	B - Manby Road	212	13	2	294	0
	C - Port Service Access	0	7	0	12	0
	D - A160	516	352	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	57	0
	B - Manby Road	28	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.81	13.59	5.6	B	1283	1924
B - Manby Road	0.30	3.35	0.5	A	478	717
C - Port Service Access	0.03	9.58	0.1	A	17	26
D - A160	0.48	5.17	1.4	A	816	1224
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1052	263	291	1970	0.534	1046	610	0.0	1.5	5.294	A
B - Manby Road	392	98	666	2069	0.190	391	671	0.0	0.3	2.625	A
C - Port Service Access	14	4	1050	814	0.018	14	7	0.0	0.0	7.217	A
D - A160	669	167	238	2092	0.320	666	826	0.0	0.7	3.818	A
E - Conco Access	0	0	900	1941	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1257	314	348	1940	0.648	1253	730	1.5	2.5	7.127	A
B - Manby Road	468	117	798	1993	0.235	468	804	0.3	0.4	2.889	A
C - Port Service Access	17	4	1257	734	0.023	17	9	0.0	0.0	8.053	A
D - A160	799	200	285	2067	0.387	798	989	0.7	0.9	4.296	A
E - Conco Access	0	0	1078	1846	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1539	385	426	1899	0.811	1527	893	2.5	5.4	12.836	B
B - Manby Road	574	143	972	1893	0.303	573	981	0.4	0.5	3.337	A
C - Port Service Access	21	5	1534	626	0.033	21	11	0.0	0.1	9.532	A
D - A160	979	245	348	2034	0.481	977	1207	0.9	1.4	5.153	A
E - Conco Access	0	0	1320	1716	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1539	385	427	1899	0.811	1538	895	5.4	5.6	13.586	B
B - Manby Road	574	143	979	1889	0.304	574	986	0.5	0.5	3.350	A
C - Port Service Access	21	5	1542	623	0.034	21	11	0.1	0.1	9.580	A
D - A160	979	245	349	2033	0.481	979	1214	1.4	1.4	5.172	A
E - Conco Access	0	0	1322	1714	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1257	314	350	1939	0.648	1269	733	5.6	2.6	7.470	A
B - Manby Road	468	117	808	1987	0.236	469	811	0.5	0.4	2.902	A
C - Port Service Access	17	4	1268	729	0.023	17	9	0.1	0.0	8.102	A
D - A160	799	200	286	2067	0.387	801	999	1.4	1.0	4.315	A
E - Conco Access	0	0	1082	1843	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1052	263	293	1969	0.535	1056	613	2.6	1.6	5.416	A
B - Manby Road	392	98	673	2065	0.190	393	676	0.4	0.3	2.634	A
C - Port Service Access	14	4	1058	811	0.018	14	8	0.0	0.0	7.248	A
D - A160	669	167	239	2091	0.320	670	833	1.0	0.7	3.841	A
E - Conco Access	0	0	906	1939	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	884	100.000
B - Manby Road		ONE HOUR	✓	897	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	966	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	124	2	737	0
	B - Manby Road	555	6	2	334	0
	C - Port Service Access	10	0	0	5	0
	D - A160	691	245	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	24	100	90	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	46	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.50	6.38	1.7	A	811	1217
B - Manby Road	0.51	4.41	1.2	A	823	1235
C - Port Service Access	0.03	14.65	0.1	B	14	21
D - A160	0.57	6.15	1.8	A	886	1330
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	666	166	207	2013	0.331	662	958	0.0	0.9	4.661	A
B - Manby Road	675	169	588	2114	0.319	673	281	0.0	0.6	2.956	A
C - Port Service Access	11	3	1253	735	0.015	11	8	0.0	0.0	9.943	A
D - A160	727	182	444	1983	0.367	724	820	0.0	0.8	3.949	A
E - Conco Access	0	0	1164	1799	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	795	199	248	1992	0.399	794	1147	0.9	1.2	5.261	A
B - Manby Road	806	202	705	2047	0.394	806	337	0.6	0.8	3.434	A
C - Port Service Access	13	3	1500	639	0.021	13	10	0.0	0.0	11.502	B
D - A160	868	217	532	1937	0.448	867	982	0.8	1.1	4.652	A
E - Conco Access	0	0	1394	1676	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	973	243	303	1963	0.496	971	1403	1.2	1.7	6.349	A
B - Manby Road	988	247	862	1956	0.505	986	412	0.8	1.2	4.387	A
C - Port Service Access	17	4	1836	509	0.032	16	12	0.0	0.1	14.605	B
D - A160	1064	266	651	1874	0.567	1061	1202	1.1	1.8	6.106	A
E - Conco Access	0	0	1706	1508	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	973	243	304	1963	0.496	973	1406	1.7	1.7	6.378	A
B - Manby Road	988	247	864	1955	0.505	988	413	1.2	1.2	4.407	A
C - Port Service Access	17	4	1840	508	0.033	17	12	0.1	0.1	14.647	B
D - A160	1064	266	652	1874	0.568	1064	1204	1.8	1.8	6.151	A
E - Conco Access	0	0	1710	1506	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	795	199	249	1992	0.399	797	1151	1.7	1.2	5.295	A
B - Manby Road	806	202	708	2045	0.394	808	338	1.2	0.8	3.453	A
C - Port Service Access	13	3	1506	637	0.021	14	10	0.1	0.0	11.544	B
D - A160	868	217	533	1936	0.449	871	986	1.8	1.1	4.690	A
E - Conco Access	0	0	1400	1673	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	666	166	208	2013	0.331	667	963	1.2	0.9	4.693	A
B - Manby Road	675	169	592	2112	0.320	676	283	0.8	0.6	2.971	A
C - Port Service Access	11	3	1260	732	0.015	11	8	0.0	0.0	9.986	A
D - A160	727	182	446	1982	0.367	729	825	1.1	0.8	3.981	A
E - Conco Access	0	0	1171	1796	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	9.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1423	100.000
B - Manby Road		ONE HOUR	✓	525	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	923	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	85	528	0	810	0
	B - Manby Road	216	13	2	294	0
	C - Port Service Access	0	7	0	12	0
	D - A160	550	352	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	58	0
	B - Manby Road	27	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	88	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.83	14.74	6.2	B	1306	1959
B - Manby Road	0.31	3.39	0.5	A	482	723
C - Port Service Access	0.03	9.75	0.1	A	17	26
D - A160	0.50	5.40	1.5	A	847	1270
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1071	268	291	1970	0.544	1065	638	0.0	1.6	5.425	A
B - Manby Road	395	99	682	2060	0.192	394	674	0.0	0.3	2.637	A
C - Port Service Access	14	4	1068	807	0.018	14	7	0.0	0.0	7.282	A
D - A160	695	174	241	2091	0.332	692	842	0.0	0.8	3.911	A
E - Conco Access	0	0	929	1926	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1279	320	348	1940	0.660	1275	764	1.6	2.6	7.394	A
B - Manby Road	472	118	816	1982	0.238	472	807	0.3	0.4	2.908	A
C - Port Service Access	17	4	1279	725	0.024	17	9	0.0	0.0	8.151	A
D - A160	830	207	288	2066	0.402	829	1008	0.8	1.0	4.428	A
E - Conco Access	0	0	1112	1827	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1567	392	426	1899	0.825	1553	935	2.6	6.0	13.782	B
B - Manby Road	578	145	995	1880	0.307	577	985	0.4	0.5	3.372	A
C - Port Service Access	21	5	1561	616	0.034	21	11	0.0	0.1	9.696	A
D - A160	1016	254	352	2032	0.500	1014	1229	1.0	1.5	5.379	A
E - Conco Access	0	0	1361	1694	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1567	392	427	1899	0.825	1566	937	6.0	6.2	14.739	B
B - Manby Road	578	145	1002	1875	0.308	578	991	0.5	0.5	3.386	A
C - Port Service Access	21	5	1569	613	0.034	21	11	0.1	0.1	9.752	A
D - A160	1016	254	353	2031	0.500	1016	1237	1.5	1.5	5.400	A
E - Conco Access	0	0	1364	1692	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1279	320	350	1939	0.660	1293	767	6.2	2.7	7.809	A
B - Manby Road	472	118	828	1976	0.239	473	815	0.5	0.4	2.926	A
C - Port Service Access	17	4	1291	720	0.024	17	9	0.1	0.0	8.207	A
D - A160	830	207	290	2065	0.402	832	1019	1.5	1.0	4.452	A
E - Conco Access	0	0	1117	1825	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1071	268	293	1969	0.544	1076	642	2.7	1.7	5.558	A
B - Manby Road	395	99	689	2056	0.192	396	680	0.4	0.3	2.648	A
C - Port Service Access	14	4	1077	803	0.018	14	8	0.0	0.0	7.313	A
D - A160	695	174	242	2090	0.333	696	849	1.0	0.8	3.936	A
E - Conco Access	0	0	934	1923	0.000	0	4	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	877	100.000
B - Manby Road		ONE HOUR	✓	812	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	947	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	96	3	757	0
	B - Manby Road	474	6	3	329	0
	C - Port Service Access	10	0	0	5	0
	D - A160	665	250	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	100	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.49	6.62	1.8	A	805	1207
B - Manby Road	0.46	4.21	1.0	A	745	1118
C - Port Service Access	0.03	13.87	0.1	B	14	21
D - A160	0.54	5.73	1.6	A	869	1303
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	660	165	212	2011	0.328	657	877	0.0	0.9	4.844	A
B - Manby Road	611	153	605	2104	0.291	609	264	0.0	0.5	2.944	A
C - Port Service Access	11	3	1204	754	0.015	11	10	0.0	0.0	9.689	A
D - A160	713	178	383	2015	0.354	710	832	0.0	0.8	3.848	A
E - Conco Access	0	0	1090	1840	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	788	197	254	1989	0.396	787	1051	0.9	1.2	5.466	A
B - Manby Road	730	182	725	2035	0.359	729	316	0.5	0.7	3.373	A
C - Port Service Access	13	3	1442	662	0.020	13	13	0.0	0.0	11.101	B
D - A160	851	213	459	1975	0.431	850	996	0.8	1.0	4.468	A
E - Conco Access	0	0	1305	1724	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	966	241	311	1959	0.493	963	1286	1.2	1.8	6.589	A
B - Manby Road	894	224	888	1942	0.460	893	387	0.7	1.0	4.197	A
C - Port Service Access	17	4	1765	537	0.031	16	15	0.0	0.1	13.828	B
D - A160	1043	261	562	1921	0.543	1040	1220	1.0	1.6	5.699	A
E - Conco Access	0	0	1596	1567	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	966	241	312	1959	0.493	966	1288	1.8	1.8	6.619	A
B - Manby Road	894	224	890	1940	0.461	894	388	1.0	1.0	4.211	A
C - Port Service Access	17	4	1768	536	0.031	17	15	0.1	0.1	13.866	B
D - A160	1043	261	563	1921	0.543	1043	1222	1.6	1.6	5.731	A
E - Conco Access	0	0	1600	1565	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	788	197	255	1988	0.397	791	1054	1.8	1.2	5.502	A
B - Manby Road	730	182	728	2033	0.359	731	317	1.0	0.7	3.388	A
C - Port Service Access	13	3	1447	660	0.020	14	13	0.1	0.0	11.141	B
D - A160	851	213	460	1975	0.431	854	1000	1.6	1.1	4.498	A
E - Conco Access	0	0	1309	1721	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	660	165	213	2010	0.328	661	882	1.2	0.9	4.882	A
B - Manby Road	611	153	609	2102	0.291	612	265	0.7	0.5	2.961	A
C - Port Service Access	11	3	1211	751	0.015	11	11	0.0	0.0	9.728	A
D - A160	713	178	385	2014	0.354	714	837	1.1	0.8	3.874	A
E - Conco Access	0	0	1096	1836	0.000	0	4	0.0	0.0	0.000	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	7.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1319	100.000
B - Manby Road		ONE HOUR	✓	505	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	897	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	80	430	0	809	0
	B - Manby Road	188	14	3	300	0
	C - Port Service Access	0	7	0	12	0
	D - A160	539	336	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.76	11.44	4.5	B	1210	1816
B - Manby Road	0.30	3.43	0.5	A	463	695
C - Port Service Access	0.03	9.59	0.1	A	17	26
D - A160	0.48	5.28	1.4	A	823	1235
E - Conco Access	0.00	2.99	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	993	248	284	1973	0.503	987	605	0.0	1.4	5.227	A
B - Manby Road	380	95	680	2061	0.184	379	591	0.0	0.3	2.691	A
C - Port Service Access	14	4	1050	814	0.018	14	9	0.0	0.0	7.219	A
D - A160	675	169	217	2103	0.321	672	848	0.0	0.7	3.913	A
E - Conco Access	4	0.94	885	1950	0.002	4	4	0.0	0.0	2.642	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1186	296	340	1944	0.610	1183	725	1.4	2.2	6.782	A
B - Manby Road	454	113	815	1983	0.229	454	708	0.3	0.4	2.959	A
C - Port Service Access	17	4	1258	733	0.023	17	11	0.0	0.0	8.058	A
D - A160	806	202	259	2081	0.388	805	1016	0.7	1.0	4.393	A
E - Conco Access	4	1	1060	1855	0.002	4	4	0.0	0.0	2.778	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1452	363	417	1904	0.763	1443	887	2.2	4.4	11.041	B
B - Manby Road	556	139	995	1880	0.296	555	865	0.4	0.5	3.416	A
C - Port Service Access	21	5	1537	625	0.033	21	13	0.0	0.1	9.548	A
D - A160	988	247	317	2050	0.482	986	1241	1.0	1.4	5.263	A
E - Conco Access	6	1	1298	1728	0.003	6	5	0.0	0.0	2.985	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1452	363	417	1904	0.763	1452	888	4.4	4.5	11.438	B
B - Manby Road	556	139	1001	1876	0.296	556	869	0.5	0.5	3.427	A
C - Port Service Access	21	5	1543	623	0.034	21	13	0.1	0.1	9.588	A
D - A160	988	247	318	2050	0.482	988	1246	1.4	1.4	5.281	A
E - Conco Access	6	1	1300	1726	0.003	6	6	0.0	0.0	2.987	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1186	296	341	1943	0.610	1195	727	4.5	2.3	7.001	A
B - Manby Road	454	113	823	1979	0.229	455	713	0.5	0.4	2.973	A
C - Port Service Access	17	4	1267	730	0.023	17	11	0.1	0.0	8.099	A
D - A160	806	202	261	2080	0.388	808	1024	1.4	1.0	4.416	A
E - Conco Access	4	1	1064	1853	0.002	4	5	0.0	0.0	2.781	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	993	248	286	1972	0.503	996	608	2.3	1.5	5.327	A
B - Manby Road	380	95	687	2057	0.185	381	595	0.4	0.3	2.700	A
C - Port Service Access	14	4	1058	811	0.018	14	9	0.0	0.0	7.250	A
D - A160	675	169	218	2103	0.321	676	854	1.0	0.7	3.936	A
E - Conco Access	4	0.94	890	1947	0.002	4	4	0.0	0.0	2.646	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	919	100.000
B - Manby Road		ONE HOUR	✓	943	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	998	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	22	126	3	768	0
	B - Manby Road	580	6	3	354	0
	C - Port Service Access	10	0	0	5	0
	D - A160	706	260	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	25	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	45	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.52	6.75	1.9	A	843	1265
B - Manby Road	0.54	4.77	1.4	A	865	1298
C - Port Service Access	0.03	15.71	0.1	C	14	21
D - A160	0.59	6.52	2.0	A	916	1374
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	692	173	220	2007	0.345	688	988	0.0	0.9	4.808	A
B - Manby Road	710	177	614	2099	0.338	708	294	0.0	0.6	3.060	A
C - Port Service Access	11	3	1311	713	0.016	11	10	0.0	0.0	10.263	B
D - A160	751	188	464	1973	0.381	748	859	0.0	0.8	4.034	A
E - Conco Access	0	0	1208	1776	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	826	207	263	1984	0.416	825	1183	0.9	1.2	5.479	A
B - Manby Road	848	212	736	2029	0.418	847	352	0.6	0.8	3.605	A
C - Port Service Access	13	3	1570	612	0.022	13	13	0.0	0.0	12.021	B
D - A160	897	224	555	1925	0.466	896	1029	0.8	1.2	4.807	A
E - Conco Access	0	0	1446	1648	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1012	253	322	1954	0.518	1009	1448	1.2	1.9	6.716	A
B - Manby Road	1038	260	901	1934	0.537	1036	430	0.8	1.4	4.741	A
C - Port Service Access	17	4	1921	476	0.035	16	15	0.0	0.1	15.649	C
D - A160	1099	275	679	1859	0.591	1096	1259	1.2	2.0	6.463	A
E - Conco Access	0	0	1769	1474	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1012	253	323	1953	0.518	1012	1451	1.9	1.9	6.754	A
B - Manby Road	1038	260	903	1933	0.537	1038	432	1.4	1.4	4.768	A
C - Port Service Access	17	4	1926	475	0.035	17	15	0.1	0.1	15.711	C
D - A160	1099	275	680	1859	0.591	1099	1262	2.0	2.0	6.520	A
E - Conco Access	0	0	1774	1472	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	826	207	264	1983	0.417	829	1188	1.9	1.3	5.516	A
B - Manby Road	848	212	739	2027	0.418	850	354	1.4	0.9	3.632	A
C - Port Service Access	13	3	1577	610	0.022	14	13	0.1	0.0	12.075	B
D - A160	897	224	557	1924	0.466	900	1033	2.0	1.2	4.856	A
E - Conco Access	0	0	1453	1644	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	692	173	221	2006	0.345	693	994	1.3	0.9	4.849	A
B - Manby Road	710	177	619	2096	0.339	711	296	0.9	0.6	3.080	A
C - Port Service Access	11	3	1319	710	0.016	11	11	0.0	0.0	10.313	B
D - A160	751	188	466	1972	0.381	753	864	1.2	0.9	4.069	A
E - Conco Access	0	0	1215	1772	0.000	0	4	0.0	0.0	0.000	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.69	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1477	100.000
B - Manby Road		ONE HOUR	✓	552	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	943	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	89	550	0	838	0
	B - Manby Road	223	14	3	312	0
	C - Port Service Access	0	7	0	12	0
	D - A160	549	372	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	57	0
	B - Manby Road	28	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.86	18.70	8.1	C	1355	2033
B - Manby Road	0.33	3.54	0.6	A	507	760
C - Port Service Access	0.04	10.20	0.1	B	17	26
D - A160	0.51	5.54	1.6	A	865	1298
E - Conco Access	0.00	3.08	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1112	278	311	1959	0.568	1105	645	0.0	1.8	5.718	A
B - Manby Road	416	104	708	2045	0.203	414	708	0.0	0.3	2.703	A
C - Port Service Access	14	4	1114	789	0.018	14	9	0.0	0.0	7.448	A
D - A160	710	177	250	2086	0.340	707	878	0.0	0.8	3.950	A
E - Conco Access	4	0.94	953	1913	0.002	4	4	0.0	0.0	2.692	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1328	332	373	1927	0.689	1323	773	1.8	2.9	8.088	A
B - Manby Road	496	124	848	1964	0.253	496	847	0.3	0.4	3.002	A
C - Port Service Access	17	4	1333	704	0.024	17	11	0.0	0.0	8.400	A
D - A160	848	212	299	2060	0.412	847	1052	0.8	1.1	4.496	A
E - Conco Access	4	1	1141	1812	0.002	4	4	0.0	0.0	2.844	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1626	407	456	1883	0.863	1608	945	2.9	7.6	16.800	C
B - Manby Road	608	152	1031	1859	0.327	607	1033	0.4	0.6	3.519	A
C - Port Service Access	21	5	1625	591	0.035	21	13	0.0	0.1	10.116	B
D - A160	1038	260	365	2025	0.513	1036	1280	1.1	1.6	5.511	A
E - Conco Access	6	1	1396	1675	0.003	6	5	0.0	0.0	3.079	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1626	407	457	1883	0.864	1624	948	7.6	8.1	18.705	C
B - Manby Road	608	152	1042	1853	0.328	608	1040	0.6	0.6	3.539	A
C - Port Service Access	21	5	1636	587	0.036	21	13	0.1	0.1	10.196	B
D - A160	1038	260	367	2024	0.513	1038	1290	1.6	1.6	5.536	A
E - Conco Access	6	1	1399	1673	0.003	6	6	0.0	0.0	3.083	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1328	332	374	1926	0.689	1348	777	8.1	3.1	8.783	A
B - Manby Road	496	124	864	1955	0.254	497	858	0.6	0.4	3.024	A
C - Port Service Access	17	4	1350	698	0.024	17	11	0.1	0.0	8.481	A
D - A160	848	212	301	2059	0.412	850	1066	1.6	1.1	4.524	A
E - Conco Access	4	1	1146	1809	0.002	4	5	0.0	0.0	2.849	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1112	278	313	1958	0.568	1117	649	3.1	1.8	5.889	A
B - Manby Road	416	104	716	2040	0.204	416	714	0.4	0.3	2.714	A
C - Port Service Access	14	4	1123	785	0.018	14	9	0.0	0.0	7.484	A
D - A160	710	177	251	2085	0.340	711	886	1.1	0.8	3.976	A
E - Conco Access	4	0.94	959	1910	0.002	4	4	0.0	0.0	2.697	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	939	100.000
B - Manby Road		ONE HOUR	✓	947	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	1024	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	22	130	3	784	0
	B - Manby Road	584	6	3	354	0
	C - Port Service Access	10	0	0	5	0
	D - A160	732	260	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	24	100	90	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	46	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.53	6.87	2.0	A	862	1292
B - Manby Road	0.54	4.85	1.4	A	869	1303
C - Port Service Access	0.04	16.01	0.1	C	14	21
D - A160	0.61	6.83	2.1	A	940	1409
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	707	177	220	2007	0.352	703	1011	0.0	0.9	4.834	A
B - Manby Road	713	178	626	2092	0.341	711	297	0.0	0.6	3.082	A
C - Port Service Access	11	3	1326	707	0.016	11	10	0.0	0.0	10.348	B
D - A160	771	193	467	1971	0.391	767	871	0.0	0.9	4.128	A
E - Conco Access	0	0	1230	1764	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	844	211	263	1984	0.425	843	1210	0.9	1.3	5.529	A
B - Manby Road	851	213	750	2021	0.421	850	355	0.6	0.9	3.641	A
C - Port Service Access	13	3	1588	605	0.022	13	13	0.0	0.0	12.162	B
D - A160	921	230	558	1923	0.479	919	1043	0.9	1.3	4.958	A
E - Conco Access	0	0	1473	1633	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1034	258	322	1954	0.529	1031	1480	1.3	1.9	6.832	A
B - Manby Road	1043	261	918	1924	0.542	1041	435	0.9	1.4	4.817	A
C - Port Service Access	17	4	1943	468	0.035	16	15	0.0	0.1	15.942	C
D - A160	1127	282	683	1857	0.607	1124	1276	1.3	2.1	6.769	A
E - Conco Access	0	0	1802	1456	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1034	258	323	1953	0.529	1034	1484	1.9	2.0	6.874	A
B - Manby Road	1043	261	920	1923	0.542	1043	436	1.4	1.4	4.847	A
C - Port Service Access	17	4	1948	466	0.035	17	15	0.1	0.1	16.008	C
D - A160	1127	282	685	1856	0.607	1127	1279	2.1	2.1	6.834	A
E - Conco Access	0	0	1807	1454	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	844	211	264	1983	0.426	847	1216	2.0	1.3	5.571	A
B - Manby Road	851	213	754	2019	0.422	853	357	1.4	0.9	3.669	A
C - Port Service Access	13	3	1595	603	0.022	14	13	0.1	0.0	12.219	B
D - A160	921	230	561	1922	0.479	924	1048	2.1	1.3	5.012	A
E - Conco Access	0	0	1480	1630	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	707	177	221	2006	0.352	708	1017	1.3	1.0	4.876	A
B - Manby Road	713	178	631	2089	0.341	714	299	0.9	0.6	3.102	A
C - Port Service Access	11	3	1334	704	0.016	11	11	0.0	0.0	10.400	B
D - A160	771	193	469	1970	0.391	772	876	1.3	0.9	4.168	A
E - Conco Access	0	0	1238	1760	0.000	0	4	0.0	0.0	0.000	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	12.79	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.79	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1502	100.000
B - Manby Road		ONE HOUR	✓	556	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	977	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	89	554	0	859	0
	B - Manby Road	227	14	3	312	0
	C - Port Service Access	0	7	0	12	0
	D - A160	583	372	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	58	0
	B - Manby Road	27	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	88	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.88	20.82	9.1	C	1378	2067
B - Manby Road	0.33	3.58	0.6	A	510	765
C - Port Service Access	0.04	10.39	0.1	B	17	26
D - A160	0.53	5.79	1.7	A	897	1345
E - Conco Access	0.00	3.12	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1131	283	311	1959	0.577	1123	674	0.0	1.8	5.867	A
B - Manby Road	419	105	724	2036	0.206	417	710	0.0	0.3	2.717	A
C - Port Service Access	14	4	1132	782	0.018	14	9	0.0	0.0	7.517	A
D - A160	736	184	253	2084	0.353	732	894	0.0	0.8	4.046	A
E - Conco Access	4	0.94	981	1898	0.002	4	4	0.0	0.0	2.714	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1350	338	373	1927	0.701	1345	807	1.8	3.1	8.425	A
B - Manby Road	500	125	867	1953	0.256	499	851	0.3	0.4	3.023	A
C - Port Service Access	17	4	1356	695	0.025	17	11	0.0	0.0	8.507	A
D - A160	878	220	302	2058	0.427	877	1070	0.8	1.1	4.638	A
E - Conco Access	4	1	1175	1794	0.003	4	4	0.0	0.0	2.873	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1654	413	456	1884	0.878	1632	987	3.1	8.5	18.291	C
B - Manby Road	612	153	1052	1847	0.331	611	1036	0.4	0.6	3.557	A
C - Port Service Access	21	5	1650	581	0.036	21	13	0.0	0.1	10.296	B
D - A160	1076	269	369	2023	0.532	1073	1302	1.1	1.7	5.762	A
E - Conco Access	6	1	1437	1653	0.003	6	5	0.0	0.0	3.121	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1654	413	457	1883	0.878	1651	990	8.5	9.1	20.818	C
B - Manby Road	612	153	1064	1840	0.333	612	1044	0.6	0.6	3.580	A
C - Port Service Access	21	5	1663	576	0.036	21	13	0.1	0.1	10.389	B
D - A160	1076	269	371	2022	0.532	1076	1313	1.7	1.7	5.794	A
E - Conco Access	6	1	1441	1651	0.003	6	6	0.0	0.0	3.125	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1350	338	374	1926	0.701	1373	811	9.1	3.3	9.296	A
B - Manby Road	500	125	885	1943	0.257	501	863	0.6	0.4	3.048	A
C - Port Service Access	17	4	1375	688	0.025	17	11	0.1	0.0	8.602	A
D - A160	878	220	305	2057	0.427	881	1087	1.7	1.1	4.670	A
E - Conco Access	4	1	1181	1791	0.003	4	5	0.0	0.0	2.881	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1131	283	313	1958	0.577	1136	678	3.3	1.9	6.059	A
B - Manby Road	419	105	732	2031	0.206	419	717	0.4	0.3	2.727	A
C - Port Service Access	14	4	1142	778	0.018	14	9	0.0	0.0	7.556	A
D - A160	736	184	254	2083	0.353	737	902	1.1	0.8	4.076	A
E - Conco Access	4	0.94	987	1895	0.002	4	4	0.0	0.0	2.721	A

Appendix TN2 M

A160/ Ulceby Road/ Habrough Road/ East Halton Road Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Habrough Road-Ulceby Road-E Halton Road.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 22/11/2023 11:24:59

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160 E	1.5	4.67	0.45	2.9	6.25	0.69
B - Habrough Road	0.6	6.09	0.37	0.2	5.66	0.17
C - A160 W	2.9	6.13	0.71	1.5	4.58	0.49
D - Ulceby Road	0.7	9.49	0.35	0.3	5.88	0.17
E - E Halton Road	0.9	8.96	0.41	0.7	5.64	0.40
	2025 Base					
A - A160 E	1.6	4.89	0.47	3.4	7.08	0.72
B - Habrough Road	0.7	6.51	0.40	0.2	6.04	0.18
C - A160 W	3.5	7.01	0.75	1.7	4.83	0.51
D - Ulceby Road	0.8	10.62	0.39	0.3	6.13	0.18
E - E Halton Road	1.0	9.91	0.45	0.8	5.97	0.42
	2025 Base + Committed					
A - A160 E	2.0	5.54	0.54	8.2	15.20	0.87
B - Habrough Road	0.8	7.61	0.44	0.3	8.31	0.24
C - A160 W	8.5	14.96	0.88	2.5	6.05	0.62
D - Ulceby Road	1.2	15.98	0.49	0.4	7.06	0.21
E - E Halton Road	1.6	13.96	0.56	1.4	8.31	0.56
	2025 Base + Committed + Development					
A - A160 E	2.1	5.64	0.55	9.1	16.61	0.88
B - Habrough Road	0.8	7.74	0.44	0.3	8.51	0.24
C - A160 W	9.7	16.78	0.90	2.7	6.36	0.63
D - Ulceby Road	1.3	16.78	0.50	0.4	7.25	0.21
E - E Halton Road	1.6	14.58	0.57	1.4	8.65	0.57
	2032 Base					
A - A160 E	1.8	5.28	0.51	4.5	8.86	0.78
B - Habrough Road	0.8	7.37	0.44	0.3	6.70	0.21
C - A160 W	4.8	9.04	0.80	1.9	5.27	0.55
D - Ulceby Road	1.0	12.96	0.45	0.4	6.54	0.20
E - E Halton Road	1.3	11.90	0.51	1.0	6.58	0.46
	2032 Base + Committed					
A - A160 E	2.3	6.05	0.57	14.0	24.98	0.93
B - Habrough Road	1.0	8.80	0.49	0.4	9.57	0.28
C - A160 W	15.3	26.00	0.94	2.9	6.76	0.65
D - Ulceby Road	1.7	21.63	0.58	0.4	7.62	0.23
E - E Halton Road	2.2	18.21	0.64	1.7	9.58	0.61
	2032 Base + Committed + Development					
A - A160 E	2.4	6.16	0.58	15.9	28.14	0.94
B - Habrough Road	1.0	8.96	0.49	0.4	9.80	0.28
C - A160 W	18.3	30.59	0.95	3.1	7.13	0.67
D - Ulceby Road	1.8	22.96	0.59	0.4	7.84	0.23
E - E Halton Road	2.3	19.18	0.65	1.8	10.02	0.62

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160 E		
B	Habrough Road		
C	A160 W		
D	Ulceby Road		
E	E Halton Road		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160 E	8.00	9.20	20.0	50.0	100.0	35.0		
B - Habrough Road	3.80	7.00	13.7	15.0	100.0	51.0		
C - A160 W	7.80	9.40	15.0	36.0	100.0	38.0		
D - Ulceby Road	3.90	6.90	10.2	33.0	100.0	35.0		
E - E Halton Road	3.60	7.50	12.5	27.0	100.0	38.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160 E	0.601	2762
B - Habrough Road	0.410	1554
C - A160 W	0.589	2708
D - Ulceby Road	0.444	1653
E - E Halton Road	0.440	1657

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1021	100.000
B - Habrough Road		ONE HOUR	✓	326	100.000
C - A160 W		ONE HOUR	✓	1581	100.000
D - Ulceby Road		ONE HOUR	✓	238	100.000
E - E Halton Road		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	30	866	67	56
	B - Habrough Road	148	0	55	4	119
	C - A160 W	1196	39	0	57	289
	D - Ulceby Road	115	9	87	0	27
	E - E Halton Road	69	46	205	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.45	4.67	1.5	A	937	1405
B - Habrough Road	0.37	6.09	0.6	A	299	449
C - A160 W	0.71	6.13	2.9	A	1451	2176
D - Ulceby Road	0.35	9.49	0.7	A	218	328
E - E Halton Road	0.41	8.96	0.9	A	305	457

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	298	2583	0.298	766	1147	0.0	0.8	3.529	A
B - Habrough Road	245	61	971	1156	0.212	244	93	0.0	0.3	4.071	A
C - A160 W	1190	298	306	2528	0.471	1186	909	0.0	1.1	3.212	A
D - Ulceby Road	179	45	1387	1038	0.173	178	105	0.0	0.3	5.381	A
E - E Halton Road	250	62	1197	1130	0.221	248	368	0.0	0.4	5.253	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	357	2547	0.360	917	1373	0.8	1.0	3.938	A
B - Habrough Road	293	73	1163	1077	0.272	293	111	0.3	0.4	4.735	A
C - A160 W	1421	355	366	2493	0.570	1419	1089	1.1	1.6	4.009	A
D - Ulceby Road	214	53	1660	917	0.233	213	126	0.3	0.4	6.582	A
E - E Halton Road	298	75	1433	1026	0.291	298	441	0.4	0.5	6.363	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	436	2500	0.450	1122	1679	1.0	1.4	4.659	A
B - Habrough Road	359	90	1423	970	0.370	358	136	0.4	0.6	6.060	A
C - A160 W	1741	435	448	2444	0.712	1735	1333	1.6	2.9	6.035	A
D - Ulceby Road	262	66	2030	753	0.348	261	154	0.4	0.7	9.388	A
E - E Halton Road	366	91	1752	885	0.413	364	539	0.5	0.9	8.871	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	438	2499	0.450	1124	1684	1.4	1.5	4.674	A
B - Habrough Road	359	90	1426	969	0.370	359	137	0.6	0.6	6.089	A
C - A160 W	1741	435	449	2444	0.712	1741	1335	2.9	2.9	6.129	A
D - Ulceby Road	262	66	2036	750	0.349	262	154	0.7	0.7	9.487	A
E - E Halton Road	366	91	1757	883	0.414	365	541	0.9	0.9	8.959	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	360	2546	0.361	920	1381	1.5	1.0	3.955	A
B - Habrough Road	293	73	1167	1075	0.273	294	112	0.6	0.4	4.761	A
C - A160 W	1421	355	368	2492	0.570	1427	1093	2.9	1.6	4.067	A
D - Ulceby Road	214	53	1668	913	0.234	215	126	0.7	0.4	6.648	A
E - E Halton Road	298	75	1440	1022	0.292	300	443	0.9	0.5	6.429	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	300	2581	0.298	770	1154	1.0	0.8	3.550	A
B - Habrough Road	245	61	977	1153	0.213	246	94	0.4	0.3	4.097	A
C - A160 W	1190	298	308	2527	0.471	1192	915	1.6	1.1	3.236	A
D - Ulceby Road	179	45	1394	1035	0.173	180	106	0.4	0.3	5.421	A
E - E Halton Road	250	62	1204	1127	0.222	251	370	0.5	0.4	5.298	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1513	100.000
B - Habrough Road		ONE HOUR	✓	118	100.000
C - A160 W		ONE HOUR	✓	1080	100.000
D - Ulceby Road		ONE HOUR	✓	162	100.000
E - E Halton Road		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	23	115	1081	102	192
	B - Habrough Road	18	0	39	18	43
	C - A160 W	716	63	0	102	199
	D - Ulceby Road	52	15	59	0	36
	E - E Halton Road	59	110	231	34	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.69	6.25	2.9	A	1388	2083
B - Habrough Road	0.17	5.66	0.2	A	108	162
C - A160 W	0.49	4.58	1.5	A	991	1487
D - Ulceby Road	0.17	5.88	0.3	A	149	223
E - E Halton Road	0.40	5.64	0.7	A	398	597

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	384	2531	0.450	1135	651	0.0	1.1	3.384	A
B - Habrough Road	89	22	1291	1024	0.087	88	227	0.0	0.1	3.907	A
C - A160 W	813	203	322	2518	0.323	810	1057	0.0	0.7	3.318	A
D - Ulceby Road	122	30	941	1236	0.099	121	192	0.0	0.2	4.548	A
E - E Halton Road	327	82	709	1344	0.243	325	352	0.0	0.4	3.979	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	460	2486	0.547	1358	779	1.1	1.6	4.195	A
B - Habrough Road	106	27	1546	920	0.115	106	272	0.1	0.1	4.494	A
C - A160 W	971	243	386	2481	0.391	970	1266	0.7	1.0	3.756	A
D - Ulceby Road	146	36	1126	1154	0.126	145	230	0.2	0.2	5.028	A
E - E Halton Road	390	98	849	1283	0.304	390	422	0.4	0.5	4.544	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	563	2424	0.687	1661	954	1.6	2.8	6.170	A
B - Habrough Road	130	32	1891	778	0.167	130	333	0.1	0.2	5.636	A
C - A160 W	1189	297	472	2430	0.489	1187	1548	1.0	1.5	4.560	A
D - Ulceby Road	178	45	1378	1042	0.171	178	281	0.2	0.3	5.867	A
E - E Halton Road	478	119	1040	1199	0.399	477	516	0.5	0.7	5.616	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	564	2423	0.687	1666	956	2.8	2.9	6.253	A
B - Habrough Road	130	32	1896	776	0.167	130	334	0.2	0.2	5.659	A
C - A160 W	1189	297	473	2429	0.489	1189	1552	1.5	1.5	4.577	A
D - Ulceby Road	178	45	1381	1041	0.171	178	282	0.3	0.3	5.880	A
E - E Halton Road	478	119	1042	1198	0.399	478	517	0.7	0.7	5.638	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	461	2485	0.547	1365	782	2.9	1.6	4.251	A
B - Habrough Road	106	27	1553	917	0.116	106	273	0.2	0.1	4.515	A
C - A160 W	971	243	388	2480	0.392	973	1272	1.5	1.0	3.771	A
D - Ulceby Road	146	36	1130	1152	0.126	146	231	0.3	0.2	5.044	A
E - E Halton Road	390	98	852	1281	0.304	391	424	0.7	0.5	4.566	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	386	2530	0.450	1141	654	1.6	1.1	3.416	A
B - Habrough Road	89	22	1299	1021	0.087	89	228	0.1	0.1	3.925	A
C - A160 W	813	203	324	2517	0.323	814	1063	1.0	0.8	3.335	A
D - Ulceby Road	122	30	945	1234	0.099	122	193	0.2	0.2	4.562	A
E - E Halton Road	327	82	713	1343	0.243	327	354	0.5	0.4	4.001	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1067	100.000
B - Habrough Road		ONE HOUR	✓	339	100.000
C - A160 W		ONE HOUR	✓	1652	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	904	70	59
	B - Habrough Road	154	0	57	4	124
	C - A160 W	1249	41	0	60	302
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	214	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.47	4.89	1.6	A	979	1469
B - Habrough Road	0.40	6.51	0.7	A	311	467
C - A160 W	0.75	7.01	3.5	A	1516	2274
D - Ulceby Road	0.39	10.62	0.8	B	228	343
E - E Halton Road	0.45	9.91	1.0	A	317	476

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	311	2575	0.312	800	1198	0.0	0.8	3.613	A
B - Habrough Road	255	64	1013	1139	0.224	254	98	0.0	0.3	4.195	A
C - A160 W	1244	311	319	2521	0.493	1239	948	0.0	1.2	3.351	A
D - Ulceby Road	187	47	1448	1011	0.185	186	109	0.0	0.3	5.611	A
E - E Halton Road	260	65	1250	1106	0.235	259	385	0.0	0.4	5.462	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	372	2538	0.378	958	1434	0.8	1.1	4.063	A
B - Habrough Road	305	76	1213	1056	0.288	304	118	0.3	0.4	4.936	A
C - A160 W	1485	371	382	2484	0.598	1483	1136	1.2	1.8	4.297	A
D - Ulceby Road	224	56	1733	884	0.253	223	131	0.3	0.4	7.001	A
E - E Halton Road	311	78	1496	998	0.312	310	460	0.4	0.6	6.737	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	455	2489	0.472	1173	1753	1.1	1.6	4.876	A
B - Habrough Road	373	93	1484	945	0.395	372	144	0.4	0.7	6.474	A
C - A160 W	1819	455	467	2433	0.748	1812	1389	1.8	3.4	6.867	A
D - Ulceby Road	274	69	2119	714	0.384	273	160	0.4	0.8	10.477	B
E - E Halton Road	381	95	1828	851	0.447	379	563	0.6	1.0	9.781	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	457	2487	0.472	1175	1759	1.6	1.6	4.894	A
B - Habrough Road	373	93	1487	944	0.395	373	144	0.7	0.7	6.511	A
C - A160 W	1819	455	468	2433	0.748	1819	1393	3.4	3.5	7.015	A
D - Ulceby Road	274	69	2126	710	0.386	274	161	0.8	0.8	10.620	B
E - E Halton Road	381	95	1835	849	0.449	381	565	1.0	1.0	9.913	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	375	2536	0.378	961	1443	1.6	1.1	4.084	A
B - Habrough Road	305	76	1218	1054	0.289	306	118	0.7	0.4	4.969	A
C - A160 W	1485	371	383	2483	0.598	1492	1141	3.5	1.8	4.380	A
D - Ulceby Road	224	56	1743	880	0.254	225	132	0.8	0.4	7.094	A
E - E Halton Road	311	78	1506	994	0.313	313	463	1.0	0.6	6.827	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	313	2574	0.312	804	1206	1.1	0.8	3.632	A
B - Habrough Road	255	64	1019	1136	0.225	256	99	0.4	0.3	4.224	A
C - A160 W	1244	311	321	2519	0.494	1246	954	1.8	1.2	3.391	A
D - Ulceby Road	187	47	1457	1007	0.186	188	110	0.4	0.3	5.660	A
E - E Halton Road	260	65	1258	1103	0.236	261	387	0.6	0.4	5.514	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1580	100.000
B - Habrough Road		ONE HOUR	✓	124	100.000
C - A160 W		ONE HOUR	✓	1127	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	120	1128	107	201
	B - Habrough Road	19	0	41	19	45
	C - A160 W	747	66	0	106	208
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	241	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	8	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.72	7.08	3.4	A	1450	2175
B - Habrough Road	0.18	6.04	0.2	A	114	171
C - A160 W	0.51	4.83	1.7	A	1034	1551
D - Ulceby Road	0.18	6.13	0.3	A	155	233
E - E Halton Road	0.42	5.97	0.8	A	416	624

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	401	2521	0.472	1185	679	0.0	1.2	3.536	A
B - Habrough Road	93	23	1348	1001	0.093	93	238	0.0	0.1	4.026	A
C - A160 W	848	212	338	2509	0.338	845	1103	0.0	0.8	3.407	A
D - Ulceby Road	127	32	982	1217	0.105	127	201	0.0	0.2	4.649	A
E - E Halton Road	341	85	740	1331	0.256	339	369	0.0	0.4	4.090	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	480	2473	0.574	1418	813	1.2	1.8	4.481	A
B - Habrough Road	111	28	1614	892	0.125	111	285	0.1	0.1	4.684	A
C - A160 W	1013	253	405	2470	0.410	1012	1320	0.8	1.1	3.891	A
D - Ulceby Road	152	38	1176	1131	0.134	152	241	0.2	0.2	5.178	A
E - E Halton Road	407	102	886	1266	0.322	407	442	0.4	0.5	4.719	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	588	2409	0.722	1733	995	1.8	3.3	6.951	A
B - Habrough Road	137	34	1973	745	0.183	136	348	0.1	0.2	6.010	A
C - A160 W	1241	310	495	2417	0.513	1239	1614	1.1	1.6	4.810	A
D - Ulceby Road	186	47	1439	1015	0.183	186	294	0.2	0.3	6.118	A
E - E Halton Road	499	125	1085	1179	0.423	498	540	0.5	0.8	5.948	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	589	2408	0.722	1739	996	3.3	3.4	7.084	A
B - Habrough Road	137	34	1979	742	0.184	137	349	0.2	0.2	6.041	A
C - A160 W	1241	310	497	2416	0.514	1241	1619	1.6	1.7	4.831	A
D - Ulceby Road	186	47	1442	1013	0.184	186	295	0.3	0.3	6.133	A
E - E Halton Road	499	125	1087	1178	0.423	499	542	0.8	0.8	5.975	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	482	2472	0.575	1427	815	3.4	1.8	4.561	A
B - Habrough Road	111	28	1623	888	0.126	112	286	0.2	0.1	4.713	A
C - A160 W	1013	253	407	2468	0.410	1015	1328	1.7	1.1	3.914	A
D - Ulceby Road	152	38	1181	1129	0.135	152	242	0.3	0.2	5.197	A
E - E Halton Road	407	102	889	1265	0.322	408	444	0.8	0.5	4.744	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	403	2519	0.472	1192	682	1.8	1.2	3.575	A
B - Habrough Road	93	23	1356	998	0.094	94	239	0.1	0.1	4.046	A
C - A160 W	848	212	340	2508	0.338	850	1110	1.1	0.8	3.425	A
D - Ulceby Road	127	32	988	1215	0.105	127	202	0.2	0.2	4.668	A
E - E Halton Road	341	85	744	1329	0.257	342	371	0.5	0.4	4.114	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.56	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1207	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1948	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	1044	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1478	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.54	5.54	2.0	A	1108	1661
B - Habrough Road	0.44	7.61	0.8	A	317	475
C - A160 W	0.88	14.96	8.5	B	1788	2681
D - Ulceby Road	0.49	15.98	1.2	C	228	343
E - E Halton Road	0.56	13.96	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	332	2562	0.355	905	1373	0.0	1.0	3.803	A
B - Habrough Road	260	65	1139	1087	0.239	258	98	0.0	0.3	4.477	A
C - A160 W	1467	367	323	2518	0.582	1460	1074	0.0	1.7	4.081	A
D - Ulceby Road	187	47	1673	911	0.206	186	109	0.0	0.3	6.380	A
E - E Halton Road	282	71	1425	1029	0.274	280	435	0.0	0.5	6.009	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	398	2523	0.430	1084	1643	1.0	1.3	4.383	A
B - Habrough Road	310	78	1364	994	0.312	310	117	0.3	0.5	5.418	A
C - A160 W	1751	438	387	2480	0.706	1747	1287	1.7	2.8	5.882	A
D - Ulceby Road	224	56	2002	765	0.293	223	131	0.3	0.5	8.537	A
E - E Halton Road	337	84	1705	906	0.372	336	520	0.5	0.7	7.901	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	485	2470	0.538	1326	2000	1.3	2.0	5.505	A
B - Habrough Road	380	95	1668	870	0.437	379	143	0.5	0.8	7.541	A
C - A160 W	2145	536	473	2430	0.883	2124	1573	2.8	8.1	13.379	B
D - Ulceby Road	274	69	2437	572	0.479	272	160	0.5	1.1	15.288	C
E - E Halton Road	413	103	2075	743	0.556	410	634	0.7	1.5	13.411	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	489	2468	0.538	1329	2017	2.0	2.0	5.542	A
B - Habrough Road	380	95	1673	867	0.438	380	144	0.8	0.8	7.614	A
C - A160 W	2145	536	474	2429	0.883	2143	1579	8.1	8.5	14.956	B
D - Ulceby Road	274	69	2457	564	0.486	274	161	1.1	1.2	15.979	C
E - E Halton Road	413	103	2093	735	0.562	413	638	1.5	1.6	13.963	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	403	2520	0.431	1088	1667	2.0	1.3	4.419	A
B - Habrough Road	310	78	1372	991	0.313	311	119	0.8	0.5	5.476	A
C - A160 W	1751	438	389	2479	0.706	1773	1295	8.5	3.0	6.341	A
D - Ulceby Road	224	56	2030	753	0.297	226	132	1.2	0.6	8.844	A
E - E Halton Road	337	84	1730	895	0.377	340	527	1.6	0.8	8.178	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	336	2560	0.355	910	1385	1.3	1.0	3.829	A
B - Habrough Road	260	65	1147	1084	0.240	260	99	0.5	0.3	4.516	A
C - A160 W	1467	367	325	2517	0.583	1472	1082	3.0	1.7	4.178	A
D - Ulceby Road	187	47	1687	905	0.207	188	110	0.6	0.3	6.473	A
E - E Halton Road	282	71	1437	1024	0.276	283	438	0.8	0.5	6.099	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	10.65	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.65	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1849	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1349	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	125	1392	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	936	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.87	15.20	8.2	C	1697	2545
B - Habrough Road	0.24	8.31	0.3	A	116	173
C - A160 W	0.62	6.05	2.5	A	1238	1857
D - Ulceby Road	0.21	7.06	0.4	A	155	233
E - E Halton Road	0.56	8.31	1.4	A	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	475	2476	0.562	1385	822	0.0	1.7	4.332	A
B - Habrough Road	95	24	1619	890	0.107	94	241	0.0	0.1	4.591	A
C - A160 W	1016	254	339	2508	0.405	1011	1374	0.0	1.1	3.746	A
D - Ulceby Road	127	32	1150	1143	0.111	127	201	0.0	0.2	4.983	A
E - E Halton Road	416	104	883	1268	0.328	413	393	0.0	0.5	4.637	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	569	2420	0.687	1658	984	1.7	2.8	6.196	A
B - Habrough Road	113	28	1938	759	0.149	113	289	0.1	0.2	5.656	A
C - A160 W	1213	303	406	2469	0.491	1211	1644	1.1	1.5	4.464	A
D - Ulceby Road	152	38	1377	1043	0.146	152	240	0.2	0.2	5.689	A
E - E Halton Road	496	124	1057	1191	0.417	495	471	0.5	0.8	5.700	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	696	2344	0.869	2016	1203	2.8	7.8	13.724	B
B - Habrough Road	139	35	2359	586	0.237	138	352	0.2	0.3	8.149	A
C - A160 W	1485	371	495	2417	0.615	1481	2002	1.5	2.4	5.987	A
D - Ulceby Road	186	47	1683	907	0.205	186	293	0.2	0.4	7.024	A
E - E Halton Road	608	152	1293	1087	0.559	605	575	0.8	1.4	8.204	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	698	2342	0.869	2034	1207	7.8	8.2	15.204	C
B - Habrough Road	139	35	2378	578	0.240	139	354	0.3	0.3	8.310	A
C - A160 W	1485	371	498	2415	0.615	1485	2018	2.4	2.5	6.049	A
D - Ulceby Road	186	47	1689	904	0.206	186	295	0.4	0.4	7.058	A
E - E Halton Road	608	152	1297	1086	0.560	608	578	1.4	1.4	8.308	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	572	2418	0.687	1683	989	8.2	3.0	6.649	A
B - Habrough Road	113	28	1964	748	0.151	114	292	0.3	0.2	5.767	A
C - A160 W	1213	303	412	2466	0.492	1217	1666	2.5	1.5	4.517	A
D - Ulceby Road	152	38	1385	1039	0.146	152	243	0.4	0.2	5.722	A
E - E Halton Road	496	124	1063	1189	0.417	499	475	1.4	0.8	5.775	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	478	2474	0.563	1397	827	3.0	1.7	4.434	A
B - Habrough Road	95	24	1632	884	0.107	95	243	0.2	0.1	4.633	A
C - A160 W	1016	254	342	2507	0.405	1017	1385	1.5	1.1	3.783	A
D - Ulceby Road	127	32	1157	1140	0.112	127	202	0.2	0.2	5.010	A
E - E Halton Road	416	104	889	1265	0.328	417	396	0.8	0.5	4.686	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	12.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.56	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1226	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1977	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	34	1061	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1507	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	24	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.55	5.64	2.1	A	1125	1687
B - Habrough Road	0.44	7.74	0.8	A	317	475
C - A160 W	0.90	16.78	9.7	C	1814	2721
D - Ulceby Road	0.50	16.78	1.3	C	228	343
E - E Halton Road	0.57	14.58	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	923	231	332	2562	0.360	919	1395	0.0	1.0	3.830	A
B - Habrough Road	260	65	1152	1082	0.240	258	100	0.0	0.3	4.512	A
C - A160 W	1488	372	323	2518	0.591	1481	1087	0.0	1.7	4.191	A
D - Ulceby Road	187	47	1695	901	0.208	186	109	0.0	0.3	6.466	A
E - E Halton Road	282	71	1447	1020	0.277	280	435	0.0	0.5	6.084	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1102	276	398	2523	0.437	1101	1669	1.0	1.3	4.431	A
B - Habrough Road	310	78	1379	988	0.314	310	119	0.3	0.5	5.468	A
C - A160 W	1777	444	387	2480	0.717	1772	1302	1.7	3.0	6.129	A
D - Ulceby Road	224	56	2028	754	0.297	223	131	0.3	0.5	8.718	A
E - E Halton Road	337	84	1731	894	0.377	336	520	0.5	0.7	8.060	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1350	337	485	2471	0.546	1347	2029	1.3	2.1	5.599	A
B - Habrough Road	380	95	1686	862	0.441	379	145	0.5	0.8	7.657	A
C - A160 W	2177	544	473	2430	0.896	2153	1592	3.0	9.0	14.656	B
D - Ulceby Road	274	69	2466	560	0.490	272	160	0.5	1.2	15.945	C
E - E Halton Road	413	103	2104	730	0.566	410	633	0.7	1.6	13.929	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1350	337	489	2468	0.547	1350	2048	2.1	2.1	5.640	A
B - Habrough Road	380	95	1692	860	0.442	380	146	0.8	0.8	7.735	A
C - A160 W	2177	544	474	2429	0.896	2174	1597	9.0	9.7	16.777	C
D - Ulceby Road	274	69	2488	550	0.499	274	161	1.2	1.3	16.778	C
E - E Halton Road	413	103	2124	721	0.572	413	638	1.6	1.6	14.583	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1102	276	404	2519	0.437	1105	1696	2.1	1.4	4.469	A
B - Habrough Road	310	78	1388	985	0.315	311	121	0.8	0.5	5.527	A
C - A160 W	1777	444	389	2479	0.717	1803	1310	9.7	3.1	6.709	A
D - Ulceby Road	224	56	2060	740	0.303	227	132	1.3	0.6	9.079	A
E - E Halton Road	337	84	1759	882	0.382	341	527	1.6	0.8	8.380	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	923	231	336	2560	0.361	925	1407	1.4	1.0	3.860	A
B - Habrough Road	260	65	1160	1078	0.241	260	100	0.5	0.3	4.543	A
C - A160 W	1488	372	325	2517	0.591	1494	1095	3.1	1.8	4.298	A
D - Ulceby Road	187	47	1709	895	0.209	188	110	0.6	0.3	6.561	A
E - E Halton Road	282	71	1459	1014	0.278	284	438	0.8	0.5	6.184	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.45	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.45	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1873	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1388	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	126	1415	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	975	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.88	16.61	9.1	C	1719	2578
B - Habrough Road	0.24	8.51	0.3	A	116	173
C - A160 W	0.63	6.36	2.7	A	1274	1910
D - Ulceby Road	0.21	7.25	0.4	A	155	233
E - E Halton Road	0.57	8.65	1.4	A	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1410	353	475	2477	0.569	1403	851	0.0	1.7	4.426	A
B - Habrough Road	95	24	1636	883	0.107	94	242	0.0	0.1	4.632	A
C - A160 W	1045	261	339	2508	0.417	1041	1391	0.0	1.1	3.832	A
D - Ulceby Road	127	32	1179	1130	0.113	127	201	0.0	0.2	5.047	A
E - E Halton Road	416	104	912	1255	0.331	413	393	0.0	0.5	4.707	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1684	421	569	2420	0.696	1679	1019	1.7	3.0	6.405	A
B - Habrough Road	113	28	1958	751	0.151	113	290	0.1	0.2	5.730	A
C - A160 W	1248	312	406	2469	0.505	1246	1665	1.1	1.6	4.604	A
D - Ulceby Road	152	38	1412	1027	0.148	152	240	0.2	0.2	5.789	A
E - E Halton Road	496	124	1092	1176	0.422	495	471	0.5	0.8	5.829	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2062	516	695	2344	0.880	2040	1246	3.0	8.5	14.743	B
B - Habrough Road	139	35	2382	577	0.241	138	353	0.2	0.3	8.324	A
C - A160 W	1528	382	494	2417	0.632	1524	2026	1.6	2.6	6.286	A
D - Ulceby Road	186	47	1725	888	0.210	186	293	0.2	0.4	7.211	A
E - E Halton Road	608	152	1336	1068	0.569	605	575	0.8	1.4	8.530	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2062	516	698	2342	0.880	2060	1250	8.5	9.1	16.614	C
B - Habrough Road	139	35	2403	568	0.244	139	355	0.3	0.3	8.508	A
C - A160 W	1528	382	498	2415	0.633	1528	2043	2.6	2.7	6.361	A
D - Ulceby Road	186	47	1732	885	0.210	186	295	0.4	0.4	7.250	A
E - E Halton Road	608	152	1340	1067	0.570	608	578	1.4	1.4	8.649	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1684	421	573	2418	0.696	1708	1024	9.1	3.1	6.950	A
B - Habrough Road	113	28	1988	739	0.153	114	293	0.3	0.2	5.856	A
C - A160 W	1248	312	412	2466	0.506	1252	1689	2.7	1.6	4.666	A
D - Ulceby Road	152	38	1421	1023	0.149	152	243	0.4	0.2	5.828	A
E - E Halton Road	496	124	1098	1173	0.423	499	476	1.4	0.8	5.910	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1410	353	478	2474	0.570	1415	856	3.1	1.8	4.538	A
B - Habrough Road	95	24	1650	877	0.108	95	244	0.2	0.1	4.674	A
C - A160 W	1045	261	342	2507	0.417	1047	1403	1.6	1.1	3.869	A
D - Ulceby Road	127	32	1187	1127	0.113	128	202	0.2	0.2	5.075	A
E - E Halton Road	416	104	918	1252	0.332	417	396	0.8	0.6	4.759	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	8.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1138	100.000
B - Habrough Road		ONE HOUR	✓	362	100.000
C - A160 W		ONE HOUR	✓	1761	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	964	74	63
	B - Habrough Road	164	0	61	5	132
	C - A160 W	1331	44	0	64	322
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	228	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.51	5.28	1.8	A	1044	1566
B - Habrough Road	0.44	7.37	0.8	A	332	498
C - A160 W	0.80	9.04	4.8	A	1616	2424
D - Ulceby Road	0.45	12.96	1.0	B	242	363
E - E Halton Road	0.51	11.90	1.3	B	339	508

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	331	2563	0.334	853	1276	0.0	0.9	3.749	A
B - Habrough Road	273	68	1080	1111	0.245	271	104	0.0	0.3	4.418	A
C - A160 W	1326	331	340	2508	0.529	1320	1011	0.0	1.3	3.614	A
D - Ulceby Road	199	50	1544	969	0.205	197	117	0.0	0.3	6.001	A
E - E Halton Road	278	69	1331	1071	0.260	276	410	0.0	0.4	5.824	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	396	2524	0.405	1022	1528	0.9	1.2	4.274	A
B - Habrough Road	325	81	1293	1023	0.318	325	125	0.3	0.5	5.316	A
C - A160 W	1583	396	407	2468	0.641	1580	1211	1.3	2.1	4.835	A
D - Ulceby Road	237	59	1847	834	0.285	237	140	0.3	0.5	7.751	A
E - E Halton Road	332	83	1593	955	0.347	331	491	0.4	0.7	7.418	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	484	2471	0.507	1251	1865	1.2	1.8	5.252	A
B - Habrough Road	399	100	1582	905	0.440	397	152	0.5	0.8	7.301	A
C - A160 W	1939	485	498	2415	0.803	1929	1481	2.1	4.7	8.692	A
D - Ulceby Road	291	73	2256	653	0.445	289	171	0.5	1.0	12.663	B
E - E Halton Road	406	102	1945	800	0.508	404	600	0.7	1.3	11.629	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	487	2470	0.507	1253	1875	1.8	1.8	5.280	A
B - Habrough Road	399	100	1586	903	0.441	399	153	0.8	0.8	7.365	A
C - A160 W	1939	485	500	2414	0.803	1938	1485	4.7	4.8	9.044	A
D - Ulceby Road	291	73	2267	648	0.449	291	172	1.0	1.0	12.961	B
E - E Halton Road	406	102	1955	796	0.511	406	602	1.3	1.3	11.896	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	400	2521	0.406	1025	1541	1.8	1.2	4.302	A
B - Habrough Road	325	81	1300	1021	0.319	327	126	0.8	0.5	5.365	A
C - A160 W	1583	396	410	2467	0.642	1593	1217	4.8	2.2	4.991	A
D - Ulceby Road	237	59	1862	827	0.287	239	141	1.0	0.5	7.909	A
E - E Halton Road	332	83	1607	949	0.350	334	494	1.3	0.7	7.575	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	334	2561	0.335	858	1285	1.2	0.9	3.777	A
B - Habrough Road	273	68	1087	1108	0.246	273	105	0.5	0.3	4.454	A
C - A160 W	1326	331	342	2507	0.529	1329	1018	2.2	1.4	3.673	A
D - Ulceby Road	199	50	1554	964	0.206	200	118	0.5	0.3	6.067	A
E - E Halton Road	278	69	1341	1066	0.261	279	413	0.7	0.5	5.897	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	7.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1682	100.000
B - Habrough Road		ONE HOUR	✓	131	100.000
C - A160 W		ONE HOUR	✓	1199	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	128	1201	114	213
	B - Habrough Road	20	0	43	20	48
	C - A160 W	795	70	0	113	221
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	256	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.78	8.86	4.5	A	1543	2315
B - Habrough Road	0.21	6.70	0.3	A	120	180
C - A160 W	0.55	5.27	1.9	A	1100	1650
D - Ulceby Road	0.20	6.54	0.4	A	165	248
E - E Halton Road	0.46	6.58	1.0	A	442	663

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	426	2506	0.505	1261	723	0.0	1.3	3.792	A
B - Habrough Road	99	25	1434	966	0.102	98	253	0.0	0.1	4.215	A
C - A160 W	903	226	359	2497	0.362	899	1173	0.0	0.9	3.546	A
D - Ulceby Road	136	34	1045	1190	0.114	135	214	0.0	0.2	4.802	A
E - E Halton Road	363	91	788	1310	0.277	361	391	0.0	0.4	4.272	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	511	2455	0.616	1509	865	1.3	2.1	4.993	A
B - Habrough Road	118	29	1716	850	0.139	118	303	0.1	0.2	4.994	A
C - A160 W	1078	269	430	2455	0.439	1077	1404	0.9	1.2	4.114	A
D - Ulceby Road	162	40	1251	1099	0.147	162	256	0.2	0.2	5.409	A
E - E Halton Road	433	108	944	1241	0.349	433	469	0.4	0.6	5.016	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	625	2386	0.776	1843	1059	2.1	4.4	8.572	A
B - Habrough Road	144	36	2097	694	0.208	144	371	0.2	0.3	6.648	A
C - A160 W	1320	330	525	2399	0.550	1317	1715	1.2	1.9	5.237	A
D - Ulceby Road	198	50	1530	975	0.203	198	313	0.2	0.4	6.520	A
E - E Halton Road	531	133	1155	1148	0.462	529	573	0.6	1.0	6.544	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	626	2385	0.776	1852	1061	4.4	4.5	8.858	A
B - Habrough Road	144	36	2106	690	0.209	144	372	0.3	0.3	6.701	A
C - A160 W	1320	330	527	2398	0.551	1320	1723	1.9	1.9	5.269	A
D - Ulceby Road	198	50	1534	973	0.204	198	314	0.4	0.4	6.542	A
E - E Halton Road	531	133	1157	1147	0.463	531	575	1.0	1.0	6.584	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	513	2454	0.616	1521	869	4.5	2.1	5.134	A
B - Habrough Road	118	29	1729	844	0.139	118	305	0.3	0.2	5.040	A
C - A160 W	1078	269	433	2453	0.439	1081	1415	1.9	1.2	4.144	A
D - Ulceby Road	162	40	1256	1096	0.148	162	257	0.4	0.2	5.433	A
E - E Halton Road	433	108	947	1240	0.350	435	471	1.0	0.6	5.054	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	429	2504	0.506	1269	727	2.1	1.4	3.849	A
B - Habrough Road	99	25	1444	962	0.103	99	255	0.2	0.1	4.241	A
C - A160 W	903	226	361	2495	0.362	904	1181	1.2	0.9	3.570	A
D - Ulceby Road	136	34	1051	1187	0.114	136	215	0.2	0.2	4.822	A
E - E Halton Road	363	91	793	1308	0.277	364	394	0.6	0.4	4.302	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	17.73	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.73	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1278	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2057	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	1104	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1560	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.57	6.05	2.3	A	1173	1759
B - Habrough Road	0.49	8.80	1.0	A	338	507
C - A160 W	0.94	26.00	15.3	D	1888	2831
D - Ulceby Road	0.58	21.63	1.7	C	242	363
E - E Halton Road	0.64	18.21	2.2	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	352	2550	0.377	958	1451	0.0	1.1	3.956	A
B - Habrough Road	277	69	1206	1059	0.262	276	104	0.0	0.4	4.733	A
C - A160 W	1549	387	345	2505	0.618	1541	1137	0.0	1.9	4.470	A
D - Ulceby Road	199	50	1769	869	0.229	197	117	0.0	0.4	6.886	A
E - E Halton Road	300	75	1506	994	0.302	297	460	0.0	0.5	6.461	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	422	2508	0.458	1147	1736	1.1	1.5	4.633	A
B - Habrough Road	331	83	1444	961	0.344	330	125	0.4	0.5	5.880	A
C - A160 W	1849	462	413	2465	0.750	1843	1362	1.9	3.5	6.909	A
D - Ulceby Road	237	59	2116	715	0.332	236	140	0.4	0.6	9.665	A
E - E Halton Road	358	89	1802	863	0.414	356	550	0.5	0.9	8.875	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	513	2454	0.573	1404	2100	1.5	2.3	5.994	A
B - Habrough Road	405	101	1765	830	0.488	403	151	0.5	1.0	8.677	A
C - A160 W	2265	566	505	2411	0.939	2225	1664	3.5	13.5	20.101	C
D - Ulceby Road	291	73	2559	518	0.561	287	170	0.6	1.6	19.741	C
E - E Halton Road	438	110	2179	697	0.629	434	667	0.9	2.0	16.832	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	518	2451	0.574	1407	2128	2.3	2.3	6.050	A
B - Habrough Road	405	101	1772	827	0.490	405	153	1.0	1.0	8.805	A
C - A160 W	2265	566	506	2410	0.940	2257	1671	13.5	15.3	25.999	D
D - Ulceby Road	291	73	2592	504	0.577	290	172	1.6	1.7	21.634	C
E - E Halton Road	438	110	2208	684	0.640	438	675	2.0	2.2	18.206	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	430	2503	0.459	1152	1781	2.3	1.5	4.686	A
B - Habrough Road	331	83	1455	957	0.346	333	127	1.0	0.6	5.969	A
C - A160 W	1849	462	415	2464	0.751	1896	1372	15.3	3.7	8.245	A
D - Ulceby Road	237	59	2169	691	0.343	241	142	1.7	0.7	10.391	B
E - E Halton Road	358	89	1848	843	0.425	363	562	2.2	0.9	9.485	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	356	2548	0.378	964	1466	1.5	1.1	3.991	A
B - Habrough Road	277	69	1215	1055	0.263	278	105	0.6	0.4	4.781	A
C - A160 W	1549	387	347	2504	0.619	1556	1146	3.7	2.0	4.617	A
D - Ulceby Road	199	50	1785	861	0.231	200	118	0.7	0.4	7.019	A
E - E Halton Road	300	75	1521	987	0.304	301	464	0.9	0.6	6.590	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	15.60	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.60	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1951	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1422	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	133	1465	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	985	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.93	24.98	14.0	C	1790	2685
B - Habrough Road	0.28	9.57	0.4	A	122	183
C - A160 W	0.65	6.76	2.9	A	1305	1957
D - Ulceby Road	0.23	7.62	0.4	A	165	248
E - E Halton Road	0.61	9.58	1.7	A	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	500	2461	0.597	1461	866	0.0	1.9	4.719	A
B - Habrough Road	100	25	1704	855	0.117	100	257	0.0	0.1	4.837	A
C - A160 W	1071	268	360	2496	0.429	1066	1444	0.0	1.2	3.919	A
D - Ulceby Road	136	34	1213	1115	0.122	135	214	0.0	0.2	5.162	A
E - E Halton Road	437	109	932	1246	0.351	435	416	0.0	0.6	4.882	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	599	2402	0.730	1748	1037	1.9	3.5	7.199	A
B - Habrough Road	120	30	2039	717	0.167	119	308	0.1	0.2	6.109	A
C - A160 W	1278	320	431	2454	0.521	1276	1728	1.2	1.7	4.763	A
D - Ulceby Road	162	40	1452	1009	0.160	162	256	0.2	0.3	5.979	A
E - E Halton Road	522	131	1116	1165	0.448	521	498	0.6	0.9	6.153	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	732	2322	0.925	2112	1268	3.5	12.5	19.946	C
B - Habrough Road	146	37	2470	541	0.271	146	374	0.2	0.4	9.242	A
C - A160 W	1566	391	522	2400	0.652	1561	2093	1.7	2.9	6.657	A
D - Ulceby Road	198	50	1772	867	0.229	198	311	0.3	0.4	7.566	A
E - E Halton Road	640	160	1364	1056	0.606	637	606	0.9	1.7	9.402	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	735	2320	0.926	2142	1273	12.5	14.0	24.978	C
B - Habrough Road	146	37	2500	528	0.277	146	377	0.4	0.4	9.571	A
C - A160 W	1566	391	528	2397	0.653	1565	2118	2.9	2.9	6.759	A
D - Ulceby Road	198	50	1781	863	0.230	198	313	0.4	0.4	7.619	A
E - E Halton Road	640	160	1368	1054	0.607	640	610	1.7	1.7	9.576	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	604	2399	0.731	1795	1044	14.0	3.7	8.382	A
B - Habrough Road	120	30	2087	698	0.171	120	312	0.4	0.2	6.334	A
C - A160 W	1278	320	441	2449	0.522	1283	1766	2.9	1.7	4.844	A
D - Ulceby Road	162	40	1464	1004	0.161	162	259	0.4	0.3	6.029	A
E - E Halton Road	522	131	1122	1163	0.449	525	505	1.7	0.9	6.262	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	504	2459	0.597	1476	872	3.7	2.0	4.868	A
B - Habrough Road	100	25	1721	848	0.118	100	259	0.2	0.1	4.892	A
C - A160 W	1071	268	364	2494	0.429	1073	1458	1.7	1.2	3.962	A
D - Ulceby Road	136	34	1221	1112	0.122	136	215	0.3	0.2	5.199	A
E - E Halton Road	437	109	938	1244	0.352	439	419	0.9	0.6	4.942	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	20.12	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.12	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1296	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2086	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	36	1120	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1589	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	24	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.58	6.16	2.4	A	1189	1784
B - Habrough Road	0.49	8.96	1.0	A	338	507
C - A160 W	0.95	30.59	18.3	D	1914	2871
D - Ulceby Road	0.59	22.96	1.8	C	242	363
E - E Halton Road	0.65	19.18	2.3	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	976	244	352	2550	0.383	971	1473	0.0	1.1	3.986	A
B - Habrough Road	277	69	1218	1054	0.263	276	106	0.0	0.4	4.762	A
C - A160 W	1570	393	345	2505	0.627	1562	1149	0.0	2.0	4.599	A
D - Ulceby Road	199	50	1790	859	0.231	197	117	0.0	0.4	6.985	A
E - E Halton Road	300	75	1527	984	0.305	297	460	0.0	0.5	6.569	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1165	291	422	2508	0.464	1163	1762	1.1	1.5	4.684	A
B - Habrough Road	331	83	1459	956	0.346	330	126	0.4	0.5	5.935	A
C - A160 W	1875	469	413	2465	0.761	1868	1376	2.0	3.7	7.243	A
D - Ulceby Road	237	59	2141	704	0.337	236	140	0.4	0.6	9.895	A
E - E Halton Road	358	89	1827	852	0.420	356	550	0.5	0.9	9.073	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1427	357	512	2454	0.581	1423	2126	1.5	2.4	6.100	A
B - Habrough Road	405	101	1782	823	0.492	403	153	0.5	1.0	8.820	A
C - A160 W	2297	574	504	2411	0.953	2249	1681	3.7	15.6	22.432	C
D - Ulceby Road	291	73	2584	507	0.573	287	170	0.6	1.6	20.663	C
E - E Halton Road	438	110	2205	686	0.639	433	666	0.9	2.1	17.540	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1427	357	518	2451	0.582	1427	2157	2.4	2.4	6.160	A
B - Habrough Road	405	101	1790	820	0.494	405	155	1.0	1.0	8.957	A
C - A160 W	2297	574	506	2410	0.953	2286	1688	15.6	18.3	30.591	D
D - Ulceby Road	291	73	2621	491	0.592	290	171	1.6	1.8	22.959	C
E - E Halton Road	438	110	2237	672	0.652	438	674	2.1	2.3	19.175	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1165	291	431	2503	0.465	1169	1816	2.4	1.5	4.741	A
B - Habrough Road	331	83	1470	951	0.348	333	129	1.0	0.6	6.028	A
C - A160 W	1875	469	416	2463	0.761	1933	1387	18.3	4.0	9.080	A
D - Ulceby Road	237	59	2206	675	0.352	242	142	1.8	0.7	10.799	B
E - E Halton Road	358	89	1883	827	0.433	363	564	2.3	1.0	9.818	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	976	244	357	2548	0.383	977	1488	1.5	1.1	4.024	A
B - Habrough Road	277	69	1227	1050	0.264	278	107	0.6	0.4	4.814	A
C - A160 W	1570	393	347	2504	0.627	1578	1158	4.0	2.1	4.764	A
D - Ulceby Road	199	50	1808	851	0.233	200	118	0.7	0.4	7.128	A
E - E Halton Road	300	75	1543	977	0.307	301	464	1.0	0.6	6.692	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	17.21	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.21	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1974	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1460	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	134	1487	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	1023	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.94	28.14	15.9	D	1811	2717
B - Habrough Road	0.28	9.80	0.4	A	122	183
C - A160 W	0.67	7.13	3.1	A	1340	2010
D - Ulceby Road	0.23	7.84	0.4	A	165	248
E - E Halton Road	0.62	10.02	1.8	B	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1486	372	500	2461	0.604	1478	895	0.0	2.0	4.825	A
B - Habrough Road	100	25	1721	848	0.118	100	258	0.0	0.1	4.880	A
C - A160 W	1099	275	360	2496	0.440	1094	1460	0.0	1.2	4.008	A
D - Ulceby Road	136	34	1241	1103	0.123	135	213	0.0	0.2	5.232	A
E - E Halton Road	437	109	960	1234	0.354	435	416	0.0	0.6	4.956	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1775	444	599	2402	0.739	1768	1071	2.0	3.6	7.466	A
B - Habrough Road	120	30	2059	709	0.169	119	308	0.1	0.2	6.191	A
C - A160 W	1313	328	431	2454	0.535	1310	1747	1.2	1.8	4.917	A
D - Ulceby Road	162	40	1486	994	0.163	162	256	0.2	0.3	6.087	A
E - E Halton Road	522	131	1150	1150	0.454	521	498	0.6	0.9	6.296	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2173	543	732	2322	0.936	2132	1310	3.6	13.9	21.669	C
B - Habrough Road	146	37	2489	533	0.275	146	375	0.2	0.4	9.431	A
C - A160 W	1607	402	522	2401	0.670	1602	2114	1.8	3.1	7.012	A
D - Ulceby Road	198	50	1813	849	0.233	198	311	0.3	0.4	7.775	A
E - E Halton Road	640	160	1405	1038	0.616	636	605	0.9	1.7	9.816	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2173	543	735	2320	0.937	2165	1314	13.9	15.9	28.141	D
B - Habrough Road	146	37	2522	519	0.282	146	378	0.4	0.4	9.803	A
C - A160 W	1607	402	528	2397	0.671	1607	2141	3.1	3.1	7.133	A
D - Ulceby Road	198	50	1822	845	0.235	198	313	0.4	0.4	7.837	A
E - E Halton Road	640	160	1410	1036	0.618	640	610	1.7	1.8	10.019	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1775	444	604	2399	0.740	1823	1078	15.9	3.9	8.951	A
B - Habrough Road	120	30	2113	687	0.174	120	314	0.4	0.2	6.458	A
C - A160 W	1313	328	442	2448	0.536	1318	1792	3.1	1.8	5.012	A
D - Ulceby Road	162	40	1500	988	0.164	162	260	0.4	0.3	6.144	A
E - E Halton Road	522	131	1157	1147	0.455	526	505	1.8	0.9	6.421	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1486	372	504	2459	0.604	1494	901	3.9	2.1	4.989	A
B - Habrough Road	100	25	1738	841	0.119	100	260	0.2	0.1	4.938	A
C - A160 W	1099	275	364	2494	0.441	1102	1475	1.8	1.2	4.057	A
D - Ulceby Road	136	34	1250	1099	0.123	136	215	0.3	0.2	5.266	A
E - E Halton Road	437	109	967	1231	0.355	439	419	0.9	0.6	5.020	A

Appendix TN2 N

A160/ Ulceby Road/ Habrough Road/ East Halton Road Stena AM Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Habrough Road-Ulceby Road-E Halton Road.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment - Stena AM
Report generation date: 22/11/2023 12:00:19

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160 E	1.5	4.67	0.45	2.9	6.25	0.69
B - Habrough Road	0.6	6.09	0.37	0.2	5.66	0.17
C - A160 W	2.9	6.13	0.71	1.5	4.58	0.49
D - Ulceby Road	0.7	9.49	0.35	0.3	5.88	0.17
E - E Halton Road	0.9	8.96	0.41	0.7	5.64	0.40
	2025 Base					
A - A160 E	1.6	4.89	0.47	3.4	7.08	0.72
B - Habrough Road	0.7	6.51	0.40	0.2	6.04	0.18
C - A160 W	3.5	7.01	0.75	1.7	4.83	0.51
D - Ulceby Road	0.8	10.62	0.39	0.3	6.13	0.18
E - E Halton Road	1.0	9.91	0.45	0.8	5.97	0.42
	2025 Base + Committed					
A - A160 E	2.0	5.54	0.54	8.2	15.20	0.87
B - Habrough Road	0.8	7.61	0.44	0.3	8.31	0.24
C - A160 W	8.5	14.96	0.88	2.5	6.05	0.62
D - Ulceby Road	1.2	15.98	0.49	0.4	7.06	0.21
E - E Halton Road	1.6	13.96	0.56	1.4	8.31	0.56
	2025 Base + Committed + Development					
A - A160 E	2.1	5.62	0.55	9.1	16.61	0.88
B - Habrough Road	0.8	7.71	0.44	0.3	8.51	0.24
C - A160 W	8.8	15.40	0.89	2.7	6.36	0.63
D - Ulceby Road	1.2	16.19	0.49	0.4	7.25	0.21
E - E Halton Road	1.6	14.13	0.56	1.4	8.65	0.57
	2032 Base					
A - A160 E	1.8	5.28	0.51	4.5	8.86	0.78
B - Habrough Road	0.8	7.37	0.44	0.3	6.70	0.21
C - A160 W	4.8	9.04	0.80	1.9	5.27	0.55
D - Ulceby Road	1.0	12.96	0.45	0.4	6.54	0.20
E - E Halton Road	1.3	11.90	0.51	1.0	6.58	0.46
	2032 Base + Committed					
A - A160 E	2.3	6.05	0.57	14.0	24.98	0.93
B - Habrough Road	1.0	8.80	0.49	0.4	9.57	0.28
C - A160 W	15.3	26.00	0.94	2.9	6.76	0.65
D - Ulceby Road	1.7	21.63	0.58	0.4	7.62	0.23
E - E Halton Road	2.2	18.21	0.64	1.7	9.58	0.61
	2032 Base + Committed + Development					
A - A160 E	2.4	6.13	0.58	15.9	28.14	0.94
B - Habrough Road	1.0	8.92	0.49	0.4	9.80	0.28
C - A160 W	16.1	27.13	0.94	3.1	7.13	0.67
D - Ulceby Road	1.7	21.99	0.58	0.4	7.84	0.23
E - E Halton Road	2.2	18.47	0.64	1.8	10.02	0.62

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160 E		
B	Habrough Road		
C	A160 W		
D	Ulceby Road		
E	E Halton Road		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160 E	8.00	9.20	20.0	50.0	100.0	35.0		
B - Habrough Road	3.80	7.00	13.7	15.0	100.0	51.0		
C - A160 W	7.80	9.40	15.0	36.0	100.0	38.0		
D - Ulceby Road	3.90	6.90	10.2	33.0	100.0	35.0		
E - E Halton Road	3.60	7.50	12.5	27.0	100.0	38.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160 E	0.601	2762
B - Habrough Road	0.410	1554
C - A160 W	0.589	2708
D - Ulceby Road	0.444	1653
E - E Halton Road	0.440	1657

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1021	100.000
B - Habrough Road		ONE HOUR	✓	326	100.000
C - A160 W		ONE HOUR	✓	1581	100.000
D - Ulceby Road		ONE HOUR	✓	238	100.000
E - E Halton Road		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	30	866	67	56
	B - Habrough Road	148	0	55	4	119
	C - A160 W	1196	39	0	57	289
	D - Ulceby Road	115	9	87	0	27
	E - E Halton Road	69	46	205	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.45	4.67	1.5	A	937	1405
B - Habrough Road	0.37	6.09	0.6	A	299	449
C - A160 W	0.71	6.13	2.9	A	1451	2176
D - Ulceby Road	0.35	9.49	0.7	A	218	328
E - E Halton Road	0.41	8.96	0.9	A	305	457

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	298	2583	0.298	766	1147	0.0	0.8	3.529	A
B - Habrough Road	245	61	971	1156	0.212	244	93	0.0	0.3	4.071	A
C - A160 W	1190	298	306	2528	0.471	1186	909	0.0	1.1	3.212	A
D - Ulceby Road	179	45	1387	1038	0.173	178	105	0.0	0.3	5.381	A
E - E Halton Road	250	62	1197	1130	0.221	248	368	0.0	0.4	5.253	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	357	2547	0.360	917	1373	0.8	1.0	3.938	A
B - Habrough Road	293	73	1163	1077	0.272	293	111	0.3	0.4	4.735	A
C - A160 W	1421	355	366	2493	0.570	1419	1089	1.1	1.6	4.009	A
D - Ulceby Road	214	53	1660	917	0.233	213	126	0.3	0.4	6.582	A
E - E Halton Road	298	75	1433	1026	0.291	298	441	0.4	0.5	6.363	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	436	2500	0.450	1122	1679	1.0	1.4	4.659	A
B - Habrough Road	359	90	1423	970	0.370	358	136	0.4	0.6	6.060	A
C - A160 W	1741	435	448	2444	0.712	1735	1333	1.6	2.9	6.035	A
D - Ulceby Road	262	66	2030	753	0.348	261	154	0.4	0.7	9.388	A
E - E Halton Road	366	91	1752	885	0.413	364	539	0.5	0.9	8.871	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	438	2499	0.450	1124	1684	1.4	1.5	4.674	A
B - Habrough Road	359	90	1426	969	0.370	359	137	0.6	0.6	6.089	A
C - A160 W	1741	435	449	2444	0.712	1741	1335	2.9	2.9	6.129	A
D - Ulceby Road	262	66	2036	750	0.349	262	154	0.7	0.7	9.487	A
E - E Halton Road	366	91	1757	883	0.414	365	541	0.9	0.9	8.959	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	360	2546	0.361	920	1381	1.5	1.0	3.955	A
B - Habrough Road	293	73	1167	1075	0.273	294	112	0.6	0.4	4.761	A
C - A160 W	1421	355	368	2492	0.570	1427	1093	2.9	1.6	4.067	A
D - Ulceby Road	214	53	1668	913	0.234	215	126	0.7	0.4	6.648	A
E - E Halton Road	298	75	1440	1022	0.292	300	443	0.9	0.5	6.429	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	300	2581	0.298	770	1154	1.0	0.8	3.550	A
B - Habrough Road	245	61	977	1153	0.213	246	94	0.4	0.3	4.097	A
C - A160 W	1190	298	308	2527	0.471	1192	915	1.6	1.1	3.236	A
D - Ulceby Road	179	45	1394	1035	0.173	180	106	0.4	0.3	5.421	A
E - E Halton Road	250	62	1204	1127	0.222	251	370	0.5	0.4	5.298	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1513	100.000
B - Habrough Road		ONE HOUR	✓	118	100.000
C - A160 W		ONE HOUR	✓	1080	100.000
D - Ulceby Road		ONE HOUR	✓	162	100.000
E - E Halton Road		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	23	115	1081	102	192
	B - Habrough Road	18	0	39	18	43
	C - A160 W	716	63	0	102	199
	D - Ulceby Road	52	15	59	0	36
	E - E Halton Road	59	110	231	34	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.69	6.25	2.9	A	1388	2083
B - Habrough Road	0.17	5.66	0.2	A	108	162
C - A160 W	0.49	4.58	1.5	A	991	1487
D - Ulceby Road	0.17	5.88	0.3	A	149	223
E - E Halton Road	0.40	5.64	0.7	A	398	597

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	384	2531	0.450	1135	651	0.0	1.1	3.384	A
B - Habrough Road	89	22	1291	1024	0.087	88	227	0.0	0.1	3.907	A
C - A160 W	813	203	322	2518	0.323	810	1057	0.0	0.7	3.318	A
D - Ulceby Road	122	30	941	1236	0.099	121	192	0.0	0.2	4.548	A
E - E Halton Road	327	82	709	1344	0.243	325	352	0.0	0.4	3.979	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	460	2486	0.547	1358	779	1.1	1.6	4.195	A
B - Habrough Road	106	27	1546	920	0.115	106	272	0.1	0.1	4.494	A
C - A160 W	971	243	386	2481	0.391	970	1266	0.7	1.0	3.756	A
D - Ulceby Road	146	36	1126	1154	0.126	145	230	0.2	0.2	5.028	A
E - E Halton Road	390	98	849	1283	0.304	390	422	0.4	0.5	4.544	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	563	2424	0.687	1661	954	1.6	2.8	6.170	A
B - Habrough Road	130	32	1891	778	0.167	130	333	0.1	0.2	5.636	A
C - A160 W	1189	297	472	2430	0.489	1187	1548	1.0	1.5	4.560	A
D - Ulceby Road	178	45	1378	1042	0.171	178	281	0.2	0.3	5.867	A
E - E Halton Road	478	119	1040	1199	0.399	477	516	0.5	0.7	5.616	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	564	2423	0.687	1666	956	2.8	2.9	6.253	A
B - Habrough Road	130	32	1896	776	0.167	130	334	0.2	0.2	5.659	A
C - A160 W	1189	297	473	2429	0.489	1189	1552	1.5	1.5	4.577	A
D - Ulceby Road	178	45	1381	1041	0.171	178	282	0.3	0.3	5.880	A
E - E Halton Road	478	119	1042	1198	0.399	478	517	0.7	0.7	5.638	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	461	2485	0.547	1365	782	2.9	1.6	4.251	A
B - Habrough Road	106	27	1553	917	0.116	106	273	0.2	0.1	4.515	A
C - A160 W	971	243	388	2480	0.392	973	1272	1.5	1.0	3.771	A
D - Ulceby Road	146	36	1130	1152	0.126	146	231	0.3	0.2	5.044	A
E - E Halton Road	390	98	852	1281	0.304	391	424	0.7	0.5	4.566	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	386	2530	0.450	1141	654	1.6	1.1	3.416	A
B - Habrough Road	89	22	1299	1021	0.087	89	228	0.1	0.1	3.925	A
C - A160 W	813	203	324	2517	0.323	814	1063	1.0	0.8	3.335	A
D - Ulceby Road	122	30	945	1234	0.099	122	193	0.2	0.2	4.562	A
E - E Halton Road	327	82	713	1343	0.243	327	354	0.5	0.4	4.001	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1067	100.000
B - Habrough Road		ONE HOUR	✓	339	100.000
C - A160 W		ONE HOUR	✓	1652	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	904	70	59
	B - Habrough Road	154	0	57	4	124
	C - A160 W	1249	41	0	60	302
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	214	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.47	4.89	1.6	A	979	1469
B - Habrough Road	0.40	6.51	0.7	A	311	467
C - A160 W	0.75	7.01	3.5	A	1516	2274
D - Ulceby Road	0.39	10.62	0.8	B	228	343
E - E Halton Road	0.45	9.91	1.0	A	317	476

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	311	2575	0.312	800	1198	0.0	0.8	3.613	A
B - Habrough Road	255	64	1013	1139	0.224	254	98	0.0	0.3	4.195	A
C - A160 W	1244	311	319	2521	0.493	1239	948	0.0	1.2	3.351	A
D - Ulceby Road	187	47	1448	1011	0.185	186	109	0.0	0.3	5.611	A
E - E Halton Road	260	65	1250	1106	0.235	259	385	0.0	0.4	5.462	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	372	2538	0.378	958	1434	0.8	1.1	4.063	A
B - Habrough Road	305	76	1213	1056	0.288	304	118	0.3	0.4	4.936	A
C - A160 W	1485	371	382	2484	0.598	1483	1136	1.2	1.8	4.297	A
D - Ulceby Road	224	56	1733	884	0.253	223	131	0.3	0.4	7.001	A
E - E Halton Road	311	78	1496	998	0.312	310	460	0.4	0.6	6.737	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	455	2489	0.472	1173	1753	1.1	1.6	4.876	A
B - Habrough Road	373	93	1484	945	0.395	372	144	0.4	0.7	6.474	A
C - A160 W	1819	455	467	2433	0.748	1812	1389	1.8	3.4	6.867	A
D - Ulceby Road	274	69	2119	714	0.384	273	160	0.4	0.8	10.477	B
E - E Halton Road	381	95	1828	851	0.447	379	563	0.6	1.0	9.781	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	457	2487	0.472	1175	1759	1.6	1.6	4.894	A
B - Habrough Road	373	93	1487	944	0.395	373	144	0.7	0.7	6.511	A
C - A160 W	1819	455	468	2433	0.748	1819	1393	3.4	3.5	7.015	A
D - Ulceby Road	274	69	2126	710	0.386	274	161	0.8	0.8	10.620	B
E - E Halton Road	381	95	1835	849	0.449	381	565	1.0	1.0	9.913	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	375	2536	0.378	961	1443	1.6	1.1	4.084	A
B - Habrough Road	305	76	1218	1054	0.289	306	118	0.7	0.4	4.969	A
C - A160 W	1485	371	383	2483	0.598	1492	1141	3.5	1.8	4.380	A
D - Ulceby Road	224	56	1743	880	0.254	225	132	0.8	0.4	7.094	A
E - E Halton Road	311	78	1506	994	0.313	313	463	1.0	0.6	6.827	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	313	2574	0.312	804	1206	1.1	0.8	3.632	A
B - Habrough Road	255	64	1019	1136	0.225	256	99	0.4	0.3	4.224	A
C - A160 W	1244	311	321	2519	0.494	1246	954	1.8	1.2	3.391	A
D - Ulceby Road	187	47	1457	1007	0.186	188	110	0.4	0.3	5.660	A
E - E Halton Road	260	65	1258	1103	0.236	261	387	0.6	0.4	5.514	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1580	100.000
B - Habrough Road		ONE HOUR	✓	124	100.000
C - A160 W		ONE HOUR	✓	1127	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	120	1128	107	201
	B - Habrough Road	19	0	41	19	45
	C - A160 W	747	66	0	106	208
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	241	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	8	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.72	7.08	3.4	A	1450	2175
B - Habrough Road	0.18	6.04	0.2	A	114	171
C - A160 W	0.51	4.83	1.7	A	1034	1551
D - Ulceby Road	0.18	6.13	0.3	A	155	233
E - E Halton Road	0.42	5.97	0.8	A	416	624

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	401	2521	0.472	1185	679	0.0	1.2	3.536	A
B - Habrough Road	93	23	1348	1001	0.093	93	238	0.0	0.1	4.026	A
C - A160 W	848	212	338	2509	0.338	845	1103	0.0	0.8	3.407	A
D - Ulceby Road	127	32	982	1217	0.105	127	201	0.0	0.2	4.649	A
E - E Halton Road	341	85	740	1331	0.256	339	369	0.0	0.4	4.090	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	480	2473	0.574	1418	813	1.2	1.8	4.481	A
B - Habrough Road	111	28	1614	892	0.125	111	285	0.1	0.1	4.684	A
C - A160 W	1013	253	405	2470	0.410	1012	1320	0.8	1.1	3.891	A
D - Ulceby Road	152	38	1176	1131	0.134	152	241	0.2	0.2	5.178	A
E - E Halton Road	407	102	886	1266	0.322	407	442	0.4	0.5	4.719	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	588	2409	0.722	1733	995	1.8	3.3	6.951	A
B - Habrough Road	137	34	1973	745	0.183	136	348	0.1	0.2	6.010	A
C - A160 W	1241	310	495	2417	0.513	1239	1614	1.1	1.6	4.810	A
D - Ulceby Road	186	47	1439	1015	0.183	186	294	0.2	0.3	6.118	A
E - E Halton Road	499	125	1085	1179	0.423	498	540	0.5	0.8	5.948	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	589	2408	0.722	1739	996	3.3	3.4	7.084	A
B - Habrough Road	137	34	1979	742	0.184	137	349	0.2	0.2	6.041	A
C - A160 W	1241	310	497	2416	0.514	1241	1619	1.6	1.7	4.831	A
D - Ulceby Road	186	47	1442	1013	0.184	186	295	0.3	0.3	6.133	A
E - E Halton Road	499	125	1087	1178	0.423	499	542	0.8	0.8	5.975	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	482	2472	0.575	1427	815	3.4	1.8	4.561	A
B - Habrough Road	111	28	1623	888	0.126	112	286	0.2	0.1	4.713	A
C - A160 W	1013	253	407	2468	0.410	1015	1328	1.7	1.1	3.914	A
D - Ulceby Road	152	38	1181	1129	0.135	152	242	0.3	0.2	5.197	A
E - E Halton Road	407	102	889	1265	0.322	408	444	0.8	0.5	4.744	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	403	2519	0.472	1192	682	1.8	1.2	3.575	A
B - Habrough Road	93	23	1356	998	0.094	94	239	0.1	0.1	4.046	A
C - A160 W	848	212	340	2508	0.338	850	1110	1.1	0.8	3.425	A
D - Ulceby Road	127	32	988	1215	0.105	127	202	0.2	0.2	4.668	A
E - E Halton Road	341	85	744	1329	0.257	342	371	0.5	0.4	4.114	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.56	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1207	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1948	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	1044	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1478	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.54	5.54	2.0	A	1108	1661
B - Habrough Road	0.44	7.61	0.8	A	317	475
C - A160 W	0.88	14.96	8.5	B	1788	2681
D - Ulceby Road	0.49	15.98	1.2	C	228	343
E - E Halton Road	0.56	13.96	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	332	2562	0.355	905	1373	0.0	1.0	3.803	A
B - Habrough Road	260	65	1139	1087	0.239	258	98	0.0	0.3	4.477	A
C - A160 W	1467	367	323	2518	0.582	1460	1074	0.0	1.7	4.081	A
D - Ulceby Road	187	47	1673	911	0.206	186	109	0.0	0.3	6.380	A
E - E Halton Road	282	71	1425	1029	0.274	280	435	0.0	0.5	6.009	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	398	2523	0.430	1084	1643	1.0	1.3	4.383	A
B - Habrough Road	310	78	1364	994	0.312	310	117	0.3	0.5	5.418	A
C - A160 W	1751	438	387	2480	0.706	1747	1287	1.7	2.8	5.882	A
D - Ulceby Road	224	56	2002	765	0.293	223	131	0.3	0.5	8.537	A
E - E Halton Road	337	84	1705	906	0.372	336	520	0.5	0.7	7.901	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	485	2470	0.538	1326	2000	1.3	2.0	5.505	A
B - Habrough Road	380	95	1668	870	0.437	379	143	0.5	0.8	7.541	A
C - A160 W	2145	536	473	2430	0.883	2124	1573	2.8	8.1	13.379	B
D - Ulceby Road	274	69	2437	572	0.479	272	160	0.5	1.1	15.288	C
E - E Halton Road	413	103	2075	743	0.556	410	634	0.7	1.5	13.411	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	489	2468	0.538	1329	2017	2.0	2.0	5.542	A
B - Habrough Road	380	95	1673	867	0.438	380	144	0.8	0.8	7.614	A
C - A160 W	2145	536	474	2429	0.883	2143	1579	8.1	8.5	14.956	B
D - Ulceby Road	274	69	2457	564	0.486	274	161	1.1	1.2	15.979	C
E - E Halton Road	413	103	2093	735	0.562	413	638	1.5	1.6	13.963	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	403	2520	0.431	1088	1667	2.0	1.3	4.419	A
B - Habrough Road	310	78	1372	991	0.313	311	119	0.8	0.5	5.476	A
C - A160 W	1751	438	389	2479	0.706	1773	1295	8.5	3.0	6.341	A
D - Ulceby Road	224	56	2030	753	0.297	226	132	1.2	0.6	8.844	A
E - E Halton Road	337	84	1730	895	0.377	340	527	1.6	0.8	8.178	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	336	2560	0.355	910	1385	1.3	1.0	3.829	A
B - Habrough Road	260	65	1147	1084	0.240	260	99	0.5	0.3	4.516	A
C - A160 W	1467	367	325	2517	0.583	1472	1082	3.0	1.7	4.178	A
D - Ulceby Road	187	47	1687	905	0.207	188	110	0.6	0.3	6.473	A
E - E Halton Road	282	71	1437	1024	0.276	283	438	0.8	0.5	6.099	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	10.65	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.65	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1849	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1349	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	125	1392	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	936	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.87	15.20	8.2	C	1697	2545
B - Habrough Road	0.24	8.31	0.3	A	116	173
C - A160 W	0.62	6.05	2.5	A	1238	1857
D - Ulceby Road	0.21	7.06	0.4	A	155	233
E - E Halton Road	0.56	8.31	1.4	A	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	475	2476	0.562	1385	822	0.0	1.7	4.332	A
B - Habrough Road	95	24	1619	890	0.107	94	241	0.0	0.1	4.591	A
C - A160 W	1016	254	339	2508	0.405	1011	1374	0.0	1.1	3.746	A
D - Ulceby Road	127	32	1150	1143	0.111	127	201	0.0	0.2	4.983	A
E - E Halton Road	416	104	883	1268	0.328	413	393	0.0	0.5	4.637	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	569	2420	0.687	1658	984	1.7	2.8	6.196	A
B - Habrough Road	113	28	1938	759	0.149	113	289	0.1	0.2	5.656	A
C - A160 W	1213	303	406	2469	0.491	1211	1644	1.1	1.5	4.464	A
D - Ulceby Road	152	38	1377	1043	0.146	152	240	0.2	0.2	5.689	A
E - E Halton Road	496	124	1057	1191	0.417	495	471	0.5	0.8	5.700	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	696	2344	0.869	2016	1203	2.8	7.8	13.724	B
B - Habrough Road	139	35	2359	586	0.237	138	352	0.2	0.3	8.149	A
C - A160 W	1485	371	495	2417	0.615	1481	2002	1.5	2.4	5.987	A
D - Ulceby Road	186	47	1683	907	0.205	186	293	0.2	0.4	7.024	A
E - E Halton Road	608	152	1293	1087	0.559	605	575	0.8	1.4	8.204	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	698	2342	0.869	2034	1207	7.8	8.2	15.204	C
B - Habrough Road	139	35	2378	578	0.240	139	354	0.3	0.3	8.310	A
C - A160 W	1485	371	498	2415	0.615	1485	2018	2.4	2.5	6.049	A
D - Ulceby Road	186	47	1689	904	0.206	186	295	0.4	0.4	7.058	A
E - E Halton Road	608	152	1297	1086	0.560	608	578	1.4	1.4	8.308	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	572	2418	0.687	1683	989	8.2	3.0	6.649	A
B - Habrough Road	113	28	1964	748	0.151	114	292	0.3	0.2	5.767	A
C - A160 W	1213	303	412	2466	0.492	1217	1666	2.5	1.5	4.517	A
D - Ulceby Road	152	38	1385	1039	0.146	152	243	0.4	0.2	5.722	A
E - E Halton Road	496	124	1063	1189	0.417	499	475	1.4	0.8	5.775	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	478	2474	0.563	1397	827	3.0	1.7	4.434	A
B - Habrough Road	95	24	1632	884	0.107	95	243	0.2	0.1	4.633	A
C - A160 W	1016	254	342	2507	0.405	1017	1385	1.5	1.1	3.783	A
D - Ulceby Road	127	32	1157	1140	0.112	127	202	0.2	0.2	5.010	A
E - E Halton Road	416	104	889	1265	0.328	417	396	0.8	0.5	4.686	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.81	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.81	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1222	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1956	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	34	1057	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1486	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.55	5.62	2.1	A	1121	1682
B - Habrough Road	0.44	7.71	0.8	A	317	475
C - A160 W	0.89	15.40	8.8	C	1795	2692
D - Ulceby Road	0.49	16.19	1.2	C	228	343
E - E Halton Road	0.56	14.13	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	920	230	332	2562	0.359	916	1379	0.0	1.0	3.820	A
B - Habrough Road	260	65	1149	1083	0.240	258	100	0.0	0.3	4.505	A
C - A160 W	1473	368	323	2518	0.585	1466	1084	0.0	1.7	4.103	A
D - Ulceby Road	187	47	1679	908	0.206	186	109	0.0	0.3	6.404	A
E - E Halton Road	282	71	1431	1027	0.275	280	435	0.0	0.5	6.030	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1099	275	398	2523	0.435	1097	1651	1.0	1.3	4.420	A
B - Habrough Road	310	78	1376	990	0.313	310	119	0.3	0.5	5.456	A
C - A160 W	1758	440	387	2480	0.709	1754	1298	1.7	2.9	5.939	A
D - Ulceby Road	224	56	2009	762	0.294	223	131	0.3	0.5	8.585	A
E - E Halton Road	337	84	1712	903	0.373	336	520	0.5	0.7	7.944	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1345	336	485	2471	0.545	1343	2008	1.3	2.1	5.578	A
B - Habrough Road	380	95	1682	864	0.440	379	145	0.5	0.8	7.633	A
C - A160 W	2154	538	473	2430	0.886	2132	1587	2.9	8.3	13.694	B
D - Ulceby Road	274	69	2445	569	0.482	272	160	0.5	1.2	15.466	C
E - E Halton Road	413	103	2083	739	0.558	410	634	0.7	1.5	13.552	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1345	336	489	2468	0.545	1345	2025	2.1	2.1	5.617	A
B - Habrough Road	380	95	1688	862	0.441	380	146	0.8	0.8	7.706	A
C - A160 W	2154	538	474	2429	0.887	2152	1593	8.3	8.8	15.398	C
D - Ulceby Road	274	69	2465	560	0.490	274	161	1.2	1.2	16.193	C
E - E Halton Road	413	103	2101	731	0.565	413	638	1.5	1.6	14.131	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1099	275	403	2519	0.436	1101	1675	2.1	1.4	4.459	A
B - Habrough Road	310	78	1384	986	0.315	311	121	0.8	0.5	5.514	A
C - A160 W	1758	440	389	2479	0.709	1782	1307	8.8	3.0	6.426	A
D - Ulceby Road	224	56	2038	749	0.299	226	132	1.2	0.6	8.909	A
E - E Halton Road	337	84	1738	891	0.378	340	527	1.6	0.8	8.232	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	920	230	336	2560	0.359	921	1391	1.4	1.0	3.854	A
B - Habrough Road	260	65	1157	1079	0.241	260	100	0.5	0.3	4.538	A
C - A160 W	1473	368	325	2517	0.585	1478	1092	3.0	1.7	4.202	A
D - Ulceby Road	187	47	1693	902	0.208	188	110	0.6	0.3	6.498	A
E - E Halton Road	282	71	1443	1021	0.276	283	438	0.8	0.5	6.124	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.45	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.45	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1873	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1388	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	126	1415	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	975	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.88	16.61	9.1	C	1719	2578
B - Habrough Road	0.24	8.51	0.3	A	116	173
C - A160 W	0.63	6.36	2.7	A	1274	1910
D - Ulceby Road	0.21	7.25	0.4	A	155	233
E - E Halton Road	0.57	8.65	1.4	A	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1410	353	475	2477	0.569	1403	851	0.0	1.7	4.426	A
B - Habrough Road	95	24	1636	883	0.107	94	242	0.0	0.1	4.632	A
C - A160 W	1045	261	339	2508	0.417	1041	1391	0.0	1.1	3.832	A
D - Ulceby Road	127	32	1179	1130	0.113	127	201	0.0	0.2	5.047	A
E - E Halton Road	416	104	912	1255	0.331	413	393	0.0	0.5	4.707	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1684	421	569	2420	0.696	1679	1019	1.7	3.0	6.405	A
B - Habrough Road	113	28	1958	751	0.151	113	290	0.1	0.2	5.730	A
C - A160 W	1248	312	406	2469	0.505	1246	1665	1.1	1.6	4.604	A
D - Ulceby Road	152	38	1412	1027	0.148	152	240	0.2	0.2	5.789	A
E - E Halton Road	496	124	1092	1176	0.422	495	471	0.5	0.8	5.829	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2062	516	695	2344	0.880	2040	1246	3.0	8.5	14.743	B
B - Habrough Road	139	35	2382	577	0.241	138	353	0.2	0.3	8.324	A
C - A160 W	1528	382	494	2417	0.632	1524	2026	1.6	2.6	6.286	A
D - Ulceby Road	186	47	1725	888	0.210	186	293	0.2	0.4	7.211	A
E - E Halton Road	608	152	1336	1068	0.569	605	575	0.8	1.4	8.530	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2062	516	698	2342	0.880	2060	1250	8.5	9.1	16.614	C
B - Habrough Road	139	35	2403	568	0.244	139	355	0.3	0.3	8.508	A
C - A160 W	1528	382	498	2415	0.633	1528	2043	2.6	2.7	6.361	A
D - Ulceby Road	186	47	1732	885	0.210	186	295	0.4	0.4	7.250	A
E - E Halton Road	608	152	1340	1067	0.570	608	578	1.4	1.4	8.649	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1684	421	573	2418	0.696	1708	1024	9.1	3.1	6.950	A
B - Habrough Road	113	28	1988	739	0.153	114	293	0.3	0.2	5.856	A
C - A160 W	1248	312	412	2466	0.506	1252	1689	2.7	1.6	4.666	A
D - Ulceby Road	152	38	1421	1023	0.149	152	243	0.4	0.2	5.828	A
E - E Halton Road	496	124	1098	1173	0.423	499	476	1.4	0.8	5.910	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1410	353	478	2474	0.570	1415	856	3.1	1.8	4.538	A
B - Habrough Road	95	24	1650	877	0.108	95	244	0.2	0.1	4.674	A
C - A160 W	1045	261	342	2507	0.417	1047	1403	1.6	1.1	3.869	A
D - Ulceby Road	127	32	1187	1127	0.113	128	202	0.2	0.2	5.075	A
E - E Halton Road	416	104	918	1252	0.332	417	396	0.8	0.6	4.759	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	8.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1138	100.000
B - Habrough Road		ONE HOUR	✓	362	100.000
C - A160 W		ONE HOUR	✓	1761	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	964	74	63
	B - Habrough Road	164	0	61	5	132
	C - A160 W	1331	44	0	64	322
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	228	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.51	5.28	1.8	A	1044	1566
B - Habrough Road	0.44	7.37	0.8	A	332	498
C - A160 W	0.80	9.04	4.8	A	1616	2424
D - Ulceby Road	0.45	12.96	1.0	B	242	363
E - E Halton Road	0.51	11.90	1.3	B	339	508

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	331	2563	0.334	853	1276	0.0	0.9	3.749	A
B - Habrough Road	273	68	1080	1111	0.245	271	104	0.0	0.3	4.418	A
C - A160 W	1326	331	340	2508	0.529	1320	1011	0.0	1.3	3.614	A
D - Ulceby Road	199	50	1544	969	0.205	197	117	0.0	0.3	6.001	A
E - E Halton Road	278	69	1331	1071	0.260	276	410	0.0	0.4	5.824	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	396	2524	0.405	1022	1528	0.9	1.2	4.274	A
B - Habrough Road	325	81	1293	1023	0.318	325	125	0.3	0.5	5.316	A
C - A160 W	1583	396	407	2468	0.641	1580	1211	1.3	2.1	4.835	A
D - Ulceby Road	237	59	1847	834	0.285	237	140	0.3	0.5	7.751	A
E - E Halton Road	332	83	1593	955	0.347	331	491	0.4	0.7	7.418	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	484	2471	0.507	1251	1865	1.2	1.8	5.252	A
B - Habrough Road	399	100	1582	905	0.440	397	152	0.5	0.8	7.301	A
C - A160 W	1939	485	498	2415	0.803	1929	1481	2.1	4.7	8.692	A
D - Ulceby Road	291	73	2256	653	0.445	289	171	0.5	1.0	12.663	B
E - E Halton Road	406	102	1945	800	0.508	404	600	0.7	1.3	11.629	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	487	2470	0.507	1253	1875	1.8	1.8	5.280	A
B - Habrough Road	399	100	1586	903	0.441	399	153	0.8	0.8	7.365	A
C - A160 W	1939	485	500	2414	0.803	1938	1485	4.7	4.8	9.044	A
D - Ulceby Road	291	73	2267	648	0.449	291	172	1.0	1.0	12.961	B
E - E Halton Road	406	102	1955	796	0.511	406	602	1.3	1.3	11.896	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	400	2521	0.406	1025	1541	1.8	1.2	4.302	A
B - Habrough Road	325	81	1300	1021	0.319	327	126	0.8	0.5	5.365	A
C - A160 W	1583	396	410	2467	0.642	1593	1217	4.8	2.2	4.991	A
D - Ulceby Road	237	59	1862	827	0.287	239	141	1.0	0.5	7.909	A
E - E Halton Road	332	83	1607	949	0.350	334	494	1.3	0.7	7.575	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	334	2561	0.335	858	1285	1.2	0.9	3.777	A
B - Habrough Road	273	68	1087	1108	0.246	273	105	0.5	0.3	4.454	A
C - A160 W	1326	331	342	2507	0.529	1329	1018	2.2	1.4	3.673	A
D - Ulceby Road	199	50	1554	964	0.206	200	118	0.5	0.3	6.067	A
E - E Halton Road	278	69	1341	1066	0.261	279	413	0.7	0.5	5.897	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	7.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1682	100.000
B - Habrough Road		ONE HOUR	✓	131	100.000
C - A160 W		ONE HOUR	✓	1199	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	128	1201	114	213
	B - Habrough Road	20	0	43	20	48
	C - A160 W	795	70	0	113	221
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	256	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.78	8.86	4.5	A	1543	2315
B - Habrough Road	0.21	6.70	0.3	A	120	180
C - A160 W	0.55	5.27	1.9	A	1100	1650
D - Ulceby Road	0.20	6.54	0.4	A	165	248
E - E Halton Road	0.46	6.58	1.0	A	442	663

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	426	2506	0.505	1261	723	0.0	1.3	3.792	A
B - Habrough Road	99	25	1434	966	0.102	98	253	0.0	0.1	4.215	A
C - A160 W	903	226	359	2497	0.362	899	1173	0.0	0.9	3.546	A
D - Ulceby Road	136	34	1045	1190	0.114	135	214	0.0	0.2	4.802	A
E - E Halton Road	363	91	788	1310	0.277	361	391	0.0	0.4	4.272	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	511	2455	0.616	1509	865	1.3	2.1	4.993	A
B - Habrough Road	118	29	1716	850	0.139	118	303	0.1	0.2	4.994	A
C - A160 W	1078	269	430	2455	0.439	1077	1404	0.9	1.2	4.114	A
D - Ulceby Road	162	40	1251	1099	0.147	162	256	0.2	0.2	5.409	A
E - E Halton Road	433	108	944	1241	0.349	433	469	0.4	0.6	5.016	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	625	2386	0.776	1843	1059	2.1	4.4	8.572	A
B - Habrough Road	144	36	2097	694	0.208	144	371	0.2	0.3	6.648	A
C - A160 W	1320	330	525	2399	0.550	1317	1715	1.2	1.9	5.237	A
D - Ulceby Road	198	50	1530	975	0.203	198	313	0.2	0.4	6.520	A
E - E Halton Road	531	133	1155	1148	0.462	529	573	0.6	1.0	6.544	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	626	2385	0.776	1852	1061	4.4	4.5	8.858	A
B - Habrough Road	144	36	2106	690	0.209	144	372	0.3	0.3	6.701	A
C - A160 W	1320	330	527	2398	0.551	1320	1723	1.9	1.9	5.269	A
D - Ulceby Road	198	50	1534	973	0.204	198	314	0.4	0.4	6.542	A
E - E Halton Road	531	133	1157	1147	0.463	531	575	1.0	1.0	6.584	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	513	2454	0.616	1521	869	4.5	2.1	5.134	A
B - Habrough Road	118	29	1729	844	0.139	118	305	0.3	0.2	5.040	A
C - A160 W	1078	269	433	2453	0.439	1081	1415	1.9	1.2	4.144	A
D - Ulceby Road	162	40	1256	1096	0.148	162	257	0.4	0.2	5.433	A
E - E Halton Road	433	108	947	1240	0.350	435	471	1.0	0.6	5.054	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	429	2504	0.506	1269	727	2.1	1.4	3.849	A
B - Habrough Road	99	25	1444	962	0.103	99	255	0.2	0.1	4.241	A
C - A160 W	903	226	361	2495	0.362	904	1181	1.2	0.9	3.570	A
D - Ulceby Road	136	34	1051	1187	0.114	136	215	0.2	0.2	4.822	A
E - E Halton Road	363	91	793	1308	0.277	364	394	0.6	0.4	4.302	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	17.73	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.73	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1278	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2057	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	1104	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1560	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.57	6.05	2.3	A	1173	1759
B - Habrough Road	0.49	8.80	1.0	A	338	507
C - A160 W	0.94	26.00	15.3	D	1888	2831
D - Ulceby Road	0.58	21.63	1.7	C	242	363
E - E Halton Road	0.64	18.21	2.2	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	352	2550	0.377	958	1451	0.0	1.1	3.956	A
B - Habrough Road	277	69	1206	1059	0.262	276	104	0.0	0.4	4.733	A
C - A160 W	1549	387	345	2505	0.618	1541	1137	0.0	1.9	4.470	A
D - Ulceby Road	199	50	1769	869	0.229	197	117	0.0	0.4	6.886	A
E - E Halton Road	300	75	1506	994	0.302	297	460	0.0	0.5	6.461	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	422	2508	0.458	1147	1736	1.1	1.5	4.633	A
B - Habrough Road	331	83	1444	961	0.344	330	125	0.4	0.5	5.880	A
C - A160 W	1849	462	413	2465	0.750	1843	1362	1.9	3.5	6.909	A
D - Ulceby Road	237	59	2116	715	0.332	236	140	0.4	0.6	9.665	A
E - E Halton Road	358	89	1802	863	0.414	356	550	0.5	0.9	8.875	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	513	2454	0.573	1404	2100	1.5	2.3	5.994	A
B - Habrough Road	405	101	1765	830	0.488	403	151	0.5	1.0	8.677	A
C - A160 W	2265	566	505	2411	0.939	2225	1664	3.5	13.5	20.101	C
D - Ulceby Road	291	73	2559	518	0.561	287	170	0.6	1.6	19.741	C
E - E Halton Road	438	110	2179	697	0.629	434	667	0.9	2.0	16.832	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	518	2451	0.574	1407	2128	2.3	2.3	6.050	A
B - Habrough Road	405	101	1772	827	0.490	405	153	1.0	1.0	8.805	A
C - A160 W	2265	566	506	2410	0.940	2257	1671	13.5	15.3	25.999	D
D - Ulceby Road	291	73	2592	504	0.577	290	172	1.6	1.7	21.634	C
E - E Halton Road	438	110	2208	684	0.640	438	675	2.0	2.2	18.206	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	430	2503	0.459	1152	1781	2.3	1.5	4.686	A
B - Habrough Road	331	83	1455	957	0.346	333	127	1.0	0.6	5.969	A
C - A160 W	1849	462	415	2464	0.751	1896	1372	15.3	3.7	8.245	A
D - Ulceby Road	237	59	2169	691	0.343	241	142	1.7	0.7	10.391	B
E - E Halton Road	358	89	1848	843	0.425	363	562	2.2	0.9	9.485	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	356	2548	0.378	964	1466	1.5	1.1	3.991	A
B - Habrough Road	277	69	1215	1055	0.263	278	105	0.6	0.4	4.781	A
C - A160 W	1549	387	347	2504	0.619	1556	1146	3.7	2.0	4.617	A
D - Ulceby Road	199	50	1785	861	0.231	200	118	0.7	0.4	7.019	A
E - E Halton Road	300	75	1521	987	0.304	301	464	0.9	0.6	6.590	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	15.60	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.60	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1951	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1422	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	133	1465	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	985	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.93	24.98	14.0	C	1790	2685
B - Habrough Road	0.28	9.57	0.4	A	122	183
C - A160 W	0.65	6.76	2.9	A	1305	1957
D - Ulceby Road	0.23	7.62	0.4	A	165	248
E - E Halton Road	0.61	9.58	1.7	A	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	500	2461	0.597	1461	866	0.0	1.9	4.719	A
B - Habrough Road	100	25	1704	855	0.117	100	257	0.0	0.1	4.837	A
C - A160 W	1071	268	360	2496	0.429	1066	1444	0.0	1.2	3.919	A
D - Ulceby Road	136	34	1213	1115	0.122	135	214	0.0	0.2	5.162	A
E - E Halton Road	437	109	932	1246	0.351	435	416	0.0	0.6	4.882	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	599	2402	0.730	1748	1037	1.9	3.5	7.199	A
B - Habrough Road	120	30	2039	717	0.167	119	308	0.1	0.2	6.109	A
C - A160 W	1278	320	431	2454	0.521	1276	1728	1.2	1.7	4.763	A
D - Ulceby Road	162	40	1452	1009	0.160	162	256	0.2	0.3	5.979	A
E - E Halton Road	522	131	1116	1165	0.448	521	498	0.6	0.9	6.153	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	732	2322	0.925	2112	1268	3.5	12.5	19.946	C
B - Habrough Road	146	37	2470	541	0.271	146	374	0.2	0.4	9.242	A
C - A160 W	1566	391	522	2400	0.652	1561	2093	1.7	2.9	6.657	A
D - Ulceby Road	198	50	1772	867	0.229	198	311	0.3	0.4	7.566	A
E - E Halton Road	640	160	1364	1056	0.606	637	606	0.9	1.7	9.402	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	735	2320	0.926	2142	1273	12.5	14.0	24.978	C
B - Habrough Road	146	37	2500	528	0.277	146	377	0.4	0.4	9.571	A
C - A160 W	1566	391	528	2397	0.653	1565	2118	2.9	2.9	6.759	A
D - Ulceby Road	198	50	1781	863	0.230	198	313	0.4	0.4	7.619	A
E - E Halton Road	640	160	1368	1054	0.607	640	610	1.7	1.7	9.576	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	604	2399	0.731	1795	1044	14.0	3.7	8.382	A
B - Habrough Road	120	30	2087	698	0.171	120	312	0.4	0.2	6.334	A
C - A160 W	1278	320	441	2449	0.522	1283	1766	2.9	1.7	4.844	A
D - Ulceby Road	162	40	1464	1004	0.161	162	259	0.4	0.3	6.029	A
E - E Halton Road	522	131	1122	1163	0.449	525	505	1.7	0.9	6.262	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	504	2459	0.597	1476	872	3.7	2.0	4.868	A
B - Habrough Road	100	25	1721	848	0.118	100	259	0.2	0.1	4.892	A
C - A160 W	1071	268	364	2494	0.429	1073	1458	1.7	1.2	3.962	A
D - Ulceby Road	136	34	1221	1112	0.122	136	215	0.3	0.2	5.199	A
E - E Halton Road	437	109	938	1244	0.352	439	419	0.9	0.6	4.942	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	18.32	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.32	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1292	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2065	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	36	1116	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1568	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.58	6.13	2.4	A	1186	1778
B - Habrough Road	0.49	8.92	1.0	A	338	507
C - A160 W	0.94	27.13	16.1	D	1895	2842
D - Ulceby Road	0.58	21.99	1.7	C	242	363
E - E Halton Road	0.64	18.47	2.2	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	973	243	352	2550	0.381	968	1457	0.0	1.1	3.978	A
B - Habrough Road	277	69	1215	1056	0.262	276	106	0.0	0.4	4.755	A
C - A160 W	1555	389	345	2505	0.621	1547	1146	0.0	1.9	4.498	A
D - Ulceby Road	199	50	1775	866	0.229	197	117	0.0	0.4	6.913	A
E - E Halton Road	300	75	1512	991	0.302	297	460	0.0	0.5	6.485	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1161	290	422	2508	0.463	1160	1743	1.1	1.5	4.672	A
B - Habrough Road	331	83	1455	957	0.346	330	126	0.4	0.5	5.921	A
C - A160 W	1856	464	413	2465	0.753	1850	1373	1.9	3.6	6.988	A
D - Ulceby Road	237	59	2123	712	0.333	236	140	0.4	0.6	9.725	A
E - E Halton Road	358	89	1809	860	0.416	356	550	0.5	0.9	8.930	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1423	356	512	2454	0.580	1419	2107	1.5	2.4	6.074	A
B - Habrough Road	405	101	1778	825	0.491	403	154	0.5	1.0	8.786	A
C - A160 W	2274	568	504	2411	0.943	2232	1677	3.6	14.0	20.684	C
D - Ulceby Road	291	73	2566	515	0.564	287	170	0.6	1.6	19.995	C
E - E Halton Road	438	110	2186	694	0.632	434	667	0.9	2.0	17.023	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1423	356	518	2451	0.580	1422	2136	2.4	2.4	6.134	A
B - Habrough Road	405	101	1785	822	0.493	405	155	1.0	1.0	8.919	A
C - A160 W	2274	568	506	2410	0.943	2265	1684	14.0	16.1	27.127	D
D - Ulceby Road	291	73	2600	500	0.581	290	171	1.6	1.7	21.991	C
E - E Halton Road	438	110	2216	681	0.644	438	674	2.0	2.2	18.469	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1161	290	430	2503	0.464	1165	1790	2.4	1.5	4.727	A
B - Habrough Road	331	83	1466	952	0.347	333	129	1.0	0.6	6.010	A
C - A160 W	1856	464	416	2463	0.754	1905	1383	16.1	3.8	8.436	A
D - Ulceby Road	237	59	2179	687	0.346	241	142	1.7	0.7	10.497	B
E - E Halton Road	358	89	1858	839	0.427	363	562	2.2	0.9	9.572	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	973	243	357	2548	0.382	974	1472	1.5	1.1	4.014	A
B - Habrough Road	277	69	1224	1052	0.263	278	107	0.6	0.4	4.807	A
C - A160 W	1555	389	347	2504	0.621	1562	1155	3.8	2.0	4.649	A
D - Ulceby Road	199	50	1791	859	0.231	200	118	0.7	0.4	7.049	A
E - E Halton Road	300	75	1527	984	0.304	301	464	0.9	0.6	6.620	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	17.21	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.21	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1974	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1460	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	134	1487	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	1023	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.94	28.14	15.9	D	1811	2717
B - Habrough Road	0.28	9.80	0.4	A	122	183
C - A160 W	0.67	7.13	3.1	A	1340	2010
D - Ulceby Road	0.23	7.84	0.4	A	165	248
E - E Halton Road	0.62	10.02	1.8	B	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1486	372	500	2461	0.604	1478	895	0.0	2.0	4.825	A
B - Habrough Road	100	25	1721	848	0.118	100	258	0.0	0.1	4.880	A
C - A160 W	1099	275	360	2496	0.440	1094	1460	0.0	1.2	4.008	A
D - Ulceby Road	136	34	1241	1103	0.123	135	213	0.0	0.2	5.232	A
E - E Halton Road	437	109	960	1234	0.354	435	416	0.0	0.6	4.956	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1775	444	599	2402	0.739	1768	1071	2.0	3.6	7.466	A
B - Habrough Road	120	30	2059	709	0.169	119	308	0.1	0.2	6.191	A
C - A160 W	1313	328	431	2454	0.535	1310	1747	1.2	1.8	4.917	A
D - Ulceby Road	162	40	1486	994	0.163	162	256	0.2	0.3	6.087	A
E - E Halton Road	522	131	1150	1150	0.454	521	498	0.6	0.9	6.296	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2173	543	732	2322	0.936	2132	1310	3.6	13.9	21.669	C
B - Habrough Road	146	37	2489	533	0.275	146	375	0.2	0.4	9.431	A
C - A160 W	1607	402	522	2401	0.670	1602	2114	1.8	3.1	7.012	A
D - Ulceby Road	198	50	1813	849	0.233	198	311	0.3	0.4	7.775	A
E - E Halton Road	640	160	1405	1038	0.616	636	605	0.9	1.7	9.816	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2173	543	735	2320	0.937	2165	1314	13.9	15.9	28.141	D
B - Habrough Road	146	37	2522	519	0.282	146	378	0.4	0.4	9.803	A
C - A160 W	1607	402	528	2397	0.671	1607	2141	3.1	3.1	7.133	A
D - Ulceby Road	198	50	1822	845	0.235	198	313	0.4	0.4	7.837	A
E - E Halton Road	640	160	1410	1036	0.618	640	610	1.7	1.8	10.019	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1775	444	604	2399	0.740	1823	1078	15.9	3.9	8.951	A
B - Habrough Road	120	30	2113	687	0.174	120	314	0.4	0.2	6.458	A
C - A160 W	1313	328	442	2448	0.536	1318	1792	3.1	1.8	5.012	A
D - Ulceby Road	162	40	1500	988	0.164	162	260	0.4	0.3	6.144	A
E - E Halton Road	522	131	1157	1147	0.455	526	505	1.8	0.9	6.421	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1486	372	504	2459	0.604	1494	901	3.9	2.1	4.989	A
B - Habrough Road	100	25	1738	841	0.119	100	260	0.2	0.1	4.938	A
C - A160 W	1099	275	364	2494	0.441	1102	1475	1.8	1.2	4.057	A
D - Ulceby Road	136	34	1250	1099	0.123	136	215	0.3	0.2	5.266	A
E - E Halton Road	437	109	967	1231	0.355	439	419	0.9	0.6	5.020	A

Appendix TN2 O

A160/ Ulceby Road/ Habrough Road/ East Halton Road Average Flows Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Habrough Road-Ulceby Road-E Halton Road.j10
Path: P:\23000's\23325\Junction Assessment\3 Average Flow Assessment
Report generation date: 22/11/2023 12:54:11

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160 E	1.5	4.67	0.45	2.9	6.25	0.69
B - Habrough Road	0.6	6.09	0.37	0.2	5.66	0.17
C - A160 W	2.9	6.13	0.71	1.5	4.58	0.49
D - Ulceby Road	0.7	9.49	0.35	0.3	5.88	0.17
E - E Halton Road	0.9	8.96	0.41	0.7	5.64	0.40
	2025 Base					
A - A160 E	1.6	4.89	0.47	3.4	7.08	0.72
B - Habrough Road	0.7	6.51	0.40	0.2	6.04	0.18
C - A160 W	3.5	7.01	0.75	1.7	4.83	0.51
D - Ulceby Road	0.8	10.62	0.39	0.3	6.13	0.18
E - E Halton Road	1.0	9.91	0.45	0.8	5.97	0.42
	2025 Base + Committed					
A - A160 E	2.0	5.54	0.54	8.2	15.20	0.87
B - Habrough Road	0.8	7.61	0.44	0.3	8.31	0.24
C - A160 W	8.5	14.96	0.88	2.5	6.05	0.62
D - Ulceby Road	1.2	15.98	0.49	0.4	7.06	0.21
E - E Halton Road	1.6	13.96	0.56	1.4	8.31	0.56
	2025 Base + Committed + Development					
A - A160 E	2.1	5.62	0.55	8.9	16.38	0.88
B - Habrough Road	0.8	7.71	0.44	0.3	8.47	0.24
C - A160 W	9.5	16.45	0.89	2.6	6.31	0.63
D - Ulceby Road	1.2	16.64	0.50	0.4	7.22	0.21
E - E Halton Road	1.6	14.47	0.57	1.4	8.59	0.57
	2032 Base					
A - A160 E	1.8	5.28	0.51	4.5	8.86	0.78
B - Habrough Road	0.8	7.37	0.44	0.3	6.70	0.21
C - A160 W	4.8	9.04	0.80	1.9	5.27	0.55
D - Ulceby Road	1.0	12.96	0.45	0.4	6.54	0.20
E - E Halton Road	1.3	11.90	0.51	1.0	6.58	0.46
	2032 Base + Committed					
A - A160 E	2.3	6.05	0.57	14.0	24.98	0.93
B - Habrough Road	1.0	8.80	0.49	0.4	9.57	0.28
C - A160 W	15.3	26.00	0.94	2.9	6.76	0.65
D - Ulceby Road	1.7	21.63	0.58	0.4	7.62	0.23
E - E Halton Road	2.2	18.21	0.64	1.7	9.58	0.61
	2032 Base + Committed + Development					
A - A160 E	2.4	6.15	0.58	15.7	27.71	0.94
B - Habrough Road	1.0	8.94	0.49	0.4	9.77	0.28
C - A160 W	17.8	29.77	0.95	3.1	7.07	0.67
D - Ulceby Road	1.8	22.77	0.59	0.4	7.80	0.23
E - E Halton Road	2.2	19.04	0.65	1.7	9.95	0.62

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160 E		
B	Habrough Road		
C	A160 W		
D	Ulceby Road		
E	E Halton Road		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160 E	8.00	9.20	20.0	50.0	100.0	35.0		
B - Habrough Road	3.80	7.00	13.7	15.0	100.0	51.0		
C - A160 W	7.80	9.40	15.0	36.0	100.0	38.0		
D - Ulceby Road	3.90	6.90	10.2	33.0	100.0	35.0		
E - E Halton Road	3.60	7.50	12.5	27.0	100.0	38.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160 E	0.601	2762
B - Habrough Road	0.410	1554
C - A160 W	0.589	2708
D - Ulceby Road	0.444	1653
E - E Halton Road	0.440	1657

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1021	100.000
B - Habrough Road		ONE HOUR	✓	326	100.000
C - A160 W		ONE HOUR	✓	1581	100.000
D - Ulceby Road		ONE HOUR	✓	238	100.000
E - E Halton Road		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	30	866	67	56
	B - Habrough Road	148	0	55	4	119
	C - A160 W	1196	39	0	57	289
	D - Ulceby Road	115	9	87	0	27
	E - E Halton Road	69	46	205	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.45	4.67	1.5	A	937	1405
B - Habrough Road	0.37	6.09	0.6	A	299	449
C - A160 W	0.71	6.13	2.9	A	1451	2176
D - Ulceby Road	0.35	9.49	0.7	A	218	328
E - E Halton Road	0.41	8.96	0.9	A	305	457

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	298	2583	0.298	766	1147	0.0	0.8	3.529	A
B - Habrough Road	245	61	971	1156	0.212	244	93	0.0	0.3	4.071	A
C - A160 W	1190	298	306	2528	0.471	1186	909	0.0	1.1	3.212	A
D - Ulceby Road	179	45	1387	1038	0.173	178	105	0.0	0.3	5.381	A
E - E Halton Road	250	62	1197	1130	0.221	248	368	0.0	0.4	5.253	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	357	2547	0.360	917	1373	0.8	1.0	3.938	A
B - Habrough Road	293	73	1163	1077	0.272	293	111	0.3	0.4	4.735	A
C - A160 W	1421	355	366	2493	0.570	1419	1089	1.1	1.6	4.009	A
D - Ulceby Road	214	53	1660	917	0.233	213	126	0.3	0.4	6.582	A
E - E Halton Road	298	75	1433	1026	0.291	298	441	0.4	0.5	6.363	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	436	2500	0.450	1122	1679	1.0	1.4	4.659	A
B - Habrough Road	359	90	1423	970	0.370	358	136	0.4	0.6	6.060	A
C - A160 W	1741	435	448	2444	0.712	1735	1333	1.6	2.9	6.035	A
D - Ulceby Road	262	66	2030	753	0.348	261	154	0.4	0.7	9.388	A
E - E Halton Road	366	91	1752	885	0.413	364	539	0.5	0.9	8.871	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	438	2499	0.450	1124	1684	1.4	1.5	4.674	A
B - Habrough Road	359	90	1426	969	0.370	359	137	0.6	0.6	6.089	A
C - A160 W	1741	435	449	2444	0.712	1741	1335	2.9	2.9	6.129	A
D - Ulceby Road	262	66	2036	750	0.349	262	154	0.7	0.7	9.487	A
E - E Halton Road	366	91	1757	883	0.414	365	541	0.9	0.9	8.959	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	360	2546	0.361	920	1381	1.5	1.0	3.955	A
B - Habrough Road	293	73	1167	1075	0.273	294	112	0.6	0.4	4.761	A
C - A160 W	1421	355	368	2492	0.570	1427	1093	2.9	1.6	4.067	A
D - Ulceby Road	214	53	1668	913	0.234	215	126	0.7	0.4	6.648	A
E - E Halton Road	298	75	1440	1022	0.292	300	443	0.9	0.5	6.429	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	300	2581	0.298	770	1154	1.0	0.8	3.550	A
B - Habrough Road	245	61	977	1153	0.213	246	94	0.4	0.3	4.097	A
C - A160 W	1190	298	308	2527	0.471	1192	915	1.6	1.1	3.236	A
D - Ulceby Road	179	45	1394	1035	0.173	180	106	0.4	0.3	5.421	A
E - E Halton Road	250	62	1204	1127	0.222	251	370	0.5	0.4	5.298	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1513	100.000
B - Habrough Road		ONE HOUR	✓	118	100.000
C - A160 W		ONE HOUR	✓	1080	100.000
D - Ulceby Road		ONE HOUR	✓	162	100.000
E - E Halton Road		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	23	115	1081	102	192
	B - Habrough Road	18	0	39	18	43
	C - A160 W	716	63	0	102	199
	D - Ulceby Road	52	15	59	0	36
	E - E Halton Road	59	110	231	34	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.69	6.25	2.9	A	1388	2083
B - Habrough Road	0.17	5.66	0.2	A	108	162
C - A160 W	0.49	4.58	1.5	A	991	1487
D - Ulceby Road	0.17	5.88	0.3	A	149	223
E - E Halton Road	0.40	5.64	0.7	A	398	597

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	384	2531	0.450	1135	651	0.0	1.1	3.384	A
B - Habrough Road	89	22	1291	1024	0.087	88	227	0.0	0.1	3.907	A
C - A160 W	813	203	322	2518	0.323	810	1057	0.0	0.7	3.318	A
D - Ulceby Road	122	30	941	1236	0.099	121	192	0.0	0.2	4.548	A
E - E Halton Road	327	82	709	1344	0.243	325	352	0.0	0.4	3.979	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	460	2486	0.547	1358	779	1.1	1.6	4.195	A
B - Habrough Road	106	27	1546	920	0.115	106	272	0.1	0.1	4.494	A
C - A160 W	971	243	386	2481	0.391	970	1266	0.7	1.0	3.756	A
D - Ulceby Road	146	36	1126	1154	0.126	145	230	0.2	0.2	5.028	A
E - E Halton Road	390	98	849	1283	0.304	390	422	0.4	0.5	4.544	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	563	2424	0.687	1661	954	1.6	2.8	6.170	A
B - Habrough Road	130	32	1891	778	0.167	130	333	0.1	0.2	5.636	A
C - A160 W	1189	297	472	2430	0.489	1187	1548	1.0	1.5	4.560	A
D - Ulceby Road	178	45	1378	1042	0.171	178	281	0.2	0.3	5.867	A
E - E Halton Road	478	119	1040	1199	0.399	477	516	0.5	0.7	5.616	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	564	2423	0.687	1666	956	2.8	2.9	6.253	A
B - Habrough Road	130	32	1896	776	0.167	130	334	0.2	0.2	5.659	A
C - A160 W	1189	297	473	2429	0.489	1189	1552	1.5	1.5	4.577	A
D - Ulceby Road	178	45	1381	1041	0.171	178	282	0.3	0.3	5.880	A
E - E Halton Road	478	119	1042	1198	0.399	478	517	0.7	0.7	5.638	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	461	2485	0.547	1365	782	2.9	1.6	4.251	A
B - Habrough Road	106	27	1553	917	0.116	106	273	0.2	0.1	4.515	A
C - A160 W	971	243	388	2480	0.392	973	1272	1.5	1.0	3.771	A
D - Ulceby Road	146	36	1130	1152	0.126	146	231	0.3	0.2	5.044	A
E - E Halton Road	390	98	852	1281	0.304	391	424	0.7	0.5	4.566	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	386	2530	0.450	1141	654	1.6	1.1	3.416	A
B - Habrough Road	89	22	1299	1021	0.087	89	228	0.1	0.1	3.925	A
C - A160 W	813	203	324	2517	0.323	814	1063	1.0	0.8	3.335	A
D - Ulceby Road	122	30	945	1234	0.099	122	193	0.2	0.2	4.562	A
E - E Halton Road	327	82	713	1343	0.243	327	354	0.5	0.4	4.001	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1067	100.000
B - Habrough Road		ONE HOUR	✓	339	100.000
C - A160 W		ONE HOUR	✓	1652	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	904	70	59
	B - Habrough Road	154	0	57	4	124
	C - A160 W	1249	41	0	60	302
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	214	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.47	4.89	1.6	A	979	1469
B - Habrough Road	0.40	6.51	0.7	A	311	467
C - A160 W	0.75	7.01	3.5	A	1516	2274
D - Ulceby Road	0.39	10.62	0.8	B	228	343
E - E Halton Road	0.45	9.91	1.0	A	317	476

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	311	2575	0.312	800	1198	0.0	0.8	3.613	A
B - Habrough Road	255	64	1013	1139	0.224	254	98	0.0	0.3	4.195	A
C - A160 W	1244	311	319	2521	0.493	1239	948	0.0	1.2	3.351	A
D - Ulceby Road	187	47	1448	1011	0.185	186	109	0.0	0.3	5.611	A
E - E Halton Road	260	65	1250	1106	0.235	259	385	0.0	0.4	5.462	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	372	2538	0.378	958	1434	0.8	1.1	4.063	A
B - Habrough Road	305	76	1213	1056	0.288	304	118	0.3	0.4	4.936	A
C - A160 W	1485	371	382	2484	0.598	1483	1136	1.2	1.8	4.297	A
D - Ulceby Road	224	56	1733	884	0.253	223	131	0.3	0.4	7.001	A
E - E Halton Road	311	78	1496	998	0.312	310	460	0.4	0.6	6.737	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	455	2489	0.472	1173	1753	1.1	1.6	4.876	A
B - Habrough Road	373	93	1484	945	0.395	372	144	0.4	0.7	6.474	A
C - A160 W	1819	455	467	2433	0.748	1812	1389	1.8	3.4	6.867	A
D - Ulceby Road	274	69	2119	714	0.384	273	160	0.4	0.8	10.477	B
E - E Halton Road	381	95	1828	851	0.447	379	563	0.6	1.0	9.781	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	457	2487	0.472	1175	1759	1.6	1.6	4.894	A
B - Habrough Road	373	93	1487	944	0.395	373	144	0.7	0.7	6.511	A
C - A160 W	1819	455	468	2433	0.748	1819	1393	3.4	3.5	7.015	A
D - Ulceby Road	274	69	2126	710	0.386	274	161	0.8	0.8	10.620	B
E - E Halton Road	381	95	1835	849	0.449	381	565	1.0	1.0	9.913	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	375	2536	0.378	961	1443	1.6	1.1	4.084	A
B - Habrough Road	305	76	1218	1054	0.289	306	118	0.7	0.4	4.969	A
C - A160 W	1485	371	383	2483	0.598	1492	1141	3.5	1.8	4.380	A
D - Ulceby Road	224	56	1743	880	0.254	225	132	0.8	0.4	7.094	A
E - E Halton Road	311	78	1506	994	0.313	313	463	1.0	0.6	6.827	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	313	2574	0.312	804	1206	1.1	0.8	3.632	A
B - Habrough Road	255	64	1019	1136	0.225	256	99	0.4	0.3	4.224	A
C - A160 W	1244	311	321	2519	0.494	1246	954	1.8	1.2	3.391	A
D - Ulceby Road	187	47	1457	1007	0.186	188	110	0.4	0.3	5.660	A
E - E Halton Road	260	65	1258	1103	0.236	261	387	0.6	0.4	5.514	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1580	100.000
B - Habrough Road		ONE HOUR	✓	124	100.000
C - A160 W		ONE HOUR	✓	1127	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	120	1128	107	201
	B - Habrough Road	19	0	41	19	45
	C - A160 W	747	66	0	106	208
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	241	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	8	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.72	7.08	3.4	A	1450	2175
B - Habrough Road	0.18	6.04	0.2	A	114	171
C - A160 W	0.51	4.83	1.7	A	1034	1551
D - Ulceby Road	0.18	6.13	0.3	A	155	233
E - E Halton Road	0.42	5.97	0.8	A	416	624

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	401	2521	0.472	1185	679	0.0	1.2	3.536	A
B - Habrough Road	93	23	1348	1001	0.093	93	238	0.0	0.1	4.026	A
C - A160 W	848	212	338	2509	0.338	845	1103	0.0	0.8	3.407	A
D - Ulceby Road	127	32	982	1217	0.105	127	201	0.0	0.2	4.649	A
E - E Halton Road	341	85	740	1331	0.256	339	369	0.0	0.4	4.090	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	480	2473	0.574	1418	813	1.2	1.8	4.481	A
B - Habrough Road	111	28	1614	892	0.125	111	285	0.1	0.1	4.684	A
C - A160 W	1013	253	405	2470	0.410	1012	1320	0.8	1.1	3.891	A
D - Ulceby Road	152	38	1176	1131	0.134	152	241	0.2	0.2	5.178	A
E - E Halton Road	407	102	886	1266	0.322	407	442	0.4	0.5	4.719	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	588	2409	0.722	1733	995	1.8	3.3	6.951	A
B - Habrough Road	137	34	1973	745	0.183	136	348	0.1	0.2	6.010	A
C - A160 W	1241	310	495	2417	0.513	1239	1614	1.1	1.6	4.810	A
D - Ulceby Road	186	47	1439	1015	0.183	186	294	0.2	0.3	6.118	A
E - E Halton Road	499	125	1085	1179	0.423	498	540	0.5	0.8	5.948	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	589	2408	0.722	1739	996	3.3	3.4	7.084	A
B - Habrough Road	137	34	1979	742	0.184	137	349	0.2	0.2	6.041	A
C - A160 W	1241	310	497	2416	0.514	1241	1619	1.6	1.7	4.831	A
D - Ulceby Road	186	47	1442	1013	0.184	186	295	0.3	0.3	6.133	A
E - E Halton Road	499	125	1087	1178	0.423	499	542	0.8	0.8	5.975	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	482	2472	0.575	1427	815	3.4	1.8	4.561	A
B - Habrough Road	111	28	1623	888	0.126	112	286	0.2	0.1	4.713	A
C - A160 W	1013	253	407	2468	0.410	1015	1328	1.7	1.1	3.914	A
D - Ulceby Road	152	38	1181	1129	0.135	152	242	0.3	0.2	5.197	A
E - E Halton Road	407	102	889	1265	0.322	408	444	0.8	0.5	4.744	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	403	2519	0.472	1192	682	1.8	1.2	3.575	A
B - Habrough Road	93	23	1356	998	0.094	94	239	0.1	0.1	4.046	A
C - A160 W	848	212	340	2508	0.338	850	1110	1.1	0.8	3.425	A
D - Ulceby Road	127	32	988	1215	0.105	127	202	0.2	0.2	4.668	A
E - E Halton Road	341	85	744	1329	0.257	342	371	0.5	0.4	4.114	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.56	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1207	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1948	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	1044	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1478	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.54	5.54	2.0	A	1108	1661
B - Habrough Road	0.44	7.61	0.8	A	317	475
C - A160 W	0.88	14.96	8.5	B	1788	2681
D - Ulceby Road	0.49	15.98	1.2	C	228	343
E - E Halton Road	0.56	13.96	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	332	2562	0.355	905	1373	0.0	1.0	3.803	A
B - Habrough Road	260	65	1139	1087	0.239	258	98	0.0	0.3	4.477	A
C - A160 W	1467	367	323	2518	0.582	1460	1074	0.0	1.7	4.081	A
D - Ulceby Road	187	47	1673	911	0.206	186	109	0.0	0.3	6.380	A
E - E Halton Road	282	71	1425	1029	0.274	280	435	0.0	0.5	6.009	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	398	2523	0.430	1084	1643	1.0	1.3	4.383	A
B - Habrough Road	310	78	1364	994	0.312	310	117	0.3	0.5	5.418	A
C - A160 W	1751	438	387	2480	0.706	1747	1287	1.7	2.8	5.882	A
D - Ulceby Road	224	56	2002	765	0.293	223	131	0.3	0.5	8.537	A
E - E Halton Road	337	84	1705	906	0.372	336	520	0.5	0.7	7.901	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	485	2470	0.538	1326	2000	1.3	2.0	5.505	A
B - Habrough Road	380	95	1668	870	0.437	379	143	0.5	0.8	7.541	A
C - A160 W	2145	536	473	2430	0.883	2124	1573	2.8	8.1	13.379	B
D - Ulceby Road	274	69	2437	572	0.479	272	160	0.5	1.1	15.288	C
E - E Halton Road	413	103	2075	743	0.556	410	634	0.7	1.5	13.411	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	489	2468	0.538	1329	2017	2.0	2.0	5.542	A
B - Habrough Road	380	95	1673	867	0.438	380	144	0.8	0.8	7.614	A
C - A160 W	2145	536	474	2429	0.883	2143	1579	8.1	8.5	14.956	B
D - Ulceby Road	274	69	2457	564	0.486	274	161	1.1	1.2	15.979	C
E - E Halton Road	413	103	2093	735	0.562	413	638	1.5	1.6	13.963	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	403	2520	0.431	1088	1667	2.0	1.3	4.419	A
B - Habrough Road	310	78	1372	991	0.313	311	119	0.8	0.5	5.476	A
C - A160 W	1751	438	389	2479	0.706	1773	1295	8.5	3.0	6.341	A
D - Ulceby Road	224	56	2030	753	0.297	226	132	1.2	0.6	8.844	A
E - E Halton Road	337	84	1730	895	0.377	340	527	1.6	0.8	8.178	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	336	2560	0.355	910	1385	1.3	1.0	3.829	A
B - Habrough Road	260	65	1147	1084	0.240	260	99	0.5	0.3	4.516	A
C - A160 W	1467	367	325	2517	0.583	1472	1082	3.0	1.7	4.178	A
D - Ulceby Road	187	47	1687	905	0.207	188	110	0.6	0.3	6.473	A
E - E Halton Road	282	71	1437	1024	0.276	283	438	0.8	0.5	6.099	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	10.65	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.65	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1849	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1349	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	125	1392	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	936	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.87	15.20	8.2	C	1697	2545
B - Habrough Road	0.24	8.31	0.3	A	116	173
C - A160 W	0.62	6.05	2.5	A	1238	1857
D - Ulceby Road	0.21	7.06	0.4	A	155	233
E - E Halton Road	0.56	8.31	1.4	A	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	475	2476	0.562	1385	822	0.0	1.7	4.332	A
B - Habrough Road	95	24	1619	890	0.107	94	241	0.0	0.1	4.591	A
C - A160 W	1016	254	339	2508	0.405	1011	1374	0.0	1.1	3.746	A
D - Ulceby Road	127	32	1150	1143	0.111	127	201	0.0	0.2	4.983	A
E - E Halton Road	416	104	883	1268	0.328	413	393	0.0	0.5	4.637	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	569	2420	0.687	1658	984	1.7	2.8	6.196	A
B - Habrough Road	113	28	1938	759	0.149	113	289	0.1	0.2	5.656	A
C - A160 W	1213	303	406	2469	0.491	1211	1644	1.1	1.5	4.464	A
D - Ulceby Road	152	38	1377	1043	0.146	152	240	0.2	0.2	5.689	A
E - E Halton Road	496	124	1057	1191	0.417	495	471	0.5	0.8	5.700	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	696	2344	0.869	2016	1203	2.8	7.8	13.724	B
B - Habrough Road	139	35	2359	586	0.237	138	352	0.2	0.3	8.149	A
C - A160 W	1485	371	495	2417	0.615	1481	2002	1.5	2.4	5.987	A
D - Ulceby Road	186	47	1683	907	0.205	186	293	0.2	0.4	7.024	A
E - E Halton Road	608	152	1293	1087	0.559	605	575	0.8	1.4	8.204	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	698	2342	0.869	2034	1207	7.8	8.2	15.204	C
B - Habrough Road	139	35	2378	578	0.240	139	354	0.3	0.3	8.310	A
C - A160 W	1485	371	498	2415	0.615	1485	2018	2.4	2.5	6.049	A
D - Ulceby Road	186	47	1689	904	0.206	186	295	0.4	0.4	7.058	A
E - E Halton Road	608	152	1297	1086	0.560	608	578	1.4	1.4	8.308	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	572	2418	0.687	1683	989	8.2	3.0	6.649	A
B - Habrough Road	113	28	1964	748	0.151	114	292	0.3	0.2	5.767	A
C - A160 W	1213	303	412	2466	0.492	1217	1666	2.5	1.5	4.517	A
D - Ulceby Road	152	38	1385	1039	0.146	152	243	0.4	0.2	5.722	A
E - E Halton Road	496	124	1063	1189	0.417	499	475	1.4	0.8	5.775	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	478	2474	0.563	1397	827	3.0	1.7	4.434	A
B - Habrough Road	95	24	1632	884	0.107	95	243	0.2	0.1	4.633	A
C - A160 W	1016	254	342	2507	0.405	1017	1385	1.5	1.1	3.783	A
D - Ulceby Road	127	32	1157	1140	0.112	127	202	0.2	0.2	5.010	A
E - E Halton Road	416	104	889	1265	0.328	417	396	0.8	0.5	4.686	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	12.38	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.38	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1223	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1972	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	34	1058	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1502	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	24	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.55	5.62	2.1	A	1122	1683
B - Habrough Road	0.44	7.71	0.8	A	317	475
C - A160 W	0.89	16.45	9.5	C	1810	2714
D - Ulceby Road	0.50	16.64	1.2	C	228	343
E - E Halton Road	0.57	14.47	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	921	230	332	2562	0.359	917	1391	0.0	1.0	3.824	A
B - Habrough Road	260	65	1149	1083	0.240	258	100	0.0	0.3	4.507	A
C - A160 W	1485	371	323	2518	0.590	1478	1085	0.0	1.7	4.175	A
D - Ulceby Road	187	47	1691	903	0.208	186	109	0.0	0.3	6.451	A
E - E Halton Road	282	71	1443	1021	0.276	280	435	0.0	0.5	6.073	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1099	275	398	2523	0.436	1098	1665	1.0	1.3	4.423	A
B - Habrough Road	310	78	1377	989	0.314	310	119	0.3	0.5	5.459	A
C - A160 W	1773	443	387	2480	0.715	1768	1299	1.7	3.0	6.093	A
D - Ulceby Road	224	56	2024	756	0.296	223	131	0.3	0.5	8.686	A
E - E Halton Road	337	84	1727	896	0.376	336	520	0.5	0.7	8.033	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1347	337	485	2471	0.545	1344	2024	1.3	2.1	5.583	A
B - Habrough Road	380	95	1683	864	0.440	379	145	0.5	0.8	7.633	A
C - A160 W	2171	543	473	2430	0.894	2148	1588	3.0	8.9	14.437	B
D - Ulceby Road	274	69	2461	562	0.488	272	160	0.5	1.2	15.828	C
E - E Halton Road	413	103	2099	732	0.564	410	633	0.7	1.6	13.839	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1347	337	489	2468	0.546	1346	2043	2.1	2.1	5.623	A
B - Habrough Road	380	95	1689	861	0.441	380	146	0.8	0.8	7.714	A
C - A160 W	2171	543	474	2429	0.894	2169	1594	8.9	9.5	16.452	C
D - Ulceby Road	274	69	2483	552	0.497	274	161	1.2	1.2	16.635	C
E - E Halton Road	413	103	2118	724	0.570	413	638	1.6	1.6	14.467	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1099	275	403	2519	0.436	1102	1691	2.1	1.4	4.462	A
B - Habrough Road	310	78	1385	986	0.315	311	121	0.8	0.5	5.517	A
C - A160 W	1773	443	389	2479	0.715	1798	1308	9.5	3.1	6.650	A
D - Ulceby Road	224	56	2055	742	0.302	227	132	1.2	0.6	9.039	A
E - E Halton Road	337	84	1754	884	0.381	340	527	1.6	0.8	8.346	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	921	230	336	2560	0.360	922	1403	1.4	1.0	3.855	A
B - Habrough Road	260	65	1157	1079	0.241	260	100	0.5	0.3	4.540	A
C - A160 W	1485	371	325	2517	0.590	1490	1093	3.1	1.8	4.280	A
D - Ulceby Road	187	47	1705	897	0.209	188	110	0.6	0.3	6.546	A
E - E Halton Road	282	71	1455	1016	0.278	284	438	0.8	0.5	6.167	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.31	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.31	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1869	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1382	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	126	1411	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	969	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.88	16.38	8.9	C	1715	2573
B - Habrough Road	0.24	8.47	0.3	A	116	173
C - A160 W	0.63	6.31	2.6	A	1268	1902
D - Ulceby Road	0.21	7.22	0.4	A	155	233
E - E Halton Road	0.57	8.59	1.4	A	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	475	2477	0.568	1400	846	0.0	1.7	4.413	A
B - Habrough Road	95	24	1633	884	0.107	94	242	0.0	0.1	4.625	A
C - A160 W	1040	260	339	2508	0.415	1036	1388	0.0	1.1	3.818	A
D - Ulceby Road	127	32	1175	1132	0.112	127	201	0.0	0.2	5.037	A
E - E Halton Road	416	104	908	1257	0.331	413	393	0.0	0.5	4.697	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1680	420	569	2420	0.694	1675	1013	1.7	2.9	6.377	A
B - Habrough Road	113	28	1954	752	0.151	113	290	0.1	0.2	5.717	A
C - A160 W	1242	311	406	2469	0.503	1241	1661	1.1	1.6	4.584	A
D - Ulceby Road	152	38	1406	1029	0.148	152	240	0.2	0.2	5.773	A
E - E Halton Road	496	124	1087	1178	0.421	495	471	0.5	0.8	5.808	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2058	514	695	2344	0.878	2036	1239	2.9	8.4	14.578	B
B - Habrough Road	139	35	2378	578	0.240	138	353	0.2	0.3	8.293	A
C - A160 W	1522	380	494	2417	0.630	1517	2022	1.6	2.6	6.240	A
D - Ulceby Road	186	47	1719	891	0.209	186	293	0.2	0.4	7.182	A
E - E Halton Road	608	152	1329	1071	0.567	605	575	0.8	1.4	8.478	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2058	514	698	2342	0.878	2056	1243	8.4	8.9	16.378	C
B - Habrough Road	139	35	2398	570	0.243	139	355	0.3	0.3	8.473	A
C - A160 W	1522	380	498	2415	0.630	1521	2039	2.6	2.6	6.311	A
D - Ulceby Road	186	47	1725	888	0.210	186	295	0.4	0.4	7.219	A
E - E Halton Road	608	152	1333	1070	0.568	608	578	1.4	1.4	8.594	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1680	420	573	2418	0.695	1704	1019	8.9	3.1	6.902	A
B - Habrough Road	113	28	1983	740	0.153	114	293	0.3	0.2	5.839	A
C - A160 W	1242	311	412	2466	0.504	1247	1685	2.6	1.6	4.642	A
D - Ulceby Road	152	38	1416	1025	0.148	152	243	0.4	0.2	5.810	A
E - E Halton Road	496	124	1093	1176	0.422	499	476	1.4	0.8	5.888	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	478	2474	0.569	1412	852	3.1	1.8	4.525	A
B - Habrough Road	95	24	1647	878	0.108	95	244	0.2	0.1	4.667	A
C - A160 W	1040	260	342	2507	0.415	1042	1400	1.6	1.1	3.855	A
D - Ulceby Road	127	32	1182	1129	0.113	127	202	0.2	0.2	5.065	A
E - E Halton Road	416	104	913	1254	0.331	417	396	0.8	0.6	4.748	A

888

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	8.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1138	100.000
B - Habrough Road		ONE HOUR	✓	362	100.000
C - A160 W		ONE HOUR	✓	1761	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	964	74	63
	B - Habrough Road	164	0	61	5	132
	C - A160 W	1331	44	0	64	322
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	228	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.51	5.28	1.8	A	1044	1566
B - Habrough Road	0.44	7.37	0.8	A	332	498
C - A160 W	0.80	9.04	4.8	A	1616	2424
D - Ulceby Road	0.45	12.96	1.0	B	242	363
E - E Halton Road	0.51	11.90	1.3	B	339	508

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	331	2563	0.334	853	1276	0.0	0.9	3.749	A
B - Habrough Road	273	68	1080	1111	0.245	271	104	0.0	0.3	4.418	A
C - A160 W	1326	331	340	2508	0.529	1320	1011	0.0	1.3	3.614	A
D - Ulceby Road	199	50	1544	969	0.205	197	117	0.0	0.3	6.001	A
E - E Halton Road	278	69	1331	1071	0.260	276	410	0.0	0.4	5.824	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	396	2524	0.405	1022	1528	0.9	1.2	4.274	A
B - Habrough Road	325	81	1293	1023	0.318	325	125	0.3	0.5	5.316	A
C - A160 W	1583	396	407	2468	0.641	1580	1211	1.3	2.1	4.835	A
D - Ulceby Road	237	59	1847	834	0.285	237	140	0.3	0.5	7.751	A
E - E Halton Road	332	83	1593	955	0.347	331	491	0.4	0.7	7.418	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	484	2471	0.507	1251	1865	1.2	1.8	5.252	A
B - Habrough Road	399	100	1582	905	0.440	397	152	0.5	0.8	7.301	A
C - A160 W	1939	485	498	2415	0.803	1929	1481	2.1	4.7	8.692	A
D - Ulceby Road	291	73	2256	653	0.445	289	171	0.5	1.0	12.663	B
E - E Halton Road	406	102	1945	800	0.508	404	600	0.7	1.3	11.629	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	487	2470	0.507	1253	1875	1.8	1.8	5.280	A
B - Habrough Road	399	100	1586	903	0.441	399	153	0.8	0.8	7.365	A
C - A160 W	1939	485	500	2414	0.803	1938	1485	4.7	4.8	9.044	A
D - Ulceby Road	291	73	2267	648	0.449	291	172	1.0	1.0	12.961	B
E - E Halton Road	406	102	1955	796	0.511	406	602	1.3	1.3	11.896	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	400	2521	0.406	1025	1541	1.8	1.2	4.302	A
B - Habrough Road	325	81	1300	1021	0.319	327	126	0.8	0.5	5.365	A
C - A160 W	1583	396	410	2467	0.642	1593	1217	4.8	2.2	4.991	A
D - Ulceby Road	237	59	1862	827	0.287	239	141	1.0	0.5	7.909	A
E - E Halton Road	332	83	1607	949	0.350	334	494	1.3	0.7	7.575	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	334	2561	0.335	858	1285	1.2	0.9	3.777	A
B - Habrough Road	273	68	1087	1108	0.246	273	105	0.5	0.3	4.454	A
C - A160 W	1326	331	342	2507	0.529	1329	1018	2.2	1.4	3.673	A
D - Ulceby Road	199	50	1554	964	0.206	200	118	0.5	0.3	6.067	A
E - E Halton Road	278	69	1341	1066	0.261	279	413	0.7	0.5	5.897	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	7.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1682	100.000
B - Habrough Road		ONE HOUR	✓	131	100.000
C - A160 W		ONE HOUR	✓	1199	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	128	1201	114	213
	B - Habrough Road	20	0	43	20	48
	C - A160 W	795	70	0	113	221
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	256	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.78	8.86	4.5	A	1543	2315
B - Habrough Road	0.21	6.70	0.3	A	120	180
C - A160 W	0.55	5.27	1.9	A	1100	1650
D - Ulceby Road	0.20	6.54	0.4	A	165	248
E - E Halton Road	0.46	6.58	1.0	A	442	663

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	426	2506	0.505	1261	723	0.0	1.3	3.792	A
B - Habrough Road	99	25	1434	966	0.102	98	253	0.0	0.1	4.215	A
C - A160 W	903	226	359	2497	0.362	899	1173	0.0	0.9	3.546	A
D - Ulceby Road	136	34	1045	1190	0.114	135	214	0.0	0.2	4.802	A
E - E Halton Road	363	91	788	1310	0.277	361	391	0.0	0.4	4.272	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	511	2455	0.616	1509	865	1.3	2.1	4.993	A
B - Habrough Road	118	29	1716	850	0.139	118	303	0.1	0.2	4.994	A
C - A160 W	1078	269	430	2455	0.439	1077	1404	0.9	1.2	4.114	A
D - Ulceby Road	162	40	1251	1099	0.147	162	256	0.2	0.2	5.409	A
E - E Halton Road	433	108	944	1241	0.349	433	469	0.4	0.6	5.016	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	625	2386	0.776	1843	1059	2.1	4.4	8.572	A
B - Habrough Road	144	36	2097	694	0.208	144	371	0.2	0.3	6.648	A
C - A160 W	1320	330	525	2399	0.550	1317	1715	1.2	1.9	5.237	A
D - Ulceby Road	198	50	1530	975	0.203	198	313	0.2	0.4	6.520	A
E - E Halton Road	531	133	1155	1148	0.462	529	573	0.6	1.0	6.544	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	626	2385	0.776	1852	1061	4.4	4.5	8.858	A
B - Habrough Road	144	36	2106	690	0.209	144	372	0.3	0.3	6.701	A
C - A160 W	1320	330	527	2398	0.551	1320	1723	1.9	1.9	5.269	A
D - Ulceby Road	198	50	1534	973	0.204	198	314	0.4	0.4	6.542	A
E - E Halton Road	531	133	1157	1147	0.463	531	575	1.0	1.0	6.584	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	513	2454	0.616	1521	869	4.5	2.1	5.134	A
B - Habrough Road	118	29	1729	844	0.139	118	305	0.3	0.2	5.040	A
C - A160 W	1078	269	433	2453	0.439	1081	1415	1.9	1.2	4.144	A
D - Ulceby Road	162	40	1256	1096	0.148	162	257	0.4	0.2	5.433	A
E - E Halton Road	433	108	947	1240	0.350	435	471	1.0	0.6	5.054	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	429	2504	0.506	1269	727	2.1	1.4	3.849	A
B - Habrough Road	99	25	1444	962	0.103	99	255	0.2	0.1	4.241	A
C - A160 W	903	226	361	2495	0.362	904	1181	1.2	0.9	3.570	A
D - Ulceby Road	136	34	1051	1187	0.114	136	215	0.2	0.2	4.822	A
E - E Halton Road	363	91	793	1308	0.277	364	394	0.6	0.4	4.302	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	17.73	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.73	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1278	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2057	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	1104	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1560	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.57	6.05	2.3	A	1173	1759
B - Habrough Road	0.49	8.80	1.0	A	338	507
C - A160 W	0.94	26.00	15.3	D	1888	2831
D - Ulceby Road	0.58	21.63	1.7	C	242	363
E - E Halton Road	0.64	18.21	2.2	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	352	2550	0.377	958	1451	0.0	1.1	3.956	A
B - Habrough Road	277	69	1206	1059	0.262	276	104	0.0	0.4	4.733	A
C - A160 W	1549	387	345	2505	0.618	1541	1137	0.0	1.9	4.470	A
D - Ulceby Road	199	50	1769	869	0.229	197	117	0.0	0.4	6.886	A
E - E Halton Road	300	75	1506	994	0.302	297	460	0.0	0.5	6.461	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	422	2508	0.458	1147	1736	1.1	1.5	4.633	A
B - Habrough Road	331	83	1444	961	0.344	330	125	0.4	0.5	5.880	A
C - A160 W	1849	462	413	2465	0.750	1843	1362	1.9	3.5	6.909	A
D - Ulceby Road	237	59	2116	715	0.332	236	140	0.4	0.6	9.665	A
E - E Halton Road	358	89	1802	863	0.414	356	550	0.5	0.9	8.875	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	513	2454	0.573	1404	2100	1.5	2.3	5.994	A
B - Habrough Road	405	101	1765	830	0.488	403	151	0.5	1.0	8.677	A
C - A160 W	2265	566	505	2411	0.939	2225	1664	3.5	13.5	20.101	C
D - Ulceby Road	291	73	2559	518	0.561	287	170	0.6	1.6	19.741	C
E - E Halton Road	438	110	2179	697	0.629	434	667	0.9	2.0	16.832	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	518	2451	0.574	1407	2128	2.3	2.3	6.050	A
B - Habrough Road	405	101	1772	827	0.490	405	153	1.0	1.0	8.805	A
C - A160 W	2265	566	506	2410	0.940	2257	1671	13.5	15.3	25.999	D
D - Ulceby Road	291	73	2592	504	0.577	290	172	1.6	1.7	21.634	C
E - E Halton Road	438	110	2208	684	0.640	438	675	2.0	2.2	18.206	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	430	2503	0.459	1152	1781	2.3	1.5	4.686	A
B - Habrough Road	331	83	1455	957	0.346	333	127	1.0	0.6	5.969	A
C - A160 W	1849	462	415	2464	0.751	1896	1372	15.3	3.7	8.245	A
D - Ulceby Road	237	59	2169	691	0.343	241	142	1.7	0.7	10.391	B
E - E Halton Road	358	89	1848	843	0.425	363	562	2.2	0.9	9.485	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	356	2548	0.378	964	1466	1.5	1.1	3.991	A
B - Habrough Road	277	69	1215	1055	0.263	278	105	0.6	0.4	4.781	A
C - A160 W	1549	387	347	2504	0.619	1556	1146	3.7	2.0	4.617	A
D - Ulceby Road	199	50	1785	861	0.231	200	118	0.7	0.4	7.019	A
E - E Halton Road	300	75	1521	987	0.304	301	464	0.9	0.6	6.590	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	15.60	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.60	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1951	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1422	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	133	1465	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	985	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.93	24.98	14.0	C	1790	2685
B - Habrough Road	0.28	9.57	0.4	A	122	183
C - A160 W	0.65	6.76	2.9	A	1305	1957
D - Ulceby Road	0.23	7.62	0.4	A	165	248
E - E Halton Road	0.61	9.58	1.7	A	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	500	2461	0.597	1461	866	0.0	1.9	4.719	A
B - Habrough Road	100	25	1704	855	0.117	100	257	0.0	0.1	4.837	A
C - A160 W	1071	268	360	2496	0.429	1066	1444	0.0	1.2	3.919	A
D - Ulceby Road	136	34	1213	1115	0.122	135	214	0.0	0.2	5.162	A
E - E Halton Road	437	109	932	1246	0.351	435	416	0.0	0.6	4.882	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	599	2402	0.730	1748	1037	1.9	3.5	7.199	A
B - Habrough Road	120	30	2039	717	0.167	119	308	0.1	0.2	6.109	A
C - A160 W	1278	320	431	2454	0.521	1276	1728	1.2	1.7	4.763	A
D - Ulceby Road	162	40	1452	1009	0.160	162	256	0.2	0.3	5.979	A
E - E Halton Road	522	131	1116	1165	0.448	521	498	0.6	0.9	6.153	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	732	2322	0.925	2112	1268	3.5	12.5	19.946	C
B - Habrough Road	146	37	2470	541	0.271	146	374	0.2	0.4	9.242	A
C - A160 W	1566	391	522	2400	0.652	1561	2093	1.7	2.9	6.657	A
D - Ulceby Road	198	50	1772	867	0.229	198	311	0.3	0.4	7.566	A
E - E Halton Road	640	160	1364	1056	0.606	637	606	0.9	1.7	9.402	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	735	2320	0.926	2142	1273	12.5	14.0	24.978	C
B - Habrough Road	146	37	2500	528	0.277	146	377	0.4	0.4	9.571	A
C - A160 W	1566	391	528	2397	0.653	1565	2118	2.9	2.9	6.759	A
D - Ulceby Road	198	50	1781	863	0.230	198	313	0.4	0.4	7.619	A
E - E Halton Road	640	160	1368	1054	0.607	640	610	1.7	1.7	9.576	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	604	2399	0.731	1795	1044	14.0	3.7	8.382	A
B - Habrough Road	120	30	2087	698	0.171	120	312	0.4	0.2	6.334	A
C - A160 W	1278	320	441	2449	0.522	1283	1766	2.9	1.7	4.844	A
D - Ulceby Road	162	40	1464	1004	0.161	162	259	0.4	0.3	6.029	A
E - E Halton Road	522	131	1122	1163	0.449	525	505	1.7	0.9	6.262	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	504	2459	0.597	1476	872	3.7	2.0	4.868	A
B - Habrough Road	100	25	1721	848	0.118	100	259	0.2	0.1	4.892	A
C - A160 W	1071	268	364	2494	0.429	1073	1458	1.7	1.2	3.962	A
D - Ulceby Road	136	34	1221	1112	0.122	136	215	0.3	0.2	5.199	A
E - E Halton Road	437	109	938	1244	0.352	439	419	0.9	0.6	4.942	A

900

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	19.70	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.70	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1294	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2082	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	36	1118	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1585	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.58	6.15	2.4	A	1187	1781
B - Habrough Road	0.49	8.94	1.0	A	338	507
C - A160 W	0.95	29.77	17.8	D	1910	2866
D - Ulceby Road	0.59	22.77	1.8	C	242	363
E - E Halton Road	0.65	19.04	2.2	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	974	244	352	2550	0.382	970	1470	0.0	1.1	3.982	A
B - Habrough Road	277	69	1216	1055	0.263	276	106	0.0	0.4	4.759	A
C - A160 W	1567	392	345	2505	0.626	1559	1147	0.0	2.0	4.557	A
D - Ulceby Road	199	50	1787	861	0.231	197	117	0.0	0.4	6.971	A
E - E Halton Road	300	75	1525	985	0.304	297	460	0.0	0.5	6.538	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1163	291	422	2508	0.464	1162	1758	1.1	1.5	4.678	A
B - Habrough Road	331	83	1457	956	0.346	330	126	0.4	0.5	5.928	A
C - A160 W	1872	468	413	2465	0.759	1865	1374	2.0	3.7	7.158	A
D - Ulceby Road	237	59	2138	705	0.337	236	140	0.4	0.6	9.865	A
E - E Halton Road	358	89	1824	854	0.419	356	550	0.5	0.9	9.047	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1425	356	512	2454	0.581	1421	2123	1.5	2.4	6.087	A
B - Habrough Road	405	101	1780	824	0.492	403	153	0.5	1.0	8.803	A
C - A160 W	2292	573	504	2411	0.951	2246	1679	3.7	15.2	22.004	C
D - Ulceby Road	291	73	2581	509	0.572	287	170	0.6	1.6	20.541	C
E - E Halton Road	438	110	2201	687	0.638	433	666	0.9	2.1	17.445	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1425	356	518	2451	0.581	1425	2153	2.4	2.4	6.147	A
B - Habrough Road	405	101	1787	821	0.494	405	155	1.0	1.0	8.938	A
C - A160 W	2292	573	506	2410	0.951	2282	1686	15.2	17.8	29.771	D
D - Ulceby Road	291	73	2617	493	0.590	290	171	1.6	1.8	22.773	C
E - E Halton Road	438	110	2233	673	0.651	438	674	2.1	2.2	19.040	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1163	291	430	2503	0.465	1167	1811	2.4	1.5	4.732	A
B - Habrough Road	331	83	1468	952	0.348	333	129	1.0	0.6	6.021	A
C - A160 W	1872	468	416	2463	0.760	1927	1385	17.8	4.0	8.897	A
D - Ulceby Road	237	59	2200	677	0.350	242	142	1.8	0.7	10.736	B
E - E Halton Road	358	89	1878	830	0.431	363	564	2.2	1.0	9.768	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	974	244	357	2548	0.382	976	1485	1.5	1.1	4.018	A
B - Habrough Road	277	69	1226	1051	0.264	278	107	0.6	0.4	4.809	A
C - A160 W	1567	392	347	2504	0.626	1575	1157	4.0	2.0	4.718	A
D - Ulceby Road	199	50	1804	853	0.233	200	118	0.7	0.4	7.113	A
E - E Halton Road	300	75	1540	978	0.306	301	464	1.0	0.6	6.678	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	16.99	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.99	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1971	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1454	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	134	1484	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	1017	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.94	27.71	15.7	D	1809	2713
B - Habrough Road	0.28	9.77	0.4	A	122	183
C - A160 W	0.67	7.07	3.1	A	1334	2001
D - Ulceby Road	0.23	7.80	0.4	A	165	248
E - E Halton Road	0.62	9.95	1.7	A	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1484	371	500	2461	0.603	1476	890	0.0	2.0	4.814	A
B - Habrough Road	100	25	1718	849	0.118	100	258	0.0	0.1	4.874	A
C - A160 W	1095	274	360	2496	0.439	1090	1458	0.0	1.2	3.994	A
D - Ulceby Road	136	34	1236	1105	0.123	135	213	0.0	0.2	5.222	A
E - E Halton Road	437	109	955	1236	0.354	435	416	0.0	0.6	4.944	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1772	443	599	2402	0.738	1765	1066	2.0	3.6	7.434	A
B - Habrough Road	120	30	2056	710	0.168	119	308	0.1	0.2	6.180	A
C - A160 W	1307	327	431	2454	0.533	1305	1744	1.2	1.8	4.894	A
D - Ulceby Road	162	40	1480	997	0.162	162	256	0.2	0.3	6.070	A
E - E Halton Road	522	131	1144	1153	0.453	521	498	0.6	0.9	6.276	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2170	543	732	2322	0.935	2130	1303	3.6	13.7	21.445	C
B - Habrough Road	146	37	2487	534	0.274	146	375	0.2	0.4	9.404	A
C - A160 W	1601	400	522	2401	0.667	1596	2111	1.8	3.1	6.952	A
D - Ulceby Road	198	50	1807	852	0.233	198	311	0.3	0.4	7.741	A
E - E Halton Road	640	160	1399	1041	0.615	636	605	0.9	1.7	9.747	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2170	543	735	2320	0.935	2162	1308	13.7	15.7	27.713	D
B - Habrough Road	146	37	2519	520	0.281	146	378	0.4	0.4	9.771	A
C - A160 W	1601	400	528	2397	0.668	1601	2138	3.1	3.1	7.071	A
D - Ulceby Road	198	50	1816	848	0.234	198	313	0.4	0.4	7.802	A
E - E Halton Road	640	160	1404	1039	0.616	640	610	1.7	1.7	9.946	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1772	443	604	2399	0.739	1819	1073	15.7	3.9	8.880	A
B - Habrough Road	120	30	2110	688	0.174	120	313	0.4	0.2	6.439	A
C - A160 W	1307	327	442	2448	0.534	1312	1788	3.1	1.8	4.985	A
D - Ulceby Road	162	40	1494	990	0.163	162	260	0.4	0.3	6.126	A
E - E Halton Road	522	131	1151	1150	0.454	526	505	1.7	0.9	6.398	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1484	371	504	2459	0.603	1491	896	3.9	2.0	4.976	A
B - Habrough Road	100	25	1736	842	0.119	100	260	0.2	0.1	4.932	A
C - A160 W	1095	274	364	2494	0.439	1097	1472	1.8	1.2	4.041	A
D - Ulceby Road	136	34	1245	1101	0.123	136	215	0.3	0.2	5.255	A
E - E Halton Road	437	109	962	1233	0.355	439	419	0.9	0.6	5.007	A

Appendix TN2 P

A180/ A1173 Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A180-A1173.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 14/11/2023 16:09:30

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A1173 N	0.2	2.00	0.11	0.8	2.35	0.42
B - A180 E	0.4	1.90	0.29	0.2	2.11	0.19
C - A1173 S	0.3	2.78	0.24	0.1	2.09	0.10
D - A180 W	0.4	3.13	0.23	0.2	2.34	0.11
	2025 Base					
A - A1173 N	0.2	2.01	0.12	0.8	2.44	0.44
B - A180 E	0.4	1.93	0.30	0.3	2.14	0.20
C - A1173 S	0.3	2.85	0.25	0.1	2.11	0.10
D - A180 W	0.4	3.22	0.24	0.2	2.36	0.11
	2025 Base + Committed					
A - A1173 N	0.4	2.65	0.23	1.5	3.50	0.58
B - A180 E	0.8	2.59	0.42	0.5	2.74	0.30
C - A1173 S	0.7	4.41	0.41	0.2	2.54	0.16
D - A180 W	0.9	5.24	0.41	0.4	2.81	0.20
	2025 Base + Committed + Development					
A - A1173 N	0.6	2.88	0.27	2.0	4.14	0.63
B - A180 E	0.9	2.85	0.45	0.5	3.07	0.32
C - A1173 S	0.8	4.93	0.43	0.2	2.84	0.18
D - A180 W	1.5	7.00	0.53	0.7	3.45	0.30
	2032 Base					
A - A1173 N	0.2	2.17	0.13	0.9	2.54	0.45
B - A180 E	0.5	1.97	0.31	0.3	2.20	0.21
C - A1173 S	0.4	2.96	0.27	0.1	2.15	0.11
D - A180 W	0.4	3.37	0.25	0.2	2.39	0.12
	2032 Base + Committed					
A - A1173 N	0.5	2.69	0.24	1.7	3.69	0.60
B - A180 E	0.8	2.67	0.44	0.5	2.83	0.31
C - A1173 S	0.8	4.67	0.43	0.2	2.54	0.16
D - A180 W	1.0	5.58	0.43	0.4	2.85	0.21
	2032 Base + Committed + Development					
A - A1173 N	0.6	2.92	0.28	2.2	4.40	0.65
B - A180 E	0.9	2.94	0.46	0.5	3.18	0.34
C - A1173 S	0.9	5.23	0.46	0.2	2.84	0.18
D - A180 W	1.7	7.57	0.55	0.7	3.51	0.31

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A1173 N		
B	A180 E		
C	A1173 S		
D	A180 W		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A1173 N	3.65	8.60	49.0	42.5	100.0	16.0		
B - A180 E	6.70	7.40	15.0	47.0	100.0	11.0		
C - A1173 S	3.65	8.50	21.0	22.0	100.0	43.0		
D - A180 W	6.80	8.00	10.0	31.0	100.0	15.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	210	✓	47.00
B - A180 E	194	✓	105.00
C - A1173 S	849	✓	34.00
D - A180 W	1026	✓	113.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A1173 N	1.162	3127
B - A180 E	1.179	3022
C - A1173 S	0.844	2470
D - A180 W	1.003	2873

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	294	100.000
B - A180 E		ONE HOUR	✓	729	100.000
C - A1173 S		ONE HOUR	✓	386	100.000
D - A180 W		ONE HOUR	✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	132	28	134
	B - A180 E	636	0	91	2
	C - A1173 S	119	178	0	89
	D - A180 W	369	0	14	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	20	44	72
	B - A180 E	5	0	5	0
	C - A1173 S	4	1	0	4
	D - A180 W	24	0	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.11	2.00	0.2	A	270	405
B - A180 E	0.29	1.90	0.4	A	669	1003
C - A1173 S	0.24	2.78	0.3	A	354	531
D - A180 W	0.23	3.13	0.4	A	351	527

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	221	55	144	2959	0.075	221	844	0.0	0.1	1.863	A
B - A180 E	549	137	132	2866	0.192	548	233	0.0	0.2	1.630	A
C - A1173 S	291	73	580	1980	0.147	290	100	0.0	0.2	2.183	A
D - A180 W	288	72	701	2170	0.133	288	169	0.0	0.2	2.365	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	264	66	172	2926	0.090	264	1010	0.1	0.1	1.916	A
B - A180 E	655	164	158	2835	0.231	655	279	0.2	0.3	1.732	A
C - A1173 S	347	87	694	1884	0.184	347	120	0.2	0.2	2.402	A
D - A180 W	344	86	838	2033	0.169	344	202	0.2	0.3	2.638	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	324	81	211	2881	0.112	324	1237	0.1	0.2	1.995	A
B - A180 E	803	201	194	2793	0.287	802	341	0.3	0.4	1.897	A
C - A1173 S	425	106	850	1753	0.242	425	146	0.2	0.3	2.780	A
D - A180 W	422	105	1027	1844	0.229	421	248	0.3	0.4	3.132	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	324	81	211	2881	0.112	324	1238	0.2	0.2	1.995	A
B - A180 E	803	201	194	2793	0.287	803	341	0.4	0.4	1.897	A
C - A1173 S	425	106	850	1752	0.243	425	146	0.3	0.3	2.781	A
D - A180 W	422	105	1027	1843	0.229	422	248	0.4	0.4	3.133	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	264	66	173	2926	0.090	264	1011	0.2	0.1	1.917	A
B - A180 E	655	164	158	2835	0.231	656	279	0.4	0.3	1.736	A
C - A1173 S	347	87	694	1884	0.184	347	120	0.3	0.2	2.406	A
D - A180 W	344	86	839	2031	0.169	345	202	0.4	0.3	2.643	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	221	55	145	2958	0.075	221	847	0.1	0.1	1.866	A
B - A180 E	549	137	133	2865	0.192	549	234	0.3	0.2	1.631	A
C - A1173 S	291	73	581	1979	0.147	291	100	0.2	0.2	2.187	A
D - A180 W	288	72	703	2168	0.133	289	169	0.3	0.2	2.371	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.27	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	214	✓	47.00
B - A180 E	619	✓	105.00
C - A1173 S	562	✓	34.00
D - A180 W	363	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1097	100.000
B - A180 E		ONE HOUR	✓	387	100.000
C - A1173 S		ONE HOUR	✓	183	100.000
D - A180 W		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	602	158	337
	B - A180 E	174	0	213	0
	C - A1173 S	30	125	0	28
	D - A180 W	188	1	69	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	2	6	25
	B - A180 E	12	0	3	0
	C - A1173 S	33	1	0	8
	D - A180 W	78	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.42	2.35	0.8	A	1007	1510
B - A180 E	0.19	2.11	0.2	A	355	533
C - A1173 S	0.10	2.09	0.1	A	168	252
D - A180 W	0.11	2.34	0.2	A	237	355

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	826	206	146	2956	0.279	824	294	0.0	0.4	1.834	A
B - A180 E	291	73	424	2463	0.118	291	547	0.0	0.1	1.770	A
C - A1173 S	138	34	384	2193	0.063	137	331	0.0	0.1	1.860	A
D - A180 W	194	49	247	2743	0.071	194	274	0.0	0.1	2.136	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	986	247	175	2922	0.337	986	352	0.4	0.6	2.021	A
B - A180 E	348	87	507	2373	0.147	348	654	0.1	0.2	1.898	A
C - A1173 S	165	41	459	2125	0.077	164	395	0.1	0.1	1.950	A
D - A180 W	232	58	296	2687	0.086	232	328	0.1	0.1	2.218	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1208	302	215	2876	0.420	1207	431	0.6	0.8	2.343	A
B - A180 E	426	107	621	2249	0.189	426	801	0.2	0.2	2.109	A
C - A1173 S	201	50	562	2033	0.099	201	484	0.1	0.1	2.087	A
D - A180 W	284	71	362	2611	0.109	284	402	0.1	0.2	2.340	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1208	302	215	2876	0.420	1208	432	0.8	0.8	2.345	A
B - A180 E	426	107	621	2249	0.189	426	802	0.2	0.2	2.110	A
C - A1173 S	201	50	563	2033	0.099	201	484	0.1	0.1	2.088	A
D - A180 W	284	71	362	2611	0.109	284	402	0.2	0.2	2.340	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	986	247	175	2922	0.338	987	353	0.8	0.6	2.023	A
B - A180 E	348	87	507	2372	0.147	348	655	0.2	0.2	1.902	A
C - A1173 S	165	41	460	2125	0.077	165	396	0.1	0.1	1.952	A
D - A180 W	232	58	296	2687	0.086	232	328	0.2	0.1	2.218	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	826	206	147	2955	0.279	826	295	0.6	0.4	1.841	A
B - A180 E	291	73	425	2462	0.118	292	548	0.2	0.1	1.771	A
C - A1173 S	138	34	385	2192	0.063	138	331	0.1	0.1	1.861	A
D - A180 W	194	49	248	2742	0.071	194	275	0.1	0.1	2.139	A

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	216	✓	47.00
B - A180 E	199	✓	105.00
C - A1173 S	872	✓	34.00
D - A180 W	1054	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	303	100.000
B - A180 E		ONE HOUR	✓	749	100.000
C - A1173 S		ONE HOUR	✓	395	100.000
D - A180 W		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	136	29	138
	B - A180 E	653	0	94	2
	C - A1173 S	122	182	0	91
	D - A180 W	379	0	14	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	20	44	72
	B - A180 E	5	0	5	0
	C - A1173 S	4	1	0	4
	D - A180 W	24	0	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.12	2.01	0.2	A	278	417
B - A180 E	0.30	1.93	0.4	A	687	1031
C - A1173 S	0.25	2.85	0.3	A	362	544
D - A180 W	0.24	3.22	0.4	A	361	541

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	228	57	147	2954	0.077	228	867	0.0	0.1	1.871	A
B - A180 E	564	141	136	2860	0.197	563	239	0.0	0.3	1.644	A
C - A1173 S	297	74	596	1964	0.151	297	103	0.0	0.2	2.214	A
D - A180 W	296	74	719	2150	0.138	295	174	0.0	0.2	2.400	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	272	68	176	2921	0.093	272	1037	0.1	0.1	1.927	A
B - A180 E	673	168	163	2829	0.238	673	286	0.3	0.3	1.752	A
C - A1173 S	355	89	713	1866	0.190	355	123	0.2	0.2	2.444	A
D - A180 W	353	88	860	2010	0.176	353	208	0.2	0.3	2.689	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	334	83	216	2875	0.116	333	1270	0.1	0.2	2.008	A
B - A180 E	825	206	199	2786	0.296	824	350	0.3	0.4	1.926	A
C - A1173 S	435	109	873	1732	0.251	434	151	0.2	0.3	2.847	A
D - A180 W	433	108	1053	1817	0.238	432	254	0.3	0.4	3.217	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	334	83	216	2875	0.116	334	1271	0.2	0.2	2.008	A
B - A180 E	825	206	199	2786	0.296	825	350	0.4	0.4	1.926	A
C - A1173 S	435	109	873	1731	0.251	435	151	0.3	0.3	2.848	A
D - A180 W	433	108	1054	1817	0.238	433	254	0.4	0.4	3.218	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	272	68	176	2920	0.093	273	1038	0.2	0.1	1.927	A
B - A180 E	673	168	163	2829	0.238	674	286	0.4	0.3	1.753	A
C - A1173 S	355	89	713	1865	0.190	356	123	0.3	0.2	2.448	A
D - A180 W	353	88	861	2009	0.176	354	208	0.4	0.3	2.692	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	228	57	148	2954	0.077	228	869	0.1	0.1	1.871	A
B - A180 E	564	141	136	2860	0.197	564	240	0.3	0.3	1.648	A
C - A1173 S	297	74	597	1963	0.152	298	103	0.2	0.2	2.217	A
D - A180 W	296	74	721	2148	0.138	296	174	0.3	0.2	2.407	A

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.34	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	372	✓	47.00
B - A180 E	635	✓	105.00
C - A1173 S	577	✓	34.00
D - A180 W	372	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1125	100.000
B - A180 E		ONE HOUR	✓	398	100.000
C - A1173 S		ONE HOUR	✓	187	100.000
D - A180 W		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	618	162	345
	B - A180 E	179	0	219	0
	C - A1173 S	31	128	0	28
	D - A180 W	193	1	70	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	2	6	25
	B - A180 E	12	0	3	0
	C - A1173 S	33	1	0	8
	D - A180 W	78	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.44	2.44	0.8	A	1032	1548
B - A180 E	0.20	2.14	0.3	A	365	548
C - A1173 S	0.10	2.11	0.1	A	172	257
D - A180 W	0.11	2.36	0.2	A	242	363

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	847	212	149	2920	0.290	845	303	0.0	0.4	1.883	A
B - A180 E	300	75	433	2450	0.122	299	561	0.0	0.1	1.787	A
C - A1173 S	141	35	394	2182	0.065	140	339	0.0	0.1	1.873	A
D - A180 W	199	50	254	2734	0.073	198	280	0.0	0.1	2.151	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1011	253	179	2887	0.350	1011	362	0.4	0.6	2.086	A
B - A180 E	358	89	518	2358	0.152	358	671	0.1	0.2	1.922	A
C - A1173 S	168	42	471	2113	0.080	168	405	0.1	0.1	1.967	A
D - A180 W	237	59	304	2677	0.089	237	335	0.1	0.1	2.235	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1239	310	219	2842	0.436	1238	443	0.6	0.8	2.438	A
B - A180 E	438	110	635	2232	0.196	438	822	0.2	0.3	2.143	A
C - A1173 S	206	51	577	2018	0.102	206	496	0.1	0.1	2.110	A
D - A180 W	291	73	372	2598	0.112	290	410	0.1	0.2	2.363	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1239	310	219	2842	0.436	1239	444	0.8	0.8	2.440	A
B - A180 E	438	110	635	2232	0.196	438	822	0.3	0.3	2.144	A
C - A1173 S	206	51	577	2018	0.102	206	497	0.1	0.1	2.110	A
D - A180 W	291	73	372	2598	0.112	291	411	0.2	0.2	2.363	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1011	253	179	2887	0.350	1012	363	0.8	0.6	2.088	A
B - A180 E	358	89	519	2357	0.152	358	672	0.3	0.2	1.924	A
C - A1173 S	168	42	471	2112	0.080	168	406	0.1	0.1	1.967	A
D - A180 W	237	59	304	2676	0.089	238	336	0.2	0.1	2.236	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	847	212	150	2920	0.290	848	304	0.6	0.4	1.891	A
B - A180 E	300	75	435	2449	0.122	300	563	0.2	0.1	1.789	A
C - A1173 S	141	35	395	2181	0.065	141	340	0.1	0.1	1.877	A
D - A180 W	199	50	255	2733	0.073	199	281	0.1	0.1	2.153	A

2025 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.54	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	1388	✓	47.00
B - A180 E	370	✓	105.00
C - A1173 S	1257	✓	34.00
D - A180 W	1388	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	541	100.000
B - A180 E		ONE HOUR	✓	980	100.000
C - A1173 S		ONE HOUR	✓	518	100.000
D - A180 W		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	226	41	274
	B - A180 E	867	0	111	2
	C - A1173 S	144	251	0	123
	D - A180 W	541	0	22	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	37	72
	B - A180 E	7	0	4	0
	C - A1173 S	4	1	0	3
	D - A180 W	30	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.23	2.65	0.4	A	496	745
B - A180 E	0.42	2.59	0.8	A	899	1349
C - A1173 S	0.41	4.41	0.7	A	475	713
D - A180 W	0.41	5.24	0.9	A	517	775

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	407	102	205	2667	0.153	406	1165	0.0	0.3	2.326	A
B - A180 E	738	184	253	2692	0.274	736	358	0.0	0.4	1.960	A
C - A1173 S	390	97	859	1713	0.228	389	131	0.0	0.3	2.778	A
D - A180 W	424	106	948	1914	0.221	422	300	0.0	0.4	3.113	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	486	122	245	2631	0.185	486	1394	0.3	0.3	2.453	A
B - A180 E	881	220	303	2636	0.334	880	428	0.4	0.5	2.187	A
C - A1173 S	466	116	1027	1583	0.294	465	156	0.3	0.4	3.291	A
D - A180 W	506	127	1134	1743	0.290	505	358	0.4	0.5	3.755	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	596	149	300	2581	0.231	595	1706	0.3	0.4	2.650	A
B - A180 E	1079	270	371	2558	0.422	1078	524	0.5	0.8	2.592	A
C - A1173 S	570	143	1257	1405	0.406	569	191	0.4	0.7	4.398	A
D - A180 W	620	155	1388	1508	0.411	618	439	0.5	0.9	5.216	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	596	149	301	2581	0.231	596	1709	0.4	0.4	2.651	A
B - A180 E	1079	270	371	2558	0.422	1079	525	0.8	0.8	2.595	A
C - A1173 S	570	143	1258	1405	0.406	570	192	0.7	0.7	4.413	A
D - A180 W	620	155	1389	1507	0.411	620	439	0.9	0.9	5.241	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	486	122	246	2630	0.185	487	1398	0.4	0.3	2.457	A
B - A180 E	881	220	303	2635	0.334	882	430	0.8	0.5	2.190	A
C - A1173 S	466	116	1029	1582	0.294	467	157	0.7	0.4	3.304	A
D - A180 W	506	127	1136	1740	0.291	508	359	0.9	0.5	3.777	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	407	102	206	2667	0.153	408	1170	0.3	0.3	2.331	A
B - A180 E	738	184	254	2691	0.274	738	359	0.5	0.4	1.967	A
C - A1173 S	390	97	861	1711	0.228	390	131	0.4	0.3	2.791	A
D - A180 W	424	106	951	1911	0.222	425	301	0.5	0.4	3.127	A

2025 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	518	✓	47.00
B - A180 E	834	✓	105.00
C - A1173 S	801	✓	34.00
D - A180 W	518	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1440	100.000
B - A180 E		ONE HOUR	✓	541	100.000
C - A1173 S		ONE HOUR	✓	261	100.000
D - A180 W		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	783	184	473
	B - A180 E	255	0	286	0
	C - A1173 S	47	168	0	46
	D - A180 W	342	1	101	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	7	30
	B - A180 E	13	0	3	0
	C - A1173 S	34	1	0	5
	D - A180 W	73	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.58	3.50	1.5	A	1321	1982
B - A180 E	0.30	2.74	0.5	A	496	745
C - A1173 S	0.16	2.54	0.2	A	239	359
D - A180 W	0.20	2.81	0.4	A	407	611

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1084	271	203	2833	0.383	1081	484	0.0	0.7	2.284	A
B - A180 E	407	102	569	2282	0.178	406	715	0.0	0.2	2.062	A
C - A1173 S	196	49	547	2015	0.098	196	429	0.0	0.1	2.106	A
D - A180 W	334	84	353	2598	0.129	333	390	0.0	0.2	2.394	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1295	324	243	2789	0.464	1293	579	0.7	1.0	2.673	A
B - A180 E	486	122	681	2166	0.225	486	855	0.2	0.3	2.303	A
C - A1173 S	235	59	654	1923	0.122	235	513	0.1	0.1	2.268	A
D - A180 W	399	100	422	2520	0.158	399	466	0.2	0.3	2.554	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1585	396	297	2730	0.581	1583	708	1.0	1.5	3.481	A
B - A180 E	596	149	833	2007	0.297	595	1047	0.3	0.5	2.737	A
C - A1173 S	287	72	801	1798	0.160	287	628	0.1	0.2	2.535	A
D - A180 W	489	122	517	2415	0.202	488	571	0.3	0.4	2.813	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1585	396	297	2729	0.581	1585	709	1.5	1.5	3.495	A
B - A180 E	596	149	835	2006	0.297	596	1048	0.5	0.5	2.742	A
C - A1173 S	287	72	802	1798	0.160	287	629	0.2	0.2	2.536	A
D - A180 W	489	122	517	2414	0.202	489	571	0.4	0.4	2.814	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1295	324	243	2789	0.464	1297	580	1.5	1.0	2.684	A
B - A180 E	486	122	683	2164	0.225	487	857	0.5	0.3	2.309	A
C - A1173 S	235	59	655	1922	0.122	235	514	0.2	0.1	2.272	A
D - A180 W	399	100	423	2520	0.158	400	467	0.4	0.3	2.556	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1084	271	203	2832	0.383	1085	485	1.0	0.7	2.290	A
B - A180 E	407	102	571	2280	0.179	408	717	0.3	0.2	2.068	A
C - A1173 S	196	49	549	2013	0.098	197	430	0.1	0.1	2.110	A
D - A180 W	334	84	354	2596	0.129	335	391	0.3	0.2	2.398	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	4.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.28	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	1399	✓	47.00
B - A180 E	472	✓	105.00
C - A1173 S	1358	✓	34.00
D - A180 W	1399	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	637	100.000
B - A180 E		ONE HOUR	✓	983	100.000
C - A1173 S		ONE HOUR	✓	524	100.000
D - A180 W		ONE HOUR	✓	717	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	229	45	363
	B - A180 E	870	0	111	2
	C - A1173 S	150	251	0	123
	D - A180 W	695	0	22	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	41	74
	B - A180 E	7	0	4	0
	C - A1173 S	6	1	0	3
	D - A180 W	39	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.27	2.88	0.6	A	585	877
B - A180 E	0.45	2.85	0.9	A	902	1353
C - A1173 S	0.43	4.93	0.8	A	481	721
D - A180 W	0.53	7.00	1.5	A	658	987

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	480	120	205	2665	0.180	478	1287	0.0	0.3	2.473	A
B - A180 E	740	185	323	2596	0.285	738	360	0.0	0.4	2.064	A
C - A1173 S	394	99	928	1653	0.239	393	134	0.0	0.3	2.936	A
D - A180 W	540	135	954	1908	0.283	538	366	0.0	0.5	3.612	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	573	143	245	2629	0.218	572	1540	0.3	0.4	2.631	A
B - A180 E	884	221	386	2525	0.350	883	431	0.4	0.6	2.338	A
C - A1173 S	471	118	1110	1516	0.311	471	160	0.3	0.5	3.539	A
D - A180 W	645	161	1142	1736	0.371	643	438	0.5	0.8	4.541	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	701	175	300	2579	0.272	701	1884	0.4	0.6	2.881	A
B - A180 E	1082	271	473	2428	0.446	1081	528	0.6	0.9	2.846	A
C - A1173 S	577	144	1358	1329	0.434	576	196	0.5	0.8	4.910	A
D - A180 W	789	197	1397	1500	0.526	787	537	0.8	1.5	6.931	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	701	175	301	2579	0.272	701	1888	0.6	0.6	2.882	A
B - A180 E	1082	271	473	2428	0.446	1082	528	0.9	0.9	2.852	A
C - A1173 S	577	144	1360	1328	0.435	577	196	0.8	0.8	4.932	A
D - A180 W	789	197	1399	1498	0.527	789	537	1.5	1.5	7.003	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	573	143	246	2628	0.218	573	1546	0.6	0.4	2.636	A
B - A180 E	884	221	387	2525	0.350	885	432	0.9	0.6	2.342	A
C - A1173 S	471	118	1112	1515	0.311	472	160	0.8	0.5	3.559	A
D - A180 W	645	161	1145	1733	0.372	647	439	1.5	0.8	4.587	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	480	120	206	2664	0.180	480	1293	0.4	0.3	2.479	A
B - A180 E	740	185	324	2595	0.285	741	362	0.6	0.4	2.072	A
C - A1173 S	394	99	931	1651	0.239	395	134	0.5	0.3	2.949	A
D - A180 W	540	135	958	1905	0.283	541	368	0.8	0.5	3.642	A

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2025 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	532	✓	47.00
B - A180 E	976	✓	105.00
C - A1173 S	940	✓	34.00
D - A180 W	532	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1571	100.000
B - A180 E		ONE HOUR	✓	544	100.000
C - A1173 S		ONE HOUR	✓	270	100.000
D - A180 W		ONE HOUR	✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	786	189	596
	B - A180 E	258	0	286	0
	C - A1173 S	56	168	0	46
	D - A180 W	549	1	101	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	8	38
	B - A180 E	13	0	3	0
	C - A1173 S	42	1	0	5
	D - A180 W	79	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.63	4.14	2.0	A	1442	2162
B - A180 E	0.32	3.07	0.5	A	499	749
C - A1173 S	0.18	2.84	0.2	A	248	372
D - A180 W	0.30	3.45	0.7	A	597	896

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1183	296	203	2830	0.418	1179	648	0.0	0.8	2.495	A
B - A180 E	410	102	665	2170	0.189	409	717	0.0	0.2	2.196	A
C - A1173 S	203	51	641	1918	0.106	203	432	0.0	0.1	2.270	A
D - A180 W	490	123	362	2585	0.190	489	482	0.0	0.4	2.766	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1412	353	243	2787	0.507	1411	775	0.8	1.2	2.997	A
B - A180 E	489	122	796	2038	0.240	489	858	0.2	0.3	2.497	A
C - A1173 S	243	61	767	1814	0.134	243	517	0.1	0.2	2.478	A
D - A180 W	585	146	433	2507	0.233	585	577	0.4	0.5	3.019	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1730	432	297	2727	0.634	1727	949	1.2	2.0	4.111	A
B - A180 E	599	150	974	1859	0.322	598	1050	0.3	0.5	3.068	A
C - A1173 S	297	74	939	1672	0.178	297	633	0.2	0.2	2.832	A
D - A180 W	717	179	530	2399	0.299	716	706	0.5	0.7	3.446	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1730	432	297	2727	0.634	1730	950	2.0	2.0	4.138	A
B - A180 E	599	150	975	1857	0.322	599	1051	0.5	0.5	3.075	A
C - A1173 S	297	74	940	1670	0.178	297	634	0.2	0.2	2.835	A
D - A180 W	717	179	531	2398	0.299	717	707	0.7	0.7	3.450	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1412	353	243	2786	0.507	1415	777	2.0	1.2	3.019	A
B - A180 E	489	122	798	2036	0.240	490	860	0.5	0.3	2.503	A
C - A1173 S	243	61	769	1812	0.134	243	519	0.2	0.2	2.484	A
D - A180 W	585	146	434	2506	0.234	586	578	0.7	0.5	3.025	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1183	296	203	2830	0.418	1184	650	1.2	0.8	2.512	A
B - A180 E	410	102	668	2167	0.189	410	720	0.3	0.3	2.204	A
C - A1173 S	203	51	644	1916	0.106	203	434	0.2	0.1	2.274	A
D - A180 W	490	123	363	2584	0.190	491	484	0.5	0.4	2.771	A

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.51	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	1096	✓	47.00
B - A180 E	207	✓	105.00
C - A1173 S	907	✓	34.00
D - A180 W	1097	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	314	100.000
B - A180 E		ONE HOUR	✓	778	100.000
C - A1173 S		ONE HOUR	✓	412	100.000
D - A180 W		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	141	30	143
	B - A180 E	679	0	97	2
	C - A1173 S	127	190	0	95
	D - A180 W	395	0	15	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	20	44	72
	B - A180 E	5	0	5	0
	C - A1173 S	4	1	0	4
	D - A180 W	24	0	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.13	2.17	0.2	A	288	432
B - A180 E	0.31	1.97	0.5	A	714	1071
C - A1173 S	0.27	2.96	0.4	A	378	567
D - A180 W	0.25	3.37	0.4	A	376	564

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	236	59	154	2772	0.085	236	902	0.0	0.1	2.012	A
B - A180 E	586	146	141	2853	0.205	585	249	0.0	0.3	1.666	A
C - A1173 S	310	78	619	1940	0.160	309	107	0.0	0.2	2.263	A
D - A180 W	309	77	748	2118	0.146	308	180	0.0	0.2	2.460	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	282	71	184	2742	0.103	282	1079	0.1	0.2	2.074	A
B - A180 E	699	175	169	2820	0.248	699	297	0.3	0.3	1.781	A
C - A1173 S	370	93	740	1839	0.201	370	128	0.2	0.3	2.514	A
D - A180 W	369	92	895	1973	0.187	368	216	0.2	0.3	2.775	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	346	86	225	2702	0.128	346	1321	0.2	0.2	2.165	A
B - A180 E	857	214	207	2775	0.309	856	364	0.3	0.5	1.969	A
C - A1173 S	454	113	907	1701	0.267	453	156	0.3	0.4	2.961	A
D - A180 W	451	113	1096	1775	0.254	451	264	0.3	0.4	3.362	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	346	86	226	2702	0.128	346	1322	0.2	0.2	2.165	A
B - A180 E	857	214	207	2775	0.309	857	364	0.5	0.5	1.969	A
C - A1173 S	454	113	907	1700	0.267	454	156	0.4	0.4	2.962	A
D - A180 W	451	113	1097	1774	0.254	451	264	0.4	0.4	3.367	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	282	71	185	2742	0.103	282	1081	0.2	0.2	2.076	A
B - A180 E	699	175	169	2820	0.248	700	298	0.5	0.3	1.785	A
C - A1173 S	370	93	741	1838	0.201	371	128	0.4	0.3	2.518	A
D - A180 W	369	92	896	1972	0.187	369	216	0.4	0.3	2.779	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	236	59	154	2771	0.085	237	905	0.2	0.1	2.013	A
B - A180 E	586	146	142	2852	0.205	586	249	0.3	0.3	1.667	A
C - A1173 S	310	78	621	1939	0.160	310	107	0.3	0.2	2.269	A
D - A180 W	309	77	750	2116	0.146	309	181	0.3	0.2	2.467	A

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	386	✓	47.00
B - A180 E	660	✓	105.00
C - A1173 S	599	✓	34.00
D - A180 W	386	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1168	100.000
B - A180 E		ONE HOUR	✓	413	100.000
C - A1173 S		ONE HOUR	✓	194	100.000
D - A180 W		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	641	168	359
	B - A180 E	186	0	227	0
	C - A1173 S	32	133	0	29
	D - A180 W	200	1	73	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	2	6	25
	B - A180 E	12	0	3	0
	C - A1173 S	33	1	0	8
	D - A180 W	78	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.45	2.54	0.9	A	1072	1608
B - A180 E	0.21	2.20	0.3	A	379	568
C - A1173 S	0.11	2.15	0.1	A	178	267
D - A180 W	0.12	2.39	0.2	A	251	377

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	879	220	155	2911	0.302	877	314	0.0	0.5	1.923	A
B - A180 E	311	78	451	2428	0.128	310	582	0.0	0.2	1.816	A
C - A1173 S	146	37	409	2164	0.067	146	352	0.0	0.1	1.894	A
D - A180 W	206	52	264	2720	0.076	206	291	0.0	0.1	2.168	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1050	263	186	2877	0.365	1049	376	0.5	0.6	2.142	A
B - A180 E	371	93	539	2333	0.159	371	696	0.2	0.2	1.960	A
C - A1173 S	174	44	490	2093	0.083	174	421	0.1	0.1	1.993	A
D - A180 W	246	62	315	2661	0.093	246	349	0.1	0.2	2.257	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1286	321	228	2830	0.454	1285	460	0.6	0.9	2.533	A
B - A180 E	455	114	660	2203	0.206	454	853	0.2	0.3	2.200	A
C - A1173 S	214	53	600	1995	0.107	213	515	0.1	0.1	2.146	A
D - A180 W	302	75	386	2580	0.117	301	427	0.2	0.2	2.392	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1286	321	228	2830	0.454	1286	460	0.9	0.9	2.535	A
B - A180 E	455	114	661	2202	0.206	455	853	0.3	0.3	2.201	A
C - A1173 S	214	53	600	1995	0.107	214	515	0.1	0.1	2.147	A
D - A180 W	302	75	386	2580	0.117	302	427	0.2	0.2	2.392	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1050	263	186	2876	0.365	1051	376	0.9	0.6	2.147	A
B - A180 E	371	93	540	2332	0.159	372	697	0.3	0.2	1.962	A
C - A1173 S	174	44	490	2092	0.083	175	421	0.1	0.1	1.996	A
D - A180 W	246	62	316	2661	0.093	247	349	0.2	0.2	2.257	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	879	220	156	2910	0.302	880	315	0.6	0.5	1.928	A
B - A180 E	311	78	452	2427	0.128	311	584	0.2	0.2	1.820	A
C - A1173 S	146	37	411	2163	0.068	146	353	0.1	0.1	1.895	A
D - A180 W	206	52	264	2719	0.076	206	292	0.2	0.1	2.169	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.70	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	1431	✓	47.00
B - A180 E	378	✓	105.00
C - A1173 S	1292	✓	34.00
D - A180 W	1431	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	552	100.000
B - A180 E		ONE HOUR	✓	1009	100.000
C - A1173 S		ONE HOUR	✓	535	100.000
D - A180 W		ONE HOUR	✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	231	42	279
	B - A180 E	893	0	114	2
	C - A1173 S	149	259	0	127
	D - A180 W	556	0	23	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	37	72
	B - A180 E	7	0	4	0
	C - A1173 S	4	1	0	3
	D - A180 W	30	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.24	2.69	0.5	A	507	760
B - A180 E	0.44	2.67	0.8	A	926	1389
C - A1173 S	0.43	4.67	0.8	A	491	736
D - A180 W	0.43	5.58	1.0	A	531	797

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	416	104	212	2653	0.157	414	1200	0.0	0.3	2.349	A
B - A180 E	760	190	258	2685	0.283	758	368	0.0	0.4	1.990	A
C - A1173 S	403	101	882	1692	0.238	402	134	0.0	0.3	2.850	A
D - A180 W	436	109	977	1887	0.231	434	306	0.0	0.4	3.198	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	496	124	253	2616	0.190	496	1435	0.3	0.3	2.481	A
B - A180 E	907	227	309	2627	0.345	907	440	0.4	0.6	2.231	A
C - A1173 S	481	120	1055	1560	0.308	480	161	0.3	0.5	3.408	A
D - A180 W	521	130	1169	1712	0.304	520	367	0.4	0.6	3.897	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	608	152	310	2565	0.237	607	1757	0.3	0.5	2.687	A
B - A180 E	1111	278	378	2548	0.436	1110	539	0.6	0.8	2.668	A
C - A1173 S	589	147	1291	1379	0.427	588	197	0.5	0.8	4.647	A
D - A180 W	637	159	1431	1472	0.433	636	449	0.6	1.0	5.546	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	608	152	310	2564	0.237	608	1759	0.5	0.5	2.688	A
B - A180 E	1111	278	379	2548	0.436	1111	539	0.8	0.8	2.671	A
C - A1173 S	589	147	1293	1378	0.427	589	197	0.8	0.8	4.665	A
D - A180 W	637	159	1432	1471	0.433	637	449	1.0	1.0	5.579	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	496	124	254	2615	0.190	497	1439	0.5	0.3	2.483	A
B - A180 E	907	227	310	2627	0.345	908	441	0.8	0.6	2.234	A
C - A1173 S	481	120	1057	1559	0.309	482	161	0.8	0.5	3.423	A
D - A180 W	521	130	1171	1709	0.305	522	367	1.0	0.6	3.921	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	416	104	213	2652	0.157	416	1204	0.3	0.3	2.354	A
B - A180 E	760	190	259	2684	0.283	760	369	0.6	0.4	1.995	A
C - A1173 S	403	101	884	1690	0.238	403	135	0.5	0.3	2.863	A
D - A180 W	436	109	980	1884	0.231	437	307	0.6	0.4	3.213	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	532	✓	47.00
B - A180 E	858	✓	105.00
C - A1173 S	532	✓	34.00
D - A180 W	532	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1483	100.000
B - A180 E		ONE HOUR	✓	556	100.000
C - A1173 S		ONE HOUR	✓	268	100.000
D - A180 W		ONE HOUR	✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	807	190	486
	B - A180 E	262	0	294	0
	C - A1173 S	48	173	0	47
	D - A180 W	349	1	104	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	7	30
	B - A180 E	13	0	3	0
	C - A1173 S	34	1	0	5
	D - A180 W	73	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.60	3.69	1.7	A	1361	2041
B - A180 E	0.31	2.83	0.5	A	510	765
C - A1173 S	0.16	2.54	0.2	A	246	369
D - A180 W	0.21	2.85	0.4	A	417	625

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1116	279	209	2824	0.395	1114	495	0.0	0.7	2.334	A
B - A180 E	419	105	586	2262	0.185	418	737	0.0	0.2	2.096	A
C - A1173 S	202	50	562	2038	0.099	201	442	0.0	0.1	2.086	A
D - A180 W	342	85	363	2585	0.132	341	400	0.0	0.2	2.412	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1333	333	250	2779	0.480	1332	592	0.7	1.0	2.761	A
B - A180 E	500	125	701	2144	0.233	500	881	0.2	0.3	2.353	A
C - A1173 S	241	60	672	1938	0.124	241	528	0.1	0.2	2.256	A
D - A180 W	408	102	434	2505	0.163	408	479	0.2	0.3	2.581	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1633	408	306	2718	0.601	1630	725	1.0	1.7	3.668	A
B - A180 E	612	153	858	1981	0.309	612	1079	0.3	0.5	2.823	A
C - A1173 S	295	74	822	1803	0.164	295	647	0.2	0.2	2.540	A
D - A180 W	500	125	531	2397	0.209	499	586	0.3	0.4	2.853	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1633	408	306	2718	0.601	1633	726	1.7	1.7	3.686	A
B - A180 E	612	153	859	1980	0.309	612	1080	0.5	0.5	2.827	A
C - A1173 S	295	74	824	1802	0.164	295	647	0.2	0.2	2.541	A
D - A180 W	500	125	532	2397	0.209	500	587	0.4	0.4	2.854	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1333	333	250	2779	0.480	1336	593	1.7	1.0	2.776	A
B - A180 E	500	125	702	2142	0.233	500	883	0.5	0.3	2.359	A
C - A1173 S	241	60	674	1937	0.124	241	529	0.2	0.2	2.258	A
D - A180 W	408	102	435	2505	0.163	409	480	0.4	0.3	2.585	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1116	279	209	2823	0.395	1118	497	1.0	0.7	2.346	A
B - A180 E	419	105	588	2260	0.185	419	739	0.3	0.2	2.101	A
C - A1173 S	202	50	564	2036	0.099	202	443	0.2	0.1	2.088	A
D - A180 W	342	85	364	2583	0.132	342	402	0.3	0.2	2.416	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	1442	✓	47.00
B - A180 E	480	✓	105.00
C - A1173 S	1442	✓	34.00
D - A180 W	1442	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	648	100.000
B - A180 E		ONE HOUR	✓	1012	100.000
C - A1173 S		ONE HOUR	✓	541	100.000
D - A180 W		ONE HOUR	✓	733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	234	46	368
	B - A180 E	896	0	114	2
	C - A1173 S	155	259	0	127
	D - A180 W	710	0	23	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	41	74
	B - A180 E	7	0	4	0
	C - A1173 S	6	1	0	3
	D - A180 W	39	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.28	2.92	0.6	A	595	892
B - A180 E	0.46	2.94	0.9	A	929	1393
C - A1173 S	0.46	5.23	0.9	A	496	745
D - A180 W	0.55	7.57	1.7	A	673	1009

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	488	122	212	2651	0.184	486	1322	0.0	0.3	2.497	A
B - A180 E	762	190	328	2589	0.294	760	370	0.0	0.4	2.097	A
C - A1173 S	407	102	951	1630	0.250	406	137	0.0	0.3	3.022	A
D - A180 W	552	138	984	1880	0.293	550	373	0.0	0.6	3.724	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	583	146	253	2614	0.223	582	1581	0.3	0.4	2.661	A
B - A180 E	910	227	393	2517	0.361	909	443	0.4	0.6	2.386	A
C - A1173 S	486	122	1137	1493	0.326	486	164	0.3	0.5	3.675	A
D - A180 W	659	165	1177	1705	0.387	658	446	0.6	0.9	4.738	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	713	178	310	2563	0.278	713	1934	0.4	0.6	2.923	A
B - A180 E	1114	279	481	2419	0.461	1113	542	0.6	0.9	2.937	A
C - A1173 S	596	149	1392	1304	0.457	594	201	0.5	0.9	5.204	A
D - A180 W	807	202	1440	1464	0.551	804	547	0.9	1.7	7.480	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	713	178	310	2563	0.278	713	1939	0.6	0.6	2.924	A
B - A180 E	1114	279	481	2418	0.461	1114	543	0.9	0.9	2.943	A
C - A1173 S	596	149	1394	1303	0.457	596	201	0.9	0.9	5.232	A
D - A180 W	807	202	1442	1462	0.552	807	547	1.7	1.7	7.570	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	583	146	254	2613	0.223	583	1588	0.6	0.4	2.664	A
B - A180 E	910	227	393	2516	0.362	911	444	0.9	0.6	2.392	A
C - A1173 S	486	122	1140	1491	0.326	488	165	0.9	0.5	3.698	A
D - A180 W	659	165	1180	1702	0.387	662	447	1.7	0.9	4.792	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	488	122	213	2650	0.184	488	1328	0.4	0.3	2.503	A
B - A180 E	762	190	329	2588	0.294	763	372	0.6	0.4	2.105	A
C - A1173 S	407	102	954	1628	0.250	408	138	0.5	0.3	3.038	A
D - A180 W	552	138	987	1877	0.294	553	375	0.9	0.6	3.755	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.85	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	546	✓	47.00
B - A180 E	1000	✓	105.00
C - A1173 S	546	✓	34.00
D - A180 W	546	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1615	100.000
B - A180 E		ONE HOUR	✓	559	100.000
C - A1173 S		ONE HOUR	✓	278	100.000
D - A180 W		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	810	195	610
	B - A180 E	265	0	294	0
	C - A1173 S	58	173	0	47
	D - A180 W	556	1	104	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	8	38
	B - A180 E	13	0	3	0
	C - A1173 S	42	1	0	5
	D - A180 W	79	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.65	4.40	2.2	A	1482	2223
B - A180 E	0.34	3.18	0.5	A	513	769
C - A1173 S	0.18	2.84	0.2	A	255	383
D - A180 W	0.31	3.51	0.7	A	607	910

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1216	304	209	2821	0.431	1212	660	0.0	0.9	2.559	A
B - A180 E	421	105	682	2151	0.196	420	739	0.0	0.3	2.235	A
C - A1173 S	209	52	657	1950	0.107	209	445	0.0	0.1	2.237	A
D - A180 W	498	124	372	2572	0.194	496	493	0.0	0.4	2.791	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1452	363	250	2777	0.523	1450	790	0.9	1.2	3.109	A
B - A180 E	503	126	816	2016	0.249	502	884	0.3	0.4	2.556	A
C - A1173 S	250	62	786	1834	0.136	250	533	0.1	0.2	2.458	A
D - A180 W	594	149	446	2491	0.239	594	590	0.4	0.5	3.054	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1778	445	306	2716	0.655	1775	967	1.2	2.1	4.369	A
B - A180 E	615	154	999	1833	0.336	615	1081	0.4	0.5	3.174	A
C - A1173 S	306	77	962	1677	0.183	306	652	0.2	0.2	2.842	A
D - A180 W	728	182	546	2380	0.306	727	722	0.5	0.7	3.503	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1778	445	306	2715	0.655	1778	968	2.1	2.2	4.403	A
B - A180 E	615	154	1001	1831	0.336	615	1083	0.5	0.5	3.182	A
C - A1173 S	306	77	963	1675	0.183	306	653	0.2	0.2	2.845	A
D - A180 W	728	182	546	2379	0.306	728	723	0.7	0.7	3.507	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1452	363	250	2776	0.523	1455	791	2.2	1.3	3.132	A
B - A180 E	503	126	819	2014	0.250	503	887	0.5	0.4	2.565	A
C - A1173 S	250	62	788	1832	0.136	250	534	0.2	0.2	2.462	A
D - A180 W	594	149	446	2490	0.239	595	592	0.7	0.5	3.058	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1216	304	209	2820	0.431	1217	662	1.3	0.9	2.578	A
B - A180 E	421	105	685	2148	0.196	421	742	0.4	0.3	2.241	A
C - A1173 S	209	52	660	1948	0.107	209	447	0.2	0.1	2.240	A
D - A180 W	498	124	374	2570	0.194	498	495	0.5	0.4	2.796	A

Appendix TN2 Q

A160/ A180 Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-A180.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment
Report generation date: 22/11/2023 11:31:16

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160	1.2	3.11	0.42	1.2	2.75	0.48
B - A180 E	1.6	11.72	0.62	0.3	6.02	0.21
C - A180 W	0.0	1.57	0.00	0.0	0.00	0.00
	2025 Base					
A - A160	1.2	3.17	0.43	1.3	2.83	0.50
B - A180 E	1.9	13.34	0.65	0.3	6.30	0.22
C - A180 W	0.0	1.58	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - A160	1.5	3.47	0.49	2.1	3.75	0.62
B - A180 E	4.1	28.15	0.81	0.6	10.29	0.34
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - A160	1.5	3.53	0.49	2.1	3.83	0.63
B - A180 E	4.5	30.82	0.83	0.6	10.71	0.35
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2032 Base					
A - A160	1.3	3.29	0.45	1.4	2.96	0.52
B - A180 E	2.5	17.15	0.72	0.4	6.80	0.25
C - A180 W	0.0	1.60	0.00	0.0	0.00	0.00
	2032 Base + Committed					
A - A160	1.6	3.61	0.51	2.3	3.98	0.65
B - A180 E	7.1	47.02	0.89	0.6	11.51	0.38
C - A180 W	0.0	1.63	0.00	0.0	0.00	0.00
	2032 Base + Committed + Development					
A - A160	1.7	3.67	0.51	2.4	4.08	0.65
B - A180 E	8.0	53.33	0.91	0.7	12.03	0.39
C - A180 W	0.0	1.63	0.00	0.0	0.00	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160		
B	A180 E		
C	A180 W		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160	7.12	8.39	15.0	37.9	103.5	41.0		
B - A180 E	3.80	4.80	5.0	25.9	102.0	44.0		
C - A180 W	4.81	8.20	30.0	75.4	102.0	4.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	509	✓	170.00

Bypass

Arm	Arm has bypass	Bypass Util (%)
A - A160		
B - A180 E		
C - A180 W	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160	1.169	3211
B - A180 E	0.650	1578
C - A180 W	1.140	2877

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1215	100.000
B - A180 E		ONE HOUR	✓	463	100.000
C - A180 W		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	166	1049
	B - A180 E	463	0	0
	C - A180 W	1121	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.42	3.11	1.2	A	1115	1672
B - A180 E	0.62	11.72	1.6	B	425	637
C - A180 W	0.00	1.57	0.0	A	1030	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	912	347	0.0	0.6	2.529	A
B - A180 E	349	349	87	0	0	788	1065	0.327	347	125	0.0	0.5	5.146	A
C - A180 W	845	0.75	0.19	844	0	347	2481	0.000	0.75	788	0.0	0.0	1.450	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1092	415	0.6	0.8	2.745	A
B - A180 E	416	416	104	0	0	943	964	0.432	415	149	0.5	0.8	6.741	A
C - A180 W	1009	0.90	0.22	1008	0	415	2403	0.000	0.90	943	0.0	0.0	1.497	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1336	506	0.8	1.1	3.103	A
B - A180 E	510	510	127	0	0	1155	826	0.617	506	183	0.8	1.6	11.471	B
C - A180 W	1235	1	0.28	1234	0	506	2299	0.000	1	1155	0.0	0.0	1.565	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1338	510	1.1	1.2	3.105	A
B - A180 E	510	510	127	0	0	1156	826	0.617	510	183	1.6	1.6	11.724	B
C - A180 W	1235	1	0.28	1234	0	510	2296	0.000	1	1156	0.0	0.0	1.568	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1094	420	1.2	0.8	2.748	A
B - A180 E	416	416	104	0	0	945	963	0.432	420	149	1.6	0.8	6.867	A
C - A180 W	1009	0.90	0.22	1008	0	420	2398	0.000	0.90	945	0.0	0.0	1.500	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	915	350	0.8	0.6	2.536	A
B - A180 E	349	349	87	0	0	791	1063	0.328	350	125	0.8	0.5	5.208	A
C - A180 W	845	0.75	0.19	844	0	350	2478	0.000	0.75	791	0.0	0.0	1.454	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	175	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1412	100.000
B - A180 E		ONE HOUR	✓	159	100.000
C - A180 W		ONE HOUR	✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	362	1050
	B - A180 E	157	2	0
	C - A180 W	931	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.48	2.75	1.2	A	1296	1944
B - A180 E	0.21	6.02	0.3	A	146	219
C - A180 W	0.00	0.00	0.0	A	854	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	1	3209	0.331	1061	118	0.0	0.6	2.114	A
B - A180 E	120	120	30	0	0	789	1065	0.112	119	273	0.0	0.1	4.144	A
C - A180 W	701	0	0	701	0	119	2809	0.000	0	789	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1269	141	0.6	0.8	2.341	A
B - A180 E	143	143	36	0	0	943	964	0.148	143	327	0.1	0.2	4.771	A
C - A180 W	837	0	0	837	0	143	2781	0.000	0	943	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1553	172	0.8	1.2	2.744	A
B - A180 E	175	175	44	0	0	1155	826	0.212	175	400	0.2	0.3	6.010	A
C - A180 W	1025	0	0	1025	0	175	2742	0.000	0	1155	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1555	173	1.2	1.2	2.748	A
B - A180 E	175	175	44	0	0	1156	826	0.212	175	401	0.3	0.3	6.023	A
C - A180 W	1025	0	0	1025	0	175	2741	0.000	0	1156	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1271	142	1.2	0.8	2.349	A
B - A180 E	143	143	36	0	0	945	963	0.148	143	328	0.3	0.2	4.784	A
C - A180 W	837	0	0	837	0	143	2780	0.000	0	945	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	2	3209	0.331	1064	118	0.8	0.6	2.121	A
B - A180 E	120	120	30	0	0	791	1063	0.113	120	274	0.2	0.1	4.156	A
C - A180 W	701	0	0	701	0	120	2808	0.000	0	791	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.21	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	524	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1251	100.000
B - A180 E		ONE HOUR	✓	476	100.000
C - A180 W		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	171	1080
	B - A180 E	476	0	0
	C - A180 W	1155	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.43	3.17	1.2	A	1148	1722
B - A180 E	0.65	13.34	1.9	B	437	655
C - A180 W	0.00	1.58	0.0	A	1061	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	939	356	0.0	0.7	2.559	A
B - A180 E	358	358	90	0	0	812	1046	0.343	356	128	0.0	0.5	5.360	A
C - A180 W	870	0.75	0.19	870	0	356	2468	0.000	0.75	812	0.0	0.0	1.458	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1124	427	0.7	0.9	2.788	A
B - A180 E	428	428	107	0	0	971	943	0.454	427	154	0.5	0.8	7.165	A
C - A180 W	1039	0.90	0.22	1038	0	427	2388	0.000	0.90	971	0.0	0.0	1.507	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1376	520	0.9	1.2	3.170	A
B - A180 E	524	524	131	0	0	1189	802	0.653	520	188	0.8	1.9	12.953	B
C - A180 W	1273	1	0.28	1272	0	520	2282	0.000	1	1189	0.0	0.0	1.577	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1377	524	1.2	1.2	3.172	A
B - A180 E	524	524	131	0	0	1190	802	0.654	524	188	1.9	1.9	13.335	B
C - A180 W	1273	1	0.28	1272	0	524	2278	0.000	1	1190	0.0	0.0	1.580	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1126	432	1.2	0.9	2.793	A
B - A180 E	428	428	107	0	0	973	942	0.454	432	154	1.9	0.9	7.334	A
C - A180 W	1039	0.90	0.22	1038	0	432	2382	0.000	0.90	973	0.0	0.0	1.511	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	943	360	0.9	0.7	2.567	A
B - A180 E	358	358	90	0	0	815	1044	0.343	360	129	0.9	0.5	5.430	A
C - A180 W	870	0.75	0.19	870	0	360	2464	0.000	0.75	815	0.0	0.0	1.460	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	180	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1453	100.000
B - A180 E		ONE HOUR	✓	163	100.000
C - A180 W		ONE HOUR	✓	958	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	372	1081
	B - A180 E	161	2	0
	C - A180 W	958	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.50	2.83	1.3	A	1333	2000
B - A180 E	0.22	6.30	0.3	A	150	224
C - A180 W	0.00	0.00	0.0	A	879	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	1	3209	0.341	1091	121	0.0	0.7	2.144	A
B - A180 E	123	123	31	0	0	812	1046	0.117	122	281	0.0	0.1	4.241	A
C - A180 W	721	0	0	721	0	122	2805	0.000	0	812	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1305	145	0.7	0.9	2.387	A
B - A180 E	147	147	37	0	0	971	943	0.155	146	336	0.1	0.2	4.919	A
C - A180 W	861	0	0	861	0	146	2775	0.000	0	971	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1598	177	0.9	1.2	2.821	A
B - A180 E	179	179	45	0	0	1189	802	0.224	179	411	0.2	0.3	6.285	A
C - A180 W	1055	0	0	1055	0	179	2736	0.000	0	1189	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1600	177	1.2	1.3	2.826	A
B - A180 E	179	179	45	0	0	1190	802	0.224	179	412	0.3	0.3	6.300	A
C - A180 W	1055	0	0	1055	0	179	2735	0.000	0	1190	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1308	145	1.3	0.9	2.393	A
B - A180 E	147	147	37	0	0	973	942	0.156	147	337	0.3	0.2	4.934	A
C - A180 W	861	0	0	861	0	147	2774	0.000	0	973	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	2	3209	0.341	1095	121	0.9	0.7	2.151	A
B - A180 E	123	123	31	0	0	814	1044	0.118	123	282	0.2	0.1	4.256	A
C - A180 W	721	0	0	721	0	123	2804	0.000	0	814	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	6.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.41	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1361	✓	142.00
C - A180 W	557	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1420	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1236
	B - A180 E	506	0	0
	C - A180 W	1420	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.49	3.47	1.5	A	1303	1955
B - A180 E	0.81	28.15	4.1	D	464	696
C - A180 W	0.00	1.61	0.0	A	1304	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1066	378	0.0	0.8	2.662	A
B - A180 E	381	381	95	0	0	929	954	0.399	378	138	0.0	0.7	6.412	A
C - A180 W	1070	0.75	0.19	1069	0	378	2438	0.000	0.75	929	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1276	453	0.8	1.0	2.953	A
B - A180 E	455	455	114	0	0	1111	841	0.541	453	165	0.7	1.2	9.511	A
C - A180 W	1277	0.90	0.22	1277	0	453	2354	0.000	0.90	1111	0.0	0.0	1.529	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1562	546	1.0	1.5	3.465	A
B - A180 E	557	557	139	0	0	1360	686	0.812	546	202	1.2	3.9	24.855	C
C - A180 W	1565	1	0.28	1563	0	546	2249	0.000	1	1360	0.0	0.0	1.601	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1563	556	1.5	1.5	3.470	A
B - A180 E	557	557	139	0	0	1362	685	0.813	556	203	3.9	4.1	28.153	D
C - A180 W	1565	1	0.28	1563	0	556	2238	0.000	1	1362	0.0	0.0	1.608	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1278	466	1.5	1.1	2.961	A
B - A180 E	455	455	114	0	0	1114	839	0.542	466	166	4.1	1.2	10.243	B
C - A180 W	1277	0.90	0.22	1277	0	466	2339	0.000	0.90	1114	0.0	0.0	1.541	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1070	383	1.1	0.8	2.671	A
B - A180 E	381	381	95	0	0	932	952	0.400	383	139	1.2	0.7	6.548	A
C - A180 W	1070	0.75	0.19	1069	0	383	2433	0.000	0.75	932	0.0	0.0	1.479	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1539	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1816	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1399
	B - A180 E	176	2	0
	C - A180 W	1166	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.62	3.75	2.1	A	1666	2500
B - A180 E	0.34	10.29	0.6	B	163	245
C - A180 W	0.00	0.00	0.0	A	1070	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	1	3209	0.426	1363	132	0.0	0.9	2.452	A
B - A180 E	134	134	34	0	0	1050	865	0.155	133	315	0.0	0.2	5.306	A
C - A180 W	878	0	0	878	0	133	2788	0.000	0	1050	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1631	158	0.9	1.3	2.872	A
B - A180 E	160	160	40	0	0	1257	742	0.216	160	376	0.2	0.3	6.664	A
C - A180 W	1048	0	0	1048	0	160	2756	0.000	0	1257	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1996	193	1.3	2.1	3.733	A
B - A180 E	196	196	49	0	0	1538	575	0.341	195	461	0.3	0.5	10.196	B
C - A180 W	1284	0	0	1284	0	195	2713	0.000	0	1538	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1999	194	2.1	2.1	3.750	A
B - A180 E	196	196	49	0	0	1540	574	0.342	196	461	0.5	0.6	10.285	B
C - A180 W	1284	0	0	1284	0	196	2712	0.000	0	1540	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1636	159	2.1	1.3	2.890	A
B - A180 E	160	160	40	0	0	1260	740	0.216	161	377	0.6	0.3	6.719	A
C - A180 W	1048	0	0	1048	0	161	2754	0.000	0	1260	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	2	3209	0.426	1369	133	1.3	0.9	2.467	A
B - A180 E	134	134	34	0	0	1054	862	0.155	134	316	0.3	0.2	5.341	A
C - A180 W	878	0	0	878	0	134	2786	0.000	0	1054	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	6.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.78	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1379	✓	142.00
C - A180 W	557	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1437	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1450	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1253
	B - A180 E	506	0	0
	C - A180 W	1449	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	30	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.49	3.53	1.5	A	1319	1978
B - A180 E	0.83	30.82	4.5	D	464	696
C - A180 W	0.00	1.61	0.0	A	1331	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1082	1082	270	0	1091	0.75	3211	0.337	1079	378	0.0	0.8	2.693	A
B - A180 E	381	381	95	0	0	941	944	0.403	378	138	0.0	0.7	6.518	A
C - A180 W	1092	0.75	0.19	1091	0	378	2438	0.000	0.75	941	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1292	1292	323	0	1303	0.90	3210	0.402	1291	453	0.8	1.1	2.993	A
B - A180 E	455	455	114	0	0	1126	830	0.548	453	165	0.7	1.2	9.773	A
C - A180 W	1304	0.90	0.22	1303	0	453	2354	0.000	0.90	1126	0.0	0.0	1.529	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1582	1582	396	0	1595	1	3210	0.493	1580	545	1.1	1.5	3.524	A
B - A180 E	557	557	139	0	0	1379	674	0.827	545	202	1.2	4.2	26.694	D
C - A180 W	1596	1	0.28	1595	0	545	2250	0.000	1	1379	0.0	0.0	1.600	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1582	1582	396	0	1595	1	3210	0.493	1582	556	1.5	1.5	3.530	A
B - A180 E	557	557	139	0	0	1381	673	0.828	556	203	4.2	4.5	30.816	D
C - A180 W	1596	1	0.28	1595	0	556	2238	0.000	1	1381	0.0	0.0	1.608	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1292	1292	323	0	1303	0.90	3210	0.402	1294	468	1.5	1.1	3.003	A
B - A180 E	455	455	114	0	0	1129	828	0.549	468	166	4.5	1.3	10.631	B
C - A180 W	1304	0.90	0.22	1303	0	468	2337	0.000	0.90	1129	0.0	0.0	1.542	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1082	1082	270	0	1091	0.75	3211	0.337	1083	383	1.1	0.8	2.702	A
B - A180 E	381	381	95	0	0	945	942	0.404	383	139	1.3	0.7	6.661	A
C - A180 W	1092	0.75	0.19	1091	0	383	2433	0.000	0.75	945	0.0	0.0	1.481	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1564	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1839	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1204	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1422
	B - A180 E	176	2	0
	C - A180 W	1204	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	68	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.63	3.83	2.1	A	1687	2531
B - A180 E	0.35	10.71	0.6	B	163	245
C - A180 W	0.00	0.00	0.0	A	1105	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1384	1384	346	0	906	1	3209	0.431	1381	132	0.0	1.0	2.477	A
B - A180 E	134	134	34	0	0	1068	852	0.157	133	315	0.0	0.2	5.395	A
C - A180 W	906	0	0	906	0	133	2788	0.000	0	1068	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1653	1653	413	0	1082	2	3209	0.515	1652	158	1.0	1.3	2.912	A
B - A180 E	160	160	40	0	0	1277	729	0.220	160	376	0.2	0.3	6.821	A
C - A180 W	1082	0	0	1082	0	160	2756	0.000	0	1277	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2025	2025	506	0	1326	2	3209	0.631	2022	193	1.3	2.1	3.816	A
B - A180 E	196	196	49	0	0	1563	560	0.350	195	461	0.3	0.6	10.610	B
C - A180 W	1326	0	0	1326	0	195	2713	0.000	0	1563	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2025	2025	506	0	1326	2	3209	0.631	2025	194	2.1	2.1	3.834	A
B - A180 E	196	196	49	0	0	1566	558	0.351	196	461	0.6	0.6	10.713	B
C - A180 W	1326	0	0	1326	0	196	2712	0.000	0	1566	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1653	1653	413	0	1082	2	3209	0.515	1656	159	2.1	1.3	2.931	A
B - A180 E	160	160	40	0	0	1281	727	0.220	161	377	0.6	0.3	6.881	A
C - A180 W	1082	0	0	1082	0	161	2754	0.000	0	1281	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1384	1384	346	0	906	2	3209	0.431	1386	133	1.3	1.0	2.493	A
B - A180 E	134	134	34	0	0	1072	850	0.158	134	316	0.3	0.2	5.433	A
C - A180 W	906	0	0	906	0	134	2786	0.000	0	1072	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1244	✓	142.00
C - A180 W	548	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1309	100.000
B - A180 E		ONE HOUR	✓	498	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	179	1130
	B - A180 E	498	0	0
	C - A180 W	1208	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.45	3.29	1.3	A	1201	1802
B - A180 E	0.72	17.15	2.5	C	457	685
C - A180 W	0.00	1.60	0.0	A	1109	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	983	373	0.0	0.7	2.607	A
B - A180 E	375	375	94	0	0	849	1016	0.369	373	134	0.0	0.6	5.744	A
C - A180 W	910	0.75	0.19	909	0	373	2446	0.000	0.75	849	0.0	0.0	1.471	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1176	446	0.7	0.9	2.857	A
B - A180 E	448	448	112	0	0	1016	909	0.492	446	161	0.6	1.0	7.977	A
C - A180 W	1087	0.90	0.22	1086	0	446	2363	0.000	0.90	1016	0.0	0.0	1.523	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1440	542	0.9	1.3	3.282	A
B - A180 E	548	548	137	0	0	1244	764	0.718	542	197	1.0	2.5	16.305	C
C - A180 W	1331	1	0.28	1330	0	542	2254	0.000	1	1244	0.0	0.0	1.597	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1441	548	1.3	1.3	3.287	A
B - A180 E	548	548	137	0	0	1245	763	0.718	548	197	2.5	2.5	17.154	C
C - A180 W	1331	1	0.28	1330	0	548	2248	0.000	1	1245	0.0	0.0	1.601	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1178	454	1.3	0.9	2.863	A
B - A180 E	448	448	112	0	0	1018	908	0.493	454	161	2.5	1.0	8.268	A
C - A180 W	1087	0.90	0.22	1086	0	454	2354	0.000	0.90	1018	0.0	0.0	1.529	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	986	377	0.9	0.7	2.615	A
B - A180 E	375	375	94	0	0	852	1014	0.370	377	135	1.0	0.6	5.833	A
C - A180 W	910	0.75	0.19	909	0	377	2442	0.000	0.75	852	0.0	0.0	1.476	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1242	✓	142.00
C - A180 W	188	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1518	100.000
B - A180 E		ONE HOUR	✓	171	100.000
C - A180 W		ONE HOUR	✓	1001	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	389	1129
	B - A180 E	169	2	0
	C - A180 W	1001	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.52	2.96	1.4	A	1393	2089
B - A180 E	0.25	6.80	0.4	A	157	235
C - A180 W	0.00	0.00	0.0	A	919	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	1	3209	0.356	1140	127	0.0	0.7	2.194	A
B - A180 E	129	129	32	0	0	848	1017	0.127	128	294	0.0	0.2	4.408	A
C - A180 W	754	0	0	754	0	128	2796	0.000	0	848	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1364	152	0.7	0.9	2.463	A
B - A180 E	154	154	38	0	0	1014	911	0.169	153	351	0.2	0.2	5.175	A
C - A180 W	900	0	0	900	0	153	2765	0.000	0	1014	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1670	186	0.9	1.4	2.952	A
B - A180 E	188	188	47	0	0	1242	766	0.246	188	430	0.2	0.4	6.778	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1242	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1671	186	1.4	1.4	2.957	A
B - A180 E	188	188	47	0	0	1243	765	0.246	188	430	0.4	0.4	6.798	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1243	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1366	152	1.4	0.9	2.471	A
B - A180 E	154	154	38	0	0	1016	909	0.169	154	352	0.4	0.2	5.193	A
C - A180 W	900	0	0	900	0	154	2764	0.000	0	1016	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	2	3209	0.356	1144	127	0.9	0.7	2.202	A
B - A180 E	129	129	32	0	0	851	1015	0.127	129	295	0.2	0.2	4.426	A
C - A180 W	754	0	0	754	0	129	2795	0.000	0	851	0.0	0.0	0.000	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	9.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.36	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1416	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1478	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1474	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1286
	B - A180 E	528	0	0
	C - A180 W	1473	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.61	1.6	A	1356	2034
B - A180 E	0.89	47.02	7.1	E	485	727
C - A180 W	0.00	1.63	0.0	A	1353	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1109	394	0.0	0.8	2.715	A
B - A180 E	398	398	99	0	0	966	926	0.429	394	144	0.0	0.8	6.941	A
C - A180 W	1110	0.75	0.19	1109	0	394	2417	0.000	0.75	966	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1328	472	0.8	1.1	3.034	A
B - A180 E	475	475	119	0	0	1156	809	0.586	472	172	0.8	1.4	10.903	B
C - A180 W	1325	0.90	0.22	1324	0	472	2329	0.000	0.90	1156	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1625	562	1.1	1.6	3.601	A
B - A180 E	581	581	145	0	0	1415	651	0.893	562	211	1.4	6.1	36.252	E
C - A180 W	1623	1	0.28	1622	0	562	2228	0.000	1	1415	0.0	0.0	1.615	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1627	578	1.6	1.6	3.610	A
B - A180 E	581	581	145	0	0	1417	650	0.895	578	211	6.1	7.1	47.021	E
C - A180 W	1623	1	0.28	1622	0	578	2211	0.001	1	1417	0.0	0.0	1.628	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1331	497	1.6	1.1	3.043	A
B - A180 E	475	475	119	0	0	1159	808	0.588	497	173	7.1	1.5	12.735	B
C - A180 W	1325	0.90	0.22	1324	0	497	2301	0.000	0.90	1159	0.0	0.0	1.564	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1114	400	1.1	0.8	2.727	A
B - A180 E	398	398	99	0	0	970	923	0.430	400	145	1.5	0.8	7.130	A
C - A180 W	1110	0.75	0.19	1109	0	400	2410	0.000	0.75	970	0.0	0.0	1.493	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1592	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1880	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1447
	B - A180 E	184	2	0
	C - A180 W	1209	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.65	3.98	2.3	A	1725	2588
B - A180 E	0.38	11.51	0.6	B	171	256
C - A180 W	0.00	0.00	0.0	A	1109	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	1	3209	0.441	1411	138	0.0	1.0	2.517	A
B - A180 E	140	140	35	0	0	1086	839	0.167	139	327	0.0	0.2	5.541	A
C - A180 W	910	0	0	910	0	139	2779	0.000	0	1086	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1688	165	1.0	1.4	2.980	A
B - A180 E	167	167	42	0	0	1300	714	0.234	167	391	0.2	0.3	7.087	A
C - A180 W	1087	0	0	1087	0	167	2746	0.000	0	1300	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2066	201	1.4	2.3	3.959	A
B - A180 E	205	205	51	0	0	1590	544	0.377	204	478	0.3	0.6	11.374	B
C - A180 W	1331	0	0	1331	0	204	2701	0.000	0	1590	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2070	203	2.3	2.3	3.982	A
B - A180 E	205	205	51	0	0	1593	542	0.378	205	479	0.6	0.6	11.508	B
C - A180 W	1331	0	0	1331	0	205	2700	0.000	0	1593	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1694	167	2.3	1.4	3.001	A
B - A180 E	167	167	42	0	0	1303	712	0.235	168	392	0.6	0.3	7.164	A
C - A180 W	1087	0	0	1087	0	168	2744	0.000	0	1303	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	2	3209	0.441	1417	139	1.4	1.0	2.532	A
B - A180 E	140	140	35	0	0	1091	837	0.167	140	328	0.3	0.2	5.581	A
C - A180 W	910	0	0	910	0	140	2778	0.000	0	1091	0.0	0.0	0.000	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	10.24	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.24	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1434	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1495	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1303
	B - A180 E	528	0	0
	C - A180 W	1502	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	30	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.67	1.7	A	1372	2058
B - A180 E	0.91	53.33	8.0	F	485	727
C - A180 W	0.00	1.63	0.0	A	1379	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1126	1126	281	0	1131	0.75	3211	0.351	1122	394	0.0	0.9	2.747	A
B - A180 E	398	398	99	0	0	979	916	0.434	394	144	0.0	0.8	7.064	A
C - A180 W	1132	0.75	0.19	1131	0	394	2417	0.000	0.75	979	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1344	1344	336	0	1350	0.90	3210	0.419	1343	472	0.9	1.1	3.076	A
B - A180 E	475	475	119	0	0	1171	799	0.594	472	172	0.8	1.5	11.240	B
C - A180 W	1351	0.90	0.22	1350	0	472	2330	0.000	0.90	1171	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1646	1646	412	0	1654	1	3210	0.513	1644	560	1.1	1.7	3.665	A
B - A180 E	581	581	145	0	0	1434	639	0.910	560	211	1.5	6.8	39.522	E
C - A180 W	1655	1	0.28	1654	0	560	2231	0.000	1	1434	0.0	0.0	1.613	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1646	1646	412	0	1654	1	3210	0.513	1646	576	1.7	1.7	3.673	A
B - A180 E	581	581	145	0	0	1436	638	0.911	576	211	6.8	8.0	53.330	F
C - A180 W	1655	1	0.28	1654	0	576	2212	0.001	1	1436	0.0	0.0	1.627	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1344	1344	336	0	1350	0.90	3210	0.419	1346	500	1.7	1.2	3.085	A
B - A180 E	475	475	119	0	0	1174	797	0.595	500	173	8.0	1.6	13.521	B
C - A180 W	1351	0.90	0.22	1350	0	500	2297	0.000	0.90	1174	0.0	0.0	1.566	A

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1126	1126	281	0	1131	0.75	3211	0.351	1127	401	1.2	0.9	2.759	A
B - A180 E	398	398	99	0	0	983	914	0.435	401	145	1.6	0.8	7.263	A
C - A180 W	1132	0.75	0.19	1131	0	401	2410	0.000	0.75	983	0.0	0.0	1.493	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1617	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1903	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1247	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1470
	B - A180 E	184	2	0
	C - A180 W	1247	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	68	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.65	4.08	2.4	A	1746	2619
B - A180 E	0.39	12.03	0.7	B	171	256
C - A180 W	0.00	0.00	0.0	A	1144	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1433	1433	358	0	939	1	3209	0.446	1429	138	0.0	1.0	2.544	A
B - A180 E	140	140	35	0	0	1104	828	0.169	139	327	0.0	0.2	5.636	A
C - A180 W	939	0	0	939	0	139	2779	0.000	0	1104	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1711	1711	428	0	1121	2	3209	0.533	1709	165	1.0	1.4	3.024	A
B - A180 E	167	167	42	0	0	1320	701	0.238	167	391	0.2	0.3	7.261	A
C - A180 W	1121	0	0	1121	0	167	2746	0.000	0	1320	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2095	2095	524	0	1373	2	3209	0.653	2092	201	1.4	2.3	4.051	A
B - A180 E	205	205	51	0	0	1616	529	0.387	203	478	0.3	0.7	11.878	B
C - A180 W	1373	0	0	1373	0	203	2701	0.000	0	1616	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2095	2095	524	0	1373	2	3209	0.653	2095	203	2.3	2.4	4.076	A
B - A180 E	205	205	51	0	0	1618	528	0.388	205	479	0.7	0.7	12.029	B
C - A180 W	1373	0	0	1373	0	205	2700	0.000	0	1618	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1711	1711	428	0	1121	2	3209	0.533	1714	167	2.4	1.4	3.043	A
B - A180 E	167	167	42	0	0	1324	699	0.239	169	392	0.7	0.3	7.344	A
C - A180 W	1121	0	0	1121	0	169	2744	0.000	0	1324	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1433	1433	358	0	939	2	3209	0.446	1434	139	1.4	1.0	2.559	A
B - A180 E	140	140	35	0	0	1108	825	0.170	141	328	0.3	0.2	5.681	A
C - A180 W	939	0	0	939	0	141	2777	0.000	0	1108	0.0	0.0	0.000	A

Appendix TN2 R

A160/ A180 Stena AM Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-A180.j10
Path: P:\23000's\23325\Junction Assessment\1 Base Assessment - Stena AM
Report generation date: 22/11/2023 12:13:46

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160	1.2	3.11	0.42	1.2	2.75	0.48
B - A180 E	1.6	11.72	0.62	0.3	6.02	0.21
C - A180 W	0.0	1.57	0.00	0.0	0.00	0.00
	2025 Base					
A - A160	1.2	3.17	0.43	1.3	2.83	0.50
B - A180 E	1.9	13.34	0.65	0.3	6.30	0.22
C - A180 W	0.0	1.58	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - A160	1.5	3.47	0.49	2.1	3.75	0.62
B - A180 E	4.1	28.15	0.81	0.6	10.29	0.34
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - A160	1.5	3.52	0.49	2.1	3.83	0.63
B - A180 E	4.4	30.15	0.82	0.6	10.71	0.35
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2032 Base					
A - A160	1.3	3.29	0.45	1.4	2.96	0.52
B - A180 E	2.5	17.15	0.72	0.4	6.80	0.25
C - A180 W	0.0	1.60	0.00	0.0	0.00	0.00
	2032 Base + Committed					
A - A160	1.6	3.61	0.51	2.3	3.98	0.65
B - A180 E	7.1	47.02	0.89	0.6	11.51	0.38
C - A180 W	0.0	1.63	0.00	0.0	0.00	0.00
	2032 Base + Committed + Development					
A - A160	1.7	3.66	0.51	2.4	4.08	0.65
B - A180 E	7.8	51.75	0.91	0.7	12.03	0.39
C - A180 W	0.0	1.63	0.00	0.0	0.00	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160		
B	A180 E		
C	A180 W		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160	7.12	8.39	15.0	37.9	103.5	41.0		
B - A180 E	3.80	4.80	5.0	25.9	102.0	44.0		
C - A180 W	4.81	8.20	30.0	75.4	102.0	4.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	509	✓	170.00

Bypass

Arm	Arm has bypass	Bypass Util (%)
A - A160		
B - A180 E		
C - A180 W	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160	1.169	3211
B - A180 E	0.650	1578
C - A180 W	1.140	2877

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1215	100.000
B - A180 E		ONE HOUR	✓	463	100.000
C - A180 W		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	166	1049
	B - A180 E	463	0	0
	C - A180 W	1121	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.42	3.11	1.2	A	1115	1672
B - A180 E	0.62	11.72	1.6	B	425	637
C - A180 W	0.00	1.57	0.0	A	1030	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	912	347	0.0	0.6	2.529	A
B - A180 E	349	349	87	0	0	788	1065	0.327	347	125	0.0	0.5	5.146	A
C - A180 W	845	0.75	0.19	844	0	347	2481	0.000	0.75	788	0.0	0.0	1.450	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1092	415	0.6	0.8	2.745	A
B - A180 E	416	416	104	0	0	943	964	0.432	415	149	0.5	0.8	6.741	A
C - A180 W	1009	0.90	0.22	1008	0	415	2403	0.000	0.90	943	0.0	0.0	1.497	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1336	506	0.8	1.1	3.103	A
B - A180 E	510	510	127	0	0	1155	826	0.617	506	183	0.8	1.6	11.471	B
C - A180 W	1235	1	0.28	1234	0	506	2299	0.000	1	1155	0.0	0.0	1.565	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1338	510	1.1	1.2	3.105	A
B - A180 E	510	510	127	0	0	1156	826	0.617	510	183	1.6	1.6	11.724	B
C - A180 W	1235	1	0.28	1234	0	510	2296	0.000	1	1156	0.0	0.0	1.568	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1094	420	1.2	0.8	2.748	A
B - A180 E	416	416	104	0	0	945	963	0.432	420	149	1.6	0.8	6.867	A
C - A180 W	1009	0.90	0.22	1008	0	420	2398	0.000	0.90	945	0.0	0.0	1.500	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	915	350	0.8	0.6	2.536	A
B - A180 E	349	349	87	0	0	791	1063	0.328	350	125	0.8	0.5	5.208	A
C - A180 W	845	0.75	0.19	844	0	350	2478	0.000	0.75	791	0.0	0.0	1.454	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	175	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1412	100.000
B - A180 E		ONE HOUR	✓	159	100.000
C - A180 W		ONE HOUR	✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	362	1050
	B - A180 E	157	2	0
	C - A180 W	931	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.48	2.75	1.2	A	1296	1944
B - A180 E	0.21	6.02	0.3	A	146	219
C - A180 W	0.00	0.00	0.0	A	854	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	1	3209	0.331	1061	118	0.0	0.6	2.114	A
B - A180 E	120	120	30	0	0	789	1065	0.112	119	273	0.0	0.1	4.144	A
C - A180 W	701	0	0	701	0	119	2809	0.000	0	789	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1269	141	0.6	0.8	2.341	A
B - A180 E	143	143	36	0	0	943	964	0.148	143	327	0.1	0.2	4.771	A
C - A180 W	837	0	0	837	0	143	2781	0.000	0	943	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1553	172	0.8	1.2	2.744	A
B - A180 E	175	175	44	0	0	1155	826	0.212	175	400	0.2	0.3	6.010	A
C - A180 W	1025	0	0	1025	0	175	2742	0.000	0	1155	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1555	173	1.2	1.2	2.748	A
B - A180 E	175	175	44	0	0	1156	826	0.212	175	401	0.3	0.3	6.023	A
C - A180 W	1025	0	0	1025	0	175	2741	0.000	0	1156	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1271	142	1.2	0.8	2.349	A
B - A180 E	143	143	36	0	0	945	963	0.148	143	328	0.3	0.2	4.784	A
C - A180 W	837	0	0	837	0	143	2780	0.000	0	945	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	2	3209	0.331	1064	118	0.8	0.6	2.121	A
B - A180 E	120	120	30	0	0	791	1063	0.113	120	274	0.2	0.1	4.156	A
C - A180 W	701	0	0	701	0	120	2808	0.000	0	791	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.21	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	524	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1251	100.000
B - A180 E		ONE HOUR	✓	476	100.000
C - A180 W		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	171	1080
	B - A180 E	476	0	0
	C - A180 W	1155	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.43	3.17	1.2	A	1148	1722
B - A180 E	0.65	13.34	1.9	B	437	655
C - A180 W	0.00	1.58	0.0	A	1061	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	939	356	0.0	0.7	2.559	A
B - A180 E	358	358	90	0	0	812	1046	0.343	356	128	0.0	0.5	5.360	A
C - A180 W	870	0.75	0.19	870	0	356	2468	0.000	0.75	812	0.0	0.0	1.458	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1124	427	0.7	0.9	2.788	A
B - A180 E	428	428	107	0	0	971	943	0.454	427	154	0.5	0.8	7.165	A
C - A180 W	1039	0.90	0.22	1038	0	427	2388	0.000	0.90	971	0.0	0.0	1.507	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1376	520	0.9	1.2	3.170	A
B - A180 E	524	524	131	0	0	1189	802	0.653	520	188	0.8	1.9	12.953	B
C - A180 W	1273	1	0.28	1272	0	520	2282	0.000	1	1189	0.0	0.0	1.577	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1377	524	1.2	1.2	3.172	A
B - A180 E	524	524	131	0	0	1190	802	0.654	524	188	1.9	1.9	13.335	B
C - A180 W	1273	1	0.28	1272	0	524	2278	0.000	1	1190	0.0	0.0	1.580	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1126	432	1.2	0.9	2.793	A
B - A180 E	428	428	107	0	0	973	942	0.454	432	154	1.9	0.9	7.334	A
C - A180 W	1039	0.90	0.22	1038	0	432	2382	0.000	0.90	973	0.0	0.0	1.511	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	943	360	0.9	0.7	2.567	A
B - A180 E	358	358	90	0	0	815	1044	0.343	360	129	0.9	0.5	5.430	A
C - A180 W	870	0.75	0.19	870	0	360	2464	0.000	0.75	815	0.0	0.0	1.460	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	180	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1453	100.000
B - A180 E		ONE HOUR	✓	163	100.000
C - A180 W		ONE HOUR	✓	958	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	372	1081
	B - A180 E	161	2	0
	C - A180 W	958	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.50	2.83	1.3	A	1333	2000
B - A180 E	0.22	6.30	0.3	A	150	224
C - A180 W	0.00	0.00	0.0	A	879	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	1	3209	0.341	1091	121	0.0	0.7	2.144	A
B - A180 E	123	123	31	0	0	812	1046	0.117	122	281	0.0	0.1	4.241	A
C - A180 W	721	0	0	721	0	122	2805	0.000	0	812	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1305	145	0.7	0.9	2.387	A
B - A180 E	147	147	37	0	0	971	943	0.155	146	336	0.1	0.2	4.919	A
C - A180 W	861	0	0	861	0	146	2775	0.000	0	971	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1598	177	0.9	1.2	2.821	A
B - A180 E	179	179	45	0	0	1189	802	0.224	179	411	0.2	0.3	6.285	A
C - A180 W	1055	0	0	1055	0	179	2736	0.000	0	1189	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1600	177	1.2	1.3	2.826	A
B - A180 E	179	179	45	0	0	1190	802	0.224	179	412	0.3	0.3	6.300	A
C - A180 W	1055	0	0	1055	0	179	2735	0.000	0	1190	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1308	145	1.3	0.9	2.393	A
B - A180 E	147	147	37	0	0	973	942	0.156	147	337	0.3	0.2	4.934	A
C - A180 W	861	0	0	861	0	147	2774	0.000	0	973	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	2	3209	0.341	1095	121	0.9	0.7	2.151	A
B - A180 E	123	123	31	0	0	814	1044	0.118	123	282	0.2	0.1	4.256	A
C - A180 W	721	0	0	721	0	123	2804	0.000	0	814	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	6.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.41	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1361	✓	142.00
C - A180 W	557	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1420	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1236
	B - A180 E	506	0	0
	C - A180 W	1420	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.49	3.47	1.5	A	1303	1955
B - A180 E	0.81	28.15	4.1	D	464	696
C - A180 W	0.00	1.61	0.0	A	1304	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1066	378	0.0	0.8	2.662	A
B - A180 E	381	381	95	0	0	929	954	0.399	378	138	0.0	0.7	6.412	A
C - A180 W	1070	0.75	0.19	1069	0	378	2438	0.000	0.75	929	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1276	453	0.8	1.0	2.953	A
B - A180 E	455	455	114	0	0	1111	841	0.541	453	165	0.7	1.2	9.511	A
C - A180 W	1277	0.90	0.22	1277	0	453	2354	0.000	0.90	1111	0.0	0.0	1.529	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1562	546	1.0	1.5	3.465	A
B - A180 E	557	557	139	0	0	1360	686	0.812	546	202	1.2	3.9	24.855	C
C - A180 W	1565	1	0.28	1563	0	546	2249	0.000	1	1360	0.0	0.0	1.601	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1563	556	1.5	1.5	3.470	A
B - A180 E	557	557	139	0	0	1362	685	0.813	556	203	3.9	4.1	28.153	D
C - A180 W	1565	1	0.28	1563	0	556	2238	0.000	1	1362	0.0	0.0	1.608	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1278	466	1.5	1.1	2.961	A
B - A180 E	455	455	114	0	0	1114	839	0.542	466	166	4.1	1.2	10.243	B
C - A180 W	1277	0.90	0.22	1277	0	466	2339	0.000	0.90	1114	0.0	0.0	1.541	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1070	383	1.1	0.8	2.671	A
B - A180 E	381	381	95	0	0	932	952	0.400	383	139	1.2	0.7	6.548	A
C - A180 W	1070	0.75	0.19	1069	0	383	2433	0.000	0.75	932	0.0	0.0	1.479	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1539	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1816	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1399
	B - A180 E	176	2	0
	C - A180 W	1166	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.62	3.75	2.1	A	1666	2500
B - A180 E	0.34	10.29	0.6	B	163	245
C - A180 W	0.00	0.00	0.0	A	1070	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	1	3209	0.426	1363	132	0.0	0.9	2.452	A
B - A180 E	134	134	34	0	0	1050	865	0.155	133	315	0.0	0.2	5.306	A
C - A180 W	878	0	0	878	0	133	2788	0.000	0	1050	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1631	158	0.9	1.3	2.872	A
B - A180 E	160	160	40	0	0	1257	742	0.216	160	376	0.2	0.3	6.664	A
C - A180 W	1048	0	0	1048	0	160	2756	0.000	0	1257	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1996	193	1.3	2.1	3.733	A
B - A180 E	196	196	49	0	0	1538	575	0.341	195	461	0.3	0.5	10.196	B
C - A180 W	1284	0	0	1284	0	195	2713	0.000	0	1538	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1999	194	2.1	2.1	3.750	A
B - A180 E	196	196	49	0	0	1540	574	0.342	196	461	0.5	0.6	10.285	B
C - A180 W	1284	0	0	1284	0	196	2712	0.000	0	1540	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1636	159	2.1	1.3	2.890	A
B - A180 E	160	160	40	0	0	1260	740	0.216	161	377	0.6	0.3	6.719	A
C - A180 W	1048	0	0	1048	0	161	2754	0.000	0	1260	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	2	3209	0.426	1369	133	1.3	0.9	2.467	A
B - A180 E	134	134	34	0	0	1054	862	0.155	134	316	0.3	0.2	5.341	A
C - A180 W	878	0	0	878	0	134	2786	0.000	0	1054	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	6.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.71	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1375	✓	142.00
C - A180 W	557	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1433	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1429	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1249
	B - A180 E	506	0	0
	C - A180 W	1428	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.49	3.52	1.5	A	1315	1972
B - A180 E	0.82	30.15	4.4	D	464	696
C - A180 W	0.00	1.61	0.0	A	1311	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1079	1079	270	0	1075	0.75	3211	0.336	1076	378	0.0	0.8	2.689	A
B - A180 E	381	381	95	0	0	938	947	0.402	378	138	0.0	0.7	6.492	A
C - A180 W	1076	0.75	0.19	1075	0	378	2438	0.000	0.75	938	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1288	1288	322	0	1284	0.90	3210	0.401	1287	453	0.8	1.1	2.987	A
B - A180 E	455	455	114	0	0	1123	833	0.546	453	165	0.7	1.2	9.710	A
C - A180 W	1285	0.90	0.22	1284	0	453	2354	0.000	0.90	1123	0.0	0.0	1.529	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1578	1578	394	0	1572	1	3210	0.491	1576	546	1.1	1.5	3.514	A
B - A180 E	557	557	139	0	0	1375	677	0.823	546	202	1.2	4.1	26.244	D
C - A180 W	1573	1	0.28	1572	0	546	2249	0.000	1	1375	0.0	0.0	1.600	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1578	1578	394	0	1572	1	3210	0.491	1578	556	1.5	1.5	3.520	A
B - A180 E	557	557	139	0	0	1376	676	0.824	556	203	4.1	4.4	30.153	D
C - A180 W	1573	1	0.28	1572	0	556	2238	0.000	1	1376	0.0	0.0	1.608	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1288	1288	322	0	1284	0.90	3210	0.401	1290	467	1.5	1.1	2.995	A
B - A180 E	455	455	114	0	0	1125	831	0.547	467	166	4.4	1.3	10.535	B
C - A180 W	1285	0.90	0.22	1284	0	467	2338	0.000	0.90	1125	0.0	0.0	1.539	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1079	1079	270	0	1075	0.75	3211	0.336	1080	383	1.1	0.8	2.698	A
B - A180 E	381	381	95	0	0	942	944	0.403	383	139	1.3	0.7	6.634	A
C - A180 W	1076	0.75	0.19	1075	0	383	2433	0.000	0.75	942	0.0	0.0	1.479	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1564	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1839	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1204	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1422
	B - A180 E	176	2	0
	C - A180 W	1204	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	68	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.63	3.83	2.1	A	1687	2531
B - A180 E	0.35	10.71	0.6	B	163	245
C - A180 W	0.00	0.00	0.0	A	1105	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1384	1384	346	0	906	1	3209	0.431	1381	132	0.0	1.0	2.477	A
B - A180 E	134	134	34	0	0	1068	852	0.157	133	315	0.0	0.2	5.395	A
C - A180 W	906	0	0	906	0	133	2788	0.000	0	1068	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1653	1653	413	0	1082	2	3209	0.515	1652	158	1.0	1.3	2.912	A
B - A180 E	160	160	40	0	0	1277	729	0.220	160	376	0.2	0.3	6.821	A
C - A180 W	1082	0	0	1082	0	160	2756	0.000	0	1277	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2025	2025	506	0	1326	2	3209	0.631	2022	193	1.3	2.1	3.816	A
B - A180 E	196	196	49	0	0	1563	560	0.350	195	461	0.3	0.6	10.610	B
C - A180 W	1326	0	0	1326	0	195	2713	0.000	0	1563	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2025	2025	506	0	1326	2	3209	0.631	2025	194	2.1	2.1	3.834	A
B - A180 E	196	196	49	0	0	1566	558	0.351	196	461	0.6	0.6	10.713	B
C - A180 W	1326	0	0	1326	0	196	2712	0.000	0	1566	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1653	1653	413	0	1082	2	3209	0.515	1656	159	2.1	1.3	2.931	A
B - A180 E	160	160	40	0	0	1281	727	0.220	161	377	0.6	0.3	6.881	A
C - A180 W	1082	0	0	1082	0	161	2754	0.000	0	1281	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1384	1384	346	0	906	2	3209	0.431	1386	133	1.3	1.0	2.493	A
B - A180 E	134	134	34	0	0	1072	850	0.158	134	316	0.3	0.2	5.433	A
C - A180 W	906	0	0	906	0	134	2786	0.000	0	1072	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1244	✓	142.00
C - A180 W	548	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1309	100.000
B - A180 E		ONE HOUR	✓	498	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	179	1130
	B - A180 E	498	0	0
	C - A180 W	1208	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.45	3.29	1.3	A	1201	1802
B - A180 E	0.72	17.15	2.5	C	457	685
C - A180 W	0.00	1.60	0.0	A	1109	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	983	373	0.0	0.7	2.607	A
B - A180 E	375	375	94	0	0	849	1016	0.369	373	134	0.0	0.6	5.744	A
C - A180 W	910	0.75	0.19	909	0	373	2446	0.000	0.75	849	0.0	0.0	1.471	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1176	446	0.7	0.9	2.857	A
B - A180 E	448	448	112	0	0	1016	909	0.492	446	161	0.6	1.0	7.977	A
C - A180 W	1087	0.90	0.22	1086	0	446	2363	0.000	0.90	1016	0.0	0.0	1.523	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1440	542	0.9	1.3	3.282	A
B - A180 E	548	548	137	0	0	1244	764	0.718	542	197	1.0	2.5	16.305	C
C - A180 W	1331	1	0.28	1330	0	542	2254	0.000	1	1244	0.0	0.0	1.597	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1441	548	1.3	1.3	3.287	A
B - A180 E	548	548	137	0	0	1245	763	0.718	548	197	2.5	2.5	17.154	C
C - A180 W	1331	1	0.28	1330	0	548	2248	0.000	1	1245	0.0	0.0	1.601	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1178	454	1.3	0.9	2.863	A
B - A180 E	448	448	112	0	0	1018	908	0.493	454	161	2.5	1.0	8.268	A
C - A180 W	1087	0.90	0.22	1086	0	454	2354	0.000	0.90	1018	0.0	0.0	1.529	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	986	377	0.9	0.7	2.615	A
B - A180 E	375	375	94	0	0	852	1014	0.370	377	135	1.0	0.6	5.833	A
C - A180 W	910	0.75	0.19	909	0	377	2442	0.000	0.75	852	0.0	0.0	1.476	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1242	✓	142.00
C - A180 W	188	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1518	100.000
B - A180 E		ONE HOUR	✓	171	100.000
C - A180 W		ONE HOUR	✓	1001	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	389	1129
	B - A180 E	169	2	0
	C - A180 W	1001	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.52	2.96	1.4	A	1393	2089
B - A180 E	0.25	6.80	0.4	A	157	235
C - A180 W	0.00	0.00	0.0	A	919	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	1	3209	0.356	1140	127	0.0	0.7	2.194	A
B - A180 E	129	129	32	0	0	848	1017	0.127	128	294	0.0	0.2	4.408	A
C - A180 W	754	0	0	754	0	128	2796	0.000	0	848	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1364	152	0.7	0.9	2.463	A
B - A180 E	154	154	38	0	0	1014	911	0.169	153	351	0.2	0.2	5.175	A
C - A180 W	900	0	0	900	0	153	2765	0.000	0	1014	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1670	186	0.9	1.4	2.952	A
B - A180 E	188	188	47	0	0	1242	766	0.246	188	430	0.2	0.4	6.778	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1242	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1671	186	1.4	1.4	2.957	A
B - A180 E	188	188	47	0	0	1243	765	0.246	188	430	0.4	0.4	6.798	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1243	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1366	152	1.4	0.9	2.471	A
B - A180 E	154	154	38	0	0	1016	909	0.169	154	352	0.4	0.2	5.193	A
C - A180 W	900	0	0	900	0	154	2764	0.000	0	1016	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	2	3209	0.356	1144	127	0.9	0.7	2.202	A
B - A180 E	129	129	32	0	0	851	1015	0.127	129	295	0.2	0.2	4.426	A
C - A180 W	754	0	0	754	0	129	2795	0.000	0	851	0.0	0.0	0.000	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	9.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.36	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1416	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1478	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1474	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1286
	B - A180 E	528	0	0
	C - A180 W	1473	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.61	1.6	A	1356	2034
B - A180 E	0.89	47.02	7.1	E	485	727
C - A180 W	0.00	1.63	0.0	A	1353	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1109	394	0.0	0.8	2.715	A
B - A180 E	398	398	99	0	0	966	926	0.429	394	144	0.0	0.8	6.941	A
C - A180 W	1110	0.75	0.19	1109	0	394	2417	0.000	0.75	966	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1328	472	0.8	1.1	3.034	A
B - A180 E	475	475	119	0	0	1156	809	0.586	472	172	0.8	1.4	10.903	B
C - A180 W	1325	0.90	0.22	1324	0	472	2329	0.000	0.90	1156	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1625	562	1.1	1.6	3.601	A
B - A180 E	581	581	145	0	0	1415	651	0.893	562	211	1.4	6.1	36.252	E
C - A180 W	1623	1	0.28	1622	0	562	2228	0.000	1	1415	0.0	0.0	1.615	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1627	578	1.6	1.6	3.610	A
B - A180 E	581	581	145	0	0	1417	650	0.895	578	211	6.1	7.1	47.021	E
C - A180 W	1623	1	0.28	1622	0	578	2211	0.001	1	1417	0.0	0.0	1.628	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1331	497	1.6	1.1	3.043	A
B - A180 E	475	475	119	0	0	1159	808	0.588	497	173	7.1	1.5	12.735	B
C - A180 W	1325	0.90	0.22	1324	0	497	2301	0.000	0.90	1159	0.0	0.0	1.564	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1114	400	1.1	0.8	2.727	A
B - A180 E	398	398	99	0	0	970	923	0.430	400	145	1.5	0.8	7.130	A
C - A180 W	1110	0.75	0.19	1109	0	400	2410	0.000	0.75	970	0.0	0.0	1.493	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1592	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1880	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1447
	B - A180 E	184	2	0
	C - A180 W	1209	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.65	3.98	2.3	A	1725	2588
B - A180 E	0.38	11.51	0.6	B	171	256
C - A180 W	0.00	0.00	0.0	A	1109	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	1	3209	0.441	1411	138	0.0	1.0	2.517	A
B - A180 E	140	140	35	0	0	1086	839	0.167	139	327	0.0	0.2	5.541	A
C - A180 W	910	0	0	910	0	139	2779	0.000	0	1086	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1688	165	1.0	1.4	2.980	A
B - A180 E	167	167	42	0	0	1300	714	0.234	167	391	0.2	0.3	7.087	A
C - A180 W	1087	0	0	1087	0	167	2746	0.000	0	1300	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2066	201	1.4	2.3	3.959	A
B - A180 E	205	205	51	0	0	1590	544	0.377	204	478	0.3	0.6	11.374	B
C - A180 W	1331	0	0	1331	0	204	2701	0.000	0	1590	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2070	203	2.3	2.3	3.982	A
B - A180 E	205	205	51	0	0	1593	542	0.378	205	479	0.6	0.6	11.508	B
C - A180 W	1331	0	0	1331	0	205	2700	0.000	0	1593	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1694	167	2.3	1.4	3.001	A
B - A180 E	167	167	42	0	0	1303	712	0.235	168	392	0.6	0.3	7.164	A
C - A180 W	1087	0	0	1087	0	168	2744	0.000	0	1303	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	2	3209	0.441	1417	139	1.4	1.0	2.532	A
B - A180 E	140	140	35	0	0	1091	837	0.167	140	328	0.3	0.2	5.581	A
C - A180 W	910	0	0	910	0	140	2778	0.000	0	1091	0.0	0.0	0.000	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	10.05	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.05	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1430	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1491	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1483	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1299
	B - A180 E	528	0	0
	C - A180 W	1482	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.66	1.7	A	1368	2052
B - A180 E	0.91	51.75	7.8	F	485	727
C - A180 W	0.00	1.63	0.0	A	1361	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1123	1123	281	0	1116	0.75	3211	0.350	1119	394	0.0	0.9	2.743	A
B - A180 E	398	398	99	0	0	976	919	0.433	394	144	0.0	0.8	7.034	A
C - A180 W	1116	0.75	0.19	1116	0	394	2417	0.000	0.75	976	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1340	1340	335	0	1332	0.90	3210	0.418	1339	472	0.9	1.1	3.070	A
B - A180 E	475	475	119	0	0	1168	801	0.592	472	172	0.8	1.5	11.161	B
C - A180 W	1333	0.90	0.22	1332	0	472	2330	0.000	0.90	1168	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1642	1642	410	0	1632	1	3210	0.511	1640	561	1.1	1.7	3.654	A
B - A180 E	581	581	145	0	0	1430	642	0.906	561	211	1.5	6.6	38.719	E
C - A180 W	1633	1	0.28	1632	0	561	2230	0.000	1	1430	0.0	0.0	1.614	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1642	1642	410	0	1632	1	3210	0.511	1642	577	1.7	1.7	3.662	A
B - A180 E	581	581	145	0	0	1431	641	0.907	577	211	6.6	7.8	51.745	F
C - A180 W	1633	1	0.28	1632	0	577	2212	0.001	1	1431	0.0	0.0	1.627	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1340	1340	335	0	1332	0.90	3210	0.418	1342	500	1.7	1.2	3.081	A
B - A180 E	475	475	119	0	0	1170	800	0.593	500	173	7.8	1.6	13.323	B
C - A180 W	1333	0.90	0.22	1332	0	500	2298	0.000	0.90	1170	0.0	0.0	1.568	A

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1123	1123	281	0	1116	0.75	3211	0.350	1124	401	1.2	0.9	2.756	A
B - A180 E	398	398	99	0	0	980	916	0.434	401	145	1.6	0.8	7.234	A
C - A180 W	1116	0.75	0.19	1116	0	401	2410	0.000	0.75	980	0.0	0.0	1.493	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1617	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1903	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1247	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1470
	B - A180 E	184	2	0
	C - A180 W	1247	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	68	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.65	4.08	2.4	A	1746	2619
B - A180 E	0.39	12.03	0.7	B	171	256
C - A180 W	0.00	0.00	0.0	A	1144	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1433	1433	358	0	939	1	3209	0.446	1429	138	0.0	1.0	2.544	A
B - A180 E	140	140	35	0	0	1104	828	0.169	139	327	0.0	0.2	5.636	A
C - A180 W	939	0	0	939	0	139	2779	0.000	0	1104	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1711	1711	428	0	1121	2	3209	0.533	1709	165	1.0	1.4	3.024	A
B - A180 E	167	167	42	0	0	1320	701	0.238	167	391	0.2	0.3	7.261	A
C - A180 W	1121	0	0	1121	0	167	2746	0.000	0	1320	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2095	2095	524	0	1373	2	3209	0.653	2092	201	1.4	2.3	4.051	A
B - A180 E	205	205	51	0	0	1616	529	0.387	203	478	0.3	0.7	11.878	B
C - A180 W	1373	0	0	1373	0	203	2701	0.000	0	1616	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2095	2095	524	0	1373	2	3209	0.653	2095	203	2.3	2.4	4.076	A
B - A180 E	205	205	51	0	0	1618	528	0.388	205	479	0.7	0.7	12.029	B
C - A180 W	1373	0	0	1373	0	205	2700	0.000	0	1618	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1711	1711	428	0	1121	2	3209	0.533	1714	167	2.4	1.4	3.043	A
B - A180 E	167	167	42	0	0	1324	699	0.239	169	392	0.7	0.3	7.344	A
C - A180 W	1121	0	0	1121	0	169	2744	0.000	0	1324	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1433	1433	358	0	939	2	3209	0.446	1434	139	1.4	1.0	2.559	A
B - A180 E	140	140	35	0	0	1108	825	0.170	141	328	0.3	0.2	5.681	A
C - A180 W	939	0	0	939	0	141	2777	0.000	0	1108	0.0	0.0	0.000	A

Appendix TN2 S

A160/ A180 Average Flows Junction Assessment Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-A180.j10
Path: P:\23000's\23325\Junction Assessment\3 Average Flow Assessment
Report generation date: 22/11/2023 12:58:39

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160	1.2	3.11	0.42	1.2	2.75	0.48
B - A180 E	1.6	11.72	0.62	0.3	6.02	0.21
C - A180 W	0.0	1.57	0.00	0.0	0.00	0.00
	2025 Base					
A - A160	1.2	3.17	0.43	1.3	2.83	0.50
B - A180 E	1.9	13.34	0.65	0.3	6.30	0.22
C - A180 W	0.0	1.58	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - A160	1.5	3.47	0.49	2.1	3.75	0.62
B - A180 E	4.1	28.15	0.81	0.6	10.29	0.34
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - A160	1.5	3.52	0.49	2.1	3.82	0.63
B - A180 E	4.4	30.32	0.83	0.6	10.66	0.35
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2032 Base					
A - A160	1.3	3.29	0.45	1.4	2.96	0.52
B - A180 E	2.5	17.15	0.72	0.4	6.80	0.25
C - A180 W	0.0	1.60	0.00	0.0	0.00	0.00
	2032 Base + Committed					
A - A160	1.6	3.61	0.51	2.3	3.98	0.65
B - A180 E	7.1	47.02	0.89	0.6	11.51	0.38
C - A180 W	0.0	1.63	0.00	0.0	0.00	0.00
	2032 Base + Committed + Development					
A - A160	1.7	3.67	0.51	2.3	4.06	0.65
B - A180 E	7.8	52.13	0.91	0.7	11.96	0.39
C - A180 W	0.0	1.63	0.00	0.0	0.00	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160		
B	A180 E		
C	A180 W		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160	7.12	8.39	15.0	37.9	103.5	41.0		
B - A180 E	3.80	4.80	5.0	25.9	102.0	44.0		
C - A180 W	4.81	8.20	30.0	75.4	102.0	4.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	509	✓	170.00

Bypass

Arm	Arm has bypass	Bypass Util (%)
A - A160		
B - A180 E		
C - A180 W	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160	1.169	3211
B - A180 E	0.650	1578
C - A180 W	1.140	2877

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1215	100.000
B - A180 E		ONE HOUR	✓	463	100.000
C - A180 W		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	166	1049
	B - A180 E	463	0	0
	C - A180 W	1121	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.42	3.11	1.2	A	1115	1672
B - A180 E	0.62	11.72	1.6	B	425	637
C - A180 W	0.00	1.57	0.0	A	1030	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	912	347	0.0	0.6	2.529	A
B - A180 E	349	349	87	0	0	788	1065	0.327	347	125	0.0	0.5	5.146	A
C - A180 W	845	0.75	0.19	844	0	347	2481	0.000	0.75	788	0.0	0.0	1.450	A

1050

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1092	415	0.6	0.8	2.745	A
B - A180 E	416	416	104	0	0	943	964	0.432	415	149	0.5	0.8	6.741	A
C - A180 W	1009	0.90	0.22	1008	0	415	2403	0.000	0.90	943	0.0	0.0	1.497	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1336	506	0.8	1.1	3.103	A
B - A180 E	510	510	127	0	0	1155	826	0.617	506	183	0.8	1.6	11.471	B
C - A180 W	1235	1	0.28	1234	0	506	2299	0.000	1	1155	0.0	0.0	1.565	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1338	510	1.1	1.2	3.105	A
B - A180 E	510	510	127	0	0	1156	826	0.617	510	183	1.6	1.6	11.724	B
C - A180 W	1235	1	0.28	1234	0	510	2296	0.000	1	1156	0.0	0.0	1.568	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1094	420	1.2	0.8	2.748	A
B - A180 E	416	416	104	0	0	945	963	0.432	420	149	1.6	0.8	6.867	A
C - A180 W	1009	0.90	0.22	1008	0	420	2398	0.000	0.90	945	0.0	0.0	1.500	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	915	350	0.8	0.6	2.536	A
B - A180 E	349	349	87	0	0	791	1063	0.328	350	125	0.8	0.5	5.208	A
C - A180 W	845	0.75	0.19	844	0	350	2478	0.000	0.75	791	0.0	0.0	1.454	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	175	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1412	100.000
B - A180 E		ONE HOUR	✓	159	100.000
C - A180 W		ONE HOUR	✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	362	1050
	B - A180 E	157	2	0
	C - A180 W	931	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.48	2.75	1.2	A	1296	1944
B - A180 E	0.21	6.02	0.3	A	146	219
C - A180 W	0.00	0.00	0.0	A	854	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	1	3209	0.331	1061	118	0.0	0.6	2.114	A
B - A180 E	120	120	30	0	0	789	1065	0.112	119	273	0.0	0.1	4.144	A
C - A180 W	701	0	0	701	0	119	2809	0.000	0	789	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1269	141	0.6	0.8	2.341	A
B - A180 E	143	143	36	0	0	943	964	0.148	143	327	0.1	0.2	4.771	A
C - A180 W	837	0	0	837	0	143	2781	0.000	0	943	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1553	172	0.8	1.2	2.744	A
B - A180 E	175	175	44	0	0	1155	826	0.212	175	400	0.2	0.3	6.010	A
C - A180 W	1025	0	0	1025	0	175	2742	0.000	0	1155	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1555	173	1.2	1.2	2.748	A
B - A180 E	175	175	44	0	0	1156	826	0.212	175	401	0.3	0.3	6.023	A
C - A180 W	1025	0	0	1025	0	175	2741	0.000	0	1156	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1271	142	1.2	0.8	2.349	A
B - A180 E	143	143	36	0	0	945	963	0.148	143	328	0.3	0.2	4.784	A
C - A180 W	837	0	0	837	0	143	2780	0.000	0	945	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	2	3209	0.331	1064	118	0.8	0.6	2.121	A
B - A180 E	120	120	30	0	0	791	1063	0.113	120	274	0.2	0.1	4.156	A
C - A180 W	701	0	0	701	0	120	2808	0.000	0	791	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.21	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	524	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1251	100.000
B - A180 E		ONE HOUR	✓	476	100.000
C - A180 W		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	171	1080
	B - A180 E	476	0	0
	C - A180 W	1155	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.43	3.17	1.2	A	1148	1722
B - A180 E	0.65	13.34	1.9	B	437	655
C - A180 W	0.00	1.58	0.0	A	1061	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	939	356	0.0	0.7	2.559	A
B - A180 E	358	358	90	0	0	812	1046	0.343	356	128	0.0	0.5	5.360	A
C - A180 W	870	0.75	0.19	870	0	356	2468	0.000	0.75	812	0.0	0.0	1.458	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1124	427	0.7	0.9	2.788	A
B - A180 E	428	428	107	0	0	971	943	0.454	427	154	0.5	0.8	7.165	A
C - A180 W	1039	0.90	0.22	1038	0	427	2388	0.000	0.90	971	0.0	0.0	1.507	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1376	520	0.9	1.2	3.170	A
B - A180 E	524	524	131	0	0	1189	802	0.653	520	188	0.8	1.9	12.953	B
C - A180 W	1273	1	0.28	1272	0	520	2282	0.000	1	1189	0.0	0.0	1.577	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1377	524	1.2	1.2	3.172	A
B - A180 E	524	524	131	0	0	1190	802	0.654	524	188	1.9	1.9	13.335	B
C - A180 W	1273	1	0.28	1272	0	524	2278	0.000	1	1190	0.0	0.0	1.580	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1126	432	1.2	0.9	2.793	A
B - A180 E	428	428	107	0	0	973	942	0.454	432	154	1.9	0.9	7.334	A
C - A180 W	1039	0.90	0.22	1038	0	432	2382	0.000	0.90	973	0.0	0.0	1.511	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	943	360	0.9	0.7	2.567	A
B - A180 E	358	358	90	0	0	815	1044	0.343	360	129	0.9	0.5	5.430	A
C - A180 W	870	0.75	0.19	870	0	360	2464	0.000	0.75	815	0.0	0.0	1.460	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	180	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1453	100.000
B - A180 E		ONE HOUR	✓	163	100.000
C - A180 W		ONE HOUR	✓	958	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	372	1081
	B - A180 E	161	2	0
	C - A180 W	958	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.50	2.83	1.3	A	1333	2000
B - A180 E	0.22	6.30	0.3	A	150	224
C - A180 W	0.00	0.00	0.0	A	879	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	1	3209	0.341	1091	121	0.0	0.7	2.144	A
B - A180 E	123	123	31	0	0	812	1046	0.117	122	281	0.0	0.1	4.241	A
C - A180 W	721	0	0	721	0	122	2805	0.000	0	812	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1305	145	0.7	0.9	2.387	A
B - A180 E	147	147	37	0	0	971	943	0.155	146	336	0.1	0.2	4.919	A
C - A180 W	861	0	0	861	0	146	2775	0.000	0	971	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1598	177	0.9	1.2	2.821	A
B - A180 E	179	179	45	0	0	1189	802	0.224	179	411	0.2	0.3	6.285	A
C - A180 W	1055	0	0	1055	0	179	2736	0.000	0	1189	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1600	177	1.2	1.3	2.826	A
B - A180 E	179	179	45	0	0	1190	802	0.224	179	412	0.3	0.3	6.300	A
C - A180 W	1055	0	0	1055	0	179	2735	0.000	0	1190	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1308	145	1.3	0.9	2.393	A
B - A180 E	147	147	37	0	0	973	942	0.156	147	337	0.3	0.2	4.934	A
C - A180 W	861	0	0	861	0	147	2774	0.000	0	973	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	2	3209	0.341	1095	121	0.9	0.7	2.151	A
B - A180 E	123	123	31	0	0	814	1044	0.118	123	282	0.2	0.1	4.256	A
C - A180 W	721	0	0	721	0	123	2804	0.000	0	814	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	6.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.41	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1361	✓	142.00
C - A180 W	557	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1420	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1236
	B - A180 E	506	0	0
	C - A180 W	1420	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.49	3.47	1.5	A	1303	1955
B - A180 E	0.81	28.15	4.1	D	464	696
C - A180 W	0.00	1.61	0.0	A	1304	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1066	378	0.0	0.8	2.662	A
B - A180 E	381	381	95	0	0	929	954	0.399	378	138	0.0	0.7	6.412	A
C - A180 W	1070	0.75	0.19	1069	0	378	2438	0.000	0.75	929	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1276	453	0.8	1.0	2.953	A
B - A180 E	455	455	114	0	0	1111	841	0.541	453	165	0.7	1.2	9.511	A
C - A180 W	1277	0.90	0.22	1277	0	453	2354	0.000	0.90	1111	0.0	0.0	1.529	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1562	546	1.0	1.5	3.465	A
B - A180 E	557	557	139	0	0	1360	686	0.812	546	202	1.2	3.9	24.855	C
C - A180 W	1565	1	0.28	1563	0	546	2249	0.000	1	1360	0.0	0.0	1.601	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1563	556	1.5	1.5	3.470	A
B - A180 E	557	557	139	0	0	1362	685	0.813	556	203	3.9	4.1	28.153	D
C - A180 W	1565	1	0.28	1563	0	556	2238	0.000	1	1362	0.0	0.0	1.608	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1278	466	1.5	1.1	2.961	A
B - A180 E	455	455	114	0	0	1114	839	0.542	466	166	4.1	1.2	10.243	B
C - A180 W	1277	0.90	0.22	1277	0	466	2339	0.000	0.90	1114	0.0	0.0	1.541	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1070	383	1.1	0.8	2.671	A
B - A180 E	381	381	95	0	0	932	952	0.400	383	139	1.2	0.7	6.548	A
C - A180 W	1070	0.75	0.19	1069	0	383	2433	0.000	0.75	932	0.0	0.0	1.479	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1539	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1816	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1399
	B - A180 E	176	2	0
	C - A180 W	1166	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.62	3.75	2.1	A	1666	2500
B - A180 E	0.34	10.29	0.6	B	163	245
C - A180 W	0.00	0.00	0.0	A	1070	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	1	3209	0.426	1363	132	0.0	0.9	2.452	A
B - A180 E	134	134	34	0	0	1050	865	0.155	133	315	0.0	0.2	5.306	A
C - A180 W	878	0	0	878	0	133	2788	0.000	0	1050	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1631	158	0.9	1.3	2.872	A
B - A180 E	160	160	40	0	0	1257	742	0.216	160	376	0.2	0.3	6.664	A
C - A180 W	1048	0	0	1048	0	160	2756	0.000	0	1257	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1996	193	1.3	2.1	3.733	A
B - A180 E	196	196	49	0	0	1538	575	0.341	195	461	0.3	0.5	10.196	B
C - A180 W	1284	0	0	1284	0	195	2713	0.000	0	1538	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1999	194	2.1	2.1	3.750	A
B - A180 E	196	196	49	0	0	1540	574	0.342	196	461	0.5	0.6	10.285	B
C - A180 W	1284	0	0	1284	0	196	2712	0.000	0	1540	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1636	159	2.1	1.3	2.890	A
B - A180 E	160	160	40	0	0	1260	740	0.216	161	377	0.6	0.3	6.719	A
C - A180 W	1048	0	0	1048	0	161	2754	0.000	0	1260	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	2	3209	0.426	1369	133	1.3	0.9	2.467	A
B - A180 E	134	134	34	0	0	1054	862	0.155	134	316	0.3	0.2	5.341	A
C - A180 W	878	0	0	878	0	134	2786	0.000	0	1054	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	6.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.71	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1377	✓	142.00
C - A180 W	557	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1434	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1446	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1250
	B - A180 E	506	0	0
	C - A180 W	1445	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	30	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.49	3.52	1.5	A	1316	1974
B - A180 E	0.83	30.32	4.4	D	464	696
C - A180 W	0.00	1.61	0.0	A	1327	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1080	1080	270	0	1088	0.75	3211	0.336	1076	378	0.0	0.8	2.690	A
B - A180 E	381	381	95	0	0	939	946	0.403	378	138	0.0	0.7	6.500	A
C - A180 W	1089	0.75	0.19	1088	0	378	2438	0.000	0.75	939	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1289	1289	322	0	1299	0.90	3210	0.402	1288	453	0.8	1.1	2.988	A
B - A180 E	455	455	114	0	0	1124	832	0.547	453	165	0.7	1.2	9.726	A
C - A180 W	1300	0.90	0.22	1299	0	453	2354	0.000	0.90	1124	0.0	0.0	1.529	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1579	1579	395	0	1591	1	3210	0.492	1577	545	1.1	1.5	3.517	A
B - A180 E	557	557	139	0	0	1376	676	0.824	545	202	1.2	4.1	26.359	D
C - A180 W	1592	1	0.28	1591	0	545	2250	0.000	1	1376	0.0	0.0	1.600	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1579	1579	395	0	1591	1	3210	0.492	1579	556	1.5	1.5	3.522	A
B - A180 E	557	557	139	0	0	1377	675	0.825	556	203	4.1	4.4	30.322	D
C - A180 W	1592	1	0.28	1591	0	556	2238	0.000	1	1377	0.0	0.0	1.608	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1289	1289	322	0	1299	0.90	3210	0.402	1291	468	1.5	1.1	2.996	A
B - A180 E	455	455	114	0	0	1126	830	0.548	468	166	4.4	1.3	10.560	B
C - A180 W	1300	0.90	0.22	1299	0	468	2338	0.000	0.90	1126	0.0	0.0	1.542	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1080	1080	270	0	1088	0.75	3211	0.336	1081	383	1.1	0.8	2.701	A
B - A180 E	381	381	95	0	0	943	944	0.404	383	139	1.3	0.7	6.644	A
C - A180 W	1089	0.75	0.19	1088	0	383	2433	0.000	0.75	943	0.0	0.0	1.479	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.77	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1560	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1836	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1199	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1419
	B - A180 E	176	2	0
	C - A180 W	1199	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.63	3.82	2.1	A	1685	2527
B - A180 E	0.35	10.66	0.6	B	163	245
C - A180 W	0.00	0.00	0.0	A	1100	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1382	1382	346	0	903	1	3209	0.431	1378	132	0.0	0.9	2.474	A
B - A180 E	134	134	34	0	0	1065	854	0.157	133	315	0.0	0.2	5.383	A
C - A180 W	903	0	0	903	0	133	2788	0.000	0	1065	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1651	1651	413	0	1078	2	3209	0.514	1649	158	0.9	1.3	2.907	A
B - A180 E	160	160	40	0	0	1274	731	0.219	160	376	0.2	0.3	6.800	A
C - A180 W	1078	0	0	1078	0	160	2756	0.000	0	1274	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2021	2021	505	0	1320	2	3209	0.630	2018	193	1.3	2.1	3.805	A
B - A180 E	196	196	49	0	0	1560	562	0.349	195	461	0.3	0.6	10.556	B
C - A180 W	1320	0	0	1320	0	195	2713	0.000	0	1560	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2021	2021	505	0	1320	2	3209	0.630	2021	194	2.1	2.1	3.823	A
B - A180 E	196	196	49	0	0	1562	560	0.350	196	461	0.6	0.6	10.656	B
C - A180 W	1320	0	0	1320	0	196	2712	0.000	0	1562	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1651	1651	413	0	1078	2	3209	0.514	1654	159	2.1	1.3	2.926	A
B - A180 E	160	160	40	0	0	1278	728	0.220	161	377	0.6	0.3	6.862	A
C - A180 W	1078	0	0	1078	0	161	2754	0.000	0	1278	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1382	1382	346	0	903	2	3209	0.431	1384	133	1.3	1.0	2.490	A
B - A180 E	134	134	34	0	0	1069	852	0.157	134	316	0.3	0.2	5.420	A
C - A180 W	903	0	0	903	0	134	2786	0.000	0	1069	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1244	✓	142.00
C - A180 W	548	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1309	100.000
B - A180 E		ONE HOUR	✓	498	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	179	1130
	B - A180 E	498	0	0
	C - A180 W	1208	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.45	3.29	1.3	A	1201	1802
B - A180 E	0.72	17.15	2.5	C	457	685
C - A180 W	0.00	1.60	0.0	A	1109	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	983	373	0.0	0.7	2.607	A
B - A180 E	375	375	94	0	0	849	1016	0.369	373	134	0.0	0.6	5.744	A
C - A180 W	910	0.75	0.19	909	0	373	2446	0.000	0.75	849	0.0	0.0	1.471	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1176	446	0.7	0.9	2.857	A
B - A180 E	448	448	112	0	0	1016	909	0.492	446	161	0.6	1.0	7.977	A
C - A180 W	1087	0.90	0.22	1086	0	446	2363	0.000	0.90	1016	0.0	0.0	1.523	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1440	542	0.9	1.3	3.282	A
B - A180 E	548	548	137	0	0	1244	764	0.718	542	197	1.0	2.5	16.305	C
C - A180 W	1331	1	0.28	1330	0	542	2254	0.000	1	1244	0.0	0.0	1.597	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1441	548	1.3	1.3	3.287	A
B - A180 E	548	548	137	0	0	1245	763	0.718	548	197	2.5	2.5	17.154	C
C - A180 W	1331	1	0.28	1330	0	548	2248	0.000	1	1245	0.0	0.0	1.601	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1178	454	1.3	0.9	2.863	A
B - A180 E	448	448	112	0	0	1018	908	0.493	454	161	2.5	1.0	8.268	A
C - A180 W	1087	0.90	0.22	1086	0	454	2354	0.000	0.90	1018	0.0	0.0	1.529	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	986	377	0.9	0.7	2.615	A
B - A180 E	375	375	94	0	0	852	1014	0.370	377	135	1.0	0.6	5.833	A
C - A180 W	910	0.75	0.19	909	0	377	2442	0.000	0.75	852	0.0	0.0	1.476	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1242	✓	142.00
C - A180 W	188	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1518	100.000
B - A180 E		ONE HOUR	✓	171	100.000
C - A180 W		ONE HOUR	✓	1001	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	389	1129
	B - A180 E	169	2	0
	C - A180 W	1001	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.52	2.96	1.4	A	1393	2089
B - A180 E	0.25	6.80	0.4	A	157	235
C - A180 W	0.00	0.00	0.0	A	919	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	1	3209	0.356	1140	127	0.0	0.7	2.194	A
B - A180 E	129	129	32	0	0	848	1017	0.127	128	294	0.0	0.2	4.408	A
C - A180 W	754	0	0	754	0	128	2796	0.000	0	848	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1364	152	0.7	0.9	2.463	A
B - A180 E	154	154	38	0	0	1014	911	0.169	153	351	0.2	0.2	5.175	A
C - A180 W	900	0	0	900	0	153	2765	0.000	0	1014	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1670	186	0.9	1.4	2.952	A
B - A180 E	188	188	47	0	0	1242	766	0.246	188	430	0.2	0.4	6.778	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1242	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1671	186	1.4	1.4	2.957	A
B - A180 E	188	188	47	0	0	1243	765	0.246	188	430	0.4	0.4	6.798	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1243	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1366	152	1.4	0.9	2.471	A
B - A180 E	154	154	38	0	0	1016	909	0.169	154	352	0.4	0.2	5.193	A
C - A180 W	900	0	0	900	0	154	2764	0.000	0	1016	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	2	3209	0.356	1144	127	0.9	0.7	2.202	A
B - A180 E	129	129	32	0	0	851	1015	0.127	129	295	0.2	0.2	4.426	A
C - A180 W	754	0	0	754	0	129	2795	0.000	0	851	0.0	0.0	0.000	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	9.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.36	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1416	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1478	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1474	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1286
	B - A180 E	528	0	0
	C - A180 W	1473	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.61	1.6	A	1356	2034
B - A180 E	0.89	47.02	7.1	E	485	727
C - A180 W	0.00	1.63	0.0	A	1353	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1109	394	0.0	0.8	2.715	A
B - A180 E	398	398	99	0	0	966	926	0.429	394	144	0.0	0.8	6.941	A
C - A180 W	1110	0.75	0.19	1109	0	394	2417	0.000	0.75	966	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1328	472	0.8	1.1	3.034	A
B - A180 E	475	475	119	0	0	1156	809	0.586	472	172	0.8	1.4	10.903	B
C - A180 W	1325	0.90	0.22	1324	0	472	2329	0.000	0.90	1156	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1625	562	1.1	1.6	3.601	A
B - A180 E	581	581	145	0	0	1415	651	0.893	562	211	1.4	6.1	36.252	E
C - A180 W	1623	1	0.28	1622	0	562	2228	0.000	1	1415	0.0	0.0	1.615	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1627	578	1.6	1.6	3.610	A
B - A180 E	581	581	145	0	0	1417	650	0.895	578	211	6.1	7.1	47.021	E
C - A180 W	1623	1	0.28	1622	0	578	2211	0.001	1	1417	0.0	0.0	1.628	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1331	497	1.6	1.1	3.043	A
B - A180 E	475	475	119	0	0	1159	808	0.588	497	173	7.1	1.5	12.735	B
C - A180 W	1325	0.90	0.22	1324	0	497	2301	0.000	0.90	1159	0.0	0.0	1.564	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1114	400	1.1	0.8	2.727	A
B - A180 E	398	398	99	0	0	970	923	0.430	400	145	1.5	0.8	7.130	A
C - A180 W	1110	0.75	0.19	1109	0	400	2410	0.000	0.75	970	0.0	0.0	1.493	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1592	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1880	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1447
	B - A180 E	184	2	0
	C - A180 W	1209	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.65	3.98	2.3	A	1725	2588
B - A180 E	0.38	11.51	0.6	B	171	256
C - A180 W	0.00	0.00	0.0	A	1109	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	1	3209	0.441	1411	138	0.0	1.0	2.517	A
B - A180 E	140	140	35	0	0	1086	839	0.167	139	327	0.0	0.2	5.541	A
C - A180 W	910	0	0	910	0	139	2779	0.000	0	1086	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1688	165	1.0	1.4	2.980	A
B - A180 E	167	167	42	0	0	1300	714	0.234	167	391	0.2	0.3	7.087	A
C - A180 W	1087	0	0	1087	0	167	2746	0.000	0	1300	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2066	201	1.4	2.3	3.959	A
B - A180 E	205	205	51	0	0	1590	544	0.377	204	478	0.3	0.6	11.374	B
C - A180 W	1331	0	0	1331	0	204	2701	0.000	0	1590	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2070	203	2.3	2.3	3.982	A
B - A180 E	205	205	51	0	0	1593	542	0.378	205	479	0.6	0.6	11.508	B
C - A180 W	1331	0	0	1331	0	205	2700	0.000	0	1593	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1694	167	2.3	1.4	3.001	A
B - A180 E	167	167	42	0	0	1303	712	0.235	168	392	0.6	0.3	7.164	A
C - A180 W	1087	0	0	1087	0	168	2744	0.000	0	1303	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	2	3209	0.441	1417	139	1.4	1.0	2.532	A
B - A180 E	140	140	35	0	0	1091	837	0.167	140	328	0.3	0.2	5.581	A
C - A180 W	910	0	0	910	0	140	2778	0.000	0	1091	0.0	0.0	0.000	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	10.07	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.07	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1431	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1492	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1499	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1300
	B - A180 E	528	0	0
	C - A180 W	1498	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	30	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.67	1.7	A	1369	2054
B - A180 E	0.91	52.13	7.8	F	485	727
C - A180 W	0.00	1.63	0.0	A	1376	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1123	1123	281	0	1128	0.75	3211	0.350	1120	394	0.0	0.9	2.744	A
B - A180 E	398	398	99	0	0	976	918	0.433	394	144	0.0	0.8	7.042	A
C - A180 W	1129	0.75	0.19	1128	0	394	2417	0.000	0.75	976	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1341	1341	335	0	1347	0.90	3210	0.418	1340	472	0.9	1.1	3.071	A
B - A180 E	475	475	119	0	0	1169	801	0.593	472	172	0.8	1.5	11.179	B
C - A180 W	1348	0.90	0.22	1347	0	472	2330	0.000	0.90	1169	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1643	1643	411	0	1649	1	3210	0.512	1641	560	1.1	1.7	3.656	A
B - A180 E	581	581	145	0	0	1431	641	0.907	560	211	1.5	6.7	38.917	E
C - A180 W	1650	1	0.28	1649	0	560	2230	0.000	1	1431	0.0	0.0	1.614	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1643	1643	411	0	1649	1	3210	0.512	1643	577	1.7	1.7	3.665	A
B - A180 E	581	581	145	0	0	1432	640	0.908	577	211	6.7	7.8	52.134	F
C - A180 W	1650	1	0.28	1649	0	577	2212	0.001	1	1432	0.0	0.0	1.627	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1341	1341	335	0	1347	0.90	3210	0.418	1343	500	1.7	1.2	3.080	A
B - A180 E	475	475	119	0	0	1171	799	0.594	500	173	7.8	1.6	13.371	B
C - A180 W	1348	0.90	0.22	1347	0	500	2298	0.000	0.90	1171	0.0	0.0	1.568	A

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1123	1123	281	0	1128	0.75	3211	0.350	1124	401	1.2	0.9	2.755	A
B - A180 E	398	398	99	0	0	980	916	0.434	401	145	1.6	0.8	7.242	A
C - A180 W	1129	0.75	0.19	1128	0	401	2410	0.000	0.75	980	0.0	0.0	1.493	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1613	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1900	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1241	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1467
	B - A180 E	184	2	0
	C - A180 W	1241	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.65	4.06	2.3	A	1743	2615
B - A180 E	0.39	11.96	0.7	B	171	256
C - A180 W	0.00	0.00	0.0	A	1139	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1430	1430	358	0	934	1	3209	0.446	1426	138	0.0	1.0	2.540	A
B - A180 E	140	140	35	0	0	1101	829	0.169	139	327	0.0	0.2	5.623	A
C - A180 W	934	0	0	934	0	139	2779	0.000	0	1101	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1708	1708	427	0	1116	2	3209	0.532	1706	165	1.0	1.4	3.018	A
B - A180 E	167	167	42	0	0	1318	703	0.238	167	391	0.2	0.3	7.237	A
C - A180 W	1116	0	0	1116	0	167	2746	0.000	0	1318	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2092	2092	523	0	1366	2	3209	0.652	2088	201	1.4	2.3	4.038	A
B - A180 E	205	205	51	0	0	1612	531	0.386	203	478	0.3	0.7	11.809	B
C - A180 W	1366	0	0	1366	0	203	2701	0.000	0	1612	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2092	2092	523	0	1366	2	3209	0.652	2092	203	2.3	2.3	4.064	A
B - A180 E	205	205	51	0	0	1615	529	0.387	205	479	0.7	0.7	11.958	B
C - A180 W	1366	0	0	1366	0	205	2700	0.000	0	1615	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1708	1708	427	0	1116	2	3209	0.532	1712	167	2.3	1.4	3.039	A
B - A180 E	167	167	42	0	0	1322	701	0.239	169	392	0.7	0.3	7.319	A
C - A180 W	1116	0	0	1116	0	169	2744	0.000	0	1322	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1430	1430	358	0	934	2	3209	0.446	1432	139	1.4	1.0	2.555	A
B - A180 E	140	140	35	0	0	1106	827	0.169	141	328	0.3	0.2	5.665	A
C - A180 W	934	0	0	934	0	141	2777	0.000	0	1106	0.0	0.0	0.000	A

Annex H



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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Fax: +44(0)1564 793983
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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
Brocklesby Interchange
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1500@A3	BP	23/02/22	23325-03-1 1002	



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

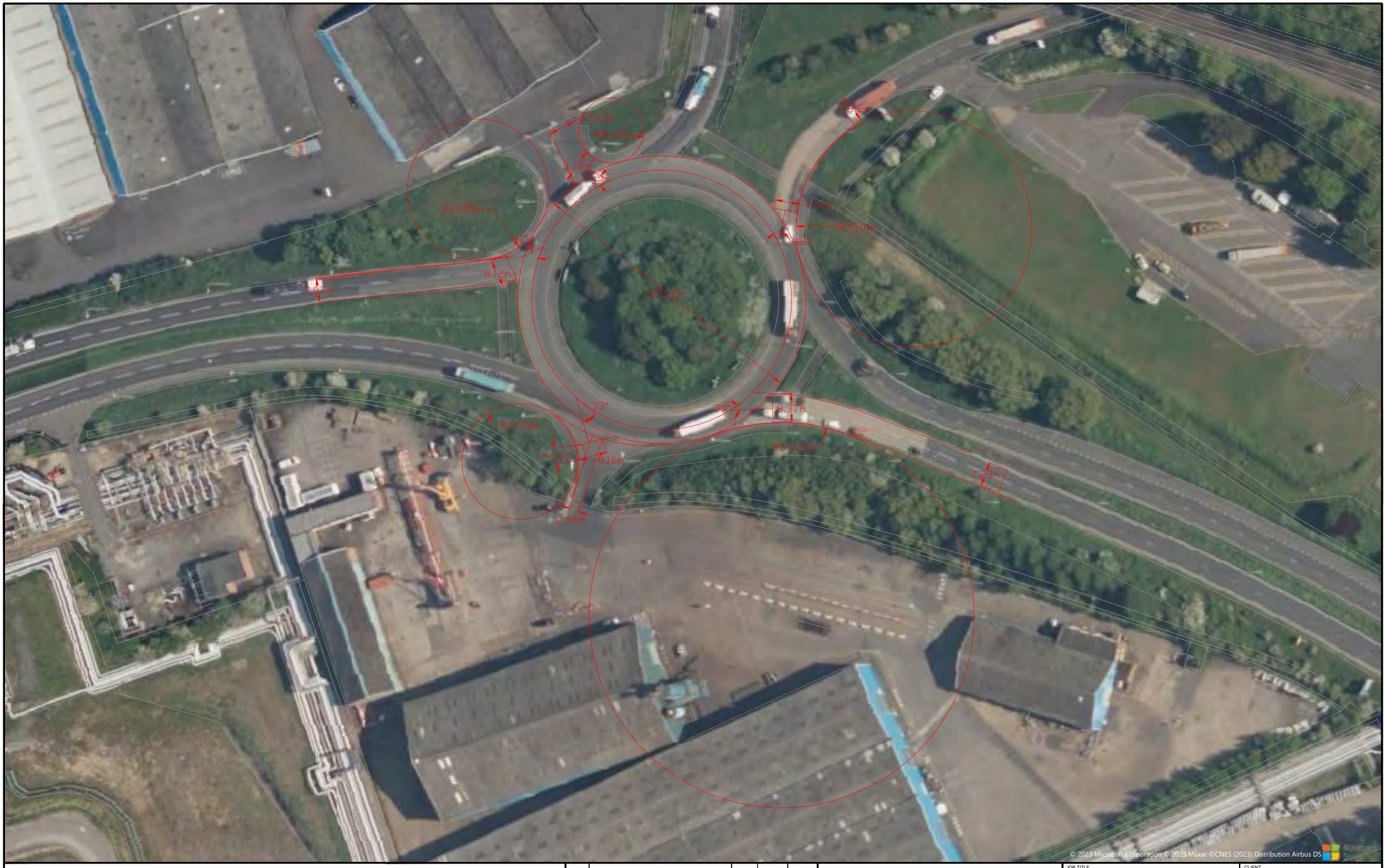
DTA
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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
Habrough Roundabout
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	23/02/22	23325-03-~~1093~~ 2	a



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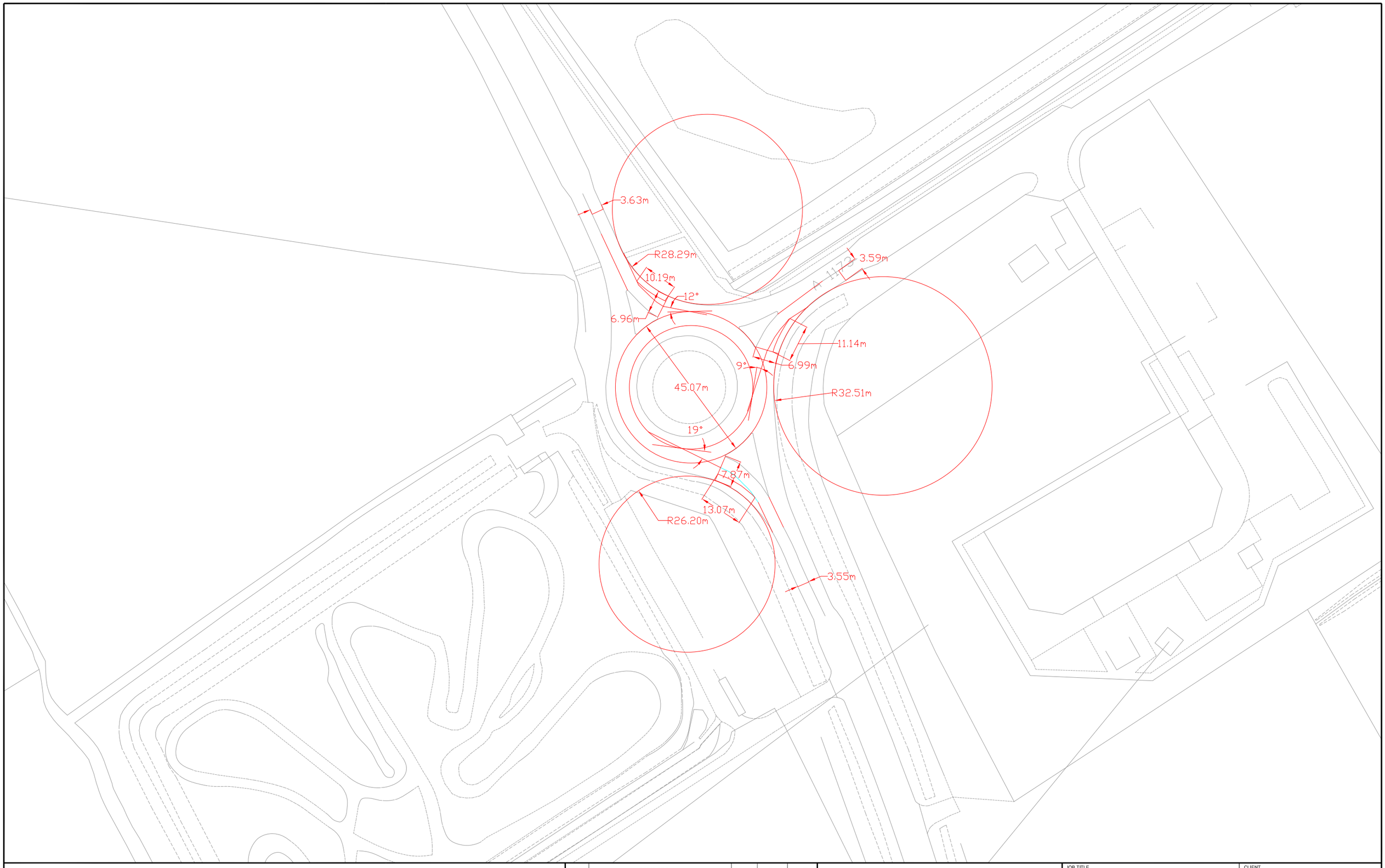
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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
Manby Roundabout
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	23/02/22	23325-03-3	a

1094



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

DTA
Transport Planning Consultants

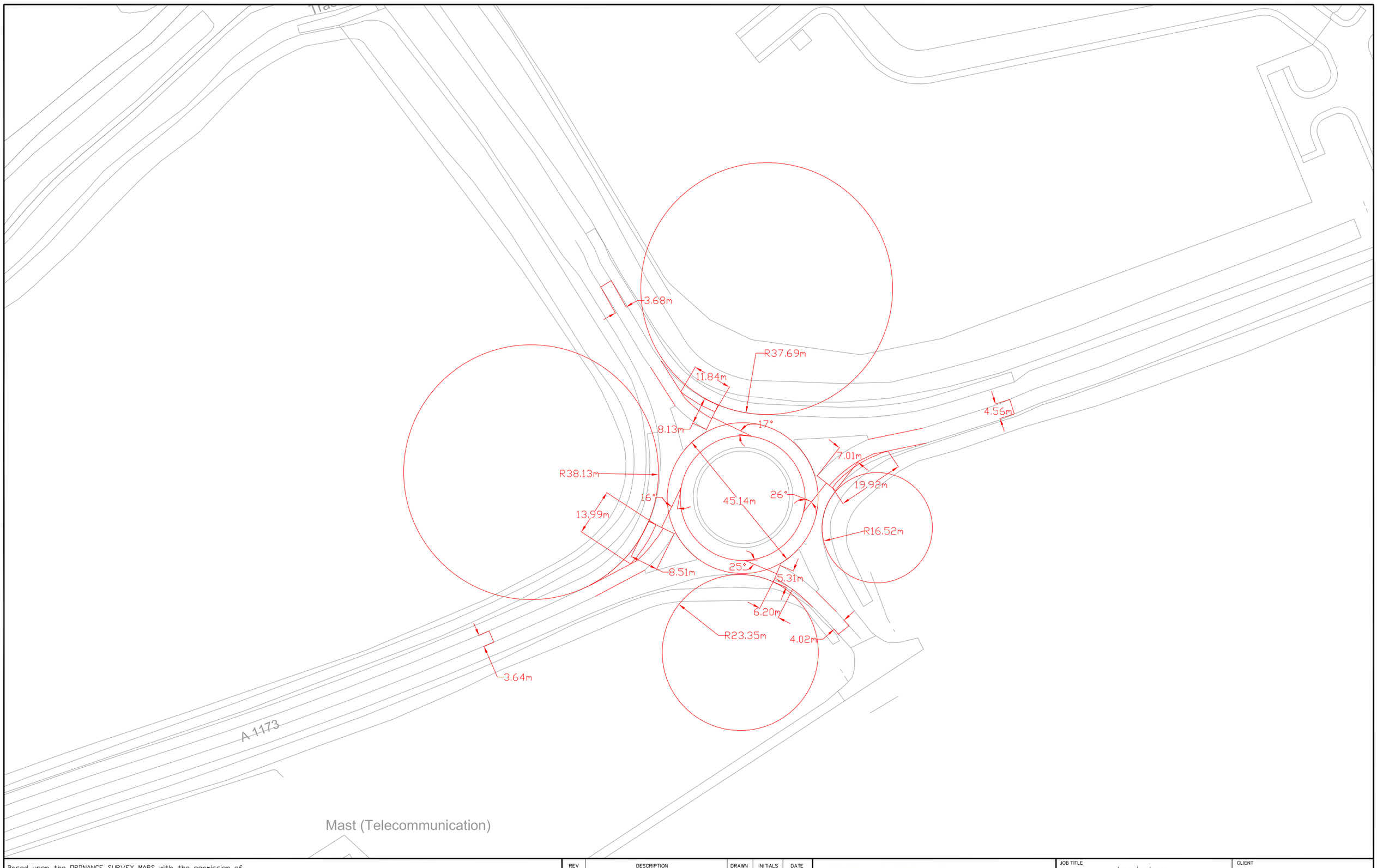
Forester House, Doctors Lane,
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JOB TITLE: Immingham

CLIENT:

DRAWING TITLE: A1173 / Kings Road Roundabout
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	23/02/22	23325-03-4 1095	



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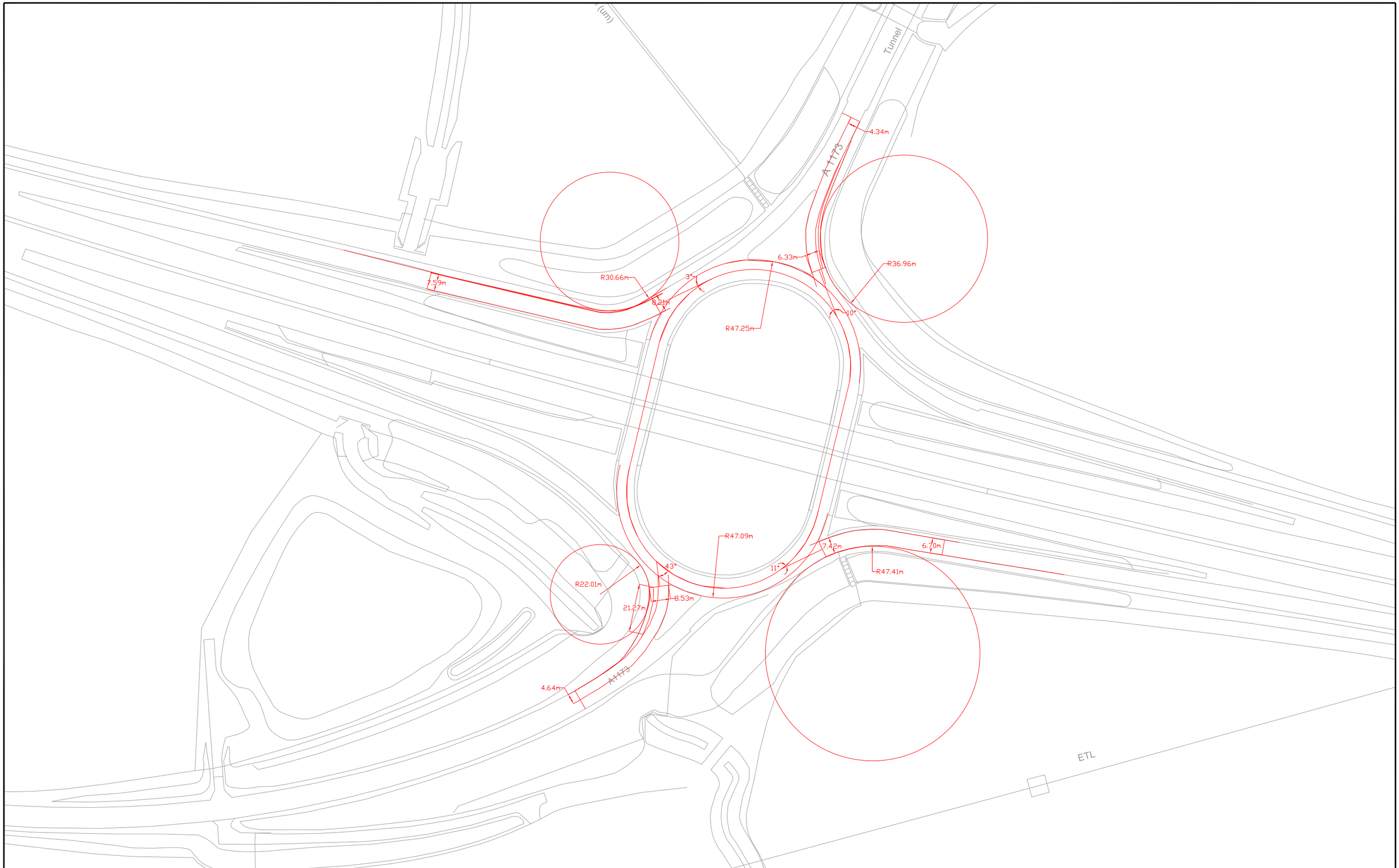
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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
A1173 / Kiln Lane Roundabout
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	23/02/22	23325-03-5 1096	



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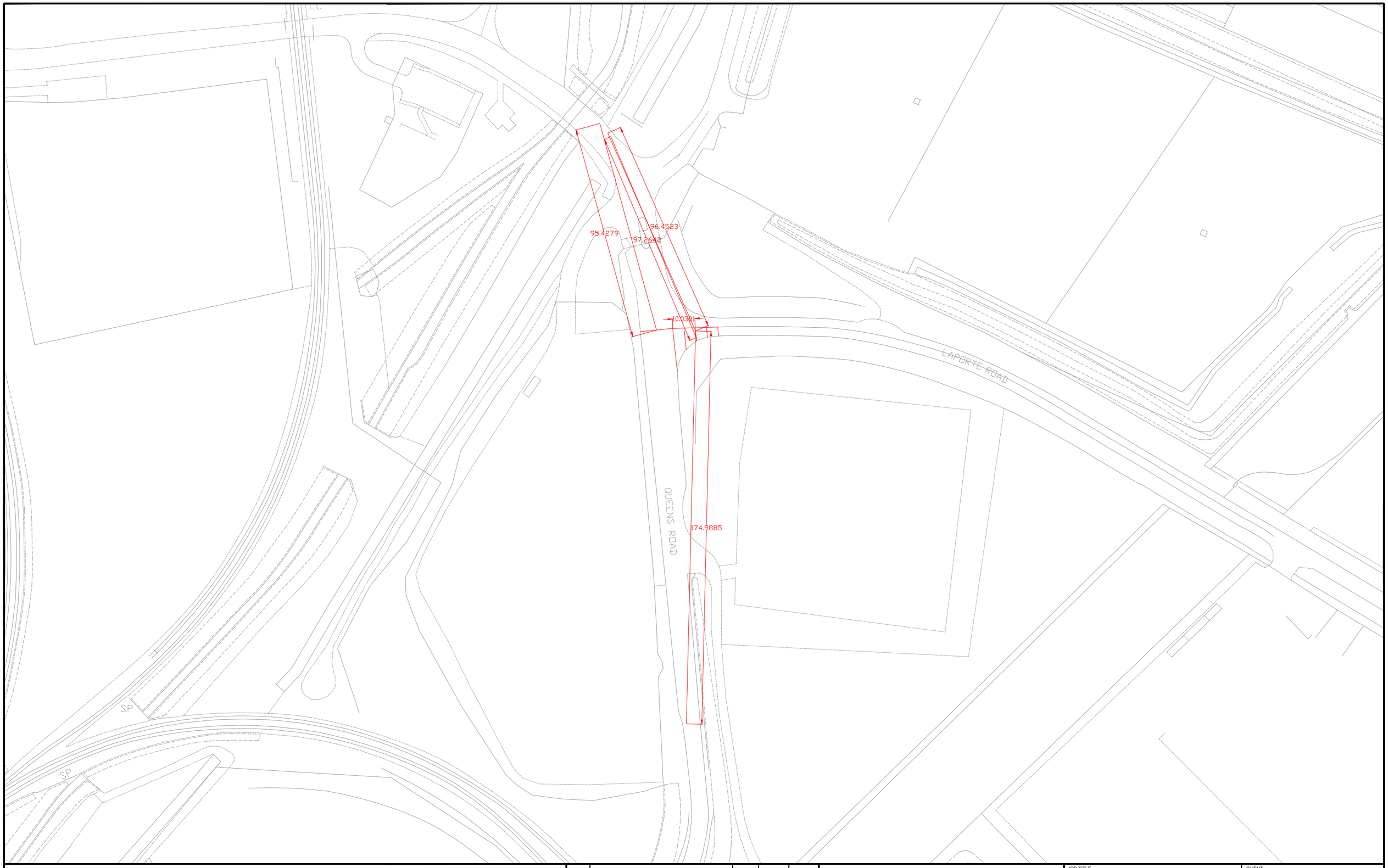
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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
A1173 / A180 Interchange
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1500@A3	BP	23/02/22	23325-03-~~1097~~ 6	



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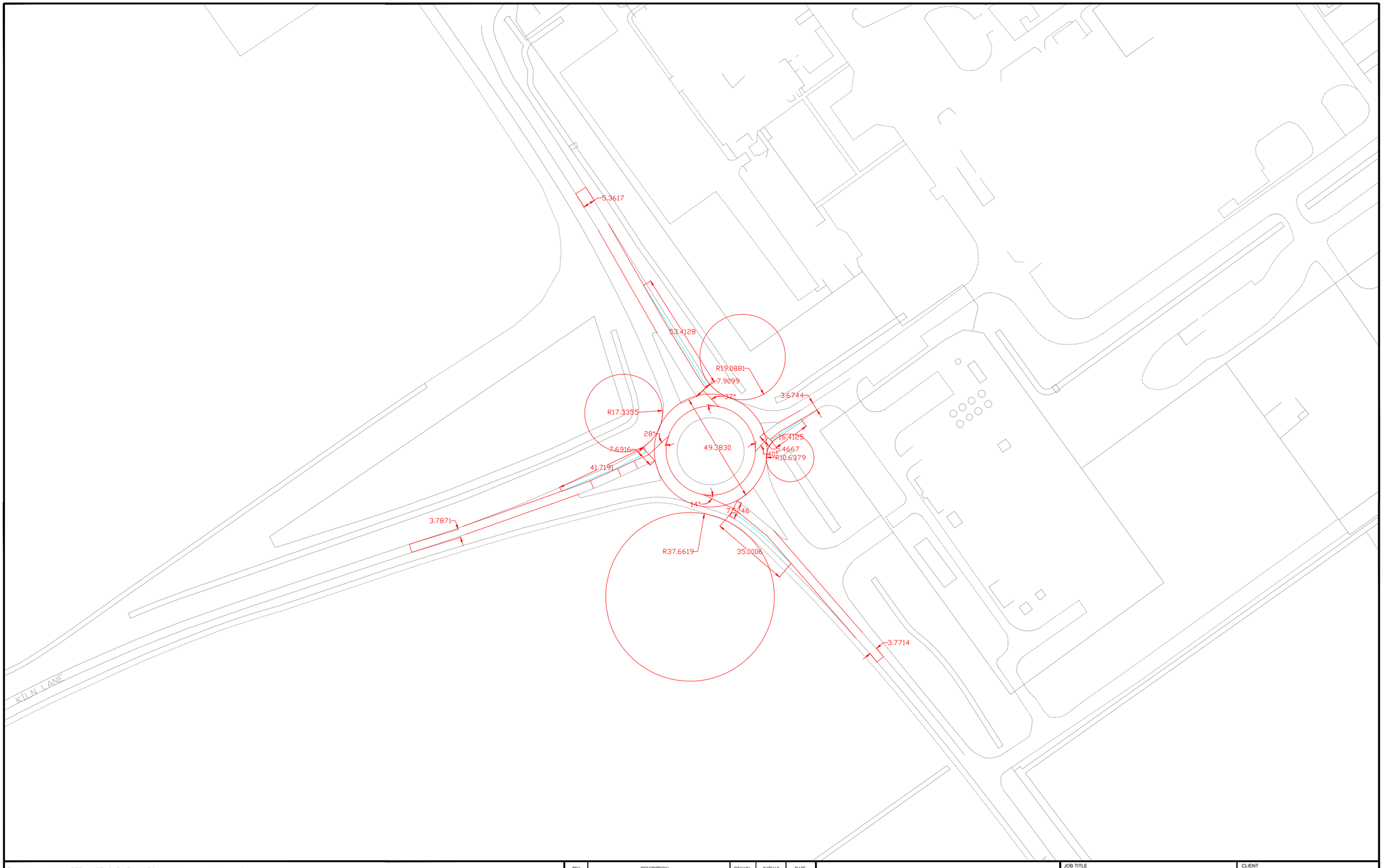
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JOB TITLE: Immingham

CLIENT:

DRAWING TITLE: Queens Road/ Laporte Road Priority
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1500@A3	BP	23/02/22	23325-03-1098 7	



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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
Laporte Road/ Kiln Lane/ Hobson Way Roundabout
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1500@A3	BP	23/02/22	23325-03-8 1099	



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JOB TITLE	Immingham
CLIENT	
DRAWING TITLE	A1173/SHIIP Roundabout Arcady Geometry
SCALE	1/1500@A3
DRAWN BY	BP
DATE	23/02/22
DRAWING No	23325–03–9 1100
REVISION	

Annex I

1.1 This Technical Note has been produced by DTA to summarise the results of the Internal Junction Capacity Assessments carried out for the Transport Assessment.

1.2 The details of the internal junction improvements can be found in Schedule 1 of the DCO application and are shown in Appendix A of the TA.

1.3 Turning counts were undertaken on Wednesday 20th April 2022 at the following internal junctions:

- Robinson Road/ Crescent Access Road Junction
- East Riverside/ East Dock Road
- Robinson Road/ East Dock Road
- Robinson Road/ Gresley Way
- Robinson Road/ East Riverside
- Robinson Road/ IOT Access Road

1.4 A plan of the internal road names can be seen attached at **Appendix TN4 A**.

1.5 The development traffic is derived as is described in Section 5 of the Transport Assessment. The same assumptions about the distribution have also been used in this assessment (85% of traffic using East Gate and 15% using West Gate).

1.6 Assumptions have been made about traffic which will be diverted following the closure of the section of East Riverside to the East of the East Riverside/ East Dock Road junction. These are as follows:

- All East Riverside East to East Dock Road movements will be diverted to the Robinson Road/ East Riverside junction;
- All East Riverside East to East Riverside West movements will be diverted through all the junctions listed above to make the East Dock Road to East Riverside West movement;
- All East Dock Road to East Riverside East movements will be diverted to make the

East Dock Road to Robinson Road S movement and then move straight through the other junctions to exit the Port; and

- All East Riverside West to East Riverside East movements will be diverted down East Dock Road and then move straight through the other junctions to exit the Port.

1.7 The assessments have taken into account growth (TN 1) and operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions. The junctions have been assessed for the opening year of 2025 and future year of 2032. The junctions have been assessed as they are at present as the change in geometry at relevant junctions will increase the capacity of the junction.

1.8 The junction model considers the performance of priority junctions and roundabouts in isolation from other junctions within the network. The arrival pattern is normally profiled using the ODTAB to replicate unconstrained demand although in practice where the individual junctions are within an urban network external constraints may make this unrealistic.

1.9 There are three key performance metrics which are outputs from the modelling. These are the forecast queue length (in vehicles), the average delay (in seconds) and the ratio of flow to capacity (RFC). Convention is that the modelled period is sub-divided into 15-minute time segments and the highest (worst) results during the modelled period are reported.

1.10 A junction is considered to be operating at capacity when the Ratio of Flow to Capacity (RFC) is 1. However, generally once the RFC is above 0.85 the junction operational results become less stable due to an exponential relationship within the modelling formula inherent in the modelling software. Therefore, if an RFC above 0.85 is forecast closer scrutiny and consideration is required.

Robinson Road/ Crescent Access Road Priority Junction

1.11 The Robinson Road/ Crescent Access Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 1** below with the full output attached in **Appendix TN4 B**.

Table 1 - Robinson Road/ Crescent Access Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-AC	0.1	9.68	0.03	0.2	8.81	0.07
Stream C-AB	0.2	10.50	0.06	0.3	7.28	0.10
2025 Base						
Stream B-AC	0.1	9.75	0.03	0.2	8.85	0.08
Stream C-AB	0.2	10.49	0.06	0.3	7.23	0.11
2025 Base + Development						
Stream B-AC	0.9	17.62	0.32	1.8	21.19	0.49
Stream C-AB	0.4	12.50	0.15	0.9	8.25	0.25
2032 Base						
Stream B-AC	0.1	9.84	0.04	0.2	8.90	0.08
Stream C-AB	0.2	10.53	0.06	0.4	7.15	0.11
2032 Base + Development						
Stream B-AC	0.9	18.04	0.33	1.8	21.62	0.49
Stream C-AB	0.5	12.57	0.16	0.9	8.21	0.26
NB: A – Robinson Road E; B – Crescent Access Road; C – Robinson Road N						

1.12 As can be seen above, the maximum RFC of 0.49 is reached during the 2032 Base + Development in the PM peak period for traffic movements from Crescent Access Road to Robinson Road. This indicates that the development traffic will not have a severe impact on the Robinson Road/ Crescent Access Road Priority Junction.

East Riverside/ East Dock Road

1.13 The East Riverside/ East Dock Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 2** below with the full output attached in **Appendix TN4 C**.

Table 2 - Robinson Road/ Crescent Access Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-C	0.0	10.48	0.01	0.0	9.22	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.21	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base						
Stream B-C	0.0	10.48	0.01	0.0	9.22	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.21	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base + Development						
Stream B-C	0.1	10.08	0.03	0.1	9.99	0.03
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base						
Stream B-C	0.0	10.49	0.01	0.0	9.24	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.22	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base + Development						
Stream B-C	0.1	10.10	0.03	0.1	9.99	0.03
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
NB: A – East Riverside E; B – East Dock Road; C – East Riverside N						

1.14 As can be seen above, the maximum RFC of 0.03 is reached during the 2032 Base + Development in the AM peak period for traffic movements from East Dock Road to East Riverside N. This indicates that the development traffic will not have a severe impact on the East Riverside/ East Dock Road Priority Junction.

Robinson Road/ East Dock Road Priority Junction

1.15 The Robinson Road/ East Dock Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 3** below with the full output attached in **Appendix TN4 D**.

Table 3 - Robinson Road/ East Dock Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-C	0.1	9.39	0.05	0.1	10.21	0.08
Stream B-A	0.1	11.26	0.04	0.1	13.43	0.06
Stream C-AB	0.1	6.17	0.03	0.1	1.68	0.05
2025 Base						
Stream B-C	0.1	9.44	0.05	0.2	10.31	0.08
Stream B-A	0.1	11.35	0.04	0.1	13.59	0.06
Stream C-AB	0.1	6.14	0.03	0.1	10.69	0.05
2025 Base + Development						
Stream B-C	0.1	9.08	0.06	0.2	10.56	0.10
Stream B-A	0.1	11.90	0.04	0.1	14.43	0.06
Stream C-AB	0.2	6.70	0.07	0.2	10.62	0.07
2032 Base						
Stream B-C	0.1	9.49	0.05	0.2	10.44	0.09
Stream B-A	0.1	11.48	0.04	0.1	13.82	0.06
Stream C-AB	0.1	6.07	0.03	0.2	10.68	0.05
2032 Base + Development						
Stream B-C	0.1	9.14	0.06	0.2	10.72	0.10
Stream B-A	0.1	12.07	0.04	0.1	14.72	0.07
Stream C-AB	0.2	6.64	0.08	0.2	10.64	0.08
NB: A – Robinson Road N; B – East Dock Road; C – Robinson Road S						

1.16 As can be seen above, the maximum RFC of 0.10 is reached during the 2032 Base + Development in the PM peak period for traffic movements from East Dock Road to Robinson Road S. This indicates that the development traffic will not have a severe impact on the Robinson Road/ East Dock Road Priority Junction.

Robinson Road/ East Riverside Priority Junction

1.17 The Robinson Road/ East Riverside Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 4** below with the full output attached in **Appendix TN4 E**.

Table 4 - Robinson Road/ East Riverside Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-C	0.0	5.59	0.02	0.1	5.64	0.05
Stream B-A	0.1	10.09	0.05	0.1	12.74	0.03
Stream C-AB	0.2	5.29	0.07	0.0	10.40	0.01
2025 Base						
Stream B-C	0.0	5.62	0.02	0.1	5.68	0.05
Stream B-A	0.1	10.17	0.05	0.1	12.86	0.03
Stream C-AB	0.2	5.35	0.08	0.0	10.41	0.01
2025 Base + Development						
Stream B-C	0.0	6.22	0.02	0.0	5.79	0.04
Stream B-A	0.1	12.02	0.06	0.1	15.99	0.03
Stream C-AB	0.3	5.12	0.10	0.0	8.76	0.02
2032 Base						
Stream B-C	0.0	9.54	0.02	0.1	5.73	0.05
Stream B-A	0.1	6.87	0.06	0.1	13.03	0.03
Stream C-AB	0.3	8.18	0.08	0.0	10.42	0.01
2032 Base + Development						
Stream B-C	0.0	6.25	0.02	0.0	5.85	0.05
Stream B-A	0.1	12.19	0.07	0.1	16.26	0.03
Stream C-AB	0.3	5.08	0.10	0.0	8.76	0.02
NB: A – Robinson Road W; B – East Riverside; C – Robinson Road E						

1.18 As can be seen above, the maximum RFC of 0.10 is reached during the 2032 Base + Development in the AM peak period for traffic movements from Robinson Road E to Robinson Road W and East Riverside. This indicates that the development traffic will not have a severe impact on the Robinson Road/ East Riverside Priority Junction.

Robinson Road/ Gresley Way Priority Junction

1.19 The Robinson Road/ Gresley Way Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 5** below with the full output attached in **Appendix TN4 F**.

Table 5 - Robinson Road/ Gresley Way Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-C	0.0	9.97	0.02	0.1	10.70	0.04
Stream B-A	0.1	13.18	0.04	0.1	10.35	0.06
Stream C-AB	0.0	6.36	0.01	0.0	6.75	0.02
2025 Base						
Stream B-C	0.0	10.08	0.02	0.1	10.73	0.04
Stream B-A	0.1	13.27	0.05	0.1	10.47	0.07
Stream C-AB	0.0	6.37	0.01	0.0	6.69	0.02
2025 Base + Development						
Stream B-C	0.0	10.29	0.02	0.3	9.93	0.17
Stream B-A	0.1	13.87	0.05	0.1	13.24	0.08
Stream C-AB	0.0	6.34	0.01	0.0	6.52	0.02
2032 Base						
Stream B-C	0.0	10.14	0.02	0.1	9.01	0.04
Stream B-A	0.1	13.55	0.05	0.1	13.65	0.07
Stream C-AB	0.0	6.40	0.01	0.0	5.45	0.02
2032 Base + Development						
Stream B-C	0.0	10.36	0.02	0.4	10.09	0.18
Stream B-A	0.1	14.18	0.05	0.1	13.47	0.09
Stream C-AB	0.0	6.36	0.01	0.0	6.44	0.02
NB: A – Robinson Road S; B – Gresley Way; C – Robinson Road N						

1.20 As can be seen above, the maximum RFC of 0.18 is reached during the 2032 Base + Development in the PM peak period for traffic movements from Gresley Way to Robinson Road N. This indicates that the development traffic will not have a severe impact on the Robinson Road/ Gresley Way Priority Junction.

Robinson Road/ IOT Access Road Priority Junction

1.21 The Robinson Road/ IOT Access Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 6** below with the full output attached in **Appendix TN4 G**.

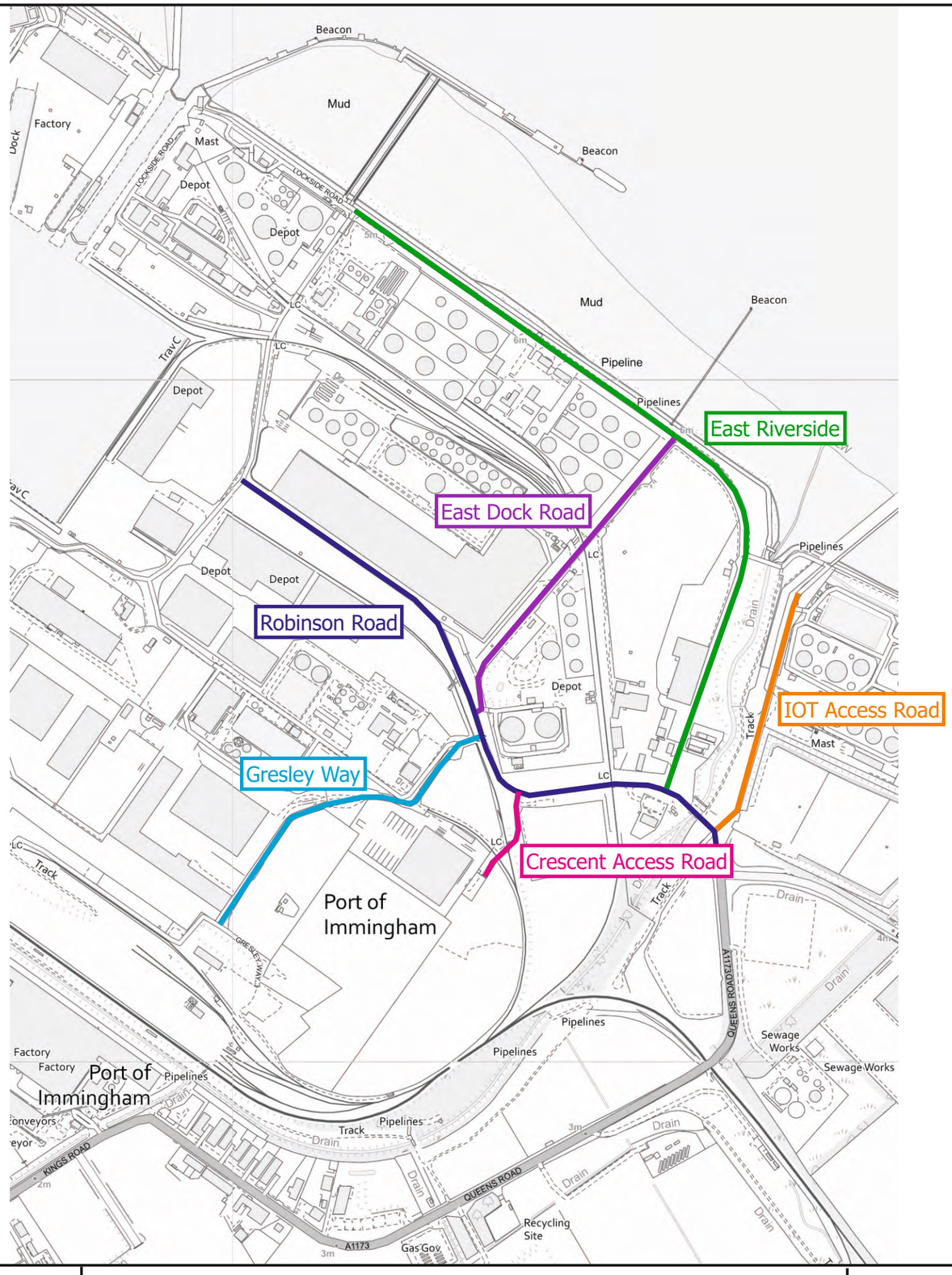
Table 6 - Robinson Road/ IOT Access Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2022 Base						
Stream B-C	0.0	6.68	0.01	0.1	5.38	0.08
Stream B-A	0.0	15.14	0.00	0.0	7.80	0.00
Stream C-AB	0.3	5.35	0.14	0.0	6.87	0.03
2025 Base						
Stream B-C	0.0	6.69	0.01	0.1	5.41	0.08
Stream B-A	0.0	15.23	0.00	0.0	7.86	0.00
Stream C-AB	0.4	5.34	0.15	0.0	6.90	0.03
2025 Base + Development						
Stream B-C	0.0	7.03	0.01	0.1	5.86	0.09
Stream B-A	0.0	17.59	0.01	0.0	9.53	0.01
Stream C-AB	0.6	5.25	0.19	0.1	6.50	0.04
2032 Base						
Stream B-C	0.0	6.69	0.01	0.1	5.48	0.09
Stream B-A	0.0	15.47	0.00	0.0	7.94	0.00
Stream C-AB	0.4	5.32	0.16	0.0	6.93	0.03
2032 Base + Development						
Stream B-C	0.0	7.03	0.02	0.1	5.94	0.09
Stream B-A	0.0	17.89	0.01	0.0	9.65	0.01
Stream C-AB	0.7	5.23	0.21	0.1	6.52	0.04
NB: A – Robinson Road N; B – IOT Access Road; C – Robinson Road S						

1.22 As can be seen above, the maximum RFC of 0.21 is reached during the 2032 Base + Development in the AM peak period for traffic movements from the Robinson Road S to Robinson N and IOT Access Road. This indicates that the development traffic will not have a severe impact on the Robinson Road/ IOT Access Road Priority Junction.

Appendix TN4 A

Internal Road Names Plan



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Notes:

Figure 9
Drawing Title: Internal Road Names Plan
Job Title: Project Sugar, Port of Immingham
Client: ABP

Scale : NTS

NORTH

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Appendix TN4 B

Robinson Road/ Crescent Access Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-Crescent Access Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions
Report generation date: 23/10/2023 14:29:00

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-AC	0.1	9.68	0.03	0.2	8.81	0.07
Stream C-AB	0.2	10.50	0.06	0.3	7.28	0.10
	2025 Base					
Stream B-AC	0.1	9.75	0.03	0.2	8.85	0.08
Stream C-AB	0.2	10.49	0.06	0.3	7.23	0.11
	2025 + Development					
Stream B-AC	0.9	17.62	0.32	1.8	21.20	0.49
Stream C-AB	0.4	12.50	0.15	0.9	8.25	0.25
	2032 Base					
Stream B-AC	0.1	9.84	0.04	0.2	8.90	0.08
Stream C-AB	0.2	10.53	0.06	0.4	7.15	0.11
	2032 + Development					
Stream B-AC	0.9	18.04	0.33	1.8	21.65	0.49
Stream C-AB	0.5	12.57	0.16	0.9	8.21	0.26

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road E		Major
B	Crescent Access Road		Minor
C	Robinson Road N		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)
Robinson Road N	8.95			230.4	✓	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)
Crescent Access Road	One lane	5.00	250	194

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	799	0.128	0.324	0.204	0.464
B-C	895	0.118	0.299	-	-
C-B	707	0.239	0.239	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	386	100.000
Crescent Access Road		ONE HOUR	✓	23	100.000
Robinson Road N		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	385
	Crescent Access Road	0	0	23
	Robinson Road N	133	28	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.68	0.1	A	21	32
C-AB	0.06	10.50	0.2	B	31	47
C-A					116	175
A-B					0.92	1
A-C					353	530

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	809	0.021	17	0.0	0.0	9.093	A
C-AB	25	6	703	0.035	24	0.0	0.1	10.359	B
C-A	97	24			97				
A-B	0.75	0.19			0.75				
A-C	290	72			290				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	792	0.026	21	0.0	0.1	9.334	A
C-AB	30	8	703	0.043	30	0.1	0.1	10.430	B
C-A	114	29			114				
A-B	0.90	0.22			0.90				
A-C	346	87			346				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	769	0.033	25	0.1	0.1	9.685	A
C-AB	39	10	703	0.056	39	0.1	0.2	10.501	B
C-A	138	35			138				
A-B	1	0.28			1				
A-C	424	106			424				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	769	0.033	25	0.1	0.1	9.685	A
C-AB	39	10	703	0.056	39	0.2	0.2	10.475	B
C-A	138	35			138				
A-B	1	0.28			1				
A-C	424	106			424				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	792	0.026	21	0.1	0.1	9.337	A
C-AB	30	8	703	0.043	31	0.2	0.1	10.377	B
C-A	114	29			114				
A-B	0.90	0.22			0.90				
A-C	346	87			346				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	809	0.021	17	0.1	0.0	9.099	A
C-AB	25	6	703	0.035	25	0.1	0.1	10.342	B
C-A	97	24			97				
A-B	0.75	0.19			0.75				
A-C	290	72			290				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	96	100.000
Crescent Access Road		ONE HOUR	✓	56	100.000
Robinson Road N		ONE HOUR	✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	96
	Crescent Access Road	7	0	49
	Robinson Road N	393	48	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	8.81	0.2	A	51	77
C-AB	0.10	7.28	0.3	A	74	112
C-A					330	495
A-B					0	0
A-C					88	132

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	847	0.050	42	0.0	0.1	8.397	A
C-AB	55	14	873	0.063	54	0.0	0.2	7.281	A
C-A	277	69			277				
A-B	0	0			0				
A-C	72	18			72				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	840	0.060	50	0.1	0.1	8.565	A
C-AB	71	18	905	0.078	71	0.2	0.2	7.046	A
C-A	325	81			325				
A-B	0	0			0				
A-C	86	22			86				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	830	0.074	62	0.1	0.1	8.803	A
C-AB	97	24	951	0.102	97	0.2	0.3	6.686	A
C-A	388	97			388				
A-B	0	0			0				
A-C	106	26			106				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	830	0.074	62	0.1	0.2	8.805	A
C-AB	98	24	951	0.103	98	0.3	0.3	6.596	A
C-A	388	97			388				
A-B	0	0			0				
A-C	106	26			106				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	840	0.060	50	0.1	0.1	8.570	A
C-AB	71	18	906	0.079	72	0.3	0.2	6.828	A
C-A	325	81			325				
A-B	0	0			0				
A-C	86	22			86				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	847	0.050	42	0.1	0.1	8.408	A
C-AB	55	14	873	0.063	55	0.2	0.2	7.171	A
C-A	277	69			277				
A-B	0	0			0				
A-C	72	18			72				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	398	100.000
Crescent Access Road		ONE HOUR	✓	24	100.000
Robinson Road N		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	397
	Crescent Access Road	0	0	24
	Robinson Road N	137	28	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.75	0.1	A	22	33
C-AB	0.06	10.49	0.2	B	32	47
C-A					120	180
A-B					0.92	1
A-C					364	546

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	806	0.022	18	0.0	0.0	9.133	A
C-AB	25	6	703	0.035	24	0.0	0.1	10.355	B
C-A	100	25			100				
A-B	0.75	0.19			0.75				
A-C	299	75			299				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	789	0.027	22	0.0	0.1	9.384	A
C-AB	31	8	703	0.044	30	0.1	0.1	10.426	B
C-A	118	29			118				
A-B	0.90	0.22			0.90				
A-C	357	89			357				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	765	0.035	26	0.1	0.1	9.751	A
C-AB	39	10	703	0.056	39	0.1	0.2	10.494	B
C-A	142	36			142				
A-B	1	0.28			1				
A-C	437	109			437				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	765	0.035	26	0.1	0.1	9.751	A
C-AB	39	10	703	0.056	39	0.2	0.2	10.469	B
C-A	142	36			142				
A-B	1	0.28			1				
A-C	437	109			437				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	789	0.027	22	0.1	0.1	9.388	A
C-AB	31	8	703	0.044	31	0.2	0.1	10.371	B
C-A	118	29			118				
A-B	0.90	0.22			0.90				
A-C	357	89			357				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	806	0.022	18	0.1	0.0	9.139	A
C-AB	25	6	703	0.035	25	0.1	0.1	10.339	B
C-A	99	25			99				
A-B	0.75	0.19			0.75				
A-C	299	75			299				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	99	100.000
Crescent Access Road		ONE HOUR	✓	58	100.000
Robinson Road N		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	99
	Crescent Access Road	7	0	51
	Robinson Road N	405	50	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.85	0.2	A	53	80
C-AB	0.11	7.23	0.3	A	79	118
C-A					339	508
A-B					0	0
A-C					91	136

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	847	0.052	43	0.0	0.1	8.424	A
C-AB	58	14	878	0.066	57	0.0	0.2	7.232	A
C-A	285	71			285				
A-B	0	0			0				
A-C	75	19			75				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	840	0.062	52	0.1	0.1	8.600	A
C-AB	75	19	912	0.082	75	0.2	0.2	6.996	A
C-A	334	83			334				
A-B	0	0			0				
A-C	89	22			89				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	829	0.077	64	0.1	0.2	8.847	A
C-AB	103	26	959	0.108	103	0.2	0.3	6.642	A
C-A	397	99			397				
A-B	0	0			0				
A-C	109	27			109				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	829	0.077	64	0.2	0.2	8.849	A
C-AB	104	26	959	0.108	104	0.3	0.3	6.552	A
C-A	397	99			397				
A-B	0	0			0				
A-C	109	27			109				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	840	0.062	52	0.2	0.1	8.605	A
C-AB	75	19	912	0.083	76	0.3	0.2	6.776	A
C-A	334	83			334				
A-B	0	0			0				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	847	0.052	44	0.1	0.1	8.435	A
C-AB	58	15	878	0.066	58	0.2	0.2	7.124	A
C-A	285	71			285				
A-B	0	0			0				
A-C	75	19			75				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	641	100.000
Crescent Access Road		ONE HOUR	✓	168	100.000
Robinson Road N		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	227	414
	Crescent Access Road	143	0	25
	Robinson Road N	139	68	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	93	23
	Crescent Access Road	90	0	90
	Robinson Road N	69	97	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	17.62	0.9	C	154	231
C-AB	0.15	12.50	0.4	B	78	118
C-A					112	167
A-B					208	312
A-C					380	570

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	649	0.195	125	0.0	0.5	12.992	B
C-AB	61	15	662	0.092	60	0.0	0.2	11.461	B
C-A	95	24			95				
A-B	171	43			171				
A-C	312	78			312				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	617	0.245	150	0.5	0.6	14.631	B
C-AB	76	19	655	0.116	75	0.2	0.3	11.889	B
C-A	110	28			110				
A-B	204	51			204				
A-C	372	93			372				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	573	0.323	184	0.6	0.9	17.522	C
C-AB	98	25	646	0.152	98	0.3	0.4	12.495	B
C-A	129	32			129				
A-B	250	62			250				
A-C	456	114			456				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	573	0.323	185	0.9	0.9	17.622	C
C-AB	99	25	646	0.152	99	0.4	0.4	12.468	B
C-A	129	32			129				
A-B	250	62			250				
A-C	456	114			456				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	617	0.245	152	0.9	0.6	14.745	B
C-AB	76	19	655	0.116	76	0.4	0.3	11.829	B
C-A	110	28			110				
A-B	204	51			204				
A-C	372	93			372				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	649	0.195	127	0.6	0.5	13.124	B
C-AB	61	15	662	0.092	61	0.3	0.2	11.467	B
C-A	95	24			95				
A-B	171	43			171				
A-C	312	78			312				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	402	100.000
Crescent Access Road		ONE HOUR	✓	278	100.000
Robinson Road N		ONE HOUR	✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	293	109
	Crescent Access Road	194	0	84
	Robinson Road N	413	101	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	96	58
	Crescent Access Road	90	0	95
	Robinson Road N	25	98	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	21.20	1.8	C	255	383
C-AB	0.25	8.25	0.9	A	169	253
C-A					303	454
A-B					269	403
A-C					100	150

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	695	0.301	206	0.0	0.8	14.017	B
C-AB	121	30	836	0.145	119	0.0	0.4	8.163	A
C-A	266	66			266				
A-B	221	55			221				
A-C	82	21			82				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	250	62	668	0.374	249	0.8	1.1	16.387	C
C-AB	160	40	865	0.185	159	0.4	0.6	8.203	A
C-A	302	76			302				
A-B	263	66			263				
A-C	98	24			98				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	306	77	631	0.485	304	1.1	1.7	20.896	C
C-AB	225	56	905	0.249	224	0.6	0.9	8.246	A
C-A	341	85			341				
A-B	323	81			323				
A-C	120	30			120				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	306	77	631	0.485	306	1.7	1.8	21.204	C
C-AB	226	56	906	0.249	226	0.9	0.9	8.122	A
C-A	340	85			340				
A-B	323	81			323				
A-C	120	30			120				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	250	62	668	0.374	252	1.8	1.2	16.693	C
C-AB	161	40	865	0.186	162	0.9	0.6	7.922	A
C-A	302	75			302				
A-B	263	66			263				
A-C	98	24			98				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	694	0.302	211	1.2	0.8	14.295	B
C-AB	122	30	837	0.146	122	0.6	0.4	8.052	A
C-A	265	66			265				
A-B	221	55			221				
A-C	82	21			82				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	416	100.000
Crescent Access Road		ONE HOUR	✓	25	100.000
Robinson Road N		ONE HOUR	✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	415
	Crescent Access Road	0	0	25
	Robinson Road N	143	30	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	9.84	0.1	A	23	34
C-AB	0.06	10.53	0.2	B	34	51
C-A					125	187
A-B					0.92	1
A-C					381	571

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	802	0.023	19	0.0	0.0	9.189	A
C-AB	27	7	702	0.038	26	0.0	0.1	10.376	B
C-A	104	26			104				
A-B	0.75	0.19			0.75				
A-C	312	78			312				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	784	0.029	22	0.0	0.1	9.455	A
C-AB	33	8	702	0.047	33	0.1	0.1	10.455	B
C-A	122	31			122				
A-B	0.90	0.22			0.90				
A-C	373	93			373				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	759	0.036	27	0.1	0.1	9.845	A
C-AB	43	11	703	0.061	43	0.1	0.2	10.533	B
C-A	148	37			148				
A-B	1	0.28			1				
A-C	457	114			457				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	759	0.036	28	0.1	0.1	9.845	A
C-AB	43	11	703	0.061	43	0.2	0.2	10.505	B
C-A	148	37			148				
A-B	1	0.28			1				
A-C	457	114			457				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	784	0.029	23	0.1	0.1	9.459	A
C-AB	33	8	703	0.047	33	0.2	0.1	10.396	B
C-A	122	31			122				
A-B	0.90	0.22			0.90				
A-C	373	93			373				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	802	0.023	19	0.1	0.0	9.193	A
C-AB	27	7	702	0.038	27	0.1	0.1	10.357	B
C-A	103	26			103				
A-B	0.75	0.19			0.75				
A-C	312	78			312				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	104	100.000
Crescent Access Road		ONE HOUR	✓	60	100.000
Robinson Road N		ONE HOUR	✓	475	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	104
	Crescent Access Road	7	0	53
	Robinson Road N	423	52	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.90	0.2	A	55	83
C-AB	0.11	7.15	0.4	A	84	126
C-A					352	528
A-B					0	0
A-C					95	143

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	846	0.053	45	0.0	0.1	8.460	A
C-AB	61	15	885	0.069	60	0.0	0.2	7.151	A
C-A	296	74			296				
A-B	0	0			0				
A-C	78	20			78				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	838	0.064	54	0.1	0.1	8.643	A
C-AB	80	20	921	0.087	80	0.2	0.3	6.915	A
C-A	347	87			347				
A-B	0	0			0				
A-C	93	23			93				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	828	0.080	66	0.1	0.2	8.902	A
C-AB	111	28	970	0.114	110	0.3	0.4	6.566	A
C-A	412	103			412				
A-B	0	0			0				
A-C	115	29			115				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	828	0.080	66	0.2	0.2	8.904	A
C-AB	111	28	970	0.114	111	0.4	0.4	6.475	A
C-A	412	103			412				
A-B	0	0			0				
A-C	115	29			115				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	838	0.064	54	0.2	0.1	8.649	A
C-AB	80	20	921	0.087	81	0.4	0.3	6.694	A
C-A	347	87			347				
A-B	0	0			0				
A-C	93	23			93				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	846	0.053	45	0.1	0.1	8.471	A
C-AB	61	15	886	0.069	62	0.3	0.2	7.042	A
C-A	296	74			296				
A-B	0	0			0				
A-C	78	20			78				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	660	100.000
Crescent Access Road		ONE HOUR	✓	168	100.000
Robinson Road N		ONE HOUR	✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	227	433
	Crescent Access Road	143	0	25
	Robinson Road N	145	70	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	93	23
	Crescent Access Road	90	0	90
	Robinson Road N	69	97	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	18.04	0.9	C	154	231
C-AB	0.16	12.57	0.5	B	82	122
C-A					116	174
A-B					208	312
A-C					397	596

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	643	0.197	125	0.0	0.5	13.143	B
C-AB	63	16	662	0.095	62	0.0	0.2	11.494	B
C-A	99	25			99				
A-B	171	43			171				
A-C	326	81			326				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	610	0.248	150	0.5	0.6	14.861	B
C-AB	79	20	655	0.120	78	0.2	0.3	11.939	B
C-A	115	29			115				
A-B	204	51			204				
A-C	389	97			389				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	564	0.328	184	0.6	0.9	17.928	C
C-AB	103	26	646	0.159	102	0.3	0.5	12.573	B
C-A	134	34			134				
A-B	250	62			250				
A-C	477	119			477				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	564	0.328	185	0.9	0.9	18.038	C
C-AB	103	26	646	0.159	103	0.5	0.5	12.545	B
C-A	134	33			134				
A-B	250	62			250				
A-C	477	119			477				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	610	0.248	152	0.9	0.6	14.984	B
C-AB	79	20	655	0.120	79	0.5	0.3	11.877	B
C-A	114	29			114				
A-B	204	51			204				
A-C	389	97			389				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	643	0.197	127	0.6	0.5	13.280	B
C-AB	63	16	662	0.096	64	0.3	0.3	11.499	B
C-A	99	25			99				
A-B	171	43			171				
A-C	326	81			326				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	407	100.000
Crescent Access Road		ONE HOUR	✓	280	100.000
Robinson Road N		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	293	114
	Crescent Access Road	194	0	86
	Robinson Road N	432	104	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	96	58
	Crescent Access Road	89	0	95
	Robinson Road N	25	98	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	21.65	1.8	C	257	385
C-AB	0.26	8.21	0.9	A	179	268
C-A					313	469
A-B					269	403
A-C					105	157

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	53	691	0.305	208	0.0	0.8	14.108	B
C-AB	127	32	845	0.151	126	0.0	0.4	8.098	A
C-A	276	69			276				
A-B	221	55			221				
A-C	86	21			86				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	252	63	664	0.379	250	0.8	1.1	16.573	C
C-AB	169	42	875	0.193	168	0.4	0.6	8.136	A
C-A	313	78			313				
A-B	263	66			263				
A-C	102	26			102				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	308	77	625	0.493	306	1.1	1.8	21.319	C
C-AB	239	60	918	0.261	238	0.6	0.9	8.209	A
C-A	351	88			351				
A-B	323	81			323				
A-C	126	31			126				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	308	77	625	0.493	308	1.8	1.8	21.654	C
C-AB	240	60	919	0.261	240	0.9	0.9	8.084	A
C-A	350	88			350				
A-B	323	81			323				
A-C	126	31			126				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	252	63	663	0.380	254	1.8	1.2	16.898	C
C-AB	170	42	876	0.194	171	0.9	0.6	7.852	A
C-A	312	78			312				
A-B	263	66			263				
A-C	102	26			102				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	53	691	0.305	212	1.2	0.9	14.401	B
C-AB	128	32	846	0.152	129	0.6	0.4	7.973	A
C-A	275	69			275				
A-B	221	55			221				
A-C	86	21			86				

Appendix TN4 C

East Riverside/ East Dock Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: East Riverside-East Dock Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions
Report generation date: 23/10/2023 14:26:45

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	10.48	0.01	0.0	9.22	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.21	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
Stream B-C	0.0	10.48	0.01	0.0	9.22	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.21	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 + Development					
Stream B-C	0.1	10.08	0.03	0.1	9.99	0.03
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base					
Stream B-C	0.0	10.49	0.01	0.0	9.24	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.22	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2032 + Development					
Stream B-C	0.1	10.10	0.03	0.1	9.99	0.03
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	East Riverside E		Major
B	East Dock Road		Minor
C	East Riverside W		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)
East Riverside W	5.87			130.7	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Dock Road	One lane plus flare	10.00	3.91	2.83	2.69	2.68	✓	1.00	250	71

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	716	0.131	0.332	0.209	0.474
B-C	697	0.107	0.271	-	-
C-B	650	0.253	0.253	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	17	100.000
East Dock Road		ONE HOUR	✓	5	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	2	15
	East Dock Road	0	0	5
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	10.48	0.0	B	5	7
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					2	3
A-C					14	21

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.435	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	4	0.0	0.0	10.455	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	5	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	6	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	5	0.0	0.0	10.458	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.437	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	9	100.000
East Dock Road		ONE HOUR	✓	15	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	9
	East Dock Road	7	0	8
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.22	0.0	A	7	11
B-A	0.01	10.21	0.0	B	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					8	12

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.159	A
B-A	5	1	714	0.007	5	0.0	0.0	10.164	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.183	A
B-A	6	2	713	0.009	6	0.0	0.0	10.185	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.184	A
B-A	6	2	713	0.009	6	0.0	0.0	10.188	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.160	A
B-A	5	1	714	0.007	5	0.0	0.0	10.167	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	17	100.000
East Dock Road		ONE HOUR	✓	5	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	2	15
	East Dock Road	0	0	5
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	10.48	0.0	B	5	7
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					2	3
A-C					14	21

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.435	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	4	0.0	0.0	10.455	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	5	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	6	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	5	0.0	0.0	10.458	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.437	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	9	100.000
East Dock Road		ONE HOUR	✓	15	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	9
	East Dock Road	7	0	8
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.22	0.0	A	7	11
B-A	0.01	10.21	0.0	B	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					8	12

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.159	A
B-A	5	1	714	0.007	5	0.0	0.0	10.164	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.183	A
B-A	6	2	713	0.009	6	0.0	0.0	10.185	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.184	A
B-A	6	2	713	0.009	6	0.0	0.0	10.188	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.160	A
B-A	5	1	714	0.007	5	0.0	0.0	10.167	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

2025 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		10.08	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.08	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	20	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	20
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	89
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.08	0.1	B	18	28
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	697	0.022	15	0.0	0.0	9.974	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	697	0.026	18	0.0	0.0	10.021	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	697	0.032	22	0.0	0.1	10.081	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	697	0.032	22	0.1	0.1	10.081	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	697	0.026	18	0.1	0.1	10.022	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	697	0.022	15	0.1	0.0	9.981	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2025 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	18	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	18
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	88
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	9.99	0.1	A	17	25
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	13	0.0	0.0	9.899	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.0	0.0	9.941	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.0	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.1	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.1	0.0	9.944	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	14	0.0	0.0	9.904	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	18	100.000
East Dock Road		ONE HOUR	✓	5	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	2	16
	East Dock Road	0	0	5
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	10.49	0.0	B	5	7
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					2	3
A-C					15	22

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	693	0.005	4	0.0	0.0	10.438	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	12	3			12				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	4	0.0	0.0	10.459	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	14	4			14				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	5	0.0	0.0	10.489	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	18	4			18				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	6	0.0	0.0	10.489	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	18	4			18				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	5	0.0	0.0	10.462	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	14	4			14				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	693	0.005	4	0.0	0.0	10.440	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	12	3			12				

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		5.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	10	100.000
East Dock Road		ONE HOUR	✓	16	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	10
	East Dock Road	7	0	9
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.24	0.0	A	8	12
B-A	0.01	10.22	0.0	B	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					9	14

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	694	0.010	7	0.0	0.0	9.170	A
B-A	5	1	713	0.007	5	0.0	0.0	10.168	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	693	0.012	8	0.0	0.0	9.198	A
B-A	6	2	713	0.009	6	0.0	0.0	10.190	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	9	2			9				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	692	0.014	10	0.0	0.0	9.235	A
B-A	8	2	712	0.011	8	0.0	0.0	10.220	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	692	0.014	10	0.0	0.0	9.235	A
B-A	8	2	712	0.011	8	0.0	0.0	10.220	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	693	0.012	8	0.0	0.0	9.201	A
B-A	6	2	713	0.009	6	0.0	0.0	10.190	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	9	2			9				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	694	0.010	7	0.0	0.0	9.173	A
B-A	5	1	713	0.007	5	0.0	0.0	10.170	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

2032 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		10.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.10	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	21	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	21
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	89
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.10	0.1	B	19	29
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.0	0.0	9.985	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	697	0.027	19	0.0	0.1	10.034	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	697	0.033	23	0.1	0.1	10.097	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	697	0.033	23	0.1	0.1	10.097	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	697	0.027	19	0.1	0.1	10.037	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.1	0.0	9.990	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2032 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	18	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	18
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	88
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	9.99	0.1	A	17	25
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	13	0.0	0.0	9.899	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.0	0.0	9.941	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.0	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.1	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.1	0.0	9.944	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	14	0.0	0.0	9.904	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Appendix TN4 D

Robinson Road/ East Dock Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-East Dock Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions
Report generation date: 06/12/2023 16:03:26

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.1	9.39	0.05	0.2	10.21	0.08
Stream B-A	0.1	11.26	0.04	0.1	13.43	0.06
Stream C-AB	0.1	6.17	0.03	0.1	10.68	0.05
	2025 Base					
Stream B-C	0.1	9.44	0.05	0.2	10.31	0.08
Stream B-A	0.1	11.35	0.04	0.1	13.59	0.06
Stream C-AB	0.1	6.14	0.03	0.1	10.69	0.05
	2025 + Development					
Stream B-C	0.1	9.08	0.06	0.2	10.56	0.10
Stream B-A	0.1	11.90	0.04	0.1	14.43	0.06
Stream C-AB	0.2	6.70	0.07	0.2	10.62	0.07
	2032 Base					
Stream B-C	0.1	9.49	0.05	0.2	10.44	0.09
Stream B-A	0.1	11.48	0.04	0.1	13.82	0.06
Stream C-AB	0.1	6.07	0.03	0.2	10.68	0.05
	2032 + Development					
Stream B-C	0.1	9.14	0.06	0.2	10.72	0.10
Stream B-A	0.1	12.07	0.04	0.1	14.72	0.07
Stream C-AB	0.2	6.64	0.08	0.2	10.64	0.08

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road N		Major
B	East Dock Road		Minor
C	Robinson Road S		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)
Robinson Road S	8.51			169.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Dock Road	One lane plus flare	10.00	10.00	5.22	3.79	3.74	✓	2.00	132	186

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	674	0.109	0.276	0.174	0.394
B-C	851	0.117	0.295	-	-
C-B	672	0.232	0.232	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	117	100.000
East Dock Road		ONE HOUR	✓	56	100.000
Robinson Road S		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	9	108
	East Dock Road	19	0	37
	Robinson Road S	366	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.39	0.1	A	34	51
B-A	0.04	11.26	0.1	B	17	26
C-AB	0.03	6.17	0.1	A	20	30
C-A					328	492
A-B					8	12
A-C					99	149

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	821	0.034	28	0.0	0.1	9.067	A
B-A	14	4	599	0.024	14	0.0	0.0	10.457	B
C-AB	15	4	827	0.018	15	0.0	0.0	6.172	A
C-A	271	68			271				
A-B	7	2			7				
A-C	81	20			81				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	815	0.041	33	0.1	0.1	9.205	A
B-A	17	4	585	0.029	17	0.0	0.1	10.780	B
C-AB	19	5	858	0.022	19	0.0	0.0	5.940	A
C-A	322	80			322				
A-B	8	2			8				
A-C	97	24			97				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	807	0.050	41	0.1	0.1	9.391	A
B-A	21	5	565	0.037	21	0.1	0.1	11.253	B
C-AB	26	6	901	0.029	26	0.0	0.1	5.624	A
C-A	391	98			391				
A-B	10	2			10				
A-C	119	30			119				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	807	0.050	41	0.1	0.1	9.394	A
B-A	21	5	565	0.037	21	0.1	0.1	11.255	B
C-AB	26	6	901	0.029	26	0.1	0.1	5.594	A
C-A	391	98			391				
A-B	10	2			10				
A-C	119	30			119				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	815	0.041	33	0.1	0.1	9.209	A
B-A	17	4	585	0.029	17	0.1	0.1	10.782	B
C-AB	19	5	858	0.022	19	0.1	0.0	5.867	A
C-A	322	80			322				
A-B	8	2			8				
A-C	97	24			97				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	821	0.034	28	0.1	0.1	9.076	A
B-A	14	4	599	0.024	14	0.1	0.0	10.464	B
C-AB	15	4	827	0.018	15	0.0	0.0	6.135	A
C-A	271	68			271				
A-B	7	2			7				
A-C	81	20			81				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	381	100.000
East Dock Road		ONE HOUR	✓	78	100.000
Robinson Road S		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	15	366
	East Dock Road	27	0	51
	Robinson Road S	136	23	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	4
	East Dock Road	85	0	88
	Robinson Road S	63	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	10.21	0.2	B	47	70
B-A	0.06	13.43	0.1	B	25	37
C-AB	0.05	10.68	0.1	B	26	39
C-A					120	180
A-B					14	21
A-C					336	504

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	761	0.050	38	0.0	0.1	9.357	A
B-A	20	5	573	0.035	20	0.0	0.1	12.042	B
C-AB	20	5	673	0.030	20	0.0	0.1	10.652	B
C-A	99	25			99				
A-B	11	3			11				
A-C	276	69			276				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	743	0.062	46	0.1	0.1	9.701	A
B-A	24	6	553	0.044	24	0.1	0.1	12.593	B
C-AB	25	6	675	0.038	25	0.1	0.1	10.680	B
C-A	118	29			118				
A-B	13	3			13				
A-C	329	82			329				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	719	0.078	56	0.1	0.2	10.205	B
B-A	30	7	526	0.057	30	0.1	0.1	13.427	B
C-AB	33	8	677	0.048	32	0.1	0.1	10.684	B
C-A	142	36			142				
A-B	17	4			17				
A-C	403	101			403				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	719	0.078	56	0.2	0.2	10.210	B
B-A	30	7	525	0.057	30	0.1	0.1	13.433	B
C-AB	33	8	677	0.048	33	0.1	0.1	10.646	B
C-A	142	36			142				
A-B	17	4			17				
A-C	403	101			403				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	743	0.062	46	0.2	0.1	9.708	A
B-A	24	6	553	0.044	24	0.1	0.1	12.601	B
C-AB	25	6	675	0.038	25	0.1	0.1	10.600	B
C-A	118	29			118				
A-B	13	3			13				
A-C	329	82			329				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	761	0.050	38	0.1	0.1	9.373	A
B-A	20	5	573	0.035	20	0.1	0.1	12.056	B
C-AB	20	5	673	0.030	21	0.1	0.1	10.618	B
C-A	99	25			99				
A-B	11	3			11				
A-C	276	69			276				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	121	100.000
East Dock Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	9	112
	East Dock Road	20	0	38
	Robinson Road S	377	14	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.44	0.1	A	35	52
B-A	0.04	11.35	0.1	B	18	28
C-AB	0.03	6.14	0.1	A	22	33
C-A					337	506
A-B					8	12
A-C					103	154

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	820	0.035	28	0.0	0.1	9.097	A
B-A	15	4	597	0.025	15	0.0	0.0	10.505	B
C-AB	16	4	832	0.019	16	0.0	0.0	6.136	A
C-A	278	70			278				
A-B	7	2			7				
A-C	84	21			84				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	813	0.042	34	0.1	0.1	9.240	A
B-A	18	4	582	0.031	18	0.0	0.1	10.846	B
C-AB	21	5	864	0.024	21	0.0	0.0	5.902	A
C-A	331	83			331				
A-B	8	2			8				
A-C	101	25			101				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	805	0.052	42	0.1	0.1	9.435	A
B-A	22	6	561	0.039	22	0.1	0.1	11.344	B
C-AB	28	7	908	0.031	28	0.0	0.1	5.584	A
C-A	402	101			402				
A-B	10	2			10				
A-C	123	31			123				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	805	0.052	42	0.1	0.1	9.437	A
B-A	22	6	561	0.039	22	0.1	0.1	11.347	B
C-AB	28	7	908	0.031	28	0.1	0.1	5.554	A
C-A	402	101			402				
A-B	10	2			10				
A-C	123	31			123				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	813	0.042	34	0.1	0.1	9.243	A
B-A	18	4	582	0.031	18	0.1	0.1	10.850	B
C-AB	21	5	864	0.024	21	0.1	0.0	5.828	A
C-A	331	83			331				
A-B	8	2			8				
A-C	101	25			101				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	819	0.035	29	0.1	0.1	9.106	A
B-A	15	4	597	0.025	15	0.1	0.0	10.515	B
C-AB	16	4	832	0.019	16	0.0	0.0	6.098	A
C-A	278	70			278				
A-B	7	2			7				
A-C	84	21			84				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	392	100.000
East Dock Road		ONE HOUR	✓	81	100.000
Robinson Road S		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	15	377
	East Dock Road	28	0	53
	Robinson Road S	140	24	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	24
	East Dock Road	85	0	88
	Robinson Road S	63	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	10.31	0.2	B	49	73
B-A	0.06	13.59	0.1	B	26	39
C-AB	0.05	10.69	0.1	B	27	41
C-A					123	185
A-B					14	21
A-C					346	519

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	758	0.053	39	0.0	0.1	9.411	A
B-A	21	5	570	0.037	21	0.0	0.1	12.126	B
C-AB	21	5	674	0.032	21	0.0	0.1	10.655	B
C-A	102	26			102				
A-B	11	3			11				
A-C	284	71			284				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	740	0.064	48	0.1	0.1	9.771	A
B-A	25	6	549	0.046	25	0.1	0.1	12.705	B
C-AB	27	7	675	0.039	26	0.1	0.1	10.687	B
C-A	121	30			121				
A-B	13	3			13				
A-C	339	85			339				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	715	0.082	58	0.1	0.2	10.301	B
B-A	31	8	521	0.059	31	0.1	0.1	13.584	B
C-AB	34	9	677	0.051	34	0.1	0.1	10.690	B
C-A	146	37			146				
A-B	17	4			17				
A-C	415	104			415				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	715	0.082	58	0.2	0.2	10.306	B
B-A	31	8	521	0.059	31	0.1	0.1	13.590	B
C-AB	34	9	677	0.051	34	0.1	0.1	10.652	B
C-A	146	37			146				
A-B	17	4			17				
A-C	415	104			415				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	740	0.064	48	0.2	0.1	9.780	A
B-A	25	6	549	0.046	25	0.1	0.1	12.716	B
C-AB	27	7	675	0.039	27	0.1	0.1	10.603	B
C-A	121	30			121				
A-B	13	3			13				
A-C	339	85			339				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	758	0.053	40	0.1	0.1	9.428	A
B-A	21	5	570	0.037	21	0.1	0.1	12.145	B
C-AB	21	5	674	0.032	22	0.1	0.1	10.620	B
C-A	102	25			102				
A-B	11	3			11				
A-C	284	71			284				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	160	100.000
East Dock Road		ONE HOUR	✓	60	100.000
Robinson Road S		ONE HOUR	✓	433	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	9	151
	East Dock Road	20	0	40
	Robinson Road S	402	31	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	69
	East Dock Road	70	0	89
	Robinson Road S	24	69	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	9.08	0.1	A	37	55
B-A	0.04	11.90	0.1	B	18	28
C-AB	0.07	6.70	0.2	A	50	75
C-A					347	521
A-B					8	12
A-C					139	208

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	812	0.037	30	0.0	0.1	8.694	A
B-A	15	4	580	0.026	15	0.0	0.0	10.830	B
C-AB	37	9	838	0.044	36	0.0	0.1	6.705	A
C-A	289	72			289				
A-B	7	2			7				
A-C	114	28			114				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	804	0.045	36	0.1	0.1	8.855	A
B-A	18	4	561	0.032	18	0.0	0.1	11.259	B
C-AB	48	12	872	0.055	48	0.1	0.1	6.464	A
C-A	341	85			341				
A-B	8	2			8				
A-C	136	34			136				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	793	0.056	44	0.1	0.1	9.079	A
B-A	22	6	536	0.041	22	0.1	0.1	11.898	B
C-AB	66	17	919	0.072	66	0.1	0.2	6.127	A
C-A	411	103			411				
A-B	10	2			10				
A-C	166	42			166				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	793	0.056	44	0.1	0.1	9.082	A
B-A	22	6	536	0.041	22	0.1	0.1	11.901	B
C-AB	66	17	919	0.072	66	0.2	0.2	6.075	A
C-A	411	103			411				
A-B	10	2			10				
A-C	166	42			166				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	804	0.045	36	0.1	0.1	8.858	A
B-A	18	4	561	0.032	18	0.1	0.1	11.265	B
C-AB	48	12	872	0.055	48	0.2	0.1	6.333	A
C-A	341	85			341				
A-B	8	2			8				
A-C	136	34			136				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	812	0.037	30	0.1	0.1	8.704	A
B-A	15	4	580	0.026	15	0.1	0.0	10.842	B
C-AB	37	9	838	0.044	37	0.1	0.1	6.640	A
C-A	289	72			289				
A-B	7	2			7				
A-C	114	28			114				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	444	100.000
East Dock Road		ONE HOUR	✓	89	100.000
Robinson Road S		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	15	429
	East Dock Road	28	0	61
	Robinson Road S	173	33	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	28
	East Dock Road	85	0	86
	Robinson Road S	62	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	10.56	0.2	B	56	84
B-A	0.06	14.43	0.1	B	26	39
C-AB	0.07	10.62	0.2	B	40	60
C-A					149	224
A-B					14	21
A-C					394	590

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	750	0.061	45	0.0	0.1	9.497	A
B-A	21	5	549	0.038	21	0.0	0.1	12.598	B
C-AB	31	8	682	0.045	30	0.0	0.1	10.575	B
C-A	124	31			124				
A-B	11	3			11				
A-C	323	81			323				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	730	0.075	55	0.1	0.1	9.921	A
B-A	25	6	525	0.048	25	0.1	0.1	13.314	B
C-AB	38	10	685	0.056	38	0.1	0.2	10.613	B
C-A	147	37			147				
A-B	13	3			13				
A-C	386	96			386				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	701	0.096	67	0.1	0.2	10.557	B
B-A	31	8	492	0.063	31	0.1	0.1	14.427	B
C-AB	50	13	690	0.073	50	0.2	0.2	10.621	B
C-A	176	44			176				
A-B	17	4			17				
A-C	472	118			472				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	701	0.096	67	0.2	0.2	10.562	B
B-A	31	8	492	0.063	31	0.1	0.1	14.435	B
C-AB	50	13	690	0.073	50	0.2	0.2	10.574	B
C-A	176	44			176				
A-B	17	4			17				
A-C	472	118			472				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	729	0.075	55	0.2	0.2	9.932	A
B-A	25	6	525	0.048	25	0.1	0.1	13.327	B
C-AB	39	10	685	0.056	39	0.2	0.2	10.513	B
C-A	147	37			147				
A-B	13	3			13				
A-C	386	96			386				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	750	0.061	46	0.2	0.1	9.514	A
B-A	21	5	549	0.038	21	0.1	0.1	12.617	B
C-AB	31	8	682	0.045	31	0.2	0.1	10.538	B
C-A	124	31			124				
A-B	11	3			11				
A-C	323	81			323				

1200

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	127	100.000
East Dock Road		ONE HOUR	✓	61	100.000
Robinson Road S		ONE HOUR	✓	408	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	10	117
	East Dock Road	21	0	40
	Robinson Road S	394	14	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.49	0.1	A	37	55
B-A	0.04	11.48	0.1	B	19	29
C-AB	0.03	6.07	0.1	A	22	33
C-A					352	528
A-B					9	14
A-C					107	161

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	818	0.037	30	0.0	0.1	9.131	A
B-A	16	4	594	0.027	16	0.0	0.0	10.580	B
C-AB	16	4	839	0.019	16	0.0	0.0	6.068	A
C-A	291	73			291				
A-B	8	2			8				
A-C	88	22			88				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	812	0.044	36	0.1	0.1	9.282	A
B-A	19	5	578	0.033	19	0.0	0.1	10.942	B
C-AB	21	5	873	0.024	21	0.0	0.0	5.828	A
C-A	346	86			346				
A-B	9	2			9				
A-C	105	26			105				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	803	0.055	44	0.1	0.1	9.489	A
B-A	23	6	556	0.042	23	0.1	0.1	11.473	B
C-AB	29	7	919	0.032	29	0.0	0.1	5.505	A
C-A	420	105			420				
A-B	11	3			11				
A-C	129	32			129				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	803	0.055	44	0.1	0.1	9.491	A
B-A	23	6	556	0.042	23	0.1	0.1	11.475	B
C-AB	29	7	919	0.032	29	0.1	0.1	5.474	A
C-A	420	105			420				
A-B	11	3			11				
A-C	129	32			129				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	812	0.044	36	0.1	0.1	9.287	A
B-A	19	5	578	0.033	19	0.1	0.1	10.945	B
C-AB	21	5	873	0.024	21	0.1	0.0	5.754	A
C-A	346	86			346				
A-B	9	2			9				
A-C	105	26			105				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	818	0.037	30	0.1	0.1	9.141	A
B-A	16	4	594	0.027	16	0.1	0.0	10.590	B
C-AB	16	4	839	0.019	16	0.0	0.0	6.027	A
C-A	291	73			291				
A-B	8	2			8				
A-C	88	22			88				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	410	100.000
East Dock Road		ONE HOUR	✓	84	100.000
Robinson Road S		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	16	394
	East Dock Road	29	0	55
	Robinson Road S	147	25	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	24
	East Dock Road	85	0	88
	Robinson Road S	63	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	10.44	0.2	B	50	76
B-A	0.06	13.82	0.1	B	27	40
C-AB	0.05	10.68	0.2	B	29	43
C-A					129	193
A-B					15	22
A-C					362	542

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	754	0.055	41	0.0	0.1	9.483	A
B-A	22	5	565	0.039	22	0.0	0.1	12.251	B
C-AB	23	6	674	0.033	22	0.0	0.1	10.641	B
C-A	107	27			107				
A-B	12	3			12				
A-C	297	74			297				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	735	0.067	49	0.1	0.1	9.866	A
B-A	26	7	543	0.048	26	0.1	0.1	12.870	B
C-AB	28	7	676	0.041	28	0.1	0.1	10.676	B
C-A	127	32			127				
A-B	14	4			14				
A-C	354	89			354				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	709	0.085	60	0.1	0.2	10.432	B
B-A	32	8	514	0.062	32	0.1	0.1	13.816	B
C-AB	36	9	678	0.053	36	0.1	0.2	10.683	B
C-A	153	38			153				
A-B	18	4			18				
A-C	434	108			434				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	709	0.085	61	0.2	0.2	10.437	B
B-A	32	8	514	0.062	32	0.1	0.1	13.822	B
C-AB	36	9	678	0.054	36	0.2	0.2	10.639	B
C-A	153	38			153				
A-B	18	4			18				
A-C	434	108			434				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	735	0.067	50	0.2	0.1	9.874	A
B-A	26	7	543	0.048	26	0.1	0.1	12.879	B
C-AB	28	7	676	0.042	28	0.2	0.1	10.590	B
C-A	127	32			127				
A-B	14	4			14				
A-C	354	89			354				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	754	0.055	42	0.1	0.1	9.500	A
B-A	22	5	565	0.039	22	0.1	0.1	12.269	B
C-AB	23	6	674	0.034	23	0.1	0.1	10.612	B
C-A	107	27			107				
A-B	12	3			12				
A-C	297	74			297				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	167	100.000
East Dock Road		ONE HOUR	✓	63	100.000
Robinson Road S		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	10	157
	East Dock Road	21	0	42
	Robinson Road S	419	33	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	69
	East Dock Road	70	0	89
	Robinson Road S	24	69	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	9.14	0.1	A	39	58
B-A	0.04	12.07	0.1	B	19	29
C-AB	0.08	6.64	0.2	A	55	82
C-A					360	540
A-B					9	14
A-C					144	216

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	810	0.039	31	0.0	0.1	8.732	A
B-A	16	4	576	0.027	16	0.0	0.0	10.925	B
C-AB	40	10	846	0.047	39	0.0	0.1	6.645	A
C-A	301	75			301				
A-B	8	2			8				
A-C	118	30			118				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	802	0.047	38	0.1	0.1	8.900	A
B-A	19	5	557	0.034	19	0.0	0.1	11.382	B
C-AB	52	13	881	0.059	52	0.1	0.1	6.406	A
C-A	354	89			354				
A-B	9	2			9				
A-C	141	35			141				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	791	0.058	46	0.1	0.1	9.138	A
B-A	23	6	530	0.044	23	0.1	0.1	12.066	B
C-AB	72	18	929	0.078	72	0.1	0.2	6.069	A
C-A	425	106			425				
A-B	11	3			11				
A-C	173	43			173				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	791	0.058	46	0.1	0.1	9.140	A
B-A	23	6	530	0.044	23	0.1	0.1	12.070	B
C-AB	73	18	930	0.078	73	0.2	0.2	6.016	A
C-A	425	106			425				
A-B	11	3			11				
A-C	173	43			173				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	802	0.047	38	0.1	0.1	8.905	A
B-A	19	5	556	0.034	19	0.1	0.1	11.388	B
C-AB	52	13	881	0.059	52	0.2	0.1	6.275	A
C-A	354	89			354				
A-B	9	2			9				
A-C	141	35			141				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	810	0.039	32	0.1	0.1	8.739	A
B-A	16	4	576	0.027	16	0.1	0.0	10.937	B
C-AB	40	10	846	0.047	40	0.1	0.1	6.579	A
C-A	300	75			300				
A-B	8	2			8				
A-C	118	30			118				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	462	100.000
East Dock Road		ONE HOUR	✓	93	100.000
Robinson Road S		ONE HOUR	✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	16	446
	East Dock Road	29	0	64
	Robinson Road S	180	35	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	28
	East Dock Road	85	0	86
	Robinson Road S	62	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	10.72	0.2	B	59	88
B-A	0.07	14.72	0.1	B	27	40
C-AB	0.08	10.64	0.2	B	43	64
C-A					154	232
A-B					15	22
A-C					409	614

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	746	0.065	48	0.0	0.1	9.578	A
B-A	22	5	544	0.040	22	0.0	0.1	12.745	B
C-AB	33	8	682	0.048	32	0.0	0.1	10.584	B
C-A	129	32			129				
A-B	12	3			12				
A-C	336	84			336				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	725	0.079	57	0.1	0.2	10.029	B
B-A	26	7	519	0.050	26	0.1	0.1	13.510	B
C-AB	41	10	686	0.060	41	0.1	0.2	10.625	B
C-A	152	38			152				
A-B	14	4			14				
A-C	401	100			401				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	695	0.101	70	0.2	0.2	10.710	B
B-A	32	8	484	0.066	32	0.1	0.1	14.709	B
C-AB	54	14	691	0.078	54	0.2	0.2	10.642	B
C-A	182	46			182				
A-B	18	4			18				
A-C	491	123			491				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	695	0.101	70	0.2	0.2	10.718	B
B-A	32	8	484	0.066	32	0.1	0.1	14.717	B
C-AB	54	14	691	0.079	54	0.2	0.2	10.592	B
C-A	182	46			182				
A-B	18	4			18				
A-C	491	123			491				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	725	0.079	58	0.2	0.2	10.043	B
B-A	26	7	519	0.050	26	0.1	0.1	13.525	B
C-AB	41	10	686	0.060	42	0.2	0.2	10.520	B
C-A	152	38			152				
A-B	14	4			14				
A-C	401	100			401				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	746	0.065	48	0.2	0.1	9.598	A
B-A	22	5	544	0.040	22	0.1	0.1	12.768	B
C-AB	33	8	682	0.048	33	0.2	0.1	10.545	B
C-A	129	32			129				
A-B	12	3			12				
A-C	336	84			336				

Appendix TN4 E

Robinson Road/ East Riverside Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-East Riverside.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions
Report generation date: 23/10/2023 14:32:28

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	5.59	0.02	0.1	5.64	0.05
Stream B-A	0.1	10.09	0.05	0.1	12.74	0.03
Stream C-AB	0.2	5.29	0.07	0.0	10.40	0.01
	2025 Base					
Stream B-C	0.0	5.62	0.02	0.1	5.68	0.05
Stream B-A	0.1	10.17	0.05	0.1	12.86	0.03
Stream C-AB	0.2	5.35	0.08	0.0	10.41	0.01
	2025 + Development					
Stream B-C	0.0	6.22	0.02	0.0	5.78	0.04
Stream B-A	0.1	12.02	0.06	0.1	15.90	0.03
Stream C-AB	0.3	5.12	0.10	0.0	8.76	0.02
	2032 Base					
Stream B-C	0.0	9.54	0.02	0.1	5.73	0.05
Stream B-A	0.1	6.87	0.06	0.1	13.03	0.03
Stream C-AB	0.3	8.18	0.08	0.0	10.42	0.01
	2032 + Development					
Stream B-C	0.0	6.25	0.02	0.0	5.85	0.04
Stream B-A	0.1	12.19	0.07	0.1	16.23	0.03
Stream C-AB	0.3	5.08	0.10	0.0	8.76	0.02

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road W		Major
B	East Riverside		Minor
C	Robinson Road E		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)
Robinson Road E	9.29			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Riverside	One lane plus flare	10.00	6.19	3.52	3.23	3.04	✓	1.00	96	242

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	681	0.105	0.266	0.168	0.381
B-C	822	0.109	0.275	-	-
C-B	719	0.239	0.239	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	133	100.000
East Riverside		ONE HOUR	✓	40	100.000
Robinson Road E		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	21	112
	East Riverside	26	0	14
	Robinson Road E	362	35	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	74
	East Riverside	50	0	18
	Robinson Road E	19	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.59	0.0	A	13	19
B-A	0.05	10.09	0.1	B	24	36
C-AB	0.07	5.29	0.2	A	52	78
C-A					312	468
A-B					19	29
A-C					103	154

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	790	0.013	10	0.0	0.0	5.448	A
B-A	20	5	601	0.033	19	0.0	0.0	9.285	A
C-AB	39	10	862	0.045	38	0.0	0.1	5.287	A
C-A	260	65			260				
A-B	16	4			16				
A-C	84	21			84				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	784	0.016	13	0.0	0.0	5.508	A
B-A	23	6	585	0.040	23	0.0	0.1	9.610	A
C-AB	50	12	891	0.056	50	0.1	0.1	5.178	A
C-A	307	77			307				
A-B	19	5			19				
A-C	101	25			101				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	775	0.020	15	0.0	0.0	5.593	A
B-A	29	7	564	0.051	29	0.1	0.1	10.088	B
C-AB	68	17	931	0.073	67	0.1	0.2	5.037	A
C-A	370	92			370				
A-B	23	6			23				
A-C	123	31			123				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	775	0.020	15	0.0	0.0	5.594	A
B-A	29	7	564	0.051	29	0.1	0.1	10.090	B
C-AB	68	17	931	0.073	68	0.2	0.2	5.034	A
C-A	369	92			369				
A-B	23	6			23				
A-C	123	31			123				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	783	0.016	13	0.0	0.0	5.510	A
B-A	23	6	585	0.040	23	0.1	0.1	9.615	A
C-AB	50	12	891	0.056	50	0.2	0.1	5.171	A
C-A	307	77			307				
A-B	19	5			19				
A-C	101	25			101				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	790	0.013	11	0.0	0.0	5.453	A
B-A	20	5	601	0.033	20	0.1	0.1	9.293	A
C-AB	39	10	862	0.045	39	0.1	0.1	5.290	A
C-A	260	65			260				
A-B	16	4			16				
A-C	84	21			84				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	399	100.000
East Riverside		ONE HOUR	✓	45	100.000
Robinson Road E		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	27	372
	East Riverside	13	0	32
	Robinson Road E	84	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.64	0.1	A	29	44
B-A	0.03	12.74	0.1	B	12	18
C-AB	0.01	10.40	0.0	B	7	11
C-A					76	114
A-B					25	37
A-C					341	512

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	757	0.032	24	0.0	0.0	5.255	A
B-A	10	2	571	0.017	10	0.0	0.0	11.734	B
C-AB	6	1	688	0.008	6	0.0	0.0	10.262	B
C-A	63	16			63				
A-B	20	5			20				
A-C	280	70			280				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	740	0.039	29	0.0	0.0	5.411	A
B-A	12	3	554	0.021	12	0.0	0.0	12.138	B
C-AB	7	2	682	0.010	7	0.0	0.0	10.330	B
C-A	75	19			75				
A-B	24	6			24				
A-C	334	84			334				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	718	0.049	35	0.0	0.1	5.643	A
B-A	14	4	531	0.027	14	0.0	0.0	12.745	B
C-AB	9	2	675	0.013	9	0.0	0.0	10.396	B
C-A	91	23			91				
A-B	30	7			30				
A-C	410	102			410				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	718	0.049	35	0.1	0.1	5.643	A
B-A	14	4	531	0.027	14	0.0	0.1	12.744	B
C-AB	9	2	675	0.013	9	0.0	0.0	10.361	B
C-A	91	23			91				
A-B	30	7			30				
A-C	410	102			410				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	740	0.039	29	0.1	0.0	5.413	A
B-A	12	3	554	0.021	12	0.1	0.0	12.140	B
C-AB	7	2	682	0.010	7	0.0	0.0	10.255	B
C-A	75	19			75				
A-B	24	6			24				
A-C	334	84			334				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	757	0.032	24	0.0	0.0	5.257	A
B-A	10	2	571	0.017	10	0.0	0.0	11.736	B
C-AB	6	1	688	0.008	6	0.0	0.0	10.228	B
C-A	63	16			63				
A-B	20	5			20				
A-C	280	70			280				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	137	100.000
East Riverside		ONE HOUR	✓	41	100.000
Robinson Road E		ONE HOUR	✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	22	115
	East Riverside	27	0	14
	Robinson Road E	373	36	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	74
	East Riverside	50	0	18
	Robinson Road E	19	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.62	0.0	A	13	19
B-A	0.05	10.17	0.1	B	25	37
C-AB	0.08	5.35	0.2	A	54	81
C-A					321	482
A-B					20	30
A-C					106	158

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.013	10	0.0	0.0	5.468	A
B-A	20	5	599	0.034	20	0.0	0.1	9.325	A
C-AB	40	10	867	0.046	40	0.0	0.1	5.354	A
C-A	268	67			268				
A-B	17	4			17				
A-C	87	22			87				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	781	0.016	13	0.0	0.0	5.531	A
B-A	24	6	583	0.042	24	0.1	0.1	9.664	A
C-AB	52	13	896	0.058	52	0.1	0.1	5.237	A
C-A	316	79			316				
A-B	20	5			20				
A-C	103	26			103				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	771	0.020	15	0.0	0.0	5.618	A
B-A	30	7	561	0.053	30	0.1	0.1	10.164	B
C-AB	71	18	938	0.075	71	0.1	0.2	5.087	A
C-A	380	95			380				
A-B	24	6			24				
A-C	127	32			127				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	771	0.020	15	0.0	0.0	5.619	A
B-A	30	7	561	0.053	30	0.1	0.1	10.167	B
C-AB	71	18	938	0.076	71	0.2	0.2	5.082	A
C-A	379	95			379				
A-B	24	6			24				
A-C	127	32			127				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	780	0.016	13	0.0	0.0	5.532	A
B-A	24	6	583	0.042	24	0.1	0.1	9.667	A
C-AB	52	13	896	0.058	52	0.2	0.1	5.225	A
C-A	316	79			316				
A-B	20	5			20				
A-C	103	26			103				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.013	11	0.0	0.0	5.473	A
B-A	20	5	599	0.034	20	0.1	0.1	9.333	A
C-AB	40	10	867	0.046	40	0.1	0.1	5.352	A
C-A	268	67			268				
A-B	17	4			17				
A-C	87	22			87				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	410	100.000
East Riverside		ONE HOUR	✓	46	100.000
Robinson Road E		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	27	383
	East Riverside	13	0	33
	Robinson Road E	86	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.68	0.1	A	30	45
B-A	0.03	12.86	0.1	B	12	18
C-AB	0.01	10.41	0.0	B	7	11
C-A					78	117
A-B					25	37
A-C					351	527

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	755	0.033	25	0.0	0.0	5.271	A
B-A	10	2	568	0.017	10	0.0	0.0	11.806	B
C-AB	6	1	687	0.008	6	0.0	0.0	10.269	B
C-A	64	16			64				
A-B	20	5			20				
A-C	288	72			288				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	738	0.040	30	0.0	0.0	5.436	A
B-A	12	3	551	0.021	12	0.0	0.0	12.226	B
C-AB	7	2	681	0.010	7	0.0	0.0	10.339	B
C-A	76	19			76				
A-B	24	6			24				
A-C	344	86			344				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	715	0.051	36	0.0	0.1	5.676	A
B-A	14	4	527	0.027	14	0.0	0.1	12.856	B
C-AB	9	2	674	0.013	9	0.0	0.0	10.407	B
C-A	93	23			93				
A-B	30	7			30				
A-C	422	105			422				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	715	0.051	36	0.1	0.1	5.677	A
B-A	14	4	527	0.027	14	0.1	0.1	12.855	B
C-AB	9	2	674	0.013	9	0.0	0.0	10.370	B
C-A	93	23			93				
A-B	30	7			30				
A-C	422	105			422				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	738	0.040	30	0.1	0.0	5.437	A
B-A	12	3	551	0.021	12	0.1	0.0	12.227	B
C-AB	7	2	681	0.010	7	0.0	0.0	10.264	B
C-A	76	19			76				
A-B	24	6			24				
A-C	344	86			344				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	755	0.033	25	0.0	0.0	5.277	A
B-A	10	2	568	0.017	10	0.0	0.0	11.808	B
C-AB	6	1	687	0.008	6	0.0	0.0	10.234	B
C-A	64	16			64				
A-B	20	5			20				
A-C	288	72			288				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	280	100.000
East Riverside		ONE HOUR	✓	39	100.000
Robinson Road E		ONE HOUR	✓	635	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	22	258
	East Riverside	27	0	12
	Robinson Road E	599	36	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	80
	East Riverside	50	0	22
	Robinson Road E	34	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.22	0.0	A	11	17
B-A	0.06	12.02	0.1	B	25	37
C-AB	0.10	5.12	0.3	A	75	113
C-A					507	761
A-B					20	30
A-C					237	355

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	750	0.012	9	0.0	0.0	5.928	A
B-A	20	5	544	0.037	20	0.0	0.1	10.305	B
C-AB	51	13	952	0.054	51	0.0	0.1	5.091	A
C-A	427	107			427				
A-B	17	4			17				
A-C	194	49			194				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	737	0.015	11	0.0	0.0	6.045	A
B-A	24	6	517	0.047	24	0.1	0.1	10.965	B
C-AB	70	18	1000	0.070	70	0.1	0.2	4.949	A
C-A	500	125			500				
A-B	20	5			20				
A-C	232	58			232				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	720	0.018	13	0.0	0.0	6.215	A
B-A	30	7	479	0.062	30	0.1	0.1	12.014	B
C-AB	104	26	1069	0.097	104	0.2	0.3	4.807	A
C-A	595	149			595				
A-B	24	6			24				
A-C	284	71			284				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	720	0.018	13	0.0	0.0	6.216	A
B-A	30	7	479	0.062	30	0.1	0.1	12.021	B
C-AB	104	26	1069	0.098	104	0.3	0.3	4.827	A
C-A	595	149			595				
A-B	24	6			24				
A-C	284	71			284				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	737	0.015	11	0.0	0.0	6.050	A
B-A	24	6	517	0.047	24	0.1	0.1	10.973	B
C-AB	71	18	1001	0.071	71	0.3	0.2	4.995	A
C-A	500	125			500				
A-B	20	5			20				
A-C	232	58			232				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	749	0.012	9	0.0	0.0	5.934	A
B-A	20	5	544	0.037	20	0.1	0.1	10.320	B
C-AB	52	13	952	0.054	52	0.2	0.1	5.117	A
C-A	426	107			426				
A-B	17	4			17				
A-C	194	49			194				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	604	100.000
East Riverside		ONE HOUR	✓	37	100.000
Robinson Road E		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	27	577
	East Riverside	13	0	24
	Robinson Road E	379	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	35
	East Riverside	83	0	0
	Robinson Road E	80	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.78	0.0	A	22	33
B-A	0.03	15.90	0.1	C	12	18
C-AB	0.02	8.76	0.0	A	11	17
C-A					343	514
A-B					25	37
A-C					529	794

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	708	0.026	18	0.0	0.0	5.215	A
B-A	10	2	505	0.019	10	0.0	0.0	13.309	B
C-AB	8	2	799	0.010	8	0.0	0.0	8.757	A
C-A	282	71			282				
A-B	20	5			20				
A-C	434	109			434				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	683	0.032	22	0.0	0.0	5.440	A
B-A	12	3	473	0.025	12	0.0	0.0	14.287	B
C-AB	11	3	818	0.013	11	0.0	0.0	8.543	A
C-A	336	84			336				
A-B	24	6			24				
A-C	519	130			519				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	649	0.041	26	0.0	0.0	5.783	A
B-A	14	4	428	0.033	14	0.0	0.1	15.902	C
C-AB	15	4	848	0.018	15	0.0	0.0	8.227	A
C-A	410	102			410				
A-B	30	7			30				
A-C	635	159			635				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	649	0.041	26	0.0	0.0	5.784	A
B-A	14	4	429	0.033	14	0.1	0.1	15.904	C
C-AB	15	4	848	0.018	15	0.0	0.0	8.201	A
C-A	410	102			410				
A-B	30	7			30				
A-C	635	159			635				

1233

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	683	0.032	22	0.0	0.0	5.442	A
B-A	12	3	473	0.025	12	0.1	0.0	14.289	B
C-AB	11	3	818	0.013	11	0.0	0.0	8.479	A
C-A	336	84			336				
A-B	24	6			24				
A-C	519	130			519				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	708	0.026	18	0.0	0.0	5.218	A
B-A	10	2	505	0.019	10	0.0	0.0	13.306	B
C-AB	8	2	799	0.010	8	0.0	0.0	8.725	A
C-A	282	71			282				
A-B	20	5			20				
A-C	434	109			434				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	143	100.000
East Riverside		ONE HOUR	✓	43	100.000
Robinson Road E		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	23	120
	East Riverside	28	0	15
	Robinson Road E	390	37	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	0	21
	East Riverside	0	0	100
	Robinson Road E	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.54	0.0	A	14	21
B-A	0.06	6.87	0.1	A	26	39
C-AB	0.08	8.18	0.3	A	57	86
C-A					335	502
A-B					21	32
A-C					110	165

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.014	11	0.0	0.0	9.275	A
B-A	21	5	595	0.035	21	0.0	0.0	6.270	A
C-AB	42	10	874	0.048	41	0.0	0.1	8.183	A
C-A	280	70			280				
A-B	17	4			17				
A-C	90	23			90				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	781	0.017	13	0.0	0.0	9.385	A
B-A	25	6	578	0.044	25	0.0	0.0	6.510	A
C-AB	55	14	905	0.060	54	0.1	0.2	7.975	A
C-A	329	82			329				
A-B	21	5			21				
A-C	108	27			108				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	771	0.021	16	0.0	0.0	9.544	A
B-A	31	8	555	0.056	31	0.0	0.1	6.867	A
C-AB	75	19	948	0.079	75	0.2	0.3	7.691	A
C-A	395	99			395				
A-B	25	6			25				
A-C	132	33			132				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	771	0.021	17	0.0	0.0	9.544	A
B-A	31	8	555	0.056	31	0.1	0.1	6.868	A
C-AB	75	19	948	0.079	75	0.3	0.3	7.658	A
C-A	395	99			395				
A-B	25	6			25				
A-C	132	33			132				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	781	0.017	14	0.0	0.0	9.387	A
B-A	25	6	578	0.044	25	0.1	0.0	6.513	A
C-AB	55	14	905	0.060	55	0.3	0.2	7.901	A
C-A	329	82			329				
A-B	21	5			21				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	788	0.014	11	0.0	0.0	9.277	A
B-A	21	5	595	0.035	21	0.0	0.0	6.278	A
C-AB	42	11	874	0.048	42	0.2	0.1	8.154	A
C-A	279	70			279				
A-B	17	4			17				
A-C	90	23			90				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	430	100.000
East Riverside		ONE HOUR	✓	47	100.000
Robinson Road E		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	29	401
	East Riverside	13	0	34
	Robinson Road E	90	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.73	0.1	A	31	47
B-A	0.03	13.03	0.1	B	12	18
C-AB	0.01	10.42	0.0	B	7	11
C-A					82	122
A-B					27	40
A-C					368	552

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	752	0.034	25	0.0	0.0	5.302	A
B-A	10	2	562	0.017	10	0.0	0.0	11.916	B
C-AB	6	1	685	0.009	6	0.0	0.0	10.278	B
C-A	67	17			67				
A-B	22	5			22				
A-C	302	75			302				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	734	0.042	31	0.0	0.0	5.476	A
B-A	12	3	545	0.021	12	0.0	0.0	12.361	B
C-AB	7	2	679	0.011	7	0.0	0.0	10.351	B
C-A	80	20			80				
A-B	26	7			26				
A-C	360	90			360				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	709	0.053	37	0.0	0.1	5.731	A
B-A	14	4	520	0.028	14	0.0	0.1	13.033	B
C-AB	9	2	672	0.013	9	0.0	0.0	10.420	B
C-A	98	24			98				
A-B	32	8			32				
A-C	442	110			442				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	709	0.053	37	0.1	0.1	5.731	A
B-A	14	4	520	0.028	14	0.1	0.1	13.032	B
C-AB	9	2	672	0.013	9	0.0	0.0	10.380	B
C-A	98	24			98				
A-B	32	8			32				
A-C	442	110			442				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	734	0.042	31	0.1	0.0	5.479	A
B-A	12	3	545	0.021	12	0.1	0.0	12.361	B
C-AB	7	2	679	0.011	7	0.0	0.0	10.271	B
C-A	80	20			80				
A-B	26	7			26				
A-C	360	90			360				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	752	0.034	26	0.0	0.0	5.308	A
B-A	10	2	563	0.017	10	0.0	0.0	11.918	B
C-AB	6	1	685	0.009	6	0.0	0.0	10.241	B
C-A	67	17			67				
A-B	22	5			22				
A-C	302	75			302				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	287	100.000
East Riverside		ONE HOUR	✓	40	100.000
Robinson Road E		ONE HOUR	✓	653	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	23	264
	East Riverside	28	0	12
	Robinson Road E	616	37	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	80
	East Riverside	50	0	22
	Robinson Road E	33	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.25	0.0	A	11	17
B-A	0.07	12.19	0.1	B	26	39
C-AB	0.10	5.08	0.3	A	80	119
C-A					520	780
A-B					21	32
A-C					242	363

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	746	0.012	9	0.0	0.0	5.955	A
B-A	21	5	541	0.039	21	0.0	0.1	10.385	B
C-AB	54	13	959	0.056	53	0.0	0.1	5.052	A
C-A	438	109			438				
A-B	17	4			17				
A-C	199	50			199				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	734	0.015	11	0.0	0.0	6.076	A
B-A	25	6	513	0.049	25	0.1	0.1	11.075	B
C-AB	74	19	1009	0.073	74	0.1	0.2	4.911	A
C-A	513	128			513				
A-B	21	5			21				
A-C	237	59			237				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	716	0.018	13	0.0	0.0	6.251	A
B-A	31	8	474	0.065	31	0.1	0.1	12.181	B
C-AB	110	28	1079	0.102	110	0.2	0.3	4.768	A
C-A	609	152			609				
A-B	25	6			25				
A-C	291	73			291				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	716	0.018	13	0.0	0.0	6.252	A
B-A	31	8	474	0.065	31	0.1	0.1	12.188	B
C-AB	110	28	1080	0.102	110	0.3	0.3	4.785	A
C-A	609	152			609				
A-B	25	6			25				
A-C	291	73			291				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	733	0.015	11	0.0	0.0	6.080	A
B-A	25	6	512	0.049	25	0.1	0.1	11.087	B
C-AB	74	19	1009	0.074	75	0.3	0.2	4.953	A
C-A	513	128			513				
A-B	21	5			21				
A-C	237	59			237				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	746	0.012	9	0.0	0.0	5.961	A
B-A	21	5	541	0.039	21	0.1	0.1	10.400	B
C-AB	54	14	959	0.057	54	0.2	0.1	5.077	A
C-A	437	109			437				
A-B	17	4			17				
A-C	199	50			199				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	624	100.000
East Riverside		ONE HOUR	✓	39	100.000
Robinson Road E		ONE HOUR	✓	390	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	29	595
	East Riverside	13	0	26
	Robinson Road E	383	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	34
	East Riverside	83	0	0
	Robinson Road E	80	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.85	0.0	A	24	36
B-A	0.03	16.23	0.1	C	12	18
C-AB	0.02	8.76	0.0	A	12	17
C-A					346	519
A-B					27	40
A-C					546	819

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	706	0.028	19	0.0	0.0	5.246	A
B-A	10	2	498	0.020	10	0.0	0.0	13.495	B
C-AB	8	2	798	0.010	8	0.0	0.0	8.765	A
C-A	285	71			285				
A-B	22	5			22				
A-C	448	112			448				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	680	0.034	23	0.0	0.0	5.482	A
B-A	12	3	465	0.025	12	0.0	0.0	14.523	B
C-AB	11	3	817	0.013	11	0.0	0.0	8.551	A
C-A	340	85			340				
A-B	26	7			26				
A-C	535	134			535				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.846	A
B-A	14	4	420	0.034	14	0.0	0.1	16.231	C
C-AB	15	4	847	0.018	15	0.0	0.0	8.234	A
C-A	414	103			414				
A-B	32	8			32				
A-C	655	164			655				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.847	A
B-A	14	4	420	0.034	14	0.1	0.1	16.232	C
C-AB	15	4	847	0.018	15	0.0	0.0	8.208	A
C-A	414	103			414				
A-B	32	8			32				
A-C	655	164			655				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	680	0.034	23	0.0	0.0	5.484	A
B-A	12	3	465	0.025	12	0.1	0.0	14.525	B
C-AB	11	3	817	0.013	11	0.0	0.0	8.486	A
C-A	340	85			340				
A-B	26	7			26				
A-C	535	134			535				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	705	0.028	20	0.0	0.0	5.250	A
B-A	10	2	498	0.020	10	0.0	0.0	13.496	B
C-AB	8	2	798	0.010	8	0.0	0.0	8.732	A
C-A	285	71			285				
A-B	22	5			22				
A-C	448	112			448				

Appendix TN4 F

Robinson Road/ Gresley Way Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-Gresley Way.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions
Report generation date: 23/10/2023 14:34:10

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	9.97	0.02	0.1	10.70	0.04
Stream B-A	0.1	13.18	0.04	0.1	10.35	0.06
Stream C-AB	0.0	6.36	0.01	0.0	6.75	0.02
	2025 Base					
Stream B-C	0.0	10.08	0.02	0.1	10.73	0.04
Stream B-A	0.1	13.27	0.05	0.1	10.47	0.07
Stream C-AB	0.0	6.37	0.01	0.0	6.69	0.02
	2025 + Development					
Stream B-C	0.0	10.29	0.02	0.3	9.93	0.17
Stream B-A	0.1	13.87	0.05	0.1	13.25	0.08
Stream C-AB	0.0	6.34	0.01	0.0	6.52	0.02
	2032 Base					
Stream B-C	0.0	10.14	0.02	0.1	9.01	0.04
Stream B-A	0.1	13.55	0.05	0.1	13.65	0.07
Stream C-AB	0.0	6.40	0.01	0.0	5.45	0.02
	2032 + Development					
Stream B-C	0.0	10.36	0.02	0.4	10.09	0.18
Stream B-A	0.1	14.18	0.05	0.1	13.48	0.09
Stream C-AB	0.0	6.36	0.01	0.0	6.43	0.02

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road S		Major
B	Gresley Way		Minor
C	Robinson Road N		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)
Robinson Road N	8.26			88.6	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
Gresley Way	One lane plus flare	10.00	5.99	5.29	5.28	5.27	✓	3.00	214	108

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	660	0.110	0.278	0.175	0.397
B-C	654	0.089	0.225	-	-
C-B	625	0.218	0.218	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	408	100.000
Gresley Way		ONE HOUR	✓	30	100.000
Robinson Road N		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	39	369
	Gresley Way	20	0	10
	Robinson Road N	142	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.97	0.0	A	9	14
B-A	0.04	13.18	0.1	B	18	28
C-AB	0.01	6.36	0.0	A	3	5
C-A					130	194
A-B					36	54
A-C					339	508

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	585	0.013	7	0.0	0.0	9.348	A
B-A	15	4	560	0.027	15	0.0	0.0	11.889	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.168	A
C-A	106	27			106				
A-B	29	7			29				
A-C	278	69			278				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	571	0.016	9	0.0	0.0	9.602	A
B-A	18	4	540	0.033	18	0.0	0.1	12.402	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.205	A
C-A	127	32			127				
A-B	35	9			35				
A-C	332	83			332				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	553	0.020	11	0.0	0.0	9.969	A
B-A	22	6	514	0.043	22	0.1	0.1	13.178	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.296	A
C-A	155	39			155				
A-B	43	11			43				
A-C	406	102			406				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	553	0.020	11	0.0	0.0	9.970	A
B-A	22	6	514	0.043	22	0.1	0.1	13.180	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.357	A
C-A	155	39			155				
A-B	43	11			43				
A-C	406	102			406				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	571	0.016	9	0.0	0.0	9.605	A
B-A	18	4	541	0.033	18	0.1	0.1	12.406	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.326	A
C-A	127	32			127				
A-B	35	9			35				
A-C	332	83			332				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	585	0.013	8	0.0	0.0	9.355	A
B-A	15	4	560	0.027	15	0.1	0.1	11.897	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.226	A
C-A	106	27			106				
A-B	29	7			29				
A-C	278	69			278				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	149	100.000
Gresley Way		ONE HOUR	✓	50	100.000
Robinson Road N		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	10	139
	Gresley Way	30	0	20
	Robinson Road N	412	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	65
	Gresley Way	40	0	80
	Robinson Road N	29	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	10.70	0.1	B	18	28
B-A	0.06	10.35	0.1	B	28	41
C-AB	0.02	6.75	0.0	A	10	15
C-A					373	560
A-B					9	14
A-C					128	191

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	643	0.023	15	0.0	0.0	10.318	B
B-A	23	6	558	0.040	22	0.0	0.1	9.397	A
C-AB	7	2	807	0.009	7	0.0	0.0	6.749	A
C-A	307	77			307				
A-B	8	2			8				
A-C	105	26			105				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	636	0.028	18	0.0	0.1	10.476	B
B-A	27	7	542	0.050	27	0.1	0.1	9.780	A
C-AB	10	2	844	0.011	10	0.0	0.0	6.420	A
C-A	366	92			366				
A-B	9	2			9				
A-C	125	31			125				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	628	0.035	22	0.1	0.1	10.700	B
B-A	33	8	520	0.064	33	0.1	0.1	10.352	B
C-AB	13	3	895	0.015	13	0.0	0.0	5.977	A
C-A	447	112			447				
A-B	11	3			11				
A-C	153	38			153				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	628	0.035	22	0.1	0.1	10.700	B
B-A	33	8	520	0.064	33	0.1	0.1	10.354	B
C-AB	13	3	895	0.015	13	0.0	0.0	5.935	A
C-A	447	112			447				
A-B	11	3			11				
A-C	153	38			153				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	636	0.028	18	0.1	0.1	10.479	B
B-A	27	7	542	0.050	27	0.1	0.1	9.786	A
C-AB	10	2	844	0.011	10	0.0	0.0	6.312	A
C-A	366	92			366				
A-B	9	2			9				
A-C	125	31			125				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	643	0.023	15	0.1	0.0	10.326	B
B-A	23	6	558	0.040	23	0.1	0.1	9.409	A
C-AB	7	2	807	0.009	7	0.0	0.0	6.690	A
C-A	307	77			307				
A-B	8	2			8				
A-C	105	26			105				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	420	100.000
Gresley Way		ONE HOUR	✓	31	100.000
Robinson Road N		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	40	380
	Gresley Way	21	0	10
	Robinson Road N	146	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.08	0.0	B	9	14
B-A	0.05	13.27	0.1	B	19	29
C-AB	0.01	6.37	0.0	A	4	5
C-A					133	200
A-B					37	55
A-C					349	523

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	580	0.013	7	0.0	0.0	9.430	A
B-A	16	4	559	0.028	16	0.0	0.1	11.917	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.179	A
C-A	109	27			109				
A-B	30	8			30				
A-C	286	72			286				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	566	0.016	9	0.0	0.0	9.694	A
B-A	19	5	539	0.035	19	0.1	0.1	12.449	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.217	A
C-A	131	33			131				
A-B	36	9			36				
A-C	342	85			342				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	547	0.020	11	0.0	0.0	10.078	B
B-A	23	6	512	0.045	23	0.1	0.1	13.264	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.310	A
C-A	160	40			160				
A-B	44	11			44				
A-C	418	105			418				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	547	0.020	11	0.0	0.0	10.079	B
B-A	23	6	512	0.045	23	0.1	0.1	13.265	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.370	A
C-A	160	40			160				
A-B	44	11			44				
A-C	418	105			418				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	566	0.016	9	0.0	0.0	9.697	A
B-A	19	5	539	0.035	19	0.1	0.1	12.455	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.339	A
C-A	131	33			131				
A-B	36	9			36				
A-C	342	85			342				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	580	0.013	8	0.0	0.0	9.437	A
B-A	16	4	559	0.028	16	0.1	0.1	11.923	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.236	A
C-A	109	27			109				
A-B	30	8			30				
A-C	286	72			286				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	154	100.000
Gresley Way		ONE HOUR	✓	52	100.000
Robinson Road N		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	143
	Gresley Way	31	0	21
	Robinson Road N	424	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	65
	Gresley Way	40	0	80
	Robinson Road N	29	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	10.73	0.1	B	19	29
B-A	0.07	10.47	0.1	B	28	43
C-AB	0.02	6.69	0.0	A	10	15
C-A					384	576
A-B					10	15
A-C					131	197

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	643	0.025	16	0.0	0.0	10.329	B
B-A	23	6	555	0.042	23	0.0	0.1	9.469	A
C-AB	7	2	813	0.009	7	0.0	0.0	6.690	A
C-A	316	79			316				
A-B	8	2			8				
A-C	108	27			108				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	636	0.030	19	0.0	0.1	10.494	B
B-A	28	7	538	0.052	28	0.1	0.1	9.869	A
C-AB	10	2	850	0.012	10	0.0	0.0	6.357	A
C-A	377	94			377				
A-B	10	2			10				
A-C	129	32			129				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	627	0.037	23	0.1	0.1	10.727	B
B-A	34	9	515	0.066	34	0.1	0.1	10.471	B
C-AB	14	3	903	0.015	14	0.0	0.0	5.910	A
C-A	460	115			460				
A-B	12	3			12				
A-C	157	39			157				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	627	0.037	23	0.1	0.1	10.728	B
B-A	34	9	515	0.066	34	0.1	0.1	10.472	B
C-AB	14	3	903	0.015	14	0.0	0.0	5.866	A
C-A	460	115			460				
A-B	12	3			12				
A-C	157	39			157				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	636	0.030	19	0.1	0.1	10.497	B
B-A	28	7	538	0.052	28	0.1	0.1	9.876	A
C-AB	10	2	850	0.012	10	0.0	0.0	6.249	A
C-A	377	94			377				
A-B	10	2			10				
A-C	129	32			129				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	643	0.025	16	0.1	0.0	10.335	B
B-A	23	6	555	0.042	23	0.1	0.1	9.479	A
C-AB	7	2	813	0.009	7	0.0	0.0	6.633	A
C-A	316	79			316				
A-B	8	2			8				
A-C	108	27			108				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	463	100.000
Gresley Way		ONE HOUR	✓	31	100.000
Robinson Road N		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	40	423
	Gresley Way	21	0	10
	Robinson Road N	188	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	26
	Gresley Way	80	0	50
	Robinson Road N	76	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.29	0.0	B	9	14
B-A	0.05	13.87	0.1	B	19	29
C-AB	0.01	6.34	0.0	A	4	6
C-A					171	257
A-B					37	55
A-C					388	582

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	573	0.013	7	0.0	0.0	9.552	A
B-A	16	4	545	0.029	16	0.0	0.1	12.239	B
C-AB	3	0.72	647	0.004	3	0.0	0.0	6.166	A
C-A	141	35			141				
A-B	30	8			30				
A-C	318	80			318				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	557	0.016	9	0.0	0.0	9.849	A
B-A	19	5	522	0.036	19	0.1	0.1	12.880	B
C-AB	4	0.91	653	0.006	4	0.0	0.0	6.187	A
C-A	168	42			168				
A-B	36	9			36				
A-C	380	95			380				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	536	0.021	11	0.0	0.0	10.285	B
B-A	23	6	490	0.047	23	0.1	0.1	13.871	B
C-AB	5	1	662	0.007	5	0.0	0.0	6.264	A
C-A	205	51			205				
A-B	44	11			44				
A-C	466	116			466				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	536	0.021	11	0.0	0.0	10.286	B
B-A	23	6	490	0.047	23	0.1	0.1	13.871	B
C-AB	5	1	662	0.007	5	0.0	0.0	6.341	A
C-A	205	51			205				
A-B	44	11			44				
A-C	466	116			466				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	557	0.016	9	0.0	0.0	9.853	A
B-A	19	5	522	0.036	19	0.1	0.1	12.884	B
C-AB	4	0.91	653	0.006	4	0.0	0.0	6.339	A
C-A	168	42			168				
A-B	36	9			36				
A-C	380	95			380				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	572	0.013	8	0.0	0.0	9.562	A
B-A	16	4	545	0.029	16	0.1	0.1	12.253	B
C-AB	3	0.72	647	0.004	3	0.0	0.0	6.238	A
C-A	141	35			141				
A-B	30	8			30				
A-C	318	80			318				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	196	100.000
Gresley Way		ONE HOUR	✓	143	100.000
Robinson Road N		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	185
	Gresley Way	31	0	112
	Robinson Road N	484	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	70
	Gresley Way	40	0	64
	Robinson Road N	33	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	9.93	0.3	A	103	154
B-A	0.08	13.25	0.1	B	28	43
C-AB	0.02	6.52	0.0	A	11	17
C-A					438	657
A-B					10	15
A-C					170	255

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	742	0.114	83	0.0	0.2	8.958	A
B-A	23	6	455	0.051	23	0.0	0.1	11.672	B
C-AB	8	2	837	0.010	8	0.0	0.0	6.522	A
C-A	361	90			361				
A-B	8	2			8				
A-C	139	35			139				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	732	0.138	100	0.2	0.3	9.348	A
B-A	28	7	438	0.064	28	0.1	0.1	12.291	B
C-AB	11	3	880	0.012	11	0.0	0.0	6.173	A
C-A	430	107			430				
A-B	10	2			10				
A-C	166	42			166				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	718	0.172	123	0.3	0.3	9.916	A
B-A	34	9	415	0.082	34	0.1	0.1	13.240	B
C-AB	15	4	940	0.016	15	0.0	0.0	5.715	A
C-A	524	131			524				
A-B	12	3			12				
A-C	204	51			204				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	718	0.172	123	0.3	0.3	9.928	A
B-A	34	9	415	0.082	34	0.1	0.1	13.247	B
C-AB	15	4	940	0.016	15	0.0	0.0	5.676	A
C-A	524	131			524				
A-B	12	3			12				
A-C	204	51			204				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	732	0.138	101	0.3	0.3	9.365	A
B-A	28	7	438	0.064	28	0.1	0.1	12.297	B
C-AB	11	3	880	0.012	11	0.0	0.0	6.079	A
C-A	430	107			430				
A-B	10	2			10				
A-C	166	42			166				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	741	0.114	85	0.3	0.2	8.991	A
B-A	23	6	455	0.051	23	0.1	0.1	11.687	B
C-AB	8	2	837	0.010	8	0.0	0.0	6.471	A
C-A	361	90			361				
A-B	8	2			8				
A-C	139	35			139				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	440	100.000
Gresley Way		ONE HOUR	✓	33	100.000
Robinson Road N		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	42	398
	Gresley Way	22	0	11
	Robinson Road N	153	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.14	0.0	B	10	15
B-A	0.05	13.55	0.1	B	20	30
C-AB	0.01	6.40	0.0	A	4	5
C-A					140	209
A-B					39	58
A-C					365	548

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	579	0.014	8	0.0	0.0	9.451	A
B-A	17	4	552	0.030	16	0.0	0.1	12.093	B
C-AB	3	0.69	633	0.004	3	0.0	0.0	6.197	A
C-A	115	29			115				
A-B	32	8			32				
A-C	300	75			300				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	565	0.018	10	0.0	0.0	9.732	A
B-A	20	5	531	0.037	20	0.1	0.1	12.668	B
C-AB	3	0.86	635	0.005	3	0.0	0.0	6.236	A
C-A	137	34			137				
A-B	38	9			38				
A-C	358	89			358				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	544	0.022	12	0.0	0.0	10.143	B
B-A	24	6	502	0.048	24	0.1	0.1	13.552	B
C-AB	4	1	639	0.007	4	0.0	0.0	6.332	A
C-A	167	42			167				
A-B	46	12			46				
A-C	438	110			438				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	544	0.022	12	0.0	0.0	10.144	B
B-A	24	6	502	0.048	24	0.1	0.1	13.553	B
C-AB	4	1	639	0.007	4	0.0	0.0	6.398	A
C-A	167	42			167				
A-B	46	12			46				
A-C	438	110			438				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	565	0.018	10	0.0	0.0	9.736	A
B-A	20	5	531	0.037	20	0.1	0.1	12.672	B
C-AB	3	0.86	635	0.005	3	0.0	0.0	6.367	A
C-A	137	34			137				
A-B	38	9			38				
A-C	358	89			358				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	579	0.014	8	0.0	0.0	9.460	A
B-A	17	4	552	0.030	17	0.1	0.1	12.103	B
C-AB	3	0.69	633	0.004	3	0.0	0.0	6.260	A
C-A	115	29			115				
A-B	32	8			32				
A-C	300	75			300				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	160	100.000
Gresley Way		ONE HOUR	✓	55	100.000
Robinson Road N		ONE HOUR	✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	149
	Gresley Way	33	0	22
	Robinson Road N	444	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	9.01	0.1	A	20	30
B-A	0.07	13.65	0.1	B	30	45
C-AB	0.02	5.45	0.0	A	11	16
C-A					402	603
A-B					10	15
A-C					137	205

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	640	0.026	16	0.0	0.0	8.654	A
B-A	25	6	552	0.045	25	0.0	0.1	12.271	B
C-AB	8	2	822	0.009	8	0.0	0.0	5.353	A
C-A	331	83			331				
A-B	8	2			8				
A-C	112	28			112				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	633	0.031	20	0.0	0.0	8.804	A
B-A	30	7	535	0.055	30	0.1	0.1	12.820	B
C-AB	10	3	861	0.012	10	0.0	0.0	5.209	A
C-A	394	99			394				
A-B	10	2			10				
A-C	134	33			134				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	623	0.039	24	0.0	0.1	9.011	A
B-A	36	9	511	0.071	36	0.1	0.1	13.648	B
C-AB	14	4	916	0.016	14	0.0	0.0	5.093	A
C-A	481	120			481				
A-B	12	3			12				
A-C	164	41			164				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	623	0.039	24	0.1	0.1	9.013	A
B-A	36	9	511	0.071	36	0.1	0.1	13.652	B
C-AB	14	4	916	0.016	14	0.0	0.0	5.179	A
C-A	481	120			481				
A-B	12	3			12				
A-C	164	41			164				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	633	0.031	20	0.1	0.0	8.810	A
B-A	30	7	535	0.055	30	0.1	0.1	12.825	B
C-AB	10	3	861	0.012	10	0.0	0.0	5.404	A
C-A	394	99			394				
A-B	10	2			10				
A-C	134	33			134				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	640	0.026	17	0.0	0.0	8.667	A
B-A	25	6	553	0.045	25	0.1	0.1	12.283	B
C-AB	8	2	822	0.009	8	0.0	0.0	5.453	A
C-A	331	83			331				
A-B	8	2			8				
A-C	112	28			112				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	483	100.000
Gresley Way		ONE HOUR	✓	33	100.000
Robinson Road N		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	42	441
	Gresley Way	22	0	11
	Robinson Road N	195	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	26
	Gresley Way	80	0	50
	Robinson Road N	76	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.36	0.0	B	10	15
B-A	0.05	14.18	0.1	B	20	30
C-AB	0.01	6.36	0.0	A	4	6
C-A					178	267
A-B					39	58
A-C					405	607

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	572	0.014	8	0.0	0.0	9.574	A
B-A	17	4	537	0.031	16	0.0	0.1	12.430	B
C-AB	3	0.73	648	0.005	3	0.0	0.0	6.183	A
C-A	146	37			146				
A-B	32	8			32				
A-C	332	83			332				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	556	0.018	10	0.0	0.0	9.889	A
B-A	20	5	514	0.038	20	0.1	0.1	13.112	B
C-AB	4	0.92	654	0.006	4	0.0	0.0	6.205	A
C-A	174	44			174				
A-B	38	9			38				
A-C	396	99			396				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	534	0.023	12	0.0	0.0	10.353	B
B-A	24	6	481	0.050	24	0.1	0.1	14.179	B
C-AB	5	1	663	0.007	5	0.0	0.0	6.285	A
C-A	213	53			213				
A-B	46	12			46				
A-C	486	121			486				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	534	0.023	12	0.0	0.0	10.355	B
B-A	24	6	481	0.050	24	0.1	0.1	14.183	B
C-AB	5	1	663	0.007	5	0.0	0.0	6.362	A
C-A	213	53			213				
A-B	46	12			46				
A-C	486	121			486				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	556	0.018	10	0.0	0.0	9.893	A
B-A	20	5	514	0.038	20	0.1	0.1	13.119	B
C-AB	4	0.92	654	0.006	4	0.0	0.0	6.363	A
C-A	174	44			174				
A-B	38	9			38				
A-C	396	99			396				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	572	0.014	8	0.0	0.0	9.583	A
B-A	17	4	538	0.031	17	0.1	0.1	12.438	B
C-AB	3	0.73	648	0.005	3	0.0	0.0	6.261	A
C-A	146	37			146				
A-B	32	8			32				
A-C	332	83			332				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	203	100.000
Gresley Way		ONE HOUR	✓	150	100.000
Robinson Road N		ONE HOUR	✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	192
	Gresley Way	33	0	117
	Robinson Road N	504	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	70
	Gresley Way	40	0	64
	Robinson Road N	33	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	10.09	0.4	B	107	161
B-A	0.09	13.48	0.1	B	30	45
C-AB	0.02	6.43	0.0	A	12	18
C-A					456	684
A-B					10	15
A-C					176	264

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	739	0.119	87	0.0	0.2	9.049	A
B-A	25	6	452	0.055	25	0.0	0.1	11.784	B
C-AB	8	2	847	0.010	8	0.0	0.0	6.433	A
C-A	376	94			376				
A-B	8	2			8				
A-C	145	36			145				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	728	0.144	105	0.2	0.3	9.468	A
B-A	30	7	435	0.068	30	0.1	0.1	12.443	B
C-AB	11	3	891	0.012	11	0.0	0.0	6.078	A
C-A	447	112			447				
A-B	10	2			10				
A-C	173	43			173				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	714	0.180	128	0.3	0.4	10.080	B
B-A	36	9	410	0.089	36	0.1	0.1	13.471	B
C-AB	16	4	954	0.017	16	0.0	0.0	5.616	A
C-A	546	136			546				
A-B	12	3			12				
A-C	211	53			211				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	714	0.180	129	0.4	0.4	10.091	B
B-A	36	9	410	0.089	36	0.1	0.1	13.478	B
C-AB	16	4	954	0.017	16	0.0	0.0	5.578	A
C-A	546	136			546				
A-B	12	3			12				
A-C	211	53			211				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	728	0.144	105	0.4	0.3	9.488	A
B-A	30	7	435	0.068	30	0.1	0.1	12.457	B
C-AB	11	3	891	0.012	11	0.0	0.0	5.985	A
C-A	447	112			447				
A-B	10	2			10				
A-C	173	43			173				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	738	0.119	88	0.3	0.2	9.086	A
B-A	25	6	452	0.055	25	0.1	0.1	11.801	B
C-AB	8	2	847	0.010	8	0.0	0.0	6.381	A
C-A	376	94			376				
A-B	8	2			8				
A-C	145	36			145				

Appendix TN4 G

Robinson Road/ IOT Access Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-IOT Access Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions
Report generation date: 23/10/2023 14:35:34

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	6.68	0.01	0.1	5.38	0.08
Stream B-A	0.0	15.14	0.00	0.0	7.80	0.00
Stream C-AB	0.3	5.35	0.14	0.0	6.87	0.03
	2025 Base					
Stream B-C	0.0	6.69	0.01	0.1	5.41	0.08
Stream B-A	0.0	15.23	0.00	0.0	7.86	0.00
Stream C-AB	0.4	5.34	0.15	0.0	6.90	0.03
	2025 + Development					
Stream B-C	0.0	7.03	0.01	0.1	5.86	0.09
Stream B-A	0.0	17.59	0.01	0.0	9.53	0.01
Stream C-AB	0.6	5.25	0.19	0.1	6.50	0.04
	2032 Base					
Stream B-C	0.0	6.69	0.01	0.1	5.48	0.09
Stream B-A	0.0	15.47	0.00	0.0	7.94	0.00
Stream C-AB	0.4	5.32	0.16	0.0	6.93	0.03
	2032 + Development					
Stream B-C	0.0	7.03	0.02	0.1	5.94	0.09
Stream B-A	0.0	17.89	0.01	0.0	9.65	0.01
Stream C-AB	0.7	5.23	0.21	0.1	6.52	0.04

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road N		Major
B	IOT Access Road		Minor
C	Robinson Road S		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)
Robinson Road S	11.65			98.6	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
IOT Access Road	One lane plus flare	10.00	7.04	5.75	5.74	5.27	✓	3.00	250	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	580	0.080	0.201	0.127	0.288
B-C	855	0.099	0.250	-	-
C-B	631	0.184	0.184	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	127	100.000
IOT Access Road		ONE HOUR	✓	12	100.000
Robinson Road S		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	124
	IOT Access Road	2	0	10
	Robinson Road S	395	60	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.68	0.0	A	9	14
B-A	0.00	15.14	0.0	C	2	3
C-AB	0.14	5.35	0.3	A	98	147
C-A					319	479
A-B					3	4
A-C					114	171

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	831	0.009	7	0.0	0.0	6.558	A
B-A	2	0.38	510	0.003	1	0.0	0.0	14.155	B
C-AB	71	18	809	0.088	71	0.0	0.2	5.314	A
C-A	271	68			271				
A-B	2	0.56			2				
A-C	93	23			93				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	826	0.011	9	0.0	0.0	6.609	A
B-A	2	0.45	497	0.004	2	0.0	0.0	14.549	B
C-AB	93	23	845	0.111	93	0.2	0.2	5.246	A
C-A	316	79			316				
A-B	3	0.67			3				
A-C	111	28			111				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	819	0.013	11	0.0	0.0	6.679	A
B-A	2	0.55	478	0.005	2	0.0	0.0	15.134	C
C-AB	129	32	894	0.144	129	0.2	0.3	5.196	A
C-A	372	93			372				
A-B	3	0.83			3				
A-C	137	34			137				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	819	0.013	11	0.0	0.0	6.679	A
B-A	2	0.55	478	0.005	2	0.0	0.0	15.135	C
C-AB	129	32	894	0.145	129	0.3	0.3	5.224	A
C-A	372	93			372				
A-B	3	0.83			3				
A-C	137	34			137				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	826	0.011	9	0.0	0.0	6.613	A
B-A	2	0.45	497	0.004	2	0.0	0.0	14.550	B
C-AB	94	23	845	0.111	94	0.3	0.2	5.302	A
C-A	315	79			315				
A-B	3	0.67			3				
A-C	111	28			111				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	830	0.009	8	0.0	0.0	6.563	A
B-A	2	0.38	510	0.003	2	0.0	0.0	14.153	B
C-AB	72	18	810	0.089	72	0.2	0.2	5.354	A
C-A	271	68			271				
A-B	2	0.56			2				
A-C	93	23			93				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	404	100.000
IOT Access Road		ONE HOUR	✓	57	100.000
Robinson Road S		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	401
	IOT Access Road	2	0	55
	Robinson Road S	88	12	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.38	0.1	A	50	76
B-A	0.00	7.80	0.0	A	2	3
C-AB	0.03	6.87	0.0	A	13	19
C-A					79	119
A-B					3	4
A-C					368	552

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	792	0.052	41	0.0	0.1	4.982	A
B-A	2	0.38	496	0.003	1	0.0	0.0	7.278	A
C-AB	10	3	620	0.016	10	0.0	0.0	6.653	A
C-A	65	16			65				
A-B	2	0.56			2				
A-C	302	75			302				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	777	0.064	49	0.1	0.1	5.142	A
B-A	2	0.45	482	0.004	2	0.0	0.0	7.489	A
C-AB	12	3	618	0.020	12	0.0	0.0	6.721	A
C-A	78	19			78				
A-B	3	0.67			3				
A-C	360	90			360				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	757	0.080	60	0.1	0.1	5.379	A
B-A	2	0.55	464	0.005	2	0.0	0.0	7.803	A
C-AB	16	4	616	0.025	16	0.0	0.0	6.839	A
C-A	94	24			94				
A-B	3	0.83			3				
A-C	442	110			442				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	757	0.080	61	0.1	0.1	5.379	A
B-A	2	0.55	464	0.005	2	0.0	0.0	7.803	A
C-AB	16	4	616	0.025	16	0.0	0.0	6.872	A
C-A	94	24			94				
A-B	3	0.83			3				
A-C	442	110			442				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	777	0.064	50	0.1	0.1	5.144	A
B-A	2	0.45	482	0.004	2	0.0	0.0	7.489	A
C-AB	12	3	618	0.020	12	0.0	0.0	6.784	A
C-A	78	19			78				
A-B	3	0.67			3				
A-C	360	90			360				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	792	0.052	41	0.1	0.1	4.985	A
B-A	2	0.38	496	0.003	2	0.0	0.0	7.281	A
C-AB	10	3	620	0.016	10	0.0	0.0	6.681	A
C-A	65	16			65				
A-B	2	0.56			2				
A-C	302	75			302				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	131	100.000
IOT Access Road		ONE HOUR	✓	12	100.000
Robinson Road S		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	128
	IOT Access Road	2	0	10
	Robinson Road S	407	61	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.69	0.0	A	9	14
B-A	0.00	15.23	0.0	C	2	3
C-AB	0.15	5.34	0.4	A	101	152
C-A					328	492
A-B					3	4
A-C					117	176

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	830	0.009	7	0.0	0.0	6.564	A
B-A	2	0.38	508	0.003	1	0.0	0.0	14.209	B
C-AB	74	18	815	0.090	73	0.0	0.2	5.296	A
C-A	279	70			279				
A-B	2	0.56			2				
A-C	96	24			96				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	825	0.011	9	0.0	0.0	6.616	A
B-A	2	0.45	494	0.004	2	0.0	0.0	14.618	B
C-AB	97	24	852	0.113	96	0.2	0.2	5.226	A
C-A	324	81			324				
A-B	3	0.67			3				
A-C	115	29			115				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	818	0.013	11	0.0	0.0	6.688	A
B-A	2	0.55	475	0.005	2	0.0	0.0	15.227	C
C-AB	134	34	902	0.149	134	0.2	0.3	5.178	A
C-A	381	95			381				
A-B	3	0.83			3				
A-C	141	35			141				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	818	0.013	11	0.0	0.0	6.689	A
B-A	2	0.55	475	0.005	2	0.0	0.0	15.227	C
C-AB	134	34	903	0.149	134	0.3	0.4	5.207	A
C-A	381	95			381				
A-B	3	0.83			3				
A-C	141	35			141				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	825	0.011	9	0.0	0.0	6.618	A
B-A	2	0.45	494	0.004	2	0.0	0.0	14.619	B
C-AB	97	24	852	0.114	97	0.4	0.3	5.288	A
C-A	324	81			324				
A-B	3	0.67			3				
A-C	115	29			115				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	830	0.009	8	0.0	0.0	6.569	A
B-A	2	0.38	508	0.003	2	0.0	0.0	14.211	B
C-AB	74	18	815	0.091	74	0.3	0.2	5.337	A
C-A	278	70			278				
A-B	2	0.56			2				
A-C	96	24			96				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	416	100.000
IOT Access Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	413
	IOT Access Road	2	0	56
	Robinson Road S	90	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.41	0.1	A	51	77
B-A	0.00	7.86	0.0	A	2	3
C-AB	0.03	6.90	0.0	A	14	21
C-A					81	121
A-B					3	4
A-C					379	568

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	790	0.053	42	0.0	0.1	5.003	A
B-A	2	0.38	494	0.003	1	0.0	0.0	7.310	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.674	A
C-A	67	17			67				
A-B	2	0.56			2				
A-C	311	78			311				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	775	0.065	50	0.1	0.1	5.168	A
B-A	2	0.45	480	0.004	2	0.0	0.0	7.530	A
C-AB	13	3	618	0.022	13	0.0	0.0	6.747	A
C-A	79	20			79				
A-B	3	0.67			3				
A-C	371	93			371				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	753	0.082	62	0.1	0.1	5.413	A
B-A	2	0.55	460	0.005	2	0.0	0.0	7.857	A
C-AB	17	4	616	0.028	17	0.0	0.0	6.871	A
C-A	96	24			96				
A-B	3	0.83			3				
A-C	455	114			455				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	753	0.082	62	0.1	0.1	5.413	A
B-A	2	0.55	460	0.005	2	0.0	0.0	7.857	A
C-AB	17	4	616	0.028	17	0.0	0.0	6.903	A
C-A	96	24			96				
A-B	3	0.83			3				
A-C	455	114			455				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	775	0.065	50	0.1	0.1	5.172	A
B-A	2	0.45	480	0.004	2	0.0	0.0	7.533	A
C-AB	13	3	618	0.022	14	0.0	0.0	6.812	A
C-A	79	20			79				
A-B	3	0.67			3				
A-C	371	93			371				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	790	0.053	42	0.1	0.1	5.005	A
B-A	2	0.38	494	0.003	2	0.0	0.0	7.310	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.703	A
C-A	67	17			67				
A-B	2	0.56			2				
A-C	311	78			311				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	274	100.000
IOT Access Road		ONE HOUR	✓	12	100.000
Robinson Road S		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	271
	IOT Access Road	2	0	10
	Robinson Road S	633	61	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	75
	IOT Access Road	100	0	50
	Robinson Road S	33	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.03	0.0	A	9	14
B-A	0.01	17.59	0.0	C	2	3
C-AB	0.19	5.25	0.6	A	144	216
C-A					493	739
A-B					3	4
A-C					249	373

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	803	0.009	7	0.0	0.0	6.786	A
B-A	2	0.38	465	0.003	1	0.0	0.0	15.534	C
C-AB	96	24	913	0.105	95	0.0	0.3	5.168	A
C-A	426	107			426				
A-B	2	0.56			2				
A-C	204	51			204				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	793	0.011	9	0.0	0.0	6.888	A
B-A	2	0.45	443	0.004	2	0.0	0.0	16.333	C
C-AB	134	33	970	0.138	133	0.3	0.4	5.098	A
C-A	490	123			490				
A-B	3	0.67			3				
A-C	244	61			244				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	779	0.014	11	0.0	0.0	7.032	A
B-A	2	0.55	412	0.005	2	0.0	0.0	17.581	C
C-AB	201	50	1050	0.192	200	0.4	0.6	5.117	A
C-A	563	141			563				
A-B	3	0.83			3				
A-C	298	75			298				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	779	0.014	11	0.0	0.0	7.033	A
B-A	2	0.55	412	0.005	2	0.0	0.0	17.585	C
C-AB	202	50	1051	0.192	202	0.6	0.6	5.176	A
C-A	562	141			562				
A-B	3	0.83			3				
A-C	298	75			298				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	793	0.011	9	0.0	0.0	6.893	A
B-A	2	0.45	443	0.004	2	0.0	0.0	16.337	C
C-AB	134	34	971	0.138	135	0.6	0.4	5.227	A
C-A	490	122			490				
A-B	3	0.67			3				
A-C	244	61			244				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	803	0.009	8	0.0	0.0	6.792	A
B-A	2	0.38	465	0.003	2	0.0	0.0	15.538	C
C-AB	97	24	913	0.106	98	0.4	0.3	5.250	A
C-A	426	106			426				
A-B	2	0.56			2				
A-C	204	51			204				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	603	100.000
IOT Access Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	600
	IOT Access Road	2	0	56
	Robinson Road S	383	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	32
	IOT Access Road	0	0	4
	Robinson Road S	82	9	0

1300

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.86	0.1	A	51	77
B-A	0.01	9.53	0.0	A	2	3
C-AB	0.04	6.50	0.1	A	22	34
C-A					341	512
A-B					3	4
A-C					551	826

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	754	0.056	42	0.0	0.1	5.254	A
B-A	2	0.38	439	0.003	1	0.0	0.0	8.229	A
C-AB	16	4	748	0.021	16	0.0	0.0	6.339	A
C-A	282	71			282				
A-B	2	0.56			2				
A-C	452	113			452				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	732	0.069	50	0.1	0.1	5.493	A
B-A	2	0.45	414	0.004	2	0.0	0.0	8.729	A
C-AB	21	5	774	0.027	21	0.0	0.0	6.267	A
C-A	335	84			335				
A-B	3	0.67			3				
A-C	539	135			539				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	701	0.088	62	0.1	0.1	5.858	A
B-A	2	0.55	380	0.006	2	0.0	0.0	9.529	A
C-AB	30	7	811	0.037	30	0.0	0.1	6.248	A
C-A	406	102			406				
A-B	3	0.83			3				
A-C	661	165			661				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	701	0.088	62	0.1	0.1	5.858	A
B-A	2	0.55	380	0.006	2	0.0	0.0	9.530	A
C-AB	30	7	811	0.037	30	0.1	0.1	6.352	A
C-A	406	102			406				
A-B	3	0.83			3				
A-C	661	165			661				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	732	0.069	50	0.1	0.1	5.495	A
B-A	2	0.45	414	0.004	2	0.0	0.0	8.730	A
C-AB	21	5	774	0.027	21	0.1	0.0	6.497	A
C-A	335	84			335				
A-B	3	0.67			3				
A-C	539	135			539				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	754	0.056	42	0.1	0.1	5.257	A
B-A	2	0.38	439	0.003	2	0.0	0.0	8.232	A
C-AB	16	4	748	0.021	16	0.0	0.0	6.457	A
C-A	282	71			282				
A-B	2	0.56			2				
A-C	452	113			452				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	138	100.000
IOT Access Road		ONE HOUR	✓	13	100.000
Robinson Road S		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	4	134
	IOT Access Road	2	0	11
	Robinson Road S	426	64	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.69	0.0	A	10	15
B-A	0.00	15.47	0.0	C	2	3
C-AB	0.16	5.32	0.4	A	109	164
C-A					340	510
A-B					4	6
A-C					123	184

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	832	0.010	8	0.0	0.0	6.555	A
B-A	2	0.38	502	0.003	1	0.0	0.0	14.376	B
C-AB	79	20	824	0.096	78	0.0	0.2	5.280	A
C-A	290	72			290				
A-B	3	0.75			3				
A-C	101	25			101				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	827	0.012	10	0.0	0.0	6.611	A
B-A	2	0.45	488	0.004	2	0.0	0.0	14.813	B
C-AB	104	26	862	0.121	104	0.2	0.3	5.216	A
C-A	337	84			337				
A-B	4	0.90			4				
A-C	120	30			120				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	819	0.015	12	0.0	0.0	6.687	A
B-A	2	0.55	468	0.005	2	0.0	0.0	15.466	C
C-AB	145	36	915	0.159	145	0.3	0.4	5.180	A
C-A	394	99			394				
A-B	4	1			4				
A-C	148	37			148				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	819	0.015	12	0.0	0.0	6.688	A
B-A	2	0.55	468	0.005	2	0.0	0.0	15.467	C
C-AB	145	36	915	0.159	145	0.4	0.4	5.208	A
C-A	394	99			394				
A-B	4	1			4				
A-C	148	37			148				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	826	0.012	10	0.0	0.0	6.615	A
B-A	2	0.45	488	0.004	2	0.0	0.0	14.817	B
C-AB	104	26	862	0.121	105	0.4	0.3	5.279	A
C-A	336	84			336				
A-B	4	0.90			4				
A-C	120	30			120				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	832	0.010	8	0.0	0.0	6.561	A
B-A	2	0.38	502	0.003	2	0.0	0.0	14.378	B
C-AB	79	20	824	0.096	80	0.3	0.2	5.322	A
C-A	290	72			290				
A-B	3	0.75			3				
A-C	101	25			101				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	436	100.000
IOT Access Road		ONE HOUR	✓	61	100.000
Robinson Road S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	4	432
	IOT Access Road	2	0	59
	Robinson Road S	94	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.48	0.1	A	54	81
B-A	0.00	7.94	0.0	A	2	3
C-AB	0.03	6.93	0.0	A	14	21
C-A					84	126
A-B					4	6
A-C					396	595

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	786	0.056	44	0.0	0.1	5.043	A
B-A	2	0.38	491	0.003	1	0.0	0.0	7.358	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.692	A
C-A	70	17			70				
A-B	3	0.75			3				
A-C	325	81			325				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	770	0.069	53	0.1	0.1	5.220	A
B-A	2	0.45	476	0.004	2	0.0	0.0	7.591	A
C-AB	14	3	617	0.022	14	0.0	0.0	6.767	A
C-A	83	21			83				
A-B	4	0.90			4				
A-C	388	97			388				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	748	0.087	65	0.1	0.1	5.483	A
B-A	2	0.55	456	0.005	2	0.0	0.0	7.939	A
C-AB	17	4	615	0.028	17	0.0	0.0	6.897	A
C-A	101	25			101				
A-B	4	1			4				
A-C	476	119			476				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	748	0.087	65	0.1	0.1	5.483	A
B-A	2	0.55	456	0.005	2	0.0	0.0	7.939	A
C-AB	17	4	615	0.028	17	0.0	0.0	6.930	A
C-A	101	25			101				
A-B	4	1			4				
A-C	476	119			476				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	770	0.069	53	0.1	0.1	5.221	A
B-A	2	0.45	476	0.004	2	0.0	0.0	7.592	A
C-AB	14	3	617	0.022	14	0.0	0.0	6.836	A
C-A	83	21			83				
A-B	4	0.90			4				
A-C	388	97			388				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	786	0.056	44	0.1	0.1	5.048	A
B-A	2	0.38	491	0.003	2	0.0	0.0	7.359	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.726	A
C-A	69	17			69				
A-B	3	0.75			3				
A-C	325	81			325				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	281	100.000
IOT Access Road		ONE HOUR	✓	13	100.000
Robinson Road S		ONE HOUR	✓	715	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	4	277
	IOT Access Road	2	0	11
	Robinson Road S	651	64	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	74
	IOT Access Road	100	0	50
	Robinson Road S	32	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.03	0.0	A	10	15
B-A	0.01	17.89	0.0	C	2	3
C-AB	0.21	5.23	0.7	A	155	233
C-A					501	751
A-B					4	6
A-C					254	381

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	805	0.010	8	0.0	0.0	6.778	A
B-A	2	0.38	459	0.003	1	0.0	0.0	15.722	C
C-AB	103	26	921	0.112	102	0.0	0.3	5.153	A
C-A	435	109			435				
A-B	3	0.75			3				
A-C	209	52			209				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	794	0.012	10	0.0	0.0	6.883	A
B-A	2	0.45	436	0.004	2	0.0	0.0	16.562	C
C-AB	144	36	980	0.147	143	0.3	0.4	5.092	A
C-A	499	125			499				
A-B	4	0.90			4				
A-C	249	62			249				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	780	0.016	12	0.0	0.0	7.032	A
B-A	2	0.55	405	0.005	2	0.0	0.0	17.881	C
C-AB	218	55	1063	0.205	217	0.4	0.7	5.134	A
C-A	569	142			569				
A-B	4	1			4				
A-C	305	76			305				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	780	0.016	12	0.0	0.0	7.033	A
B-A	2	0.55	405	0.005	2	0.0	0.0	17.886	C
C-AB	219	55	1063	0.206	219	0.7	0.7	5.193	A
C-A	568	142			568				
A-B	4	1			4				
A-C	305	76			305				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	794	0.012	10	0.0	0.0	6.888	A
B-A	2	0.45	436	0.004	2	0.0	0.0	16.570	C
C-AB	144	36	981	0.147	145	0.7	0.5	5.221	A
C-A	498	125			498				
A-B	4	0.90			4				
A-C	249	62			249				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	804	0.010	8	0.0	0.0	6.781	A
B-A	2	0.38	459	0.003	2	0.0	0.0	15.728	C
C-AB	104	26	922	0.113	104	0.5	0.3	5.233	A
C-A	434	109			434				
A-B	3	0.75			3				
A-C	209	52			209				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	623	100.000
IOT Access Road		ONE HOUR	✓	61	100.000
Robinson Road S		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	620
	IOT Access Road	2	0	59
	Robinson Road S	387	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	32
	IOT Access Road	0	0	4
	Robinson Road S	82	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.94	0.1	A	54	81
B-A	0.01	9.65	0.0	A	2	3
C-AB	0.04	6.52	0.1	A	23	34
C-A					344	517
A-B					3	4
A-C					569	853

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	750	0.059	44	0.0	0.1	5.300	A
B-A	2	0.38	436	0.003	1	0.0	0.0	8.293	A
C-AB	16	4	748	0.021	16	0.0	0.0	6.355	A
C-A	285	71			285				
A-B	2	0.56			2				
A-C	467	117			467				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	727	0.073	53	0.1	0.1	5.552	A
B-A	2	0.45	410	0.004	2	0.0	0.0	8.815	A
C-AB	21	5	774	0.028	21	0.0	0.0	6.283	A
C-A	338	85			338				
A-B	3	0.67			3				
A-C	557	139			557				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	695	0.093	65	0.1	0.1	5.941	A
B-A	2	0.55	375	0.006	2	0.0	0.0	9.654	A
C-AB	30	8	811	0.037	30	0.0	0.1	6.266	A
C-A	410	103			410				
A-B	3	0.83			3				
A-C	683	171			683				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	695	0.093	65	0.1	0.1	5.941	A
B-A	2	0.55	375	0.006	2	0.0	0.0	9.655	A
C-AB	30	8	811	0.037	30	0.1	0.1	6.372	A
C-A	410	103			410				
A-B	3	0.83			3				
A-C	683	171			683				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	727	0.073	53	0.1	0.1	5.554	A
B-A	2	0.45	410	0.004	2	0.0	0.0	8.815	A
C-AB	21	5	774	0.028	21	0.1	0.0	6.517	A
C-A	338	85			338				
A-B	3	0.67			3				
A-C	557	139			557				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	750	0.059	44	0.1	0.1	5.303	A
B-A	2	0.38	436	0.003	2	0.0	0.0	8.294	A
C-AB	16	4	748	0.022	16	0.0	0.0	6.472	A
C-A	285	71			285				
A-B	2	0.56			2				
A-C	467	117			467				

Annex J

1.0 INTRODUCTION

1.1 This note has been produced by DTA Transportation to present the Junction Capacity Sensitivity Assessments using criteria agreed in the Statement of Common Ground for sensitivity testing (but without prejudice to the Applicant's position as to the robustness of the existing assessments) in relation to the proposed Immingham Eastern Ro-Ro Terminal (IERRT) development.

1.2 The sensitivity testing in this note therefore goes beyond what the Applicant considers to be the expected operating conditions and anticipated realistic worst-case assumptions for the Proposed Development. However, even with such sensitivity assumptions the conclusions remain that the Proposed Development will not have any impacts on the road network requiring further mitigation (as set out in more detail below).

1.3 The results now provide a range of different scenarios and have been compared to the junction capacity assessment carried out in the Transport Assessment (TA) [**AS-008**] as updated in **REP5-028**. Those assessments were carried out using the Immingham profile for the 07:00-08:00 period and the Stena profile for the 16:00-17:00 period, a 15% traffic assignment through the West Gate, and a 10% solo tractor proportion.

1.4 For the reasons set out in Section 6 of **REP5-027** the overall assumptions adopted in the TA are considered to appropriately and adequately assess the impact of the proposals on the wider network.

1.5 Notwithstanding this, CLdN and DFDS have set out outstanding concerns relating to the distribution of traffic and in particular they contend that the TA under-estimated the level of traffic using West Gate. The applicant's disagreement with this contention is set out in Appendix B of **REP5-027** and the evidence summarised there is considered to clearly justify the approach adopted and outcome in respect of the level of traffic forecast to use West Gate.

1.6 In response to Appendix B of **REP5-027,** DFDS have suggested that a split of 60% to West Gate should be adopted on the basis of a gravity model of nearby facilities. The

detail of their assessment is not accepted by the Applicant. Applying a direct split of that assessment to the overall traffic generation is considered excessive because only a proportion of overall traffic will have any reason to make a local stop. Assuming 20% of traffic is local as per DFDS data (and has a 60/40 split as per **REP6-011**) and the remainder is strategic and has a 15 / 85 split as per TA, that would put the overall split at 24% West Gate and 76% East Gate. The adoption of a 60/40 West Gate / East Gate is therefore considered not to be justified in principle and is not accepted as a reasonable base for assessment by the applicant. Notwithstanding this basic point, we have performed the sensitivity assessment on the basis below which goes significantly beyond what the Applicant considers to be reasonable.

1.7 In addition to the HGV assignment, CLdN, immediately prior to D5 further submitted data from Killingholme which suggests an empty tractor ratio of 36%. For the reasons set out in **REP2-010 (Page 14)**, the ratio adopted in the TA is considered robust and evidence-based. Again, notwithstanding this, the implications of adopting 36% is considered in the Modelling Update Note [**REP5-028**]. The net change in flows in the AM peak is 9 HGV and in the PM peak 30 HGVs (two way). This difference is not material in the context of overall flows on the wider network.

1.8 Accordingly, whilst the assumptions put forward by CLdN and DFDS are not agreed, this note goes on to consider the implications of the 60 / 40 West Gate / East Gate split simply to test the implications of those assumptions put forward by DFDS and CLdN without accepting the validity of the assumptions. The positions they propose are considered by the applicant to go significantly beyond any realistic worst case and well beyond what is reasonably required by the assessment process.

1.9 Moreover, the Test therefore considers the combined effects on the Stena AM and PM development profile of both elements below, even though neither effect is considered to be reasonable:

- 60% of HGVs through West Gate
- 36% solo tractor movements

1.10 The overall movements for each scenario, compared to that considered in the TA [**AS-008**] can be seen in **Table 1** below.

Table 1 - Overall IERRT Traffic Generation (PCUs)

	TA			Sensitivity Test		
	In	Out	Total	In	Out	Total
07:00-08:00	229	149	378	101	135	236
16:00-17:00	295	192	487	338	216	554

1.11 The development flows on the local network to these sensitivity tests can be seen in **Table 2** below.

Table 2 – Network IERRT Movements (PCUs)

PCUs		AM		PM	
		TA	Sensitivity	TA	Sensitivity
A160 between A180 and Habrough Road	In (EB)	28	32	38	174
	Out (WB)	16	53	23	102
A160 between Habrough Road and Manby Road	In (EB)	30	34	40	176
	Out (WB)	18	55	24	103
A1173	In (EB)	164	32	219	126
	Out (WB)	96	46	132	78

1.12 As can be seen above, in this sensitivity test there will be lower traffic movements resulting along the A1173 and therefore the impact of the development on the A1173 in the sensitivity scenario will be significantly below that already reported. On that basis the A160 corridor has been assessed.

1.13 The operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions.

2.0 SENSITIVITY TEST OUTPUTS

2.1 The full results of the Sensitivity Test for each of the junctions along the A160 can be seen in **Appendix A-C** with a summary of the results from the first sensitivity test contained within **Table 3** below.

2.2 The net changes in queuing at each of the junctions, by arm, is set out below in **Tables 4 – 7** below. These are compared against the Transport Assessment assumptions as shown in **REP5-028**.

Table 3 - Sensitivity Test Summary

Junction	Base Year	2025 Base	2025 + Committed	2025 + Committed + Development	2032 Base	2032 + Committed	2032 + Committed + Development
AM							
A160/ A180	Within Capacity Highest RFC of 0.62, Q of 1.6	Within Capacity Highest RFC of 0.65, Q of 1.9	Within Capacity Highest RFC of 0.81, Q of 4.1	Approaching Capacity Highest RFC of 0.86, Q of 5.5	Within Capacity Highest RFC of 0.72, Q of 2.5	Approaching Capacity Highest RFC of 0.89, Q of 7.1	Approaching Capacity Highest RFC of 0.95, Q of 10.8
A160/ Habrough Road/ Ulceby Road/ East Halton Road	Within Capacity Highest RFC of 0.71, Q of 2.8	Within Capacity Highest RFC of 0.75, Q of 3.5	Approaching Capacity Highest RFC of 0.88, Q of 8.5	Approaching Capacity Highest RFC of 0.90, Q of 9.8	Within Capacity Highest RFC of 0.80, Q of 4.8	Approaching Capacity Highest RFC of 0.94, Q of 15.3	Approaching Capacity Highest RFC of 0.95, Q of 18.9
A160/ Humber Road/ Manby Road	Within Capacity Highest RFC of 0.48, Q of 1.3	Within Capacity Highest RFC of 0.50, Q of 1.4	Within Capacity Highest RFC of 0.55, Q of 1.7	Within Capacity Highest RFC of 0.57, Q of 1.8	Within Capacity Highest RFC of 0.54, Q of 1.6	Within Capacity Highest RFC of 0.59, Q of 2.0	Within Capacity Highest RFC of 0.61, Q of 2.2
PM							
A160/ A180	Within Capacity Highest RFC of 0.48, Q of 1.2	Within Capacity Highest RFC of 0.50, Q of 1.3	Within Capacity Highest RFC of 0.62, Q of 2.1	Within Capacity Highest RFC of 0.66, Q of 2.5	Within Capacity Highest RFC of 0.52, Q of 1.4	Within Capacity Highest RFC of 0.65, Q of 2.3	Within Capacity Highest RFC of 0.68, Q of 2.7
A160/ Habrough Road/ Ulceby Road/ East Halton Road	Within Capacity Highest RFC of 0.69, Q of 2.9	Within Capacity Highest RFC of 0.72, Q of 3.4	Approaching Capacity Highest RFC of 0.87, Q of 8.2	Approaching Capacity Highest RFC of 0.92, Q of 12.8	Within Capacity Highest RFC of 0.78, Q of 4.5	Approaching Capacity Highest RFC of 0.93, Q of 14.0	Approaching Capacity Highest RFC of 0.97, Q of 26.2
A160/ Humber Road/ Manby Road	Within Capacity Highest RFC of 0.68, Q of 3.0	Within Capacity Highest RFC of 0.71, Q of 3.5	Within Capacity Highest RFC of 0.81, Q of 5.6	Approaching Capacity Highest RFC of 0.87, Q of 8.8	Within Capacity Highest RFC of 0.76, Q of 4.5	Approaching Capacity Highest RFC of 0.86, Q of 8.1	Approaching Capacity Highest RFC of 0.93, Q of 14.3

Table 4 - A160/ Humber Road/ Manby Road Queueing

	2025 Opening Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
Humber Road	1.6	1.7	**+0.1**	1.9	**+0.3**	5.6	6.3	**+0.7**	8.8	**+3.2**
Manby Road	1.2	1.2	-	1.2	-	0.5	0.5	-	0.6	**+0.1**
Port Service Access	0.1	0.1	-	0.1	-	0.1	0.1	-	0.1	-
A160	1.7	1.8	**+0.1**	1.8	**+0.1**	1.4	1.5	**+0.1**	2.1	**+0.7**
Conco Access	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-
	2032 Future Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
Humber Road	1.9	2.0	**+0.1**	2.1	**+0.2**	8.1	9.2	**+1.1**	14.3	**+6.2**
Manby Road	1.4	1.4	-	1.4	-	0.6	0.6	-	0.6	-
Port Service Access	0.1	0.1	-	0.1	-	0.1	0.1	-	0.1	-
A160	2.0	2.1	**+0.1**	2.2	**+0.2**	1.6	1.7	**+0.1**	2.4	**+0.8**
Conco Access	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-

*If the sensitivity test were run with Immingham AM, the worst increase in queueing would not change

Table 5 - A160/ Ulceby Road/ Habrough Road/ E Halton Road Queueing

	2025 Opening Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
A160 E	2.0	2.1	**+0.1**	2.2	**+0.2**	8.2	9.1	**+0.9**	12.8	**+4.6**
Habrough Road	0.8	0.8	**-**	0.8	**-**	0.3	0.3	**-**	0.4	**+0.1**
A160 W	8.5	9.7	**+1.2**	9.8	**+1.3**	2.5	2.7	**+0.2**	3.5	**+1.0**
Ulceby Road	1.2	1.3	**+0.1**	1.3	**+0.1**	0.4	0.4	**-**	0.4	**-**
E Halton Road	1.6	1.6	**-**	1.6	**-**	1.4	1.4	**-**	1.7	**+0.3**
	2032 Future Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
A160 E	2.3	2.4	**+0.1**	2.6	**+0.3**	14.0	15.9	**+1.9**	26.2	**+12.2**
Habrough Road	1.0	1.0	**-**	1.0	**-**	0.4	0.4	**-**	0.4	**-**
A160 W	15.3	18.3	**+3.0**	18.9	**+3.6**	2.9	3.1	**+0.2**	4.2	**+1.1**
Ulceby Road	1.7	1.8	**+0.1**	1.8	**+0.1**	0.4	0.4	**-**	0.5	**+0.1**
E Halton Road	2.2	2.3	**+0.1**	2.3	**+0.1**	1.7	1.8	**+0.1**	2.1	**+0.3**

*If the sensitivity test were run with Immingham AM, the worst queueing would show an increase of 21.6 PCUs on the A160 W arm

Table 6 - A160/ A180 Queueing

	2025 Opening Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
A160	1.5	1.5	**-**	1.6	**+0.1**	2.1	2.1	**-**	2.5	**+0.4**
A180 E	4.1	4.5	**+0.4**	5.5	**+1.4**	0.6	0.6	**-**	0.7	**+0.1**
A180 W	0.0	0.0	**-**	0.0	**-**	0.0	0.0	**-**	0.0	**-**
	2032 Future Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
A160	1.6	1.7	**+0.1**	1.8	**+0.2**	2.3	2.4	**+0.1**	2.7	**+0.4**
A180 E	7.1	8.0	**+0.9**	10.8	**+3.7**	0.6	0.7	**+0.1**	0.8	**+0.2**
A180 W	0.0	0.0	**-**	0.0	**-**	0.0	0.0	**-**	0.0	**-**

*If the sensitivity test were run with Immingham AM, the worst queueing would show an increase of 5.6 PCUs on the A180 E arm.

Table 7 - A180/ A1173 Queueing

	2025 Opening Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
A1173 N	0.4	0.6	**+0.2**	-	**-**	1.5	2.0	**+0.5**	-	**-**
A180 E	0.8	0.9	**+0.1**	-	**-**	0.5	0.5	**-**	-	**-**
A1173 S	0.7	0.8	**+0.1**	-	**-**	0.2	0.2	**-**	-	**-**
A180 W	0.9	1.5	**+0.6**	-	**-**	0.4	0.7	**+0.3**	-	**-**
	2032 Future Year									
	AM					PM				
	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference	Committed Development	**REP5-028** Test	Difference	Sensitivity Test	Difference
A1173 N	0.5	0.6	**+0.1**	-	**-**	1.7	2.2	**+0.5**	-	**-**
A180 E	0.8	0.9	**+0.1**	-	**-**	0.5	0.5	**-**	-	**-**
A1173 S	0.8	0.9	**+0.1**	-	**-**	0.2	0.2	**-**	-	**-**
A180 W	1.0	1.7	**+0.7**	-	**-**	0.4	0.7	**+0.3**	-	**-**

2.3 As can be seen from the above, the impact on junction operation from the uplift in flows on the A160 corridor over and above that identified in the Transport Assessment work is modest and not material.

2.4 The increasing in queuing will generally only be around 5 – 6 PCUS on each junction. On the A160 / Harborough Road / Ulceby Road the increase is around 7 PCUs, across two lanes on a dual carriageway.

2.5 The queuing on the A160 Manby Road Junction will also experience an increase of only around 6 PCUs. This is on the Humber Road approach, again where there are two lane approaches.

2.6 This shows that the development under this sensitivity test scenario does not materially change operation of the junctions in terms of either queuing or delay.

3.0 A160/ EASTFIELD ROAD SIGNALISED JUNCTION

3.1 Whilst it has not been asked for by National Highways or North Lincolnshire Council as LHA, the A160/ Eastfield Road junction has also been modelled using LINSIG for completeness. The base flows have been taken from the survey undertaken by GHD and presented in **REP1-029**. The full results of this can be seen in **Appendix D** with a summary in **Table 8** below.

Table 8 - Summary of A160/ Eastfield Road Signalised Junction Assessment

Scenario		Cycle Time (s)	PRC (%)	Delay (pcu/hr)
Scenario Name	Peak			
2022 Base	AM	90	46.5	20.19
	PM	120	45.2	26.34
2025 RC	AM	90	15.9	29.91
	PM	128	6.2	42.38
2025 Design	AM	90	14.8	30.14
	PM	128	5.3	44.02
2025 Sensitivity	AM	90	14.3	31.05
	PM	128	3.3	48.86
2032 RC	AM	90	9.7	33.60
	PM	128	1.8	47.60
2032 Design	AM	90	8.6	33.77
	PM	128	1.6	49.57
2032 Sensitivity	AM	90	14.3	31.05
	PM	128	-2.0	55.74

3.2 As can be seen above, in the Sensitivity Test scenario, the junction will be operating at 92.0% compared to 88.2% without the development. As with the junctions in Section 2 of this note, this shows that the development under this sensitivity test scenario does not materially change operation of the junction.

4.0 IMPLICATIONS AND CONCLUSIONS

4.1 The applicant's position with respect to the consideration of transport impacts arising from the proposals is set out in **REP6-034**. That requires assessment of the development in terms of the acceptability of impacts arising from it rather than consideration of pre-determined thresholds of available capacity (or otherwise) on any particular junction.

4.2 The updated assessments submitted in support of this application, both previously and in this note, confirm that there are junctions in the vicinity of the Port of Immingham which are approaching capacity on the basis of consideration of Ratio of Flow to Capacity. Development flows up to a 60% split via West Gate results in all junctions operating below an RFC of 1.

4.3 They also confirm that all junctions affected by the development are operating within capacity at present (in the base case). Future year capacity reduces as a result of growth and committed development. The position in both the year of opening (2025) and future year assessment (2032) with development is that the development traffic itself does not have a material impact on junction operation, queuing or delay.

4.4 The range of flows that are tested in this sensitivity test further confirm that the network is resilient in terms of differing flows, with the net difference between the updated TA base case (**REP5-028**) and the sensitivity test being marginal in terms of overall impacts.

4.5 Consideration of mitigation is not therefore warranted in terms of the requirements set out in the National Planning Policy Statement for Ports (see **REP6-034**).

Appendix A

A160/ A180 Junction Assessment Sensitivity Test Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A160-A180.j10
Path: P:\23000's\23325\Junction Assessment\4 Sensitivity Test
Report generation date: 22/11/2023 13:17:17

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160	1.2	3.11	0.42	1.2	2.75	0.48
B - A180 E	1.6	11.72	0.62	0.3	6.02	0.21
C - A180 W	0.0	1.57	0.00	0.0	0.00	0.00
	2025 Base					
A - A160	1.2	3.17	0.43	1.3	2.83	0.50
B - A180 E	1.9	13.34	0.65	0.3	6.30	0.22
C - A180 W	0.0	1.58	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - A160	1.5	3.47	0.49	2.1	3.75	0.62
B - A180 E	4.1	28.15	0.81	0.6	10.29	0.34
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - A160	1.6	3.62	0.51	2.5	4.21	0.66
B - A180 E	5.5	38.13	0.86	0.7	12.42	0.39
C - A180 W	0.0	1.61	0.00	0.0	0.00	0.00
	2032 Base					
A - A160	1.3	3.29	0.45	1.4	2.96	0.52
B - A180 E	2.5	17.15	0.72	0.4	6.80	0.25
C - A180 W	0.0	1.60	0.00	0.0	0.00	0.00
	2032 Base + Committed					
A - A160	1.6	3.61	0.51	2.3	3.98	0.65
B - A180 E	7.1	47.02	0.89	0.6	11.51	0.38
C - A180 W	0.0	1.63	0.00	0.0	0.00	0.00
	2032 Base + Committed + Development					
A - A160	1.8	3.77	0.53	2.7	4.50	0.68
B - A180 E	10.8	70.57	0.95	0.8	14.18	0.43
C - A180 W	0.0	1.62	0.00	0.0	0.00	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160		
B	A180 E		
C	A180 W		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160	7.12	8.39	15.0	37.9	103.5	41.0		
B - A180 E	3.80	4.80	5.0	25.9	102.0	44.0		
C - A180 W	4.81	8.20	30.0	75.4	102.0	4.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	509	✓	170.00

Bypass

Arm	Arm has bypass	Bypass Util (%)
A - A160		
B - A180 E		
C - A180 W	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160	1.169	3211
B - A180 E	0.650	1578
C - A180 W	1.140	2877

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1215	100.000
B - A180 E		ONE HOUR	✓	463	100.000
C - A180 W		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	166	1049
	B - A180 E	463	0	0
	C - A180 W	1121	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.42	3.11	1.2	A	1115	1672
B - A180 E	0.62	11.72	1.6	B	425	637
C - A180 W	0.00	1.57	0.0	A	1030	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	912	347	0.0	0.6	2.529	A
B - A180 E	349	349	87	0	0	788	1065	0.327	347	125	0.0	0.5	5.146	A
C - A180 W	845	0.75	0.19	844	0	347	2481	0.000	0.75	788	0.0	0.0	1.450	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1092	415	0.6	0.8	2.745	A
B - A180 E	416	416	104	0	0	943	964	0.432	415	149	0.5	0.8	6.741	A
C - A180 W	1009	0.90	0.22	1008	0	415	2403	0.000	0.90	943	0.0	0.0	1.497	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1336	506	0.8	1.1	3.103	A
B - A180 E	510	510	127	0	0	1155	826	0.617	506	183	0.8	1.6	11.471	B
C - A180 W	1235	1	0.28	1234	0	506	2299	0.000	1	1155	0.0	0.0	1.565	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1338	1338	334	0	1234	1	3210	0.417	1338	510	1.1	1.2	3.105	A
B - A180 E	510	510	127	0	0	1156	826	0.617	510	183	1.6	1.6	11.724	B
C - A180 W	1235	1	0.28	1234	0	510	2296	0.000	1	1156	0.0	0.0	1.568	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1092	1092	273	0	1008	0.90	3210	0.340	1094	420	1.2	0.8	2.748	A
B - A180 E	416	416	104	0	0	945	963	0.432	420	149	1.6	0.8	6.867	A
C - A180 W	1009	0.90	0.22	1008	0	420	2398	0.000	0.90	945	0.0	0.0	1.500	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	915	915	229	0	844	0.75	3211	0.285	915	350	0.8	0.6	2.536	A
B - A180 E	349	349	87	0	0	791	1063	0.328	350	125	0.8	0.5	5.208	A
C - A180 W	845	0.75	0.19	844	0	350	2478	0.000	0.75	791	0.0	0.0	1.454	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1155	✓	142.00
C - A180 W	175	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1412	100.000
B - A180 E		ONE HOUR	✓	159	100.000
C - A180 W		ONE HOUR	✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	362	1050
	B - A180 E	157	2	0
	C - A180 W	931	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.48	2.75	1.2	A	1296	1944
B - A180 E	0.21	6.02	0.3	A	146	219
C - A180 W	0.00	0.00	0.0	A	854	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	1	3209	0.331	1061	118	0.0	0.6	2.114	A
B - A180 E	120	120	30	0	0	789	1065	0.112	119	273	0.0	0.1	4.144	A
C - A180 W	701	0	0	701	0	119	2809	0.000	0	789	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1269	141	0.6	0.8	2.341	A
B - A180 E	143	143	36	0	0	943	964	0.148	143	327	0.1	0.2	4.771	A
C - A180 W	837	0	0	837	0	143	2781	0.000	0	943	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1553	172	0.8	1.2	2.744	A
B - A180 E	175	175	44	0	0	1155	826	0.212	175	400	0.2	0.3	6.010	A
C - A180 W	1025	0	0	1025	0	175	2742	0.000	0	1155	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1555	1555	389	0	1025	2	3209	0.485	1555	173	1.2	1.2	2.748	A
B - A180 E	175	175	44	0	0	1156	826	0.212	175	401	0.3	0.3	6.023	A
C - A180 W	1025	0	0	1025	0	175	2741	0.000	0	1156	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1269	1269	317	0	837	2	3209	0.396	1271	142	1.2	0.8	2.349	A
B - A180 E	143	143	36	0	0	945	963	0.148	143	328	0.3	0.2	4.784	A
C - A180 W	837	0	0	837	0	143	2780	0.000	0	945	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1063	1063	266	0	701	2	3209	0.331	1064	118	0.8	0.6	2.121	A
B - A180 E	120	120	30	0	0	791	1063	0.113	120	274	0.2	0.1	4.156	A
C - A180 W	701	0	0	701	0	120	2808	0.000	0	791	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.21	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	524	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1251	100.000
B - A180 E		ONE HOUR	✓	476	100.000
C - A180 W		ONE HOUR	✓	1156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	171	1080
	B - A180 E	476	0	0
	C - A180 W	1155	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.43	3.17	1.2	A	1148	1722
B - A180 E	0.65	13.34	1.9	B	437	655
C - A180 W	0.00	1.58	0.0	A	1061	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	939	356	0.0	0.7	2.559	A
B - A180 E	358	358	90	0	0	812	1046	0.343	356	128	0.0	0.5	5.360	A
C - A180 W	870	0.75	0.19	870	0	356	2468	0.000	0.75	812	0.0	0.0	1.458	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1124	427	0.7	0.9	2.788	A
B - A180 E	428	428	107	0	0	971	943	0.454	427	154	0.5	0.8	7.165	A
C - A180 W	1039	0.90	0.22	1038	0	427	2388	0.000	0.90	971	0.0	0.0	1.507	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1376	520	0.9	1.2	3.170	A
B - A180 E	524	524	131	0	0	1189	802	0.653	520	188	0.8	1.9	12.953	B
C - A180 W	1273	1	0.28	1272	0	520	2282	0.000	1	1189	0.0	0.0	1.577	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1377	1377	344	0	1272	1	3210	0.429	1377	524	1.2	1.2	3.172	A
B - A180 E	524	524	131	0	0	1190	802	0.654	524	188	1.9	1.9	13.335	B
C - A180 W	1273	1	0.28	1272	0	524	2278	0.000	1	1190	0.0	0.0	1.580	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1125	1125	281	0	1038	0.90	3210	0.350	1126	432	1.2	0.9	2.793	A
B - A180 E	428	428	107	0	0	973	942	0.454	432	154	1.9	0.9	7.334	A
C - A180 W	1039	0.90	0.22	1038	0	432	2382	0.000	0.90	973	0.0	0.0	1.511	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	942	942	235	0	870	0.75	3211	0.293	943	360	0.9	0.7	2.567	A
B - A180 E	358	358	90	0	0	815	1044	0.343	360	129	0.9	0.5	5.430	A
C - A180 W	870	0.75	0.19	870	0	360	2464	0.000	0.75	815	0.0	0.0	1.460	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1189	✓	142.00
C - A180 W	180	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1453	100.000
B - A180 E		ONE HOUR	✓	163	100.000
C - A180 W		ONE HOUR	✓	958	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	372	1081
	B - A180 E	161	2	0
	C - A180 W	958	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.50	2.83	1.3	A	1333	2000
B - A180 E	0.22	6.30	0.3	A	150	224
C - A180 W	0.00	0.00	0.0	A	879	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	1	3209	0.341	1091	121	0.0	0.7	2.144	A
B - A180 E	123	123	31	0	0	812	1046	0.117	122	281	0.0	0.1	4.241	A
C - A180 W	721	0	0	721	0	122	2805	0.000	0	812	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1305	145	0.7	0.9	2.387	A
B - A180 E	147	147	37	0	0	971	943	0.155	146	336	0.1	0.2	4.919	A
C - A180 W	861	0	0	861	0	146	2775	0.000	0	971	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1598	177	0.9	1.2	2.821	A
B - A180 E	179	179	45	0	0	1189	802	0.224	179	411	0.2	0.3	6.285	A
C - A180 W	1055	0	0	1055	0	179	2736	0.000	0	1189	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1600	1600	400	0	1055	2	3209	0.499	1600	177	1.2	1.3	2.826	A
B - A180 E	179	179	45	0	0	1190	802	0.224	179	412	0.3	0.3	6.300	A
C - A180 W	1055	0	0	1055	0	179	2735	0.000	0	1190	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1306	1306	327	0	861	2	3209	0.407	1308	145	1.3	0.9	2.393	A
B - A180 E	147	147	37	0	0	973	942	0.156	147	337	0.3	0.2	4.934	A
C - A180 W	861	0	0	861	0	147	2774	0.000	0	973	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1094	1094	273	0	721	2	3209	0.341	1095	121	0.9	0.7	2.151	A
B - A180 E	123	123	31	0	0	814	1044	0.118	123	282	0.2	0.1	4.256	A
C - A180 W	721	0	0	721	0	123	2804	0.000	0	814	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	6.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.41	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1361	✓	142.00
C - A180 W	557	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1420	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1236
	B - A180 E	506	0	0
	C - A180 W	1420	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.49	3.47	1.5	A	1303	1955
B - A180 E	0.81	28.15	4.1	D	464	696
C - A180 W	0.00	1.61	0.0	A	1304	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1066	378	0.0	0.8	2.662	A
B - A180 E	381	381	95	0	0	929	954	0.399	378	138	0.0	0.7	6.412	A
C - A180 W	1070	0.75	0.19	1069	0	378	2438	0.000	0.75	929	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1276	453	0.8	1.0	2.953	A
B - A180 E	455	455	114	0	0	1111	841	0.541	453	165	0.7	1.2	9.511	A
C - A180 W	1277	0.90	0.22	1277	0	453	2354	0.000	0.90	1111	0.0	0.0	1.529	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1562	546	1.0	1.5	3.465	A
B - A180 E	557	557	139	0	0	1360	686	0.812	546	202	1.2	3.9	24.855	C
C - A180 W	1565	1	0.28	1563	0	546	2249	0.000	1	1360	0.0	0.0	1.601	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1563	1563	391	0	1563	1	3210	0.487	1563	556	1.5	1.5	3.470	A
B - A180 E	557	557	139	0	0	1362	685	0.813	556	203	3.9	4.1	28.153	D
C - A180 W	1565	1	0.28	1563	0	556	2238	0.000	1	1362	0.0	0.0	1.608	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1277	1277	319	0	1277	0.90	3210	0.398	1278	466	1.5	1.1	2.961	A
B - A180 E	455	455	114	0	0	1114	839	0.542	466	166	4.1	1.2	10.243	B
C - A180 W	1277	0.90	0.22	1277	0	466	2339	0.000	0.90	1114	0.0	0.0	1.541	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1069	1069	267	0	1069	0.75	3211	0.333	1070	383	1.1	0.8	2.671	A
B - A180 E	381	381	95	0	0	932	952	0.400	383	139	1.2	0.7	6.548	A
C - A180 W	1070	0.75	0.19	1069	0	383	2433	0.000	0.75	932	0.0	0.0	1.479	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1539	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1816	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1399
	B - A180 E	176	2	0
	C - A180 W	1166	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.62	3.75	2.1	A	1666	2500
B - A180 E	0.34	10.29	0.6	B	163	245
C - A180 W	0.00	0.00	0.0	A	1070	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	1	3209	0.426	1363	132	0.0	0.9	2.452	A
B - A180 E	134	134	34	0	0	1050	865	0.155	133	315	0.0	0.2	5.306	A
C - A180 W	878	0	0	878	0	133	2788	0.000	0	1050	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1631	158	0.9	1.3	2.872	A
B - A180 E	160	160	40	0	0	1257	742	0.216	160	376	0.2	0.3	6.664	A
C - A180 W	1048	0	0	1048	0	160	2756	0.000	0	1257	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1996	193	1.3	2.1	3.733	A
B - A180 E	196	196	49	0	0	1538	575	0.341	195	461	0.3	0.5	10.196	B
C - A180 W	1284	0	0	1284	0	195	2713	0.000	0	1538	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1999	1999	500	0	1284	2	3209	0.623	1999	194	2.1	2.1	3.750	A
B - A180 E	196	196	49	0	0	1540	574	0.342	196	461	0.5	0.6	10.285	B
C - A180 W	1284	0	0	1284	0	196	2712	0.000	0	1540	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1633	1633	408	0	1048	2	3209	0.509	1636	159	2.1	1.3	2.890	A
B - A180 E	160	160	40	0	0	1260	740	0.216	161	377	0.6	0.3	6.719	A
C - A180 W	1048	0	0	1048	0	161	2754	0.000	0	1260	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1367	1367	342	0	878	2	3209	0.426	1369	133	1.3	0.9	2.467	A
B - A180 E	134	134	34	0	0	1054	862	0.155	134	316	0.3	0.2	5.341	A
C - A180 W	878	0	0	878	0	134	2786	0.000	0	1054	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	7.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.86	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1419	✓	142.00
C - A180 W	556	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1473	100.000
B - A180 E		ONE HOUR	✓	506	100.000
C - A180 W		ONE HOUR	✓	1453	100.000

1350

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	184	1289
	B - A180 E	506	0	0
	C - A180 W	1452	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	30	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.62	1.6	A	1352	2027
B - A180 E	0.86	38.13	5.5	E	464	696
C - A180 W	0.00	1.61	0.0	A	1333	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1109	1109	277	0	1093	0.75	3211	0.345	1106	378	0.0	0.8	2.730	A
B - A180 E	381	381	95	0	0	968	924	0.412	378	138	0.0	0.7	6.756	A
C - A180 W	1094	0.75	0.19	1093	0	378	2439	0.000	0.75	968	0.0	0.0	1.476	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1324	1324	331	0	1305	0.90	3210	0.412	1323	453	0.8	1.1	3.049	A
B - A180 E	455	455	114	0	0	1159	808	0.563	453	165	0.7	1.3	10.375	B
C - A180 W	1306	0.90	0.22	1305	0	453	2355	0.000	0.90	1159	0.0	0.0	1.528	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1622	1622	405	0	1599	1	3210	0.505	1620	542	1.1	1.6	3.615	A
B - A180 E	557	557	139	0	0	1419	649	0.859	542	202	1.3	5.0	31.368	D
C - A180 W	1600	1	0.28	1599	0	542	2253	0.000	1	1419	0.0	0.0	1.597	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1622	1622	405	0	1599	1	3210	0.505	1622	555	1.6	1.6	3.623	A
B - A180 E	557	557	139	0	0	1420	648	0.860	555	203	5.0	5.5	38.128	E
C - A180 W	1600	1	0.28	1599	0	555	2239	0.000	1	1420	0.0	0.0	1.607	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1324	1324	331	0	1305	0.90	3210	0.412	1326	472	1.6	1.1	3.060	A
B - A180 E	455	455	114	0	0	1161	806	0.564	472	166	5.5	1.4	11.608	B
C - A180 W	1306	0.90	0.22	1305	0	472	2333	0.000	0.90	1161	0.0	0.0	1.545	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1109	1109	277	0	1093	0.75	3211	0.345	1110	383	1.1	0.8	2.741	A
B - A180 E	381	381	95	0	0	972	922	0.413	383	139	1.4	0.7	6.922	A
C - A180 W	1094	0.75	0.19	1093	0	383	2433	0.000	0.75	972	0.0	0.0	1.482	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1650	✓	142.00
C - A180 W	196	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1917	100.000
B - A180 E		ONE HOUR	✓	178	100.000
C - A180 W		ONE HOUR	✓	1340	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	417	1500
	B - A180 E	176	2	0
	C - A180 W	1340	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	38
	B - A180 E	8	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.66	4.21	2.5	A	1759	2639
B - A180 E	0.39	12.42	0.7	B	163	245
C - A180 W	0.00	0.00	0.0	A	1230	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1443	1443	361	0	1009	1	3209	0.450	1439	132	0.0	1.0	2.609	A
B - A180 E	134	134	34	0	0	1126	812	0.165	133	315	0.0	0.2	5.713	A
C - A180 W	1009	0	0	1009	0	133	2788	0.000	0	1126	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1723	1723	431	0	1205	2	3209	0.537	1722	158	1.0	1.5	3.105	A
B - A180 E	160	160	40	0	0	1347	685	0.234	160	376	0.2	0.3	7.393	A
C - A180 W	1205	0	0	1205	0	160	2756	0.000	0	1347	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2111	2111	528	0	1475	2	3209	0.658	2107	192	1.5	2.4	4.184	A
B - A180 E	196	196	49	0	0	1649	510	0.384	195	460	0.3	0.7	12.253	B
C - A180 W	1475	0	0	1475	0	195	2714	0.000	0	1649	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2111	2111	528	0	1475	2	3209	0.658	2111	194	2.4	2.5	4.212	A
B - A180 E	196	196	49	0	0	1651	509	0.385	196	461	0.7	0.7	12.417	B
C - A180 W	1475	0	0	1475	0	196	2712	0.000	0	1651	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1723	1723	431	0	1205	2	3209	0.537	1727	160	2.5	1.5	3.131	A
B - A180 E	160	160	40	0	0	1351	682	0.235	161	378	0.7	0.3	7.478	A
C - A180 W	1205	0	0	1205	0	161	2754	0.000	0	1351	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1443	1443	361	0	1009	2	3209	0.450	1445	133	1.5	1.1	2.626	A
B - A180 E	134	134	34	0	0	1131	810	0.166	134	316	0.3	0.2	5.757	A
C - A180 W	1009	0	0	1009	0	134	2786	0.000	0	1131	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1244	✓	142.00
C - A180 W	548	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1309	100.000
B - A180 E		ONE HOUR	✓	498	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	179	1130
	B - A180 E	498	0	0
	C - A180 W	1208	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.45	3.29	1.3	A	1201	1802
B - A180 E	0.72	17.15	2.5	C	457	685
C - A180 W	0.00	1.60	0.0	A	1109	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	983	373	0.0	0.7	2.607	A
B - A180 E	375	375	94	0	0	849	1016	0.369	373	134	0.0	0.6	5.744	A
C - A180 W	910	0.75	0.19	909	0	373	2446	0.000	0.75	849	0.0	0.0	1.471	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1176	446	0.7	0.9	2.857	A
B - A180 E	448	448	112	0	0	1016	909	0.492	446	161	0.6	1.0	7.977	A
C - A180 W	1087	0.90	0.22	1086	0	446	2363	0.000	0.90	1016	0.0	0.0	1.523	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1440	542	0.9	1.3	3.282	A
B - A180 E	548	548	137	0	0	1244	764	0.718	542	197	1.0	2.5	16.305	C
C - A180 W	1331	1	0.28	1330	0	542	2254	0.000	1	1244	0.0	0.0	1.597	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1441	1441	360	0	1330	1	3210	0.449	1441	548	1.3	1.3	3.287	A
B - A180 E	548	548	137	0	0	1245	763	0.718	548	197	2.5	2.5	17.154	C
C - A180 W	1331	1	0.28	1330	0	548	2248	0.000	1	1245	0.0	0.0	1.601	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1177	1177	294	0	1086	0.90	3210	0.367	1178	454	1.3	0.9	2.863	A
B - A180 E	448	448	112	0	0	1018	908	0.493	454	161	2.5	1.0	8.268	A
C - A180 W	1087	0.90	0.22	1086	0	454	2354	0.000	0.90	1018	0.0	0.0	1.529	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	985	985	246	0	909	0.75	3211	0.307	986	377	0.9	0.7	2.615	A
B - A180 E	375	375	94	0	0	852	1014	0.370	377	135	1.0	0.6	5.833	A
C - A180 W	910	0.75	0.19	909	0	377	2442	0.000	0.75	852	0.0	0.0	1.476	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1242	✓	142.00
C - A180 W	188	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1518	100.000
B - A180 E		ONE HOUR	✓	171	100.000
C - A180 W		ONE HOUR	✓	1001	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	389	1129
	B - A180 E	169	2	0
	C - A180 W	1001	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.52	2.96	1.4	A	1393	2089
B - A180 E	0.25	6.80	0.4	A	157	235
C - A180 W	0.00	0.00	0.0	A	919	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	1	3209	0.356	1140	127	0.0	0.7	2.194	A
B - A180 E	129	129	32	0	0	848	1017	0.127	128	294	0.0	0.2	4.408	A
C - A180 W	754	0	0	754	0	128	2796	0.000	0	848	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1364	152	0.7	0.9	2.463	A
B - A180 E	154	154	38	0	0	1014	911	0.169	153	351	0.2	0.2	5.175	A
C - A180 W	900	0	0	900	0	153	2765	0.000	0	1014	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1670	186	0.9	1.4	2.952	A
B - A180 E	188	188	47	0	0	1242	766	0.246	188	430	0.2	0.4	6.778	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1242	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1671	1671	418	0	1102	2	3209	0.521	1671	186	1.4	1.4	2.957	A
B - A180 E	188	188	47	0	0	1243	765	0.246	188	430	0.4	0.4	6.798	A
C - A180 W	1102	0	0	1102	0	188	2723	0.000	0	1243	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1365	1365	341	0	900	2	3209	0.425	1366	152	1.4	0.9	2.471	A
B - A180 E	154	154	38	0	0	1016	909	0.169	154	352	0.4	0.2	5.193	A
C - A180 W	900	0	0	900	0	154	2764	0.000	0	1016	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1143	1143	286	0	754	2	3209	0.356	1144	127	0.9	0.7	2.202	A
B - A180 E	129	129	32	0	0	851	1015	0.127	129	295	0.2	0.2	4.426	A
C - A180 W	754	0	0	754	0	129	2795	0.000	0	851	0.0	0.0	0.000	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	9.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.36	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1416	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1478	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1474	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1286
	B - A180 E	528	0	0
	C - A180 W	1473	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	69
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.51	3.61	1.6	A	1356	2034
B - A180 E	0.89	47.02	7.1	E	485	727
C - A180 W	0.00	1.63	0.0	A	1353	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1109	394	0.0	0.8	2.715	A
B - A180 E	398	398	99	0	0	966	926	0.429	394	144	0.0	0.8	6.941	A
C - A180 W	1110	0.75	0.19	1109	0	394	2417	0.000	0.75	966	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1328	472	0.8	1.1	3.034	A
B - A180 E	475	475	119	0	0	1156	809	0.586	472	172	0.8	1.4	10.903	B
C - A180 W	1325	0.90	0.22	1324	0	472	2329	0.000	0.90	1156	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1625	562	1.1	1.6	3.601	A
B - A180 E	581	581	145	0	0	1415	651	0.893	562	211	1.4	6.1	36.252	E
C - A180 W	1623	1	0.28	1622	0	562	2228	0.000	1	1415	0.0	0.0	1.615	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1627	1627	407	0	1622	1	3210	0.507	1627	578	1.6	1.6	3.610	A
B - A180 E	581	581	145	0	0	1417	650	0.895	578	211	6.1	7.1	47.021	E
C - A180 W	1623	1	0.28	1622	0	578	2211	0.001	1	1417	0.0	0.0	1.628	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1329	1329	332	0	1324	0.90	3210	0.414	1331	497	1.6	1.1	3.043	A
B - A180 E	475	475	119	0	0	1159	808	0.588	497	173	7.1	1.5	12.735	B
C - A180 W	1325	0.90	0.22	1324	0	497	2301	0.000	0.90	1159	0.0	0.0	1.564	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1113	1113	278	0	1109	0.75	3211	0.347	1114	400	1.1	0.8	2.727	A
B - A180 E	398	398	99	0	0	970	923	0.430	400	145	1.5	0.8	7.130	A
C - A180 W	1110	0.75	0.19	1109	0	400	2410	0.000	0.75	970	0.0	0.0	1.493	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1592	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1880	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1447
	B - A180 E	184	2	0
	C - A180 W	1209	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	35
	B - A180 E	8	0	0
	C - A180 W	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.65	3.98	2.3	A	1725	2588
B - A180 E	0.38	11.51	0.6	B	171	256
C - A180 W	0.00	0.00	0.0	A	1109	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	1	3209	0.441	1411	138	0.0	1.0	2.517	A
B - A180 E	140	140	35	0	0	1086	839	0.167	139	327	0.0	0.2	5.541	A
C - A180 W	910	0	0	910	0	139	2779	0.000	0	1086	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1688	165	1.0	1.4	2.980	A
B - A180 E	167	167	42	0	0	1300	714	0.234	167	391	0.2	0.3	7.087	A
C - A180 W	1087	0	0	1087	0	167	2746	0.000	0	1300	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2066	201	1.4	2.3	3.959	A
B - A180 E	205	205	51	0	0	1590	544	0.377	204	478	0.3	0.6	11.374	B
C - A180 W	1331	0	0	1331	0	204	2701	0.000	0	1590	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2070	2070	517	0	1331	2	3209	0.645	2070	203	2.3	2.3	3.982	A
B - A180 E	205	205	51	0	0	1593	542	0.378	205	479	0.6	0.6	11.508	B
C - A180 W	1331	0	0	1331	0	205	2700	0.000	0	1593	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1690	1690	423	0	1087	2	3209	0.527	1694	167	2.3	1.4	3.001	A
B - A180 E	167	167	42	0	0	1303	712	0.235	168	392	0.6	0.3	7.164	A
C - A180 W	1087	0	0	1087	0	168	2744	0.000	0	1303	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1415	1415	354	0	910	2	3209	0.441	1417	139	1.4	1.0	2.532	A
B - A180 E	140	140	35	0	0	1091	837	0.167	140	328	0.3	0.2	5.581	A
C - A180 W	910	0	0	910	0	140	2778	0.000	0	1091	0.0	0.0	0.000	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	12.76	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.76	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1	✓	38.00
B - A180 E	1474	✓	142.00
C - A180 W	581	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1531	100.000
B - A180 E		ONE HOUR	✓	528	100.000
C - A180 W		ONE HOUR	✓	1507	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	192	1339
	B - A180 E	528	0	0
	C - A180 W	1506	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	13	70
	B - A180 E	3	0	0
	C - A180 W	30	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.53	3.77	1.8	A	1405	2107
B - A180 E	0.95	70.57	10.8	F	485	727
C - A180 W	0.00	1.62	0.0	A	1383	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1153	1153	288	0	1134	0.75	3211	0.359	1149	394	0.0	0.9	2.787	A
B - A180 E	398	398	99	0	0	1006	897	0.443	394	144	0.0	0.8	7.335	A
C - A180 W	1135	0.75	0.19	1134	0	394	2417	0.000	0.75	1006	0.0	0.0	1.489	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1376	1376	344	0	1354	0.90	3210	0.429	1375	472	0.9	1.2	3.135	A
B - A180 E	475	475	119	0	0	1204	777	0.611	472	172	0.8	1.6	12.017	B
C - A180 W	1355	0.90	0.22	1354	0	472	2330	0.000	0.90	1204	0.0	0.0	1.545	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1686	1686	421	0	1658	1	3210	0.525	1683	553	1.2	1.8	3.765	A
B - A180 E	581	581	145	0	0	1473	614	0.946	553	211	1.6	8.5	47.828	E
C - A180 W	1659	1	0.28	1658	0	553	2238	0.000	1	1473	0.0	0.0	1.608	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1686	1686	421	0	1658	1	3210	0.525	1686	572	1.8	1.8	3.774	A
B - A180 E	581	581	145	0	0	1475	613	0.948	572	211	8.5	10.8	70.568	F
C - A180 W	1659	1	0.28	1658	0	572	2217	0.001	1	1475	0.0	0.0	1.624	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1376	1376	344	0	1354	0.90	3210	0.429	1379	511	1.8	1.2	3.147	A
B - A180 E	475	475	119	0	0	1207	775	0.612	511	173	10.8	1.7	15.883	C
C - A180 W	1355	0.90	0.22	1354	0	511	2286	0.000	0.90	1207	0.0	0.0	1.577	A

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1153	1153	288	0	1134	0.75	3211	0.359	1154	401	1.2	0.9	2.799	A
B - A180 E	398	398	99	0	0	1010	894	0.445	401	145	1.7	0.8	7.571	A
C - A180 W	1135	0.75	0.19	1134	0	401	2409	0.000	0.75	1010	0.0	0.0	1.496	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.26	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	2	✓	38.00
B - A180 E	1703	✓	142.00
C - A180 W	204	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1982	100.000
B - A180 E		ONE HOUR	✓	186	100.000
C - A180 W		ONE HOUR	✓	1383	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	433	1549
	B - A180 E	184	2	0
	C - A180 W	1383	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	38
	B - A180 E	8	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.68	4.50	2.7	A	1819	2728
B - A180 E	0.43	14.18	0.8	B	171	256
C - A180 W	0.00	0.00	0.0	A	1269	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1492	1492	373	0	1041	1	3209	0.465	1488	138	0.0	1.1	2.679	A
B - A180 E	140	140	35	0	0	1163	788	0.178	139	327	0.0	0.2	5.979	A
C - A180 W	1041	0	0	1041	0	139	2779	0.000	0	1163	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1782	1782	445	0	1243	2	3209	0.555	1780	165	1.1	1.6	3.231	A
B - A180 E	167	167	42	0	0	1391	658	0.254	167	391	0.2	0.4	7.902	A
C - A180 W	1243	0	0	1243	0	167	2746	0.000	0	1391	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2182	2182	546	0	1523	2	3209	0.680	2178	201	1.6	2.7	4.468	A
B - A180 E	205	205	51	0	0	1702	480	0.426	203	478	0.4	0.8	13.924	B
C - A180 W	1523	0	0	1523	0	203	2702	0.000	0	1702	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	2182	2182	546	0	1523	2	3209	0.680	2182	203	2.7	2.7	4.505	A
B - A180 E	205	205	51	0	0	1705	479	0.428	205	479	0.8	0.8	14.183	B
C - A180 W	1523	0	0	1523	0	205	2700	0.000	0	1705	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1782	1782	445	0	1243	2	3209	0.555	1786	167	2.7	1.6	3.261	A
B - A180 E	167	167	42	0	0	1396	655	0.255	169	392	0.8	0.4	8.021	A
C - A180 W	1243	0	0	1243	0	169	2743	0.000	0	1396	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1492	1492	373	0	1041	2	3209	0.465	1494	139	1.6	1.1	2.698	A
B - A180 E	140	140	35	0	0	1168	785	0.178	141	328	0.4	0.2	6.033	A
C - A180 W	1041	0	0	1041	0	141	2777	0.000	0	1168	0.0	0.0	0.000	A

Appendix B

A160/ Habrough Road/ Ulceby Road/ East Halton Road Junction Assessment Sensitivity Test Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Habrough Road-Ulceby Road-E Halton Road.j10
Path: P:\23000's\23325\Junction Assessment\4 Sensitivity Test
Report generation date: 22/11/2023 13:13:15

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160 E	1.5	4.67	0.45	2.9	6.25	0.69
B - Habrough Road	0.6	6.09	0.37	0.2	5.66	0.17
C - A160 W	2.9	6.13	0.71	1.5	4.58	0.49
D - Ulceby Road	0.7	9.49	0.35	0.3	5.88	0.17
E - E Halton Road	0.9	8.96	0.41	0.7	5.64	0.40
	2025 Base					
A - A160 E	1.6	4.89	0.47	3.4	7.08	0.72
B - Habrough Road	0.7	6.51	0.40	0.2	6.04	0.18
C - A160 W	3.5	7.01	0.75	1.7	4.83	0.51
D - Ulceby Road	0.8	10.62	0.39	0.3	6.13	0.18
E - E Halton Road	1.0	9.91	0.45	0.8	5.97	0.42
	2025 Base + Committed					
A - A160 E	2.0	5.54	0.54	8.2	15.20	0.87
B - Habrough Road	0.8	7.61	0.44	0.3	8.31	0.24
C - A160 W	8.5	14.96	0.88	2.5	6.05	0.62
D - Ulceby Road	1.2	15.98	0.49	0.4	7.06	0.21
E - E Halton Road	1.6	13.96	0.56	1.4	8.31	0.56
	2025 Base + Committed + Development					
A - A160 E	2.2	5.79	0.56	12.8	22.78	0.92
B - Habrough Road	0.8	8.01	0.45	0.4	9.24	0.26
C - A160 W	9.8	17.07	0.90	3.5	7.66	0.69
D - Ulceby Road	1.3	16.86	0.50	0.4	8.01	0.23
E - E Halton Road	1.6	14.65	0.57	1.7	10.09	0.61
	2032 Base					
A - A160 E	1.8	5.28	0.51	4.5	8.86	0.78
B - Habrough Road	0.8	7.37	0.44	0.3	6.70	0.21
C - A160 W	4.8	9.04	0.80	1.9	5.27	0.55
D - Ulceby Road	1.0	12.96	0.45	0.4	6.54	0.20
E - E Halton Road	1.3	11.90	0.51	1.0	6.58	0.46
	2032 Base + Committed					
A - A160 E	2.3	6.05	0.57	14.0	24.98	0.93
B - Habrough Road	1.0	8.80	0.49	0.4	9.57	0.28
C - A160 W	15.3	25.96	0.94	2.9	6.76	0.65
D - Ulceby Road	1.7	21.64	0.58	0.4	7.62	0.23
E - E Halton Road	2.1	18.11	0.64	1.7	9.58	0.61
	2032 Base + Committed + Development					
A - A160 E	2.6	6.35	0.60	26.2	43.52	0.97
B - Habrough Road	1.0	9.33	0.50	0.4	10.66	0.30
C - A160 W	18.9	31.43	0.95	4.2	8.79	0.73
D - Ulceby Road	1.8	23.14	0.59	0.5	8.72	0.25
E - E Halton Road	2.3	19.31	0.65	2.1	12.00	0.66

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160 E		
B	Habrough Road		
C	A160 W		
D	Ulceby Road		
E	E Halton Road		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160 E	8.00	9.20	20.0	50.0	100.0	35.0		
B - Habrough Road	3.80	7.00	13.7	15.0	100.0	51.0		
C - A160 W	7.80	9.40	15.0	36.0	100.0	38.0		
D - Ulceby Road	3.90	6.90	10.2	33.0	100.0	35.0		
E - E Halton Road	3.60	7.50	12.5	27.0	100.0	38.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160 E	0.601	2762
B - Habrough Road	0.410	1554
C - A160 W	0.589	2708
D - Ulceby Road	0.444	1653
E - E Halton Road	0.440	1657

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1021	100.000
B - Habrough Road		ONE HOUR	✓	326	100.000
C - A160 W		ONE HOUR	✓	1581	100.000
D - Ulceby Road		ONE HOUR	✓	238	100.000
E - E Halton Road		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	30	866	67	56
	B - Habrough Road	148	0	55	4	119
	C - A160 W	1196	39	0	57	289
	D - Ulceby Road	115	9	87	0	27
	E - E Halton Road	69	46	205	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.45	4.67	1.5	A	937	1405
B - Habrough Road	0.37	6.09	0.6	A	299	449
C - A160 W	0.71	6.13	2.9	A	1451	2176
D - Ulceby Road	0.35	9.49	0.7	A	218	328
E - E Halton Road	0.41	8.96	0.9	A	305	457

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	298	2583	0.298	766	1147	0.0	0.8	3.529	A
B - Habrough Road	245	61	971	1156	0.212	244	93	0.0	0.3	4.071	A
C - A160 W	1190	298	306	2528	0.471	1186	909	0.0	1.1	3.212	A
D - Ulceby Road	179	45	1387	1038	0.173	178	105	0.0	0.3	5.381	A
E - E Halton Road	250	62	1197	1130	0.221	248	368	0.0	0.4	5.253	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	357	2547	0.360	917	1373	0.8	1.0	3.938	A
B - Habrough Road	293	73	1163	1077	0.272	293	111	0.3	0.4	4.735	A
C - A160 W	1421	355	366	2493	0.570	1419	1089	1.1	1.6	4.009	A
D - Ulceby Road	214	53	1660	917	0.233	213	126	0.3	0.4	6.582	A
E - E Halton Road	298	75	1433	1026	0.291	298	441	0.4	0.5	6.363	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	436	2500	0.450	1122	1679	1.0	1.4	4.659	A
B - Habrough Road	359	90	1423	970	0.370	358	136	0.4	0.6	6.060	A
C - A160 W	1741	435	448	2444	0.712	1735	1333	1.6	2.9	6.035	A
D - Ulceby Road	262	66	2030	753	0.348	261	154	0.4	0.7	9.388	A
E - E Halton Road	366	91	1752	885	0.413	364	539	0.5	0.9	8.871	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1124	281	438	2499	0.450	1124	1684	1.4	1.5	4.674	A
B - Habrough Road	359	90	1426	969	0.370	359	137	0.6	0.6	6.089	A
C - A160 W	1741	435	449	2444	0.712	1741	1335	2.9	2.9	6.129	A
D - Ulceby Road	262	66	2036	750	0.349	262	154	0.7	0.7	9.487	A
E - E Halton Road	366	91	1757	883	0.414	365	541	0.9	0.9	8.959	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	918	229	360	2546	0.361	920	1381	1.5	1.0	3.955	A
B - Habrough Road	293	73	1167	1075	0.273	294	112	0.6	0.4	4.761	A
C - A160 W	1421	355	368	2492	0.570	1427	1093	2.9	1.6	4.067	A
D - Ulceby Road	214	53	1668	913	0.234	215	126	0.7	0.4	6.648	A
E - E Halton Road	298	75	1440	1022	0.292	300	443	0.9	0.5	6.429	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	769	192	300	2581	0.298	770	1154	1.0	0.8	3.550	A
B - Habrough Road	245	61	977	1153	0.213	246	94	0.4	0.3	4.097	A
C - A160 W	1190	298	308	2527	0.471	1192	915	1.6	1.1	3.236	A
D - Ulceby Road	179	45	1394	1035	0.173	180	106	0.4	0.3	5.421	A
E - E Halton Road	250	62	1204	1127	0.222	251	370	0.5	0.4	5.298	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1513	100.000
B - Habrough Road		ONE HOUR	✓	118	100.000
C - A160 W		ONE HOUR	✓	1080	100.000
D - Ulceby Road		ONE HOUR	✓	162	100.000
E - E Halton Road		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	23	115	1081	102	192
	B - Habrough Road	18	0	39	18	43
	C - A160 W	716	63	0	102	199
	D - Ulceby Road	52	15	59	0	36
	E - E Halton Road	59	110	231	34	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.69	6.25	2.9	A	1388	2083
B - Habrough Road	0.17	5.66	0.2	A	108	162
C - A160 W	0.49	4.58	1.5	A	991	1487
D - Ulceby Road	0.17	5.88	0.3	A	149	223
E - E Halton Road	0.40	5.64	0.7	A	398	597

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	384	2531	0.450	1135	651	0.0	1.1	3.384	A
B - Habrough Road	89	22	1291	1024	0.087	88	227	0.0	0.1	3.907	A
C - A160 W	813	203	322	2518	0.323	810	1057	0.0	0.7	3.318	A
D - Ulceby Road	122	30	941	1236	0.099	121	192	0.0	0.2	4.548	A
E - E Halton Road	327	82	709	1344	0.243	325	352	0.0	0.4	3.979	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	460	2486	0.547	1358	779	1.1	1.6	4.195	A
B - Habrough Road	106	27	1546	920	0.115	106	272	0.1	0.1	4.494	A
C - A160 W	971	243	386	2481	0.391	970	1266	0.7	1.0	3.756	A
D - Ulceby Road	146	36	1126	1154	0.126	145	230	0.2	0.2	5.028	A
E - E Halton Road	390	98	849	1283	0.304	390	422	0.4	0.5	4.544	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	563	2424	0.687	1661	954	1.6	2.8	6.170	A
B - Habrough Road	130	32	1891	778	0.167	130	333	0.1	0.2	5.636	A
C - A160 W	1189	297	472	2430	0.489	1187	1548	1.0	1.5	4.560	A
D - Ulceby Road	178	45	1378	1042	0.171	178	281	0.2	0.3	5.867	A
E - E Halton Road	478	119	1040	1199	0.399	477	516	0.5	0.7	5.616	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1666	416	564	2423	0.687	1666	956	2.8	2.9	6.253	A
B - Habrough Road	130	32	1896	776	0.167	130	334	0.2	0.2	5.659	A
C - A160 W	1189	297	473	2429	0.489	1189	1552	1.5	1.5	4.577	A
D - Ulceby Road	178	45	1381	1041	0.171	178	282	0.3	0.3	5.880	A
E - E Halton Road	478	119	1042	1198	0.399	478	517	0.7	0.7	5.638	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1360	340	461	2485	0.547	1365	782	2.9	1.6	4.251	A
B - Habrough Road	106	27	1553	917	0.116	106	273	0.2	0.1	4.515	A
C - A160 W	971	243	388	2480	0.392	973	1272	1.5	1.0	3.771	A
D - Ulceby Road	146	36	1130	1152	0.126	146	231	0.3	0.2	5.044	A
E - E Halton Road	390	98	852	1281	0.304	391	424	0.7	0.5	4.566	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1139	285	386	2530	0.450	1141	654	1.6	1.1	3.416	A
B - Habrough Road	89	22	1299	1021	0.087	89	228	0.1	0.1	3.925	A
C - A160 W	813	203	324	2517	0.323	814	1063	1.0	0.8	3.335	A
D - Ulceby Road	122	30	945	1234	0.099	122	193	0.2	0.2	4.562	A
E - E Halton Road	327	82	713	1343	0.243	327	354	0.5	0.4	4.001	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1067	100.000
B - Habrough Road		ONE HOUR	✓	339	100.000
C - A160 W		ONE HOUR	✓	1652	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	904	70	59
	B - Habrough Road	154	0	57	4	124
	C - A160 W	1249	41	0	60	302
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	214	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.47	4.89	1.6	A	979	1469
B - Habrough Road	0.40	6.51	0.7	A	311	467
C - A160 W	0.75	7.01	3.5	A	1516	2274
D - Ulceby Road	0.39	10.62	0.8	B	228	343
E - E Halton Road	0.45	9.91	1.0	A	317	476

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	311	2575	0.312	800	1198	0.0	0.8	3.613	A
B - Habrough Road	255	64	1013	1139	0.224	254	98	0.0	0.3	4.195	A
C - A160 W	1244	311	319	2521	0.493	1239	948	0.0	1.2	3.351	A
D - Ulceby Road	187	47	1448	1011	0.185	186	109	0.0	0.3	5.611	A
E - E Halton Road	260	65	1250	1106	0.235	259	385	0.0	0.4	5.462	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	372	2538	0.378	958	1434	0.8	1.1	4.063	A
B - Habrough Road	305	76	1213	1056	0.288	304	118	0.3	0.4	4.936	A
C - A160 W	1485	371	382	2484	0.598	1483	1136	1.2	1.8	4.297	A
D - Ulceby Road	224	56	1733	884	0.253	223	131	0.3	0.4	7.001	A
E - E Halton Road	311	78	1496	998	0.312	310	460	0.4	0.6	6.737	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	455	2489	0.472	1173	1753	1.1	1.6	4.876	A
B - Habrough Road	373	93	1484	945	0.395	372	144	0.4	0.7	6.474	A
C - A160 W	1819	455	467	2433	0.748	1812	1389	1.8	3.4	6.867	A
D - Ulceby Road	274	69	2119	714	0.384	273	160	0.4	0.8	10.477	B
E - E Halton Road	381	95	1828	851	0.447	379	563	0.6	1.0	9.781	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1175	294	457	2487	0.472	1175	1759	1.6	1.6	4.894	A
B - Habrough Road	373	93	1487	944	0.395	373	144	0.7	0.7	6.511	A
C - A160 W	1819	455	468	2433	0.748	1819	1393	3.4	3.5	7.015	A
D - Ulceby Road	274	69	2126	710	0.386	274	161	0.8	0.8	10.620	B
E - E Halton Road	381	95	1835	849	0.449	381	565	1.0	1.0	9.913	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	959	240	375	2536	0.378	961	1443	1.6	1.1	4.084	A
B - Habrough Road	305	76	1218	1054	0.289	306	118	0.7	0.4	4.969	A
C - A160 W	1485	371	383	2483	0.598	1492	1141	3.5	1.8	4.380	A
D - Ulceby Road	224	56	1743	880	0.254	225	132	0.8	0.4	7.094	A
E - E Halton Road	311	78	1506	994	0.313	313	463	1.0	0.6	6.827	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	803	201	313	2574	0.312	804	1206	1.1	0.8	3.632	A
B - Habrough Road	255	64	1019	1136	0.225	256	99	0.4	0.3	4.224	A
C - A160 W	1244	311	321	2519	0.494	1246	954	1.8	1.2	3.391	A
D - Ulceby Road	187	47	1457	1007	0.186	188	110	0.4	0.3	5.660	A
E - E Halton Road	260	65	1258	1103	0.236	261	387	0.6	0.4	5.514	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1580	100.000
B - Habrough Road		ONE HOUR	✓	124	100.000
C - A160 W		ONE HOUR	✓	1127	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	120	1128	107	201
	B - Habrough Road	19	0	41	19	45
	C - A160 W	747	66	0	106	208
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	241	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	8	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.72	7.08	3.4	A	1450	2175
B - Habrough Road	0.18	6.04	0.2	A	114	171
C - A160 W	0.51	4.83	1.7	A	1034	1551
D - Ulceby Road	0.18	6.13	0.3	A	155	233
E - E Halton Road	0.42	5.97	0.8	A	416	624

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	401	2521	0.472	1185	679	0.0	1.2	3.536	A
B - Habrough Road	93	23	1348	1001	0.093	93	238	0.0	0.1	4.026	A
C - A160 W	848	212	338	2509	0.338	845	1103	0.0	0.8	3.407	A
D - Ulceby Road	127	32	982	1217	0.105	127	201	0.0	0.2	4.649	A
E - E Halton Road	341	85	740	1331	0.256	339	369	0.0	0.4	4.090	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	480	2473	0.574	1418	813	1.2	1.8	4.481	A
B - Habrough Road	111	28	1614	892	0.125	111	285	0.1	0.1	4.684	A
C - A160 W	1013	253	405	2470	0.410	1012	1320	0.8	1.1	3.891	A
D - Ulceby Road	152	38	1176	1131	0.134	152	241	0.2	0.2	5.178	A
E - E Halton Road	407	102	886	1266	0.322	407	442	0.4	0.5	4.719	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	588	2409	0.722	1733	995	1.8	3.3	6.951	A
B - Habrough Road	137	34	1973	745	0.183	136	348	0.1	0.2	6.010	A
C - A160 W	1241	310	495	2417	0.513	1239	1614	1.1	1.6	4.810	A
D - Ulceby Road	186	47	1439	1015	0.183	186	294	0.2	0.3	6.118	A
E - E Halton Road	499	125	1085	1179	0.423	498	540	0.5	0.8	5.948	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1740	435	589	2408	0.722	1739	996	3.3	3.4	7.084	A
B - Habrough Road	137	34	1979	742	0.184	137	349	0.2	0.2	6.041	A
C - A160 W	1241	310	497	2416	0.514	1241	1619	1.6	1.7	4.831	A
D - Ulceby Road	186	47	1442	1013	0.184	186	295	0.3	0.3	6.133	A
E - E Halton Road	499	125	1087	1178	0.423	499	542	0.8	0.8	5.975	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1420	355	482	2472	0.575	1427	815	3.4	1.8	4.561	A
B - Habrough Road	111	28	1623	888	0.126	112	286	0.2	0.1	4.713	A
C - A160 W	1013	253	407	2468	0.410	1015	1328	1.7	1.1	3.914	A
D - Ulceby Road	152	38	1181	1129	0.135	152	242	0.3	0.2	5.197	A
E - E Halton Road	407	102	889	1265	0.322	408	444	0.8	0.5	4.744	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1190	297	403	2519	0.472	1192	682	1.8	1.2	3.575	A
B - Habrough Road	93	23	1356	998	0.094	94	239	0.1	0.1	4.046	A
C - A160 W	848	212	340	2508	0.338	850	1110	1.1	0.8	3.425	A
D - Ulceby Road	127	32	988	1215	0.105	127	202	0.2	0.2	4.668	A
E - E Halton Road	341	85	744	1329	0.257	342	371	0.5	0.4	4.114	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.56	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1207	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1948	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	32	1044	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1478	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.54	5.54	2.0	A	1108	1661
B - Habrough Road	0.44	7.61	0.8	A	317	475
C - A160 W	0.88	14.96	8.5	B	1788	2681
D - Ulceby Road	0.49	15.98	1.2	C	228	343
E - E Halton Road	0.56	13.96	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	332	2562	0.355	905	1373	0.0	1.0	3.803	A
B - Habrough Road	260	65	1139	1087	0.239	258	98	0.0	0.3	4.477	A
C - A160 W	1467	367	323	2518	0.582	1460	1074	0.0	1.7	4.081	A
D - Ulceby Road	187	47	1673	911	0.206	186	109	0.0	0.3	6.380	A
E - E Halton Road	282	71	1425	1029	0.274	280	435	0.0	0.5	6.009	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	398	2523	0.430	1084	1643	1.0	1.3	4.383	A
B - Habrough Road	310	78	1364	994	0.312	310	117	0.3	0.5	5.418	A
C - A160 W	1751	438	387	2480	0.706	1747	1287	1.7	2.8	5.882	A
D - Ulceby Road	224	56	2002	765	0.293	223	131	0.3	0.5	8.537	A
E - E Halton Road	337	84	1705	906	0.372	336	520	0.5	0.7	7.901	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	485	2470	0.538	1326	2000	1.3	2.0	5.505	A
B - Habrough Road	380	95	1668	870	0.437	379	143	0.5	0.8	7.541	A
C - A160 W	2145	536	473	2430	0.883	2124	1573	2.8	8.1	13.379	B
D - Ulceby Road	274	69	2437	572	0.479	272	160	0.5	1.1	15.288	C
E - E Halton Road	413	103	2075	743	0.556	410	634	0.7	1.5	13.411	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1329	332	489	2468	0.538	1329	2017	2.0	2.0	5.542	A
B - Habrough Road	380	95	1673	867	0.438	380	144	0.8	0.8	7.614	A
C - A160 W	2145	536	474	2429	0.883	2143	1579	8.1	8.5	14.956	B
D - Ulceby Road	274	69	2457	564	0.486	274	161	1.1	1.2	15.979	C
E - E Halton Road	413	103	2093	735	0.562	413	638	1.5	1.6	13.963	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1085	271	403	2520	0.431	1088	1667	2.0	1.3	4.419	A
B - Habrough Road	310	78	1372	991	0.313	311	119	0.8	0.5	5.476	A
C - A160 W	1751	438	389	2479	0.706	1773	1295	8.5	3.0	6.341	A
D - Ulceby Road	224	56	2030	753	0.297	226	132	1.2	0.6	8.844	A
E - E Halton Road	337	84	1730	895	0.377	340	527	1.6	0.8	8.178	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	909	227	336	2560	0.355	910	1385	1.3	1.0	3.829	A
B - Habrough Road	260	65	1147	1084	0.240	260	99	0.5	0.3	4.516	A
C - A160 W	1467	367	325	2517	0.583	1472	1082	3.0	1.7	4.178	A
D - Ulceby Road	187	47	1687	905	0.207	188	110	0.6	0.3	6.473	A
E - E Halton Road	282	71	1437	1024	0.276	283	438	0.8	0.5	6.099	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	10.65	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.65	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1849	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1349	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	125	1392	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	936	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.87	15.20	8.2	C	1697	2545
B - Habrough Road	0.24	8.31	0.3	A	116	173
C - A160 W	0.62	6.05	2.5	A	1238	1857
D - Ulceby Road	0.21	7.06	0.4	A	155	233
E - E Halton Road	0.56	8.31	1.4	A	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	475	2476	0.562	1385	822	0.0	1.7	4.332	A
B - Habrough Road	95	24	1619	890	0.107	94	241	0.0	0.1	4.591	A
C - A160 W	1016	254	339	2508	0.405	1011	1374	0.0	1.1	3.746	A
D - Ulceby Road	127	32	1150	1143	0.111	127	201	0.0	0.2	4.983	A
E - E Halton Road	416	104	883	1268	0.328	413	393	0.0	0.5	4.637	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	569	2420	0.687	1658	984	1.7	2.8	6.196	A
B - Habrough Road	113	28	1938	759	0.149	113	289	0.1	0.2	5.656	A
C - A160 W	1213	303	406	2469	0.491	1211	1644	1.1	1.5	4.464	A
D - Ulceby Road	152	38	1377	1043	0.146	152	240	0.2	0.2	5.689	A
E - E Halton Road	496	124	1057	1191	0.417	495	471	0.5	0.8	5.700	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	696	2344	0.869	2016	1203	2.8	7.8	13.724	B
B - Habrough Road	139	35	2359	586	0.237	138	352	0.2	0.3	8.149	A
C - A160 W	1485	371	495	2417	0.615	1481	2002	1.5	2.4	5.987	A
D - Ulceby Road	186	47	1683	907	0.205	186	293	0.2	0.4	7.024	A
E - E Halton Road	608	152	1293	1087	0.559	605	575	0.8	1.4	8.204	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2036	509	698	2342	0.869	2034	1207	7.8	8.2	15.204	C
B - Habrough Road	139	35	2378	578	0.240	139	354	0.3	0.3	8.310	A
C - A160 W	1485	371	498	2415	0.615	1485	2018	2.4	2.5	6.049	A
D - Ulceby Road	186	47	1689	904	0.206	186	295	0.4	0.4	7.058	A
E - E Halton Road	608	152	1297	1086	0.560	608	578	1.4	1.4	8.308	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1662	416	572	2418	0.687	1683	989	8.2	3.0	6.649	A
B - Habrough Road	113	28	1964	748	0.151	114	292	0.3	0.2	5.767	A
C - A160 W	1213	303	412	2466	0.492	1217	1666	2.5	1.5	4.517	A
D - Ulceby Road	152	38	1385	1039	0.146	152	243	0.4	0.2	5.722	A
E - E Halton Road	496	124	1063	1189	0.417	499	475	1.4	0.8	5.775	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1392	348	478	2474	0.563	1397	827	3.0	1.7	4.434	A
B - Habrough Road	95	24	1632	884	0.107	95	243	0.2	0.1	4.633	A
C - A160 W	1016	254	342	2507	0.405	1017	1385	1.5	1.1	3.783	A
D - Ulceby Road	127	32	1157	1140	0.112	127	202	0.2	0.2	5.010	A
E - E Halton Road	416	104	889	1265	0.328	417	396	0.8	0.5	4.686	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	12.72	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.72	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1262	100.000
B - Habrough Road		ONE HOUR	✓	345	100.000
C - A160 W		ONE HOUR	✓	1980	100.000
D - Ulceby Road		ONE HOUR	✓	249	100.000
E - E Halton Road		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	2	34	1097	70	59
	B - Habrough Road	160	0	57	4	124
	C - A160 W	1510	41	0	60	369
	D - Ulceby Road	121	10	90	0	28
	E - E Halton Road	72	48	243	12	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	76	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	25	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.56	5.79	2.2	A	1158	1737
B - Habrough Road	0.45	8.01	0.8	A	317	475
C - A160 W	0.90	17.07	9.8	C	1817	2725
D - Ulceby Road	0.50	16.86	1.3	C	228	343
E - E Halton Road	0.57	14.65	1.6	B	344	516

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	950	238	332	2562	0.371	946	1397	0.0	1.0	3.858	A
B - Habrough Road	260	65	1179	1071	0.243	258	100	0.0	0.3	4.565	A
C - A160 W	1491	373	323	2518	0.592	1484	1114	0.0	1.8	4.223	A
D - Ulceby Road	187	47	1697	900	0.208	186	109	0.0	0.3	6.475	A
E - E Halton Road	282	71	1449	1019	0.277	280	435	0.0	0.5	6.092	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1135	284	398	2523	0.450	1133	1672	1.0	1.4	4.493	A
B - Habrough Road	310	78	1412	975	0.318	310	119	0.3	0.5	5.577	A
C - A160 W	1780	445	387	2480	0.718	1775	1334	1.8	3.0	6.188	A
D - Ulceby Road	224	56	2031	753	0.297	223	131	0.3	0.5	8.738	A
E - E Halton Road	337	84	1734	893	0.377	336	520	0.5	0.7	8.077	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1389	347	485	2471	0.562	1386	2032	1.4	2.2	5.746	A
B - Habrough Road	380	95	1726	846	0.449	378	145	0.5	0.8	7.919	A
C - A160 W	2180	545	473	2430	0.897	2155	1631	3.0	9.2	14.866	B
D - Ulceby Road	274	69	2469	558	0.491	272	160	0.5	1.2	16.011	C
E - E Halton Road	413	103	2107	729	0.567	410	633	0.7	1.6	13.983	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1389	347	489	2468	0.563	1389	2051	2.2	2.2	5.793	A
B - Habrough Road	380	95	1732	844	0.450	380	146	0.8	0.8	8.006	A
C - A160 W	2180	545	474	2429	0.898	2177	1637	9.2	9.8	17.073	C
D - Ulceby Road	274	69	2491	548	0.500	274	161	1.2	1.3	16.857	C
E - E Halton Road	413	103	2127	720	0.573	413	638	1.6	1.6	14.650	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1135	284	404	2519	0.450	1138	1700	2.2	1.4	4.533	A
B - Habrough Road	310	78	1420	971	0.319	312	121	0.8	0.5	5.640	A
C - A160 W	1780	445	389	2479	0.718	1807	1343	9.8	3.2	6.786	A
D - Ulceby Road	224	56	2063	738	0.303	227	132	1.3	0.6	9.107	A
E - E Halton Road	337	84	1763	881	0.383	341	527	1.6	0.8	8.403	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	950	238	336	2560	0.371	952	1409	1.4	1.0	3.891	A
B - Habrough Road	260	65	1187	1067	0.243	260	100	0.5	0.3	4.608	A
C - A160 W	1491	373	325	2517	0.592	1496	1122	3.2	1.8	4.333	A
D - Ulceby Road	187	47	1711	894	0.210	188	110	0.6	0.3	6.571	A
E - E Halton Road	282	71	1461	1013	0.279	284	438	0.8	0.5	6.193	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	14.86	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.86	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1951	100.000
B - Habrough Road		ONE HOUR	✓	126	100.000
C - A160 W		ONE HOUR	✓	1524	100.000
D - Ulceby Road		ONE HOUR	✓	169	100.000
E - E Halton Road		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	24	126	1493	107	201
	B - Habrough Road	21	0	41	19	45
	C - A160 W	1111	66	0	106	241
	D - Ulceby Road	54	16	61	0	38
	E - E Halton Road	61	115	340	36	0

Vehicle Mix

1400

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	73	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.92	22.78	12.8	C	1790	2685
B - Habrough Road	0.26	9.24	0.4	A	116	173
C - A160 W	0.69	7.66	3.5	A	1398	2098
D - Ulceby Road	0.23	8.01	0.4	A	155	233
E - E Halton Road	0.61	10.09	1.7	B	507	760

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	475	2477	0.593	1461	952	0.0	1.9	4.673	A
B - Habrough Road	95	24	1694	859	0.110	94	242	0.0	0.1	4.776	A
C - A160 W	1147	287	339	2508	0.457	1142	1449	0.0	1.3	4.121	A
D - Ulceby Road	127	32	1281	1085	0.117	126	201	0.0	0.2	5.285	A
E - E Halton Road	416	104	1014	1210	0.343	413	393	0.0	0.6	4.970	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	569	2420	0.725	1748	1140	1.9	3.4	7.046	A
B - Habrough Road	113	28	2027	722	0.157	113	290	0.1	0.2	5.995	A
C - A160 W	1370	343	406	2469	0.555	1368	1734	1.3	1.9	5.119	A
D - Ulceby Road	152	38	1533	973	0.156	152	240	0.2	0.3	6.169	A
E - E Halton Road	496	124	1214	1122	0.442	495	471	0.6	0.9	6.323	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	695	2344	0.916	2115	1394	3.4	11.6	18.679	C
B - Habrough Road	139	35	2458	546	0.254	138	353	0.2	0.3	8.954	A
C - A160 W	1678	419	493	2418	0.694	1672	2103	1.9	3.5	7.512	A
D - Ulceby Road	186	47	1872	823	0.226	185	293	0.3	0.4	7.945	A
E - E Halton Road	608	152	1484	1003	0.606	605	573	0.9	1.7	9.886	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	698	2343	0.917	2143	1399	11.6	12.8	22.778	C
B - Habrough Road	139	35	2486	534	0.260	139	355	0.3	0.4	9.242	A
C - A160 W	1678	419	498	2415	0.695	1678	2127	3.5	3.5	7.661	A
D - Ulceby Road	186	47	1881	819	0.227	186	295	0.4	0.4	8.009	A
E - E Halton Road	608	152	1489	1001	0.607	608	577	1.7	1.7	10.095	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	573	2417	0.726	1791	1148	12.8	3.6	8.051	A
B - Habrough Road	113	28	2070	705	0.161	114	294	0.4	0.2	6.192	A
C - A160 W	1370	343	414	2464	0.556	1376	1770	3.5	2.0	5.222	A
D - Ulceby Road	152	38	1547	967	0.157	153	244	0.4	0.3	6.228	A
E - E Halton Road	496	124	1222	1119	0.444	499	477	1.7	0.9	6.448	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	479	2474	0.594	1475	959	3.6	2.0	4.815	A
B - Habrough Road	95	24	1710	852	0.111	95	244	0.2	0.1	4.829	A
C - A160 W	1147	287	342	2507	0.458	1150	1463	2.0	1.3	4.175	A
D - Ulceby Road	127	32	1290	1081	0.118	128	202	0.3	0.2	5.319	A
E - E Halton Road	416	104	1021	1207	0.344	417	397	0.9	0.6	5.035	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	8.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1138	100.000
B - Habrough Road		ONE HOUR	✓	362	100.000
C - A160 W		ONE HOUR	✓	1761	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	964	74	63
	B - Habrough Road	164	0	61	5	132
	C - A160 W	1331	44	0	64	322
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	228	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.51	5.28	1.8	A	1044	1566
B - Habrough Road	0.44	7.37	0.8	A	332	498
C - A160 W	0.80	9.04	4.8	A	1616	2424
D - Ulceby Road	0.45	12.96	1.0	B	242	363
E - E Halton Road	0.51	11.90	1.3	B	339	508

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	331	2563	0.334	853	1276	0.0	0.9	3.749	A
B - Habrough Road	273	68	1080	1111	0.245	271	104	0.0	0.3	4.418	A
C - A160 W	1326	331	340	2508	0.529	1320	1011	0.0	1.3	3.614	A
D - Ulceby Road	199	50	1544	969	0.205	197	117	0.0	0.3	6.001	A
E - E Halton Road	278	69	1331	1071	0.260	276	410	0.0	0.4	5.824	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	396	2524	0.405	1022	1528	0.9	1.2	4.274	A
B - Habrough Road	325	81	1293	1023	0.318	325	125	0.3	0.5	5.316	A
C - A160 W	1583	396	407	2468	0.641	1580	1211	1.3	2.1	4.835	A
D - Ulceby Road	237	59	1847	834	0.285	237	140	0.3	0.5	7.751	A
E - E Halton Road	332	83	1593	955	0.347	331	491	0.4	0.7	7.418	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	484	2471	0.507	1251	1865	1.2	1.8	5.252	A
B - Habrough Road	399	100	1582	905	0.440	397	152	0.5	0.8	7.301	A
C - A160 W	1939	485	498	2415	0.803	1929	1481	2.1	4.7	8.692	A
D - Ulceby Road	291	73	2256	653	0.445	289	171	0.5	1.0	12.663	B
E - E Halton Road	406	102	1945	800	0.508	404	600	0.7	1.3	11.629	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1253	313	487	2470	0.507	1253	1875	1.8	1.8	5.280	A
B - Habrough Road	399	100	1586	903	0.441	399	153	0.8	0.8	7.365	A
C - A160 W	1939	485	500	2414	0.803	1938	1485	4.7	4.8	9.044	A
D - Ulceby Road	291	73	2267	648	0.449	291	172	1.0	1.0	12.961	B
E - E Halton Road	406	102	1955	796	0.511	406	602	1.3	1.3	11.896	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1023	256	400	2521	0.406	1025	1541	1.8	1.2	4.302	A
B - Habrough Road	325	81	1300	1021	0.319	327	126	0.8	0.5	5.365	A
C - A160 W	1583	396	410	2467	0.642	1593	1217	4.8	2.2	4.991	A
D - Ulceby Road	237	59	1862	827	0.287	239	141	1.0	0.5	7.909	A
E - E Halton Road	332	83	1607	949	0.350	334	494	1.3	0.7	7.575	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	857	214	334	2561	0.335	858	1285	1.2	0.9	3.777	A
B - Habrough Road	273	68	1087	1108	0.246	273	105	0.5	0.3	4.454	A
C - A160 W	1326	331	342	2507	0.529	1329	1018	2.2	1.4	3.673	A
D - Ulceby Road	199	50	1554	964	0.206	200	118	0.5	0.3	6.067	A
E - E Halton Road	278	69	1341	1066	0.261	279	413	0.7	0.5	5.897	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	7.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1682	100.000
B - Habrough Road		ONE HOUR	✓	131	100.000
C - A160 W		ONE HOUR	✓	1199	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	128	1201	114	213
	B - Habrough Road	20	0	43	20	48
	C - A160 W	795	70	0	113	221
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	256	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.78	8.86	4.5	A	1543	2315
B - Habrough Road	0.21	6.70	0.3	A	120	180
C - A160 W	0.55	5.27	1.9	A	1100	1650
D - Ulceby Road	0.20	6.54	0.4	A	165	248
E - E Halton Road	0.46	6.58	1.0	A	442	663

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	426	2506	0.505	1261	723	0.0	1.3	3.792	A
B - Habrough Road	99	25	1434	966	0.102	98	253	0.0	0.1	4.215	A
C - A160 W	903	226	359	2497	0.362	899	1173	0.0	0.9	3.546	A
D - Ulceby Road	136	34	1045	1190	0.114	135	214	0.0	0.2	4.802	A
E - E Halton Road	363	91	788	1310	0.277	361	391	0.0	0.4	4.272	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	511	2455	0.616	1509	865	1.3	2.1	4.993	A
B - Habrough Road	118	29	1716	850	0.139	118	303	0.1	0.2	4.994	A
C - A160 W	1078	269	430	2455	0.439	1077	1404	0.9	1.2	4.114	A
D - Ulceby Road	162	40	1251	1099	0.147	162	256	0.2	0.2	5.409	A
E - E Halton Road	433	108	944	1241	0.349	433	469	0.4	0.6	5.016	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	625	2386	0.776	1843	1059	2.1	4.4	8.572	A
B - Habrough Road	144	36	2097	694	0.208	144	371	0.2	0.3	6.648	A
C - A160 W	1320	330	525	2399	0.550	1317	1715	1.2	1.9	5.237	A
D - Ulceby Road	198	50	1530	975	0.203	198	313	0.2	0.4	6.520	A
E - E Halton Road	531	133	1155	1148	0.462	529	573	0.6	1.0	6.544	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1852	463	626	2385	0.776	1852	1061	4.4	4.5	8.858	A
B - Habrough Road	144	36	2106	690	0.209	144	372	0.3	0.3	6.701	A
C - A160 W	1320	330	527	2398	0.551	1320	1723	1.9	1.9	5.269	A
D - Ulceby Road	198	50	1534	973	0.204	198	314	0.4	0.4	6.542	A
E - E Halton Road	531	133	1157	1147	0.463	531	575	1.0	1.0	6.584	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1512	378	513	2454	0.616	1521	869	4.5	2.1	5.134	A
B - Habrough Road	118	29	1729	844	0.139	118	305	0.3	0.2	5.040	A
C - A160 W	1078	269	433	2453	0.439	1081	1415	1.9	1.2	4.144	A
D - Ulceby Road	162	40	1256	1096	0.148	162	257	0.4	0.2	5.433	A
E - E Halton Road	433	108	947	1240	0.350	435	471	1.0	0.6	5.054	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1266	317	429	2504	0.506	1269	727	2.1	1.4	3.849	A
B - Habrough Road	99	25	1444	962	0.103	99	255	0.2	0.1	4.241	A
C - A160 W	903	226	361	2495	0.362	904	1181	1.2	0.9	3.570	A
D - Ulceby Road	136	34	1051	1187	0.114	136	215	0.2	0.2	4.822	A
E - E Halton Road	363	91	793	1308	0.277	364	394	0.6	0.4	4.302	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	17.71	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.71	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1278	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2057	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	34	1104	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1560	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	66	78	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	23	3	0	49	10
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	25	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.57	6.05	2.3	A	1173	1759
B - Habrough Road	0.49	8.80	1.0	A	338	507
C - A160 W	0.94	25.96	15.3	D	1888	2831
D - Ulceby Road	0.58	21.64	1.7	C	242	363
E - E Halton Road	0.64	18.11	2.1	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	352	2550	0.377	958	1451	0.0	1.1	3.956	A
B - Habrough Road	277	69	1206	1059	0.262	276	104	0.0	0.4	4.733	A
C - A160 W	1549	387	345	2505	0.618	1541	1137	0.0	1.9	4.461	A
D - Ulceby Road	199	50	1769	869	0.229	197	117	0.0	0.4	6.886	A
E - E Halton Road	300	75	1506	994	0.302	298	460	0.0	0.5	6.428	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	422	2508	0.458	1147	1736	1.1	1.5	4.633	A
B - Habrough Road	331	83	1444	961	0.344	330	125	0.4	0.5	5.880	A
C - A160 W	1849	462	413	2465	0.750	1843	1362	1.9	3.5	6.899	A
D - Ulceby Road	237	59	2116	715	0.332	236	140	0.4	0.6	9.665	A
E - E Halton Road	358	89	1802	863	0.414	356	550	0.5	0.9	8.829	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	513	2454	0.573	1404	2100	1.5	2.3	5.994	A
B - Habrough Road	405	101	1765	830	0.488	403	151	0.5	1.0	8.677	A
C - A160 W	2265	566	505	2411	0.939	2225	1664	3.5	13.4	20.072	C
D - Ulceby Road	291	73	2559	518	0.561	287	170	0.6	1.6	19.743	C
E - E Halton Road	438	110	2179	697	0.629	434	667	0.9	2.0	16.749	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1407	352	518	2451	0.574	1407	2128	2.3	2.3	6.050	A
B - Habrough Road	405	101	1772	827	0.490	405	153	1.0	1.0	8.805	A
C - A160 W	2265	566	506	2410	0.940	2257	1671	13.4	15.3	25.959	D
D - Ulceby Road	291	73	2592	504	0.577	290	172	1.6	1.7	21.635	C
E - E Halton Road	438	110	2208	684	0.640	438	675	2.0	2.1	18.115	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1149	287	430	2504	0.459	1152	1781	2.3	1.5	4.684	A
B - Habrough Road	331	83	1455	957	0.346	333	127	1.0	0.6	5.968	A
C - A160 W	1849	462	415	2464	0.751	1896	1372	15.3	3.7	8.228	A
D - Ulceby Road	237	59	2169	691	0.343	241	142	1.7	0.7	10.392	B
E - E Halton Road	358	89	1848	843	0.425	363	562	2.1	0.9	9.437	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	962	241	356	2548	0.378	964	1466	1.5	1.1	3.991	A
B - Habrough Road	277	69	1215	1055	0.263	278	105	0.6	0.4	4.783	A
C - A160 W	1549	387	347	2504	0.619	1556	1146	3.7	2.0	4.606	A
D - Ulceby Road	199	50	1785	861	0.231	200	118	0.7	0.4	7.019	A
E - E Halton Road	300	75	1521	987	0.304	301	464	0.9	0.5	6.559	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	15.60	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.60	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1951	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1422	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	133	1465	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	985	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	31	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	75	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.93	24.98	14.0	C	1790	2685
B - Habrough Road	0.28	9.57	0.4	A	122	183
C - A160 W	0.65	6.76	2.9	A	1305	1957
D - Ulceby Road	0.23	7.62	0.4	A	165	248
E - E Halton Road	0.61	9.58	1.7	A	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	500	2461	0.597	1461	866	0.0	1.9	4.719	A
B - Habrough Road	100	25	1704	855	0.117	100	257	0.0	0.1	4.837	A
C - A160 W	1071	268	360	2496	0.429	1066	1444	0.0	1.2	3.919	A
D - Ulceby Road	136	34	1213	1115	0.122	135	214	0.0	0.2	5.162	A
E - E Halton Road	437	109	932	1246	0.351	435	416	0.0	0.6	4.882	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	599	2402	0.730	1748	1037	1.9	3.5	7.199	A
B - Habrough Road	120	30	2039	717	0.167	119	308	0.1	0.2	6.109	A
C - A160 W	1278	320	431	2454	0.521	1276	1728	1.2	1.7	4.763	A
D - Ulceby Road	162	40	1452	1009	0.160	162	256	0.2	0.3	5.979	A
E - E Halton Road	522	131	1116	1165	0.448	521	498	0.6	0.9	6.153	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	732	2322	0.925	2112	1268	3.5	12.5	19.946	C
B - Habrough Road	146	37	2470	541	0.271	146	374	0.2	0.4	9.242	A
C - A160 W	1566	391	522	2400	0.652	1561	2093	1.7	2.9	6.657	A
D - Ulceby Road	198	50	1772	867	0.229	198	311	0.3	0.4	7.566	A
E - E Halton Road	640	160	1364	1056	0.606	637	606	0.9	1.7	9.402	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2148	537	735	2320	0.926	2142	1273	12.5	14.0	24.978	C
B - Habrough Road	146	37	2500	528	0.277	146	377	0.4	0.4	9.571	A
C - A160 W	1566	391	528	2397	0.653	1565	2118	2.9	2.9	6.759	A
D - Ulceby Road	198	50	1781	863	0.230	198	313	0.4	0.4	7.619	A
E - E Halton Road	640	160	1368	1054	0.607	640	610	1.7	1.7	9.576	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1754	438	604	2399	0.731	1795	1044	14.0	3.7	8.382	A
B - Habrough Road	120	30	2087	698	0.171	120	312	0.4	0.2	6.334	A
C - A160 W	1278	320	441	2449	0.522	1283	1766	2.9	1.7	4.844	A
D - Ulceby Road	162	40	1464	1004	0.161	162	259	0.4	0.3	6.029	A
E - E Halton Road	522	131	1122	1163	0.449	525	505	1.7	0.9	6.262	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1469	367	504	2459	0.597	1476	872	3.7	2.0	4.868	A
B - Habrough Road	100	25	1721	848	0.118	100	259	0.2	0.1	4.892	A
C - A160 W	1071	268	364	2494	0.429	1073	1458	1.7	1.2	3.962	A
D - Ulceby Road	136	34	1221	1112	0.122	136	215	0.3	0.2	5.199	A
E - E Halton Road	437	109	938	1244	0.352	439	419	0.9	0.6	4.942	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.52	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1333	100.000
B - Habrough Road		ONE HOUR	✓	368	100.000
C - A160 W		ONE HOUR	✓	2090	100.000
D - Ulceby Road		ONE HOUR	✓	264	100.000
E - E Halton Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	3	36	1157	74	63
	B - Habrough Road	170	0	61	5	132
	C - A160 W	1593	44	0	64	389
	D - Ulceby Road	128	10	96	0	30
	E - E Halton Road	77	51	257	13	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	60	76	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	25	3	0	49	11
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	26	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.60	6.35	2.6	A	1223	1835
B - Habrough Road	0.50	9.33	1.0	A	338	507
C - A160 W	0.95	31.43	18.9	D	1918	2877
D - Ulceby Road	0.59	23.14	1.8	C	242	363
E - E Halton Road	0.65	19.31	2.3	C	365	548

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1004	251	352	2550	0.394	999	1476	0.0	1.1	4.018	A
B - Habrough Road	277	69	1246	1043	0.266	276	106	0.0	0.4	4.833	A
C - A160 W	1573	393	345	2505	0.628	1565	1177	0.0	2.0	4.640	A
D - Ulceby Road	199	50	1793	858	0.232	197	117	0.0	0.4	6.999	A
E - E Halton Road	300	75	1530	983	0.305	297	460	0.0	0.5	6.540	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1198	300	422	2508	0.478	1197	1765	1.1	1.6	4.757	A
B - Habrough Road	331	83	1492	942	0.351	330	126	0.4	0.6	6.065	A
C - A160 W	1879	470	413	2465	0.762	1872	1409	2.0	3.8	7.325	A
D - Ulceby Road	237	59	2145	702	0.338	236	140	0.4	0.6	9.928	A
E - E Halton Road	358	89	1831	850	0.421	356	550	0.5	0.9	9.102	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1468	367	512	2454	0.598	1464	2129	1.6	2.5	6.285	A
B - Habrough Road	405	101	1822	806	0.503	403	153	0.6	1.0	9.178	A
C - A160 W	2301	575	504	2411	0.954	2253	1721	3.8	15.9	22.860	C
D - Ulceby Road	291	73	2587	506	0.575	287	170	0.6	1.7	20.780	C
E - E Halton Road	438	110	2208	684	0.640	433	666	0.9	2.1	17.636	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1468	367	518	2451	0.599	1468	2161	2.5	2.6	6.354	A
B - Habrough Road	405	101	1830	803	0.505	405	155	1.0	1.0	9.333	A
C - A160 W	2301	575	506	2410	0.955	2289	1729	15.9	18.9	31.433	D
D - Ulceby Road	291	73	2624	489	0.594	290	171	1.7	1.8	23.143	C
E - E Halton Road	438	110	2241	670	0.654	438	674	2.1	2.3	19.311	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1198	300	431	2503	0.479	1202	1821	2.6	1.6	4.818	A
B - Habrough Road	331	83	1504	937	0.353	333	129	1.0	0.6	6.166	A
C - A160 W	1879	470	416	2463	0.763	1938	1421	18.9	4.1	9.272	A
D - Ulceby Road	237	59	2211	672	0.353	242	142	1.8	0.7	10.866	B
E - E Halton Road	358	89	1889	825	0.434	363	564	2.3	1.0	9.870	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1004	251	357	2548	0.394	1005	1491	1.6	1.1	4.058	A
B - Habrough Road	277	69	1255	1039	0.267	278	107	0.6	0.4	4.888	A
C - A160 W	1573	393	347	2504	0.628	1581	1186	4.1	2.1	4.810	A
D - Ulceby Road	199	50	1811	850	0.234	200	118	0.7	0.4	7.141	A
E - E Halton Road	300	75	1547	976	0.307	301	464	1.0	0.6	6.706	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	24.94	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.94	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	2053	100.000
B - Habrough Road		ONE HOUR	✓	133	100.000
C - A160 W		ONE HOUR	✓	1596	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	26	134	1566	114	213
	B - Habrough Road	22	0	43	20	48
	C - A160 W	1159	70	0	113	254
	D - Ulceby Road	58	17	65	0	40
	E - E Halton Road	65	123	355	38	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	32	42	59
	B - Habrough Road	5	0	0	0	2
	C - A160 W	73	5	0	32	30
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.97	43.52	26.2	E	1884	2826
B - Habrough Road	0.30	10.66	0.4	B	122	183
C - A160 W	0.73	8.79	4.2	A	1465	2197
D - Ulceby Road	0.25	8.72	0.5	A	165	248
E - E Halton Road	0.66	12.00	2.1	B	533	800

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1546	386	500	2461	0.628	1537	996	0.0	2.2	5.122	A
B - Habrough Road	100	25	1779	824	0.122	100	258	0.0	0.1	5.042	A
C - A160 W	1202	300	360	2496	0.481	1196	1519	0.0	1.4	4.323	A
D - Ulceby Road	136	34	1342	1058	0.128	135	213	0.0	0.2	5.488	A
E - E Halton Road	437	109	1062	1189	0.368	435	416	0.0	0.6	5.247	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1846	461	599	2402	0.768	1837	1193	2.2	4.2	8.347	A
B - Habrough Road	120	30	2128	681	0.176	119	308	0.1	0.2	6.505	A
C - A160 W	1435	359	431	2455	0.585	1432	1817	1.4	2.2	5.505	A
D - Ulceby Road	162	40	1607	940	0.172	161	255	0.2	0.3	6.506	A
E - E Halton Road	522	131	1271	1097	0.476	521	497	0.6	1.0	6.879	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2260	565	731	2323	0.973	2195	1457	4.2	20.5	28.766	D
B - Habrough Road	146	37	2553	506	0.289	146	373	0.2	0.4	10.111	B
C - A160 W	1757	439	518	2403	0.731	1749	2181	2.2	4.1	8.533	A
D - Ulceby Road	198	50	1958	785	0.253	197	309	0.3	0.5	8.621	A
E - E Halton Road	640	160	1553	973	0.657	635	603	1.0	2.0	11.627	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	2260	565	735	2320	0.974	2238	1464	20.5	26.2	43.516	E
B - Habrough Road	146	37	2596	489	0.299	146	377	0.4	0.4	10.661	B
C - A160 W	1757	439	526	2399	0.733	1757	2216	4.1	4.2	8.785	A
D - Ulceby Road	198	50	1970	779	0.254	198	312	0.5	0.5	8.721	A
E - E Halton Road	640	160	1560	970	0.660	639	609	2.0	2.1	12.004	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1846	461	605	2398	0.770	1932	1203	26.2	4.6	12.046	B
B - Habrough Road	120	30	2221	643	0.186	120	316	0.4	0.2	7.005	A
C - A160 W	1435	359	448	2444	0.587	1443	1893	4.2	2.3	5.681	A
D - Ulceby Road	162	40	1629	931	0.174	163	262	0.5	0.3	6.604	A
E - E Halton Road	522	131	1282	1092	0.478	527	510	2.1	1.0	7.074	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1546	386	505	2459	0.629	1555	1004	4.6	2.3	5.342	A
B - Habrough Road	100	25	1799	816	0.123	100	260	0.2	0.1	5.111	A
C - A160 W	1202	300	364	2494	0.482	1205	1536	2.3	1.5	4.392	A
D - Ulceby Road	136	34	1353	1053	0.129	136	215	0.3	0.2	5.530	A
E - E Halton Road	437	109	1070	1186	0.369	439	420	1.0	0.7	5.329	A

Appendix C

A160/ Humber Road/ Manby Road Junction Assessment Sensitivity Test Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Humber Road-Manby Road.j10
Path: P:\23000's\23325\Junction Assessment\4 Sensitivity Test
Report generation date: 22/11/2023 13:06:46

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Humber Road	1.4	5.94	0.44	3.0	8.35	0.68
B - Manby Road	0.8	3.71	0.40	0.4	3.15	0.26
C - Port Service Access	0.0	9.01	0.03	0.0	8.68	0.03
D - A160	1.3	4.96	0.48	1.2	4.77	0.43
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
A - Humber Road	1.5	6.18	0.46	3.5	9.34	0.71
B - Manby Road	0.9	3.89	0.43	0.5	3.25	0.27
C - Port Service Access	0.0	9.63	0.03	0.1	9.04	0.03
D - A160	1.4	5.24	0.50	1.3	4.97	0.45
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - Humber Road	1.6	6.28	0.48	5.6	13.59	0.81
B - Manby Road	1.2	4.34	0.50	0.5	3.35	0.30
C - Port Service Access	0.1	14.40	0.03	0.1	9.58	0.03
D - A160	1.7	5.91	0.55	1.4	5.17	0.48
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - Humber Road	1.9	6.72	0.52	8.8	20.17	0.87
B - Manby Road	1.2	4.52	0.51	0.6	3.53	0.32
C - Port Service Access	0.1	15.16	0.03	0.1	10.36	0.04
D - A160	1.8	6.21	0.57	2.1	6.60	0.58
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base					
A - Humber Road	1.8	6.62	0.49	4.5	11.44	0.76
B - Manby Road	1.0	4.21	0.46	0.5	3.43	0.30
C - Port Service Access	0.0	10.40	0.03	0.1	9.59	0.03
D - A160	1.6	5.73	0.54	1.4	5.28	0.48
E - Conco Access	0.0	0.00	0.00	0.0	2.99	0.00
	2032 Base + Committed					
A - Humber Road	1.9	6.75	0.52	8.1	18.70	0.86
B - Manby Road	1.4	4.77	0.54	0.6	3.54	0.33
C - Port Service Access	0.1	15.71	0.03	0.1	10.20	0.04
D - A160	2.0	6.52	0.59	1.6	5.54	0.51
E - Conco Access	0.0	0.00	0.00	0.0	3.08	0.00
	2032 Base + Committed + Development					
A - Humber Road	2.1	7.25	0.55	14.3	31.58	0.93
B - Manby Road	1.4	4.98	0.55	0.6	3.73	0.34
C - Port Service Access	0.1	16.61	0.04	0.1	11.06	0.04
D - A160	2.2	6.91	0.61	2.4	7.17	0.61
E - Conco Access	0.0	0.00	0.00	0.0	3.29	0.00

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.92	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Humber Road		
B	Manby Road		
C	Port Service Access		
D	A160		
E	Conco Access		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Humber Road	7.00	7.00	0.0	35.0	86.0	36.0		
B - Manby Road	7.20	8.30	5.0	57.0	86.0	30.0		
C - Port Service Access	3.00	8.10	4.5	17.2	87.0	33.0		
D - A160	7.00	8.12	4.0	21.0	86.0	41.0		
E - Conco Access	7.80	9.70	15.0	10.0	86.0	52.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Humber Road	0.521	2121
B - Manby Road	0.576	2453
C - Port Service Access	0.387	1220
D - A160	0.527	2218
E - Conco Access	0.538	2426

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	789	100.000
B - Manby Road		ONE HOUR	✓	730	100.000
C - Port Service Access		ONE HOUR	✓	14	100.000
D - A160		ONE HOUR	✓	850	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	19	87	2	681	0
	B - Manby Road	426	6	2	296	0
	C - Port Service Access	9	0	0	5	0
	D - A160	597	224	7	17	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	0	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.44	5.94	1.4	A	724	1086
B - Manby Road	0.40	3.71	0.8	A	670	1005
C - Port Service Access	0.03	9.01	0.0	A	13	19
D - A160	0.48	4.96	1.3	A	780	1170
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	594	149	190	2022	0.294	591	788	0.0	0.8	4.584	A
B - Manby Road	550	137	544	2139	0.257	548	238	0.0	0.4	2.766	A
C - Port Service Access	11	3	1083	801	0.013	10	8	0.0	0.0	6.712	A
D - A160	640	160	345	2035	0.314	637	749	0.0	0.6	3.595	A
E - Conco Access	0	0	979	1899	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	709	177	228	2002	0.354	708	944	0.8	1.0	5.077	A
B - Manby Road	656	164	652	2077	0.316	656	285	0.4	0.6	3.097	A
C - Port Service Access	13	3	1298	718	0.018	13	10	0.0	0.0	7.521	A
D - A160	764	191	413	2000	0.382	763	897	0.6	0.9	4.069	A
E - Conco Access	0	0	1172	1795	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	869	217	279	1976	0.440	867	1155	1.0	1.4	5.921	A
B - Manby Road	804	201	798	1993	0.403	803	348	0.6	0.8	3.697	A
C - Port Service Access	15	4	1588	605	0.025	15	12	0.0	0.0	8.993	A
D - A160	936	234	506	1951	0.480	934	1098	0.9	1.3	4.944	A
E - Conco Access	0	0	1434	1654	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	869	217	280	1975	0.440	869	1157	1.4	1.4	5.938	A
B - Manby Road	804	201	799	1992	0.403	804	349	0.8	0.8	3.706	A
C - Port Service Access	15	4	1591	604	0.026	15	12	0.0	0.0	9.008	A
D - A160	936	234	506	1950	0.480	936	1100	1.3	1.3	4.962	A
E - Conco Access	0	0	1437	1653	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	709	177	229	2002	0.354	711	947	1.4	1.0	5.099	A
B - Manby Road	656	164	654	2076	0.316	657	286	0.8	0.6	3.107	A
C - Port Service Access	13	3	1302	716	0.018	13	10	0.0	0.0	7.541	A
D - A160	764	191	414	1999	0.382	766	900	1.3	0.9	4.089	A
E - Conco Access	0	0	1175	1793	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	594	149	191	2021	0.294	595	792	1.0	0.8	4.612	A
B - Manby Road	550	137	547	2137	0.257	550	239	0.6	0.4	2.776	A
C - Port Service Access	11	3	1089	798	0.013	11	8	0.0	0.0	6.732	A
D - A160	640	160	347	2035	0.315	641	753	0.9	0.6	3.613	A
E - Conco Access	0	0	984	1897	0.000	0	4	0.0	0.0	0.000	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1188	100.000
B - Manby Road		ONE HOUR	✓	454	100.000
C - Port Service Access		ONE HOUR	✓	18	100.000
D - A160		ONE HOUR	✓	809	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	72	388	0	728	0
	B - Manby Road	170	12	2	270	0
	C - Port Service Access	0	7	0	11	0
	D - A160	486	302	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.68	8.35	3.0	A	1090	1635
B - Manby Road	0.26	3.15	0.4	A	417	625
C - Port Service Access	0.03	8.68	0.0	A	17	25
D - A160	0.43	4.77	1.2	A	742	1114
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	894	224	253	1990	0.450	890	546	0.0	1.2	4.692	A
B - Manby Road	342	85	611	2101	0.163	341	531	0.0	0.2	2.570	A
C - Port Service Access	14	3	944	855	0.016	13	7	0.0	0.0	6.845	A
D - A160	609	152	196	2114	0.288	607	762	0.0	0.6	3.716	A
E - Conco Access	0	0	799	1996	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1068	267	303	1963	0.544	1066	654	1.2	1.7	5.758	A
B - Manby Road	408	102	732	2031	0.201	408	636	0.2	0.3	2.788	A
C - Port Service Access	16	4	1131	782	0.021	16	9	0.0	0.0	7.514	A
D - A160	727	182	234	2094	0.347	726	913	0.6	0.8	4.103	A
E - Conco Access	0	0	956	1911	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1308	327	370	1928	0.678	1303	800	1.7	3.0	8.222	A
B - Manby Road	500	125	895	1937	0.258	499	778	0.3	0.4	3.148	A
C - Port Service Access	20	5	1383	685	0.029	20	11	0.0	0.0	8.660	A
D - A160	891	223	287	2066	0.431	889	1116	0.8	1.2	4.762	A
E - Conco Access	0	0	1171	1796	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1308	327	371	1928	0.679	1308	802	3.0	3.0	8.351	A
B - Manby Road	500	125	898	1935	0.258	500	781	0.4	0.4	3.152	A
C - Port Service Access	20	5	1387	683	0.029	20	11	0.0	0.0	8.679	A
D - A160	891	223	287	2066	0.431	891	1120	1.2	1.2	4.775	A
E - Conco Access	0	0	1173	1795	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1068	267	304	1963	0.544	1073	656	3.0	1.7	5.855	A
B - Manby Road	408	102	737	2028	0.201	409	640	0.4	0.3	2.797	A
C - Port Service Access	16	4	1137	780	0.021	16	9	0.0	0.0	7.539	A
D - A160	727	182	235	2094	0.347	729	918	1.2	0.8	4.115	A
E - Conco Access	0	0	959	1910	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	894	224	254	1989	0.450	897	549	1.7	1.2	4.753	A
B - Manby Road	342	85	616	2098	0.163	342	535	0.3	0.2	2.579	A
C - Port Service Access	14	3	950	852	0.016	14	8	0.0	0.0	6.867	A
D - A160	609	152	197	2114	0.288	610	767	0.8	0.6	3.733	A
E - Conco Access	0	0	803	1994	0.000	0	4	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	822	100.000
B - Manby Road		ONE HOUR	✓	762	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	888	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	19	90	2	711	0
	B - Manby Road	445	6	2	309	0
	C - Port Service Access	10	0	0	5	0
	D - A160	624	234	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	0	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.46	6.18	1.5	A	754	1131
B - Manby Road	0.43	3.89	0.9	A	699	1049
C - Port Service Access	0.03	9.63	0.0	A	14	21
D - A160	0.50	5.24	1.4	A	815	1222
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	619	155	199	2018	0.307	616	824	0.0	0.8	4.681	A
B - Manby Road	574	143	567	2126	0.270	572	247	0.0	0.5	2.832	A
C - Port Service Access	11	3	1131	783	0.014	11	8	0.0	0.0	7.000	A
D - A160	669	167	360	2028	0.330	666	782	0.0	0.7	3.688	A
E - Conco Access	0	0	1022	1876	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	739	185	238	1997	0.370	738	986	0.8	1.1	5.218	A
B - Manby Road	685	171	680	2061	0.332	684	296	0.5	0.6	3.198	A
C - Port Service Access	13	3	1354	696	0.019	13	10	0.0	0.0	7.911	A
D - A160	798	200	431	1990	0.401	797	936	0.7	0.9	4.216	A
E - Conco Access	0	0	1224	1767	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	905	226	291	1969	0.460	903	1207	1.1	1.5	6.156	A
B - Manby Road	839	210	832	1974	0.425	838	363	0.6	0.9	3.875	A
C - Port Service Access	17	4	1657	579	0.029	16	12	0.0	0.0	9.605	A
D - A160	978	244	528	1939	0.504	976	1146	0.9	1.4	5.214	A
E - Conco Access	0	0	1498	1620	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	905	226	292	1969	0.460	905	1209	1.5	1.5	6.180	A
B - Manby Road	839	210	833	1973	0.425	839	363	0.9	0.9	3.885	A
C - Port Service Access	17	4	1660	577	0.029	17	12	0.0	0.0	9.625	A
D - A160	978	244	528	1939	0.504	978	1148	1.4	1.4	5.237	A
E - Conco Access	0	0	1501	1619	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	739	185	239	1997	0.370	741	989	1.5	1.1	5.244	A
B - Manby Road	685	171	682	2060	0.333	686	297	0.9	0.6	3.211	A
C - Port Service Access	13	3	1358	694	0.019	14	10	0.0	0.0	7.934	A
D - A160	798	200	432	1990	0.401	800	940	1.4	0.9	4.238	A
E - Conco Access	0	0	1228	1765	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	619	155	200	2017	0.307	620	828	1.1	0.8	4.712	A
B - Manby Road	574	143	571	2124	0.270	574	249	0.6	0.5	2.843	A
C - Port Service Access	11	3	1137	780	0.014	11	8	0.0	0.0	7.023	A
D - A160	669	167	362	2027	0.330	670	786	0.9	0.7	3.711	A
E - Conco Access	0	0	1028	1873	0.000	0	4	0.0	0.0	0.000	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1240	100.000
B - Manby Road		ONE HOUR	✓	474	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	844	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	76	404	0	760	0
	B - Manby Road	177	13	2	282	0
	C - Port Service Access	0	7	0	12	0
	D - A160	507	316	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.71	9.34	3.5	A	1138	1707
B - Manby Road	0.27	3.25	0.5	A	435	652
C - Port Service Access	0.03	9.04	0.1	A	17	26
D - A160	0.45	4.97	1.3	A	774	1162
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	934	233	264	1984	0.471	928	570	0.0	1.3	4.888	A
B - Manby Road	357	89	638	2085	0.171	356	554	0.0	0.3	2.615	A
C - Port Service Access	14	4	986	838	0.017	14	7	0.0	0.0	7.002	A
D - A160	635	159	205	2110	0.301	633	796	0.0	0.7	3.793	A
E - Conco Access	0	0	834	1977	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1115	279	316	1956	0.570	1112	682	1.3	1.9	6.119	A
B - Manby Road	426	107	764	2013	0.212	426	664	0.3	0.3	2.851	A
C - Port Service Access	17	4	1181	763	0.022	17	9	0.0	0.0	7.736	A
D - A160	759	190	245	2088	0.363	758	953	0.7	0.9	4.214	A
E - Conco Access	0	0	999	1889	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1365	341	387	1920	0.711	1359	835	1.9	3.4	9.144	A
B - Manby Road	522	130	934	1915	0.273	521	812	0.3	0.5	3.247	A
C - Port Service Access	21	5	1444	661	0.032	21	11	0.0	0.1	9.012	A
D - A160	929	232	300	2059	0.451	928	1165	0.9	1.3	4.950	A
E - Conco Access	0	0	1222	1768	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1365	341	388	1919	0.711	1365	837	3.4	3.5	9.340	A
B - Manby Road	522	130	938	1913	0.273	522	815	0.5	0.5	3.252	A
C - Port Service Access	21	5	1449	659	0.032	21	11	0.1	0.1	9.038	A
D - A160	929	232	301	2059	0.451	929	1169	1.3	1.3	4.965	A
E - Conco Access	0	0	1224	1767	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1115	279	317	1956	0.570	1121	685	3.5	1.9	6.250	A
B - Manby Road	426	107	770	2009	0.212	427	668	0.5	0.3	2.861	A
C - Port Service Access	17	4	1188	760	0.022	17	9	0.1	0.0	7.766	A
D - A160	759	190	246	2088	0.363	760	959	1.3	0.9	4.230	A
E - Conco Access	0	0	1002	1887	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	934	233	265	1983	0.471	936	573	1.9	1.3	4.964	A
B - Manby Road	357	89	643	2082	0.171	357	558	0.3	0.3	2.624	A
C - Port Service Access	14	4	993	836	0.017	14	8	0.0	0.0	7.027	A
D - A160	635	159	206	2109	0.301	636	801	0.9	0.7	3.810	A
E - Conco Access	0	0	838	1975	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	864	100.000
B - Manby Road		ONE HOUR	✓	893	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	939	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	120	2	721	0
	B - Manby Road	551	6	2	334	0
	C - Port Service Access	10	0	0	5	0
	D - A160	664	245	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	25	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	46	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.48	6.28	1.6	A	793	1189
B - Manby Road	0.50	4.34	1.2	A	819	1229
C - Port Service Access	0.03	14.40	0.1	B	14	21
D - A160	0.55	5.91	1.7	A	862	1292
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	650	163	207	2013	0.323	647	934	0.0	0.8	4.637	A
B - Manby Road	672	168	576	2121	0.317	670	278	0.0	0.5	2.936	A
C - Port Service Access	11	3	1238	741	0.015	11	8	0.0	0.0	9.864	A
D - A160	707	177	441	1985	0.356	704	808	0.0	0.8	3.876	A
E - Conco Access	0	0	1141	1812	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	777	194	248	1992	0.390	776	1119	0.8	1.1	5.217	A
B - Manby Road	803	201	690	2055	0.391	802	333	0.5	0.8	3.401	A
C - Port Service Access	13	3	1482	646	0.021	13	10	0.0	0.0	11.376	B
D - A160	844	211	528	1939	0.435	843	968	0.8	1.1	4.536	A
E - Conco Access	0	0	1366	1691	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	951	238	303	1963	0.485	949	1369	1.1	1.6	6.251	A
B - Manby Road	983	246	845	1966	0.500	982	408	0.8	1.2	4.324	A
C - Port Service Access	17	4	1814	518	0.032	16	12	0.0	0.1	14.357	B
D - A160	1034	258	646	1877	0.551	1031	1184	1.1	1.7	5.870	A
E - Conco Access	0	0	1672	1526	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	951	238	304	1963	0.485	951	1372	1.6	1.6	6.278	A
B - Manby Road	983	246	847	1965	0.500	983	408	1.2	1.2	4.342	A
C - Port Service Access	17	4	1818	517	0.032	17	12	0.1	0.1	14.398	B
D - A160	1034	258	647	1876	0.551	1034	1187	1.7	1.7	5.908	A
E - Conco Access	0	0	1676	1524	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	777	194	249	1992	0.390	779	1123	1.6	1.1	5.245	A
B - Manby Road	803	201	693	2053	0.391	804	334	1.2	0.8	3.417	A
C - Port Service Access	13	3	1488	644	0.021	14	10	0.1	0.0	11.418	B
D - A160	844	211	530	1938	0.436	847	971	1.7	1.1	4.571	A
E - Conco Access	0	0	1372	1688	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	650	163	208	2013	0.323	652	940	1.1	0.8	4.670	A
B - Manby Road	672	168	580	2119	0.317	673	280	0.8	0.6	2.951	A
C - Port Service Access	11	3	1245	738	0.015	11	8	0.0	0.0	9.906	A
D - A160	707	177	443	1984	0.356	708	813	1.1	0.8	3.906	A
E - Conco Access	0	0	1148	1808	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	9.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1398	100.000
B - Manby Road		ONE HOUR	✓	521	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	889	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	85	524	0	789	0
	B - Manby Road	212	13	2	294	0
	C - Port Service Access	0	7	0	12	0
	D - A160	516	352	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	57	0
	B - Manby Road	28	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.81	13.59	5.6	B	1283	1924
B - Manby Road	0.30	3.35	0.5	A	478	717
C - Port Service Access	0.03	9.58	0.1	A	17	26
D - A160	0.48	5.17	1.4	A	816	1224
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1052	263	291	1970	0.534	1046	610	0.0	1.5	5.294	A
B - Manby Road	392	98	666	2069	0.190	391	671	0.0	0.3	2.625	A
C - Port Service Access	14	4	1050	814	0.018	14	7	0.0	0.0	7.217	A
D - A160	669	167	238	2092	0.320	666	826	0.0	0.7	3.818	A
E - Conco Access	0	0	900	1941	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1257	314	348	1940	0.648	1253	730	1.5	2.5	7.127	A
B - Manby Road	468	117	798	1993	0.235	468	804	0.3	0.4	2.889	A
C - Port Service Access	17	4	1257	734	0.023	17	9	0.0	0.0	8.053	A
D - A160	799	200	285	2067	0.387	798	989	0.7	0.9	4.296	A
E - Conco Access	0	0	1078	1846	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1539	385	426	1899	0.811	1527	893	2.5	5.4	12.836	B
B - Manby Road	574	143	972	1893	0.303	573	981	0.4	0.5	3.337	A
C - Port Service Access	21	5	1534	626	0.033	21	11	0.0	0.1	9.532	A
D - A160	979	245	348	2034	0.481	977	1207	0.9	1.4	5.153	A
E - Conco Access	0	0	1320	1716	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1539	385	427	1899	0.811	1538	895	5.4	5.6	13.586	B
B - Manby Road	574	143	979	1889	0.304	574	986	0.5	0.5	3.350	A
C - Port Service Access	21	5	1542	623	0.034	21	11	0.1	0.1	9.580	A
D - A160	979	245	349	2033	0.481	979	1214	1.4	1.4	5.172	A
E - Conco Access	0	0	1322	1714	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1257	314	350	1939	0.648	1269	733	5.6	2.6	7.470	A
B - Manby Road	468	117	808	1987	0.236	469	811	0.5	0.4	2.902	A
C - Port Service Access	17	4	1268	729	0.023	17	9	0.1	0.0	8.102	A
D - A160	799	200	286	2067	0.387	801	999	1.4	1.0	4.315	A
E - Conco Access	0	0	1082	1843	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1052	263	293	1969	0.535	1056	613	2.6	1.6	5.416	A
B - Manby Road	392	98	673	2065	0.190	393	676	0.4	0.3	2.634	A
C - Port Service Access	14	4	1058	811	0.018	14	8	0.0	0.0	7.248	A
D - A160	669	167	239	2091	0.320	670	833	1.0	0.7	3.841	A
E - Conco Access	0	0	906	1939	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	923	100.000
B - Manby Road		ONE HOUR	✓	897	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	973	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	124	2	776	0
	B - Manby Road	555	6	2	334	0
	C - Port Service Access	10	0	0	5	0
	D - A160	698	245	7	18	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	24	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	46	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.52	6.72	1.9	A	847	1270
B - Manby Road	0.51	4.52	1.2	A	823	1235
C - Port Service Access	0.03	15.16	0.1	C	14	21
D - A160	0.57	6.21	1.8	A	893	1339
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	695	174	207	2013	0.345	691	963	0.0	0.9	4.796	A
B - Manby Road	675	169	617	2097	0.322	673	281	0.0	0.6	2.994	A
C - Port Service Access	11	3	1282	724	0.016	11	8	0.0	0.0	10.100	B
D - A160	733	183	444	1983	0.369	729	849	0.0	0.8	3.966	A
E - Conco Access	0	0	1170	1797	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	830	207	248	1992	0.417	828	1153	0.9	1.2	5.460	A
B - Manby Road	806	202	740	2027	0.398	806	337	0.6	0.8	3.490	A
C - Port Service Access	13	3	1535	626	0.022	13	10	0.0	0.0	11.756	B
D - A160	875	219	532	1937	0.452	873	1017	0.8	1.1	4.681	A
E - Conco Access	0	0	1401	1672	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1016	254	303	1963	0.518	1014	1410	1.2	1.9	6.680	A
B - Manby Road	988	247	905	1931	0.511	986	412	0.8	1.2	4.501	A
C - Port Service Access	17	4	1879	493	0.034	16	12	0.0	0.1	15.106	C
D - A160	1071	268	651	1874	0.572	1069	1245	1.1	1.8	6.166	A
E - Conco Access	0	0	1714	1504	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1016	254	304	1963	0.518	1016	1414	1.9	1.9	6.717	A
B - Manby Road	988	247	907	1930	0.512	988	413	1.2	1.2	4.523	A
C - Port Service Access	17	4	1883	491	0.034	17	12	0.1	0.1	15.160	C
D - A160	1071	268	652	1874	0.572	1071	1247	1.8	1.8	6.213	A
E - Conco Access	0	0	1718	1502	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	830	207	249	1991	0.417	832	1157	1.9	1.3	5.498	A
B - Manby Road	806	202	743	2025	0.398	808	338	1.2	0.8	3.511	A
C - Port Service Access	13	3	1541	624	0.022	14	10	0.1	0.0	11.806	B
D - A160	875	219	533	1936	0.452	877	1021	1.8	1.2	4.723	A
E - Conco Access	0	0	1406	1669	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	695	174	208	2013	0.345	696	968	1.3	0.9	4.835	A
B - Manby Road	675	169	622	2095	0.322	676	283	0.8	0.6	3.007	A
C - Port Service Access	11	3	1289	721	0.016	11	8	0.0	0.0	10.147	B
D - A160	733	183	446	1982	0.370	734	854	1.2	0.8	4.000	A
E - Conco Access	0	0	1176	1793	0.000	0	4	0.0	0.0	0.000	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	12.66	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.66	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1505	100.000
B - Manby Road		ONE HOUR	✓	525	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	1065	100.000
E - Conco Access		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	85	528	0	892	0
	B - Manby Road	216	13	2	294	0
	C - Port Service Access	0	7	0	12	0
	D - A160	692	352	8	8	5
	E - Conco Access	0	2	0	2	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	61	0
	B - Manby Road	27	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.87	20.17	8.8	C	1381	2072
B - Manby Road	0.32	3.53	0.6	A	482	723
C - Port Service Access	0.04	10.36	0.1	B	17	26
D - A160	0.58	6.60	2.1	A	977	1466
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1133	283	291	1970	0.575	1126	744	0.0	1.9	5.903	A
B - Manby Road	395	99	743	2025	0.195	394	674	0.0	0.3	2.693	A
C - Port Service Access	14	4	1129	783	0.018	14	7	0.0	0.0	7.506	A
D - A160	802	200	241	2091	0.384	798	903	0.0	1.0	4.374	A
E - Conco Access	0	0	1035	1869	0.000	0	4	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1353	338	348	1940	0.698	1348	891	1.9	3.1	8.420	A
B - Manby Road	472	118	889	1940	0.243	472	807	0.3	0.4	2.991	A
C - Port Service Access	17	4	1352	697	0.025	17	9	0.0	0.0	8.489	A
D - A160	957	239	288	2066	0.464	956	1081	1.0	1.3	5.103	A
E - Conco Access	0	0	1240	1759	0.000	0	4	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1657	414	426	1899	0.873	1636	1090	3.1	8.3	17.866	C
B - Manby Road	578	145	1080	1831	0.316	577	983	0.4	0.6	3.504	A
C - Port Service Access	21	5	1646	583	0.036	21	11	0.0	0.1	10.266	B
D - A160	1173	293	352	2032	0.577	1170	1315	1.3	2.1	6.553	A
E - Conco Access	0	0	1516	1610	0.000	0	5	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1657	414	427	1899	0.873	1655	1093	8.3	8.8	20.170	C
B - Manby Road	578	145	1092	1824	0.317	578	990	0.6	0.6	3.526	A
C - Port Service Access	21	5	1659	578	0.036	21	11	0.1	0.1	10.358	B
D - A160	1173	293	353	2031	0.577	1173	1326	2.1	2.1	6.605	A
E - Conco Access	0	0	1520	1608	0.000	0	6	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1353	338	350	1939	0.698	1375	896	8.8	3.3	9.243	A
B - Manby Road	472	118	907	1930	0.245	473	818	0.6	0.4	3.015	A
C - Port Service Access	17	4	1371	690	0.025	17	9	0.1	0.0	8.584	A
D - A160	957	239	290	2065	0.464	960	1098	2.1	1.4	5.152	A
E - Conco Access	0	0	1246	1755	0.000	0	5	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1133	283	293	1969	0.576	1139	749	3.3	1.9	6.094	A
B - Manby Road	395	99	751	2020	0.196	396	680	0.4	0.3	2.705	A
C - Port Service Access	14	4	1139	779	0.018	14	8	0.0	0.0	7.545	A
D - A160	802	200	242	2090	0.384	803	912	1.4	1.0	4.414	A
E - Conco Access	0	0	1042	1865	0.000	0	4	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	877	100.000
B - Manby Road		ONE HOUR	✓	812	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	947	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	21	96	3	757	0
	B - Manby Road	474	6	3	329	0
	C - Port Service Access	10	0	0	5	0
	D - A160	665	250	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	0	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.49	6.62	1.8	A	805	1207
B - Manby Road	0.46	4.21	1.0	A	745	1118
C - Port Service Access	0.03	10.40	0.0	B	14	21
D - A160	0.54	5.73	1.6	A	869	1303
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	660	165	212	2011	0.328	657	877	0.0	0.9	4.844	A
B - Manby Road	611	153	605	2104	0.291	609	264	0.0	0.5	2.944	A
C - Port Service Access	11	3	1204	754	0.015	11	10	0.0	0.0	7.268	A
D - A160	713	178	383	2015	0.354	710	832	0.0	0.8	3.848	A
E - Conco Access	0	0	1090	1840	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	788	197	254	1989	0.396	787	1051	0.9	1.2	5.466	A
B - Manby Road	730	182	725	2035	0.359	729	316	0.5	0.7	3.373	A
C - Port Service Access	13	3	1442	662	0.020	13	13	0.0	0.0	8.326	A
D - A160	851	213	459	1975	0.431	850	996	0.8	1.0	4.468	A
E - Conco Access	0	0	1305	1724	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	966	241	311	1959	0.493	963	1286	1.2	1.8	6.589	A
B - Manby Road	894	224	888	1942	0.460	893	387	0.7	1.0	4.197	A
C - Port Service Access	17	4	1765	537	0.031	16	15	0.0	0.0	10.371	B
D - A160	1043	261	562	1921	0.543	1040	1220	1.0	1.6	5.699	A
E - Conco Access	0	0	1597	1567	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	966	241	312	1959	0.493	966	1288	1.8	1.8	6.619	A
B - Manby Road	894	224	890	1940	0.461	894	388	1.0	1.0	4.211	A
C - Port Service Access	17	4	1768	536	0.031	17	15	0.0	0.0	10.399	B
D - A160	1043	261	563	1921	0.543	1043	1222	1.6	1.6	5.731	A
E - Conco Access	0	0	1600	1565	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	788	197	255	1988	0.397	791	1054	1.8	1.2	5.502	A
B - Manby Road	730	182	728	2033	0.359	731	317	1.0	0.7	3.390	A
C - Port Service Access	13	3	1447	660	0.020	14	13	0.0	0.0	8.355	A
D - A160	851	213	460	1975	0.431	854	1000	1.6	1.1	4.498	A
E - Conco Access	0	0	1309	1721	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	660	165	213	2010	0.328	661	882	1.2	0.9	4.882	A
B - Manby Road	611	153	609	2102	0.291	612	265	0.7	0.5	2.961	A
C - Port Service Access	11	3	1211	751	0.015	11	11	0.0	0.0	7.298	A
D - A160	713	178	385	2014	0.354	714	837	1.1	0.8	3.876	A
E - Conco Access	0	0	1096	1836	0.000	0	4	0.0	0.0	0.000	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	7.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1319	100.000
B - Manby Road		ONE HOUR	✓	505	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	897	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	80	430	0	809	0
	B - Manby Road	188	14	3	300	0
	C - Port Service Access	0	7	0	12	0
	D - A160	539	336	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.76	11.44	4.5	B	1210	1816
B - Manby Road	0.30	3.43	0.5	A	463	695
C - Port Service Access	0.03	9.59	0.1	A	17	26
D - A160	0.48	5.28	1.4	A	823	1235
E - Conco Access	0.00	2.99	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	993	248	284	1973	0.503	987	605	0.0	1.4	5.227	A
B - Manby Road	380	95	680	2061	0.184	379	591	0.0	0.3	2.691	A
C - Port Service Access	14	4	1050	814	0.018	14	9	0.0	0.0	7.219	A
D - A160	675	169	217	2103	0.321	672	848	0.0	0.7	3.913	A
E - Conco Access	4	0.94	885	1950	0.002	4	4	0.0	0.0	2.642	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1186	296	340	1944	0.610	1183	725	1.4	2.2	6.782	A
B - Manby Road	454	113	815	1983	0.229	454	708	0.3	0.4	2.959	A
C - Port Service Access	17	4	1258	733	0.023	17	11	0.0	0.0	8.058	A
D - A160	806	202	259	2081	0.388	805	1016	0.7	1.0	4.393	A
E - Conco Access	4	1	1060	1855	0.002	4	4	0.0	0.0	2.778	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1452	363	417	1904	0.763	1443	887	2.2	4.4	11.041	B
B - Manby Road	556	139	995	1880	0.296	555	865	0.4	0.5	3.416	A
C - Port Service Access	21	5	1537	625	0.033	21	13	0.0	0.1	9.548	A
D - A160	988	247	317	2050	0.482	986	1241	1.0	1.4	5.263	A
E - Conco Access	6	1	1298	1728	0.003	6	5	0.0	0.0	2.985	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1452	363	417	1904	0.763	1452	888	4.4	4.5	11.438	B
B - Manby Road	556	139	1001	1876	0.296	556	869	0.5	0.5	3.427	A
C - Port Service Access	21	5	1543	623	0.034	21	13	0.1	0.1	9.588	A
D - A160	988	247	318	2050	0.482	988	1246	1.4	1.4	5.281	A
E - Conco Access	6	1	1300	1726	0.003	6	6	0.0	0.0	2.987	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1186	296	341	1943	0.610	1195	727	4.5	2.3	7.001	A
B - Manby Road	454	113	823	1979	0.229	455	713	0.5	0.4	2.973	A
C - Port Service Access	17	4	1267	730	0.023	17	11	0.1	0.0	8.099	A
D - A160	806	202	261	2080	0.388	808	1024	1.4	1.0	4.416	A
E - Conco Access	4	1	1064	1853	0.002	4	5	0.0	0.0	2.781	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	993	248	286	1972	0.503	996	608	2.3	1.5	5.327	A
B - Manby Road	380	95	687	2057	0.185	381	595	0.4	0.3	2.700	A
C - Port Service Access	14	4	1058	811	0.018	14	9	0.0	0.0	7.250	A
D - A160	675	169	218	2103	0.321	676	854	1.0	0.7	3.936	A
E - Conco Access	4	0.94	890	1947	0.002	4	4	0.0	0.0	2.646	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	919	100.000
B - Manby Road		ONE HOUR	✓	943	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	998	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	22	126	3	768	0
	B - Manby Road	580	6	3	354	0
	C - Port Service Access	10	0	0	5	0
	D - A160	706	260	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	25	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	45	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.52	6.75	1.9	A	843	1265
B - Manby Road	0.54	4.77	1.4	A	865	1298
C - Port Service Access	0.03	15.71	0.1	C	14	21
D - A160	0.59	6.52	2.0	A	916	1374
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	692	173	220	2007	0.345	688	988	0.0	0.9	4.808	A
B - Manby Road	710	177	614	2099	0.338	708	294	0.0	0.6	3.060	A
C - Port Service Access	11	3	1311	713	0.016	11	10	0.0	0.0	10.263	B
D - A160	751	188	464	1973	0.381	748	859	0.0	0.8	4.034	A
E - Conco Access	0	0	1208	1776	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	826	207	263	1984	0.416	825	1183	0.9	1.2	5.479	A
B - Manby Road	848	212	736	2029	0.418	847	352	0.6	0.8	3.605	A
C - Port Service Access	13	3	1570	612	0.022	13	13	0.0	0.0	12.021	B
D - A160	897	224	555	1925	0.466	896	1029	0.8	1.2	4.807	A
E - Conco Access	0	0	1446	1648	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1012	253	322	1954	0.518	1009	1448	1.2	1.9	6.716	A
B - Manby Road	1038	260	901	1934	0.537	1036	430	0.8	1.4	4.741	A
C - Port Service Access	17	4	1921	476	0.035	16	15	0.0	0.1	15.649	C
D - A160	1099	275	679	1859	0.591	1096	1259	1.2	2.0	6.463	A
E - Conco Access	0	0	1769	1474	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1012	253	323	1953	0.518	1012	1451	1.9	1.9	6.754	A
B - Manby Road	1038	260	903	1933	0.537	1038	432	1.4	1.4	4.768	A
C - Port Service Access	17	4	1926	475	0.035	17	15	0.1	0.1	15.711	C
D - A160	1099	275	680	1859	0.591	1099	1262	2.0	2.0	6.520	A
E - Conco Access	0	0	1774	1472	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	826	207	264	1983	0.417	829	1188	1.9	1.3	5.516	A
B - Manby Road	848	212	739	2027	0.418	850	354	1.4	0.9	3.632	A
C - Port Service Access	13	3	1577	610	0.022	14	13	0.1	0.0	12.075	B
D - A160	897	224	557	1924	0.466	900	1033	2.0	1.2	4.856	A
E - Conco Access	0	0	1453	1644	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	692	173	221	2006	0.345	693	994	1.3	0.9	4.849	A
B - Manby Road	710	177	619	2096	0.339	711	296	0.9	0.6	3.080	A
C - Port Service Access	11	3	1319	710	0.016	11	11	0.0	0.0	10.313	B
D - A160	751	188	466	1972	0.381	753	864	1.2	0.9	4.069	A
E - Conco Access	0	0	1215	1772	0.000	0	4	0.0	0.0	0.000	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.69	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1477	100.000
B - Manby Road		ONE HOUR	✓	552	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	943	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	89	550	0	838	0
	B - Manby Road	223	14	3	312	0
	C - Port Service Access	0	7	0	12	0
	D - A160	549	372	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	57	0
	B - Manby Road	28	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.86	18.70	8.1	C	1355	2033
B - Manby Road	0.33	3.54	0.6	A	507	760
C - Port Service Access	0.04	10.20	0.1	B	17	26
D - A160	0.51	5.54	1.6	A	865	1298
E - Conco Access	0.00	3.08	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1112	278	311	1959	0.568	1105	645	0.0	1.8	5.718	A
B - Manby Road	416	104	708	2045	0.203	414	708	0.0	0.3	2.703	A
C - Port Service Access	14	4	1114	789	0.018	14	9	0.0	0.0	7.448	A
D - A160	710	177	250	2086	0.340	707	878	0.0	0.8	3.950	A
E - Conco Access	4	0.94	953	1913	0.002	4	4	0.0	0.0	2.692	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1328	332	373	1927	0.689	1323	773	1.8	2.9	8.088	A
B - Manby Road	496	124	848	1964	0.253	496	847	0.3	0.4	3.002	A
C - Port Service Access	17	4	1333	704	0.024	17	11	0.0	0.0	8.400	A
D - A160	848	212	299	2060	0.412	847	1052	0.8	1.1	4.496	A
E - Conco Access	4	1	1141	1812	0.002	4	4	0.0	0.0	2.844	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1626	407	456	1883	0.863	1608	945	2.9	7.6	16.800	C
B - Manby Road	608	152	1031	1859	0.327	607	1033	0.4	0.6	3.519	A
C - Port Service Access	21	5	1625	591	0.035	21	13	0.0	0.1	10.116	B
D - A160	1038	260	365	2025	0.513	1036	1280	1.1	1.6	5.511	A
E - Conco Access	6	1	1396	1675	0.003	6	5	0.0	0.0	3.079	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1626	407	457	1883	0.864	1624	948	7.6	8.1	18.705	C
B - Manby Road	608	152	1042	1853	0.328	608	1040	0.6	0.6	3.539	A
C - Port Service Access	21	5	1636	587	0.036	21	13	0.1	0.1	10.196	B
D - A160	1038	260	367	2024	0.513	1038	1290	1.6	1.6	5.536	A
E - Conco Access	6	1	1399	1673	0.003	6	6	0.0	0.0	3.083	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1328	332	374	1926	0.689	1348	777	8.1	3.1	8.783	A
B - Manby Road	496	124	864	1955	0.254	497	858	0.6	0.4	3.024	A
C - Port Service Access	17	4	1350	698	0.024	17	11	0.1	0.0	8.481	A
D - A160	848	212	301	2059	0.412	850	1066	1.6	1.1	4.524	A
E - Conco Access	4	1	1146	1809	0.002	4	5	0.0	0.0	2.849	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1112	278	313	1958	0.568	1117	649	3.1	1.8	5.889	A
B - Manby Road	416	104	716	2040	0.204	416	714	0.4	0.3	2.714	A
C - Port Service Access	14	4	1123	785	0.018	14	9	0.0	0.0	7.484	A
D - A160	710	177	251	2085	0.340	711	886	1.1	0.8	3.976	A
E - Conco Access	4	0.94	959	1910	0.002	4	4	0.0	0.0	2.697	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	977	100.000
B - Manby Road		ONE HOUR	✓	947	100.000
C - Port Service Access		ONE HOUR	✓	15	100.000
D - A160		ONE HOUR	✓	1031	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	22	130	3	822	0
	B - Manby Road	584	6	3	354	0
	C - Port Service Access	10	0	0	5	0
	D - A160	739	260	8	19	5
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	38	24	100	91	0
	B - Manby Road	17	67	100	20	0
	C - Port Service Access	100	0	0	100	0
	D - A160	46	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.55	7.25	2.1	A	897	1345
B - Manby Road	0.55	4.98	1.4	A	869	1303
C - Port Service Access	0.04	16.61	0.1	C	14	21
D - A160	0.61	6.91	2.2	A	946	1419
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	736	184	220	2007	0.367	731	1016	0.0	1.0	4.974	A
B - Manby Road	713	178	654	2076	0.343	710	297	0.0	0.6	3.119	A
C - Port Service Access	11	3	1354	696	0.016	11	10	0.0	0.0	10.515	B
D - A160	776	194	467	1971	0.394	773	899	0.0	0.9	4.146	A
E - Conco Access	0	0	1235	1761	0.000	0	4	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	878	220	263	1984	0.443	877	1216	1.0	1.4	5.738	A
B - Manby Road	851	213	784	2001	0.425	850	355	0.6	0.9	3.703	A
C - Port Service Access	13	3	1622	592	0.023	13	13	0.0	0.0	12.439	B
D - A160	927	232	558	1923	0.482	925	1077	0.9	1.3	4.991	A
E - Conco Access	0	0	1479	1630	0.000	0	4	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1076	269	322	1954	0.551	1073	1488	1.4	2.1	7.200	A
B - Manby Road	1043	261	960	1900	0.549	1040	435	0.9	1.4	4.949	A
C - Port Service Access	17	4	1985	452	0.037	16	15	0.0	0.1	16.528	C
D - A160	1135	284	683	1857	0.611	1132	1318	1.3	2.1	6.840	A
E - Conco Access	0	0	1810	1452	0.000	0	5	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1076	269	323	1953	0.551	1076	1492	2.1	2.1	7.252	A
B - Manby Road	1043	261	962	1899	0.549	1043	436	1.4	1.4	4.983	A
C - Port Service Access	17	4	1989	450	0.037	17	15	0.1	0.1	16.606	C
D - A160	1135	284	685	1856	0.612	1135	1321	2.1	2.2	6.910	A
E - Conco Access	0	0	1814	1450	0.000	0	6	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	878	220	264	1983	0.443	881	1222	2.1	1.4	5.788	A
B - Manby Road	851	213	788	1999	0.426	854	357	1.4	0.9	3.733	A
C - Port Service Access	13	3	1629	590	0.023	14	13	0.1	0.0	12.503	B
D - A160	927	232	561	1922	0.482	930	1082	2.2	1.3	5.047	A
E - Conco Access	0	0	1486	1626	0.000	0	5	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	736	184	221	2006	0.367	737	1022	1.4	1.0	5.023	A
B - Manby Road	713	178	659	2073	0.344	714	299	0.9	0.6	3.140	A
C - Port Service Access	11	3	1363	693	0.016	11	11	0.0	0.0	10.570	B
D - A160	776	194	469	1970	0.394	778	905	1.3	0.9	4.188	A
E - Conco Access	0	0	1243	1757	0.000	0	4	0.0	0.0	0.000	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	18.38	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.38	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1584	100.000
B - Manby Road		ONE HOUR	✓	556	100.000
C - Port Service Access		ONE HOUR	✓	19	100.000
D - A160		ONE HOUR	✓	1119	100.000
E - Conco Access		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	89	554	0	941	0
	B - Manby Road	227	14	3	312	0
	C - Port Service Access	0	7	0	12	0
	D - A160	725	372	9	8	5
	E - Conco Access	0	2	0	3	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	15	0	61	0
	B - Manby Road	27	9	100	19	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	17	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.93	31.58	14.3	D	1454	2180
B - Manby Road	0.34	3.73	0.6	A	510	765
C - Port Service Access	0.04	11.06	0.1	B	17	26
D - A160	0.61	7.17	2.4	A	1027	1540
E - Conco Access	0.00	3.29	0.0	A	5	7

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1193	298	311	1959	0.609	1184	780	0.0	2.1	6.419	A
B - Manby Road	419	105	785	2001	0.209	417	710	0.0	0.3	2.774	A
C - Port Service Access	14	4	1193	758	0.019	14	9	0.0	0.0	7.755	A
D - A160	842	211	253	2084	0.404	838	955	0.0	1.1	4.532	A
E - Conco Access	4	0.94	1087	1841	0.002	4	4	0.0	0.0	2.798	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1424	356	372	1927	0.739	1417	934	2.1	3.8	9.734	A
B - Manby Road	500	125	940	1912	0.261	499	850	0.3	0.4	3.113	A
C - Port Service Access	17	4	1428	667	0.026	17	11	0.0	0.0	8.874	A
D - A160	1006	251	302	2058	0.489	1004	1143	1.1	1.5	5.368	A
E - Conco Access	4	1	1302	1725	0.003	4	4	0.0	0.0	2.987	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1744	436	456	1884	0.926	1709	1141	3.8	12.6	24.866	C
B - Manby Road	612	153	1133	1800	0.340	611	1031	0.4	0.6	3.697	A
C - Port Service Access	21	5	1731	550	0.038	21	13	0.0	0.1	10.905	B
D - A160	1232	308	369	2023	0.609	1228	1383	1.5	2.4	7.098	A
E - Conco Access	6	1	1592	1570	0.004	5	5	0.0	0.0	3.287	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1744	436	457	1883	0.926	1737	1146	12.6	14.3	31.584	D
B - Manby Road	612	153	1152	1789	0.342	612	1042	0.6	0.6	3.733	A
C - Port Service Access	21	5	1750	543	0.039	21	13	0.1	0.1	11.062	B
D - A160	1232	308	371	2022	0.609	1232	1401	2.4	2.4	7.169	A
E - Conco Access	6	1	1597	1567	0.004	6	6	0.0	0.0	3.293	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1424	356	374	1926	0.739	1465	941	14.3	4.1	11.784	B
B - Manby Road	500	125	971	1894	0.264	501	869	0.6	0.4	3.159	A
C - Port Service Access	17	4	1460	655	0.026	17	11	0.1	0.0	9.049	A
D - A160	1006	251	306	2056	0.489	1010	1172	2.4	1.5	5.431	A
E - Conco Access	4	1	1311	1721	0.003	5	5	0.0	0.0	2.995	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1193	298	313	1958	0.609	1200	785	4.1	2.2	6.701	A
B - Manby Road	419	105	796	1995	0.210	419	718	0.4	0.3	2.790	A
C - Port Service Access	14	4	1205	754	0.019	14	9	0.0	0.0	7.809	A
D - A160	842	211	254	2083	0.404	844	965	1.5	1.1	4.579	A
E - Conco Access	4	0.94	1095	1837	0.002	4	4	0.0	0.0	2.805	A

Appendix D

A160/ Eastfield Road Signalised Junction Assessment Results

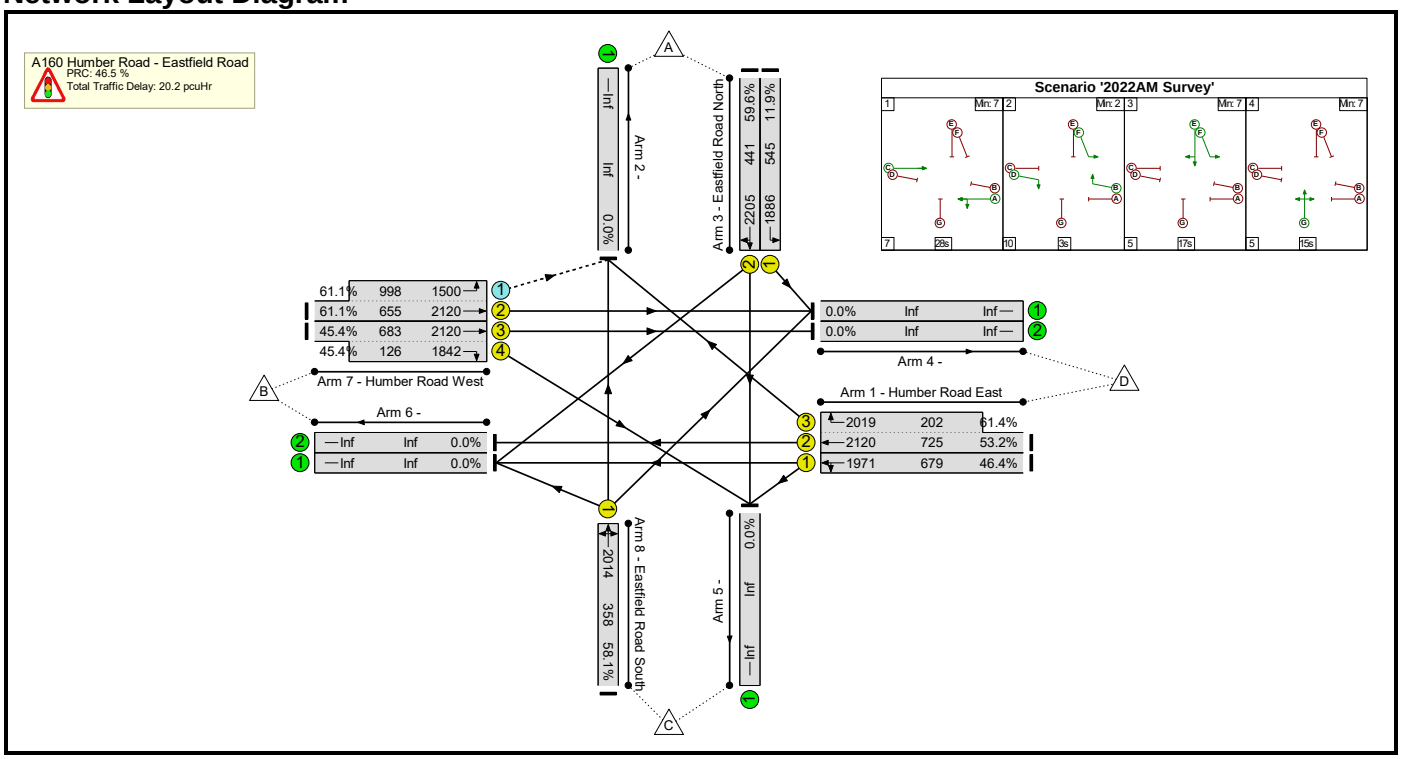
Basic Results Summary

User and Project Details

Project:	**Immingham**
Title:	**A160 Humber Road - Eastfield Junction**
Location:	South Killingholme
Additional detail:	
File name:	A160 Humber Road Eastfield Road.lsg3x
Author:	RJM
Company:	David Tucker Associates
Address:	Henley in Arden

Scenario 1: '2022AM Survey' (FG2: '2022AM Survey ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

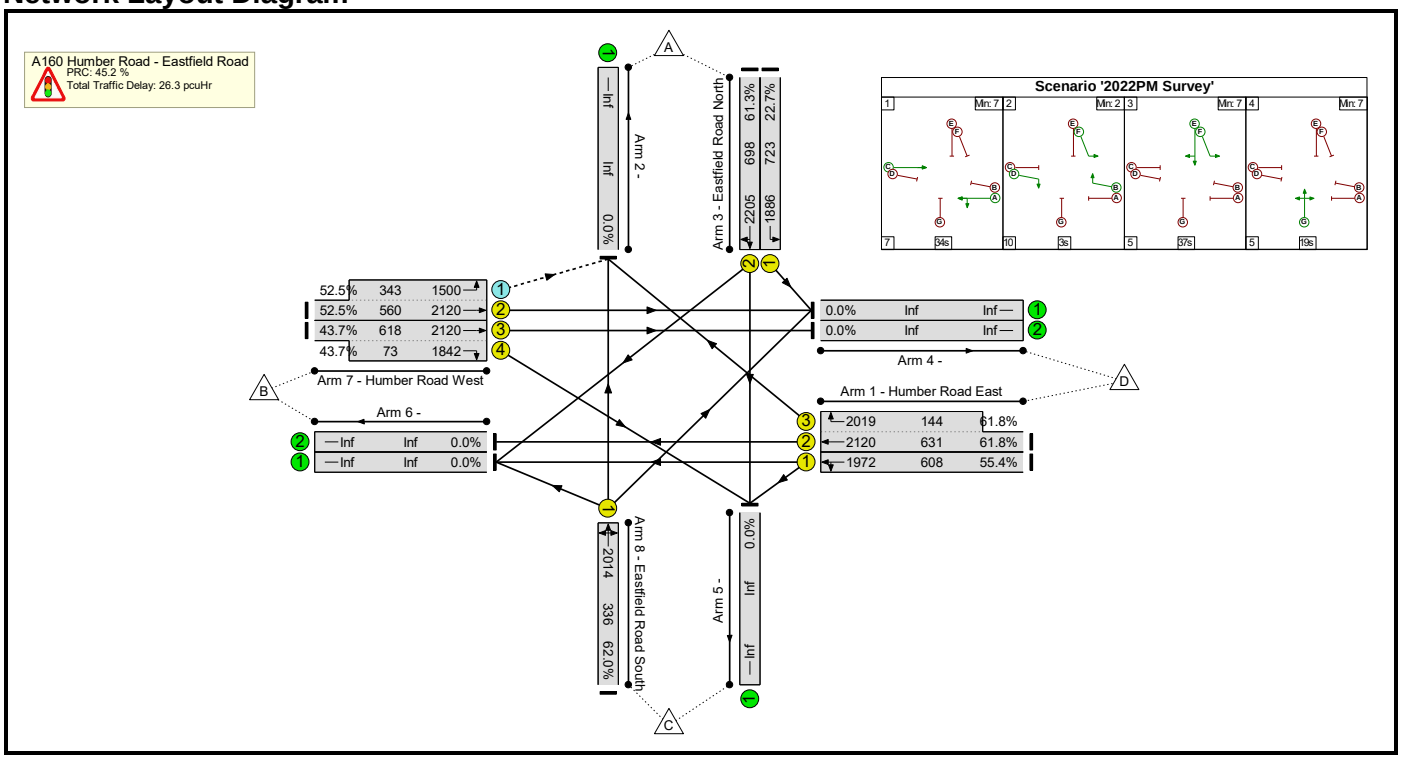
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**61.4%**	**285**	**325**	**0**	**20.2**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**61.4%**	**285**	**325**	**0**	**20.2**	-	-
1/1	Humber Road East Left Ahead	U	A		1	30	-	315	1971	679	46.4%	-	-	-	2.4	28.0	6.6
1/2+1/3	Humber Road East Right Ahead	U	A B		1	30:8	-	510	2120:2019	725+202	53.2 : 61.4%	-	-	-	4.5	31.6	8.3
3/1	Eastfield Road North Left	U	F		1	25	-	65	1886	545	11.9%	-	-	-	0.5	27.3	1.3
3/2	Eastfield Road North Ahead Right	U	E		1	17	-	263	2205	441	59.6%	-	-	-	3.1	42.7	6.7
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	28	-	1010	2120:1500	655+998	61.1 : 61.1%	285	325	0	3.9	13.9	9.1
7/3+7/4	Humber Road West Ahead Right	U	C D		1	28:8	-	367	2120:1842	683+126	45.4 : 45.4%	-	-	-	3.1	30.4	6.5
8/1	Eastfield Road South Ahead Right Left	U	G		1	15	-	208	2014	358	58.1%	-	-	-	2.6	45.8	5.4

C1 PRC for Signalled Lanes (%): 46.5 PRC Over All Lanes (%): 46.5 Total Delay for Signalled Lanes (pcuHr): 20.19 Total Delay Over All Lanes(pcuHr): 20.19 Cycle Time (s): 90

Basic Results Summary

Scenario 2: '2022PM Survey' (FG3: '2022PM Survey', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

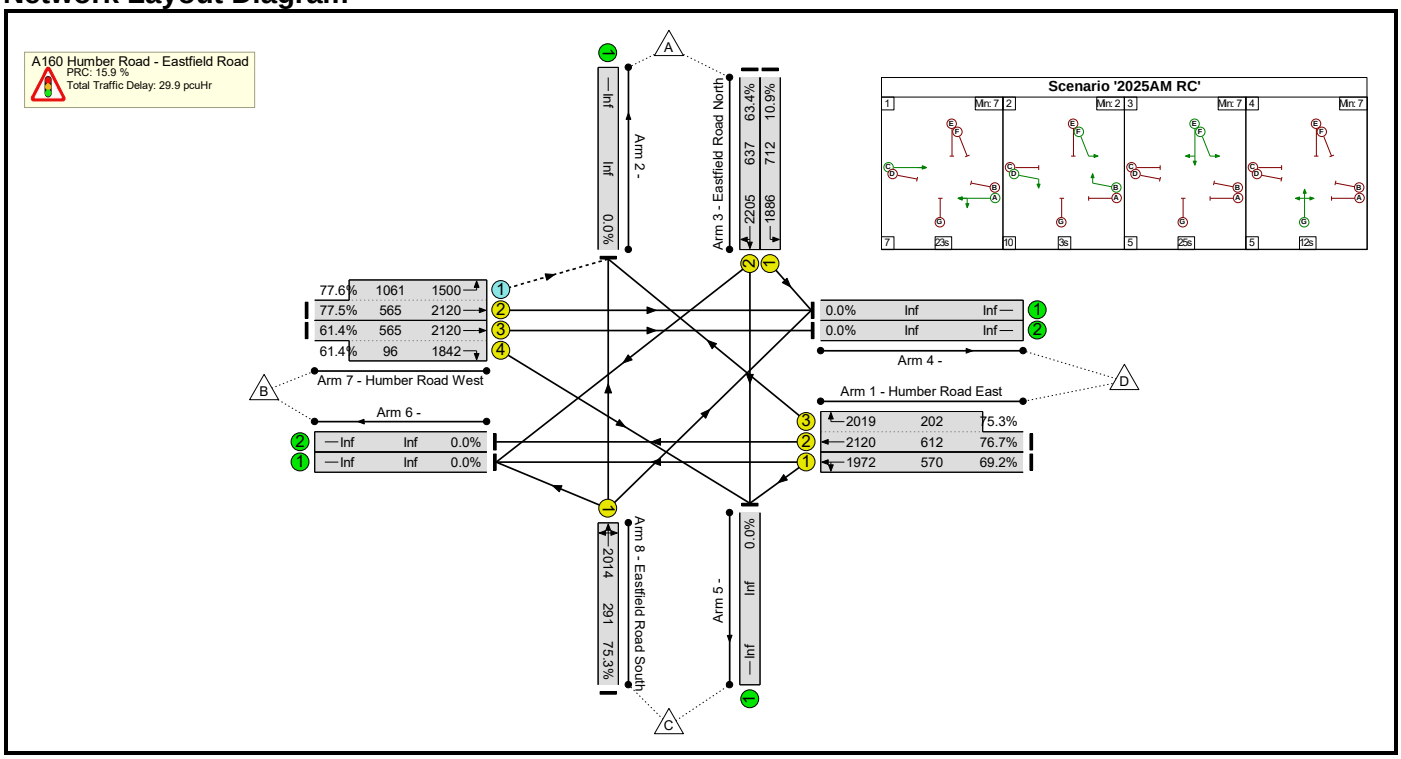
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**62.0%**	**86**	**95**	**0**	**26.3**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**62.0%**	**86**	**95**	**0**	**26.3**	-	-
1/1	Humber Road East Left Ahead	U	A		1	36	-	337	1972	608	55.4%	-	-	-	3.9	41.2	10.0
1/2+1/3	Humber Road East Right Ahead	U	A B		1	36:8	-	479	2120:2019	631+144	61.8 : 61.8%	-	-	-	5.9	44.7	11.7
3/1	Eastfield Road North Left	U	F		1	45	-	164	1886	723	22.7%	-	-	-	1.3	28.2	3.8
3/2	Eastfield Road North Ahead Right	U	E		1	37	-	428	2205	698	61.3%	-	-	-	4.9	41.4	12.8
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	34	-	474	2120:1500	560+343	52.5 : 52.5%	86	95	0	3.4	25.9	8.6
7/3+7/4	Humber Road West Ahead Right	U	C D		1	34:8	-	302	2120:1842	618+73	43.7 : 43.7%	-	-	-	3.4	41.0	7.7
8/1	Eastfield Road South Ahead Right Left	U	G		1	19	-	208	2014	336	62.0%	-	-	-	3.5	60.4	7.2

C1 PRC for Signalled Lanes (%): 45.2 Total Delay for Signalled Lanes (pcuHr): 26.34 Cycle Time (s): 120
PRC Over All Lanes (%): 45.2 Total Delay Over All Lanes(pcuHr): 26.34

Basic Results Summary

Scenario 3: '2025AM RC' (FG8: '2025AM RC', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

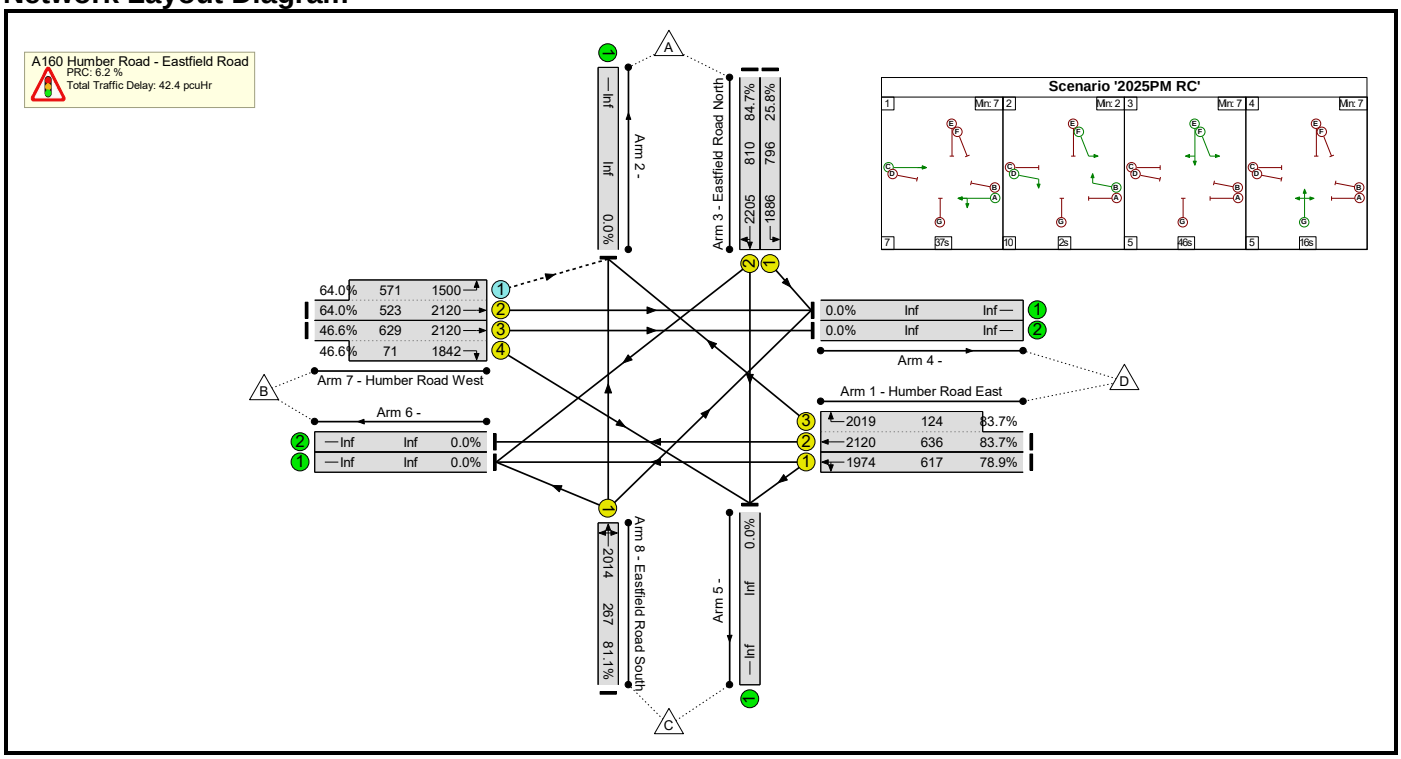
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**77.6%**	**211**	**613**	**0**	**29.9**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**77.6%**	**211**	**613**	**0**	**29.9**	-	-
1/1	Humber Road East Left Ahead	U	A		1	25	-	394	1972	570	69.2%	-	-	-	4.2	38.6	9.8
1/2+1/3	Humber Road East Right Ahead	U	A B		1	25:8	-	622	2120:2019	612+202	76.7 : 75.3%	-	-	-	7.1	40.9	12.3
3/1	Eastfield Road North Left	U	F		1	33	-	78	1886	712	10.9%	-	-	-	0.5	21.0	1.3
3/2	Eastfield Road North Ahead Right	U	E		1	25	-	404	2205	637	63.4%	-	-	-	4.0	35.5	9.6
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	23	-	1262	2120:1500	565+1061	77.5 : 77.6%	211	613	0	6.3	17.9	11.8
7/3+7/4	Humber Road West Ahead Right	U	C D		1	23:8	-	406	2120:1842	565+96	61.4 : 61.4%	-	-	-	4.2	37.2	8.3
8/1	Eastfield Road South Ahead Right Left	U	G		1	12	-	219	2014	291	75.3%	-	-	-	3.7	61.0	6.7

C1 PRC for Signalled Lanes (%): 15.9 Total Delay for Signalled Lanes (pcuHr): 29.91 Cycle Time (s): 90
PRC Over All Lanes (%): 15.9 Total Delay Over All Lanes(pcuHr): 29.91

Basic Results Summary

Scenario 4: '2025PM RC' (FG9: '2025PM RC', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

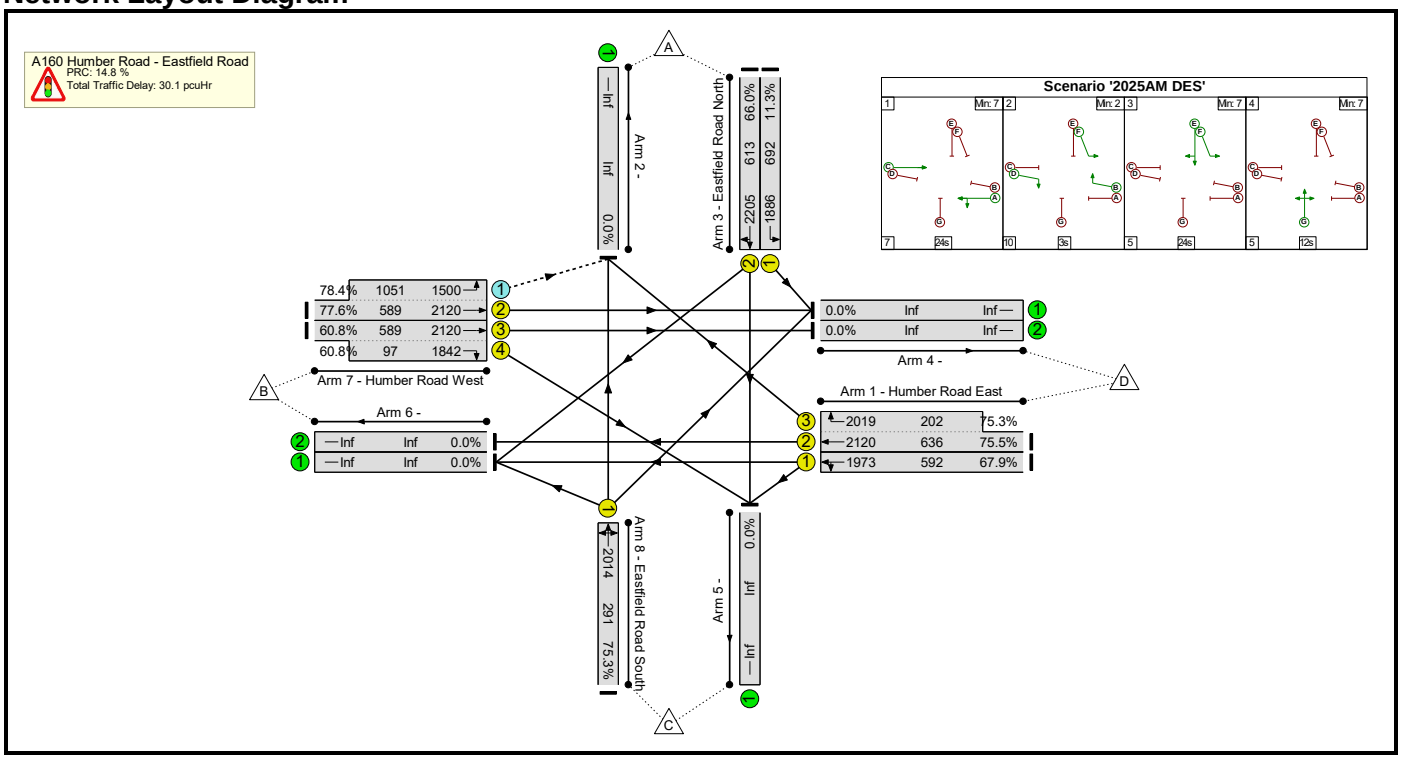
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**84.7%**	**163**	**203**	**0**	**42.4**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**84.7%**	**163**	**203**	**0**	**42.4**	-	-
1/1	Humber Road East Left Ahead	U	A		1	39	-	487	1974	617	78.9%	-	-	-	7.3	53.6	17.5
1/2+1/3	Humber Road East Right Ahead	U	A B		1	39:7	-	636	2120:2019	636+124	83.7 : 83.7%	-	-	-	10.2	57.5	19.8
3/1	Eastfield Road North Left	U	F		1	53	-	205	1886	796	25.8%	-	-	-	1.5	27.0	4.9
3/2	Eastfield Road North Ahead Right	U	E		1	46	-	686	2205	810	84.7%	-	-	-	9.7	51.2	25.0
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	37	-	701	2120:1500	523+571	64.0 : 64.0%	163	203	0	4.5	23.0	10.8
7/3+7/4	Humber Road West Ahead Right	U	C D		1	37:7	-	326	2120:1842	629+71	46.6 : 46.6%	-	-	-	3.9	43.6	8.9
8/1	Eastfield Road South Ahead Right Left	U	G		1	16	-	217	2014	267	81.1%	-	-	-	5.2	87.0	9.5

C1 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 42.38 Cycle Time (s): 128
PRC Over All Lanes (%): 6.2 Total Delay Over All Lanes(pcuHr): 42.38

Basic Results Summary

Scenario 5: '2025AM DES' (FG12: '2025AM Design', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

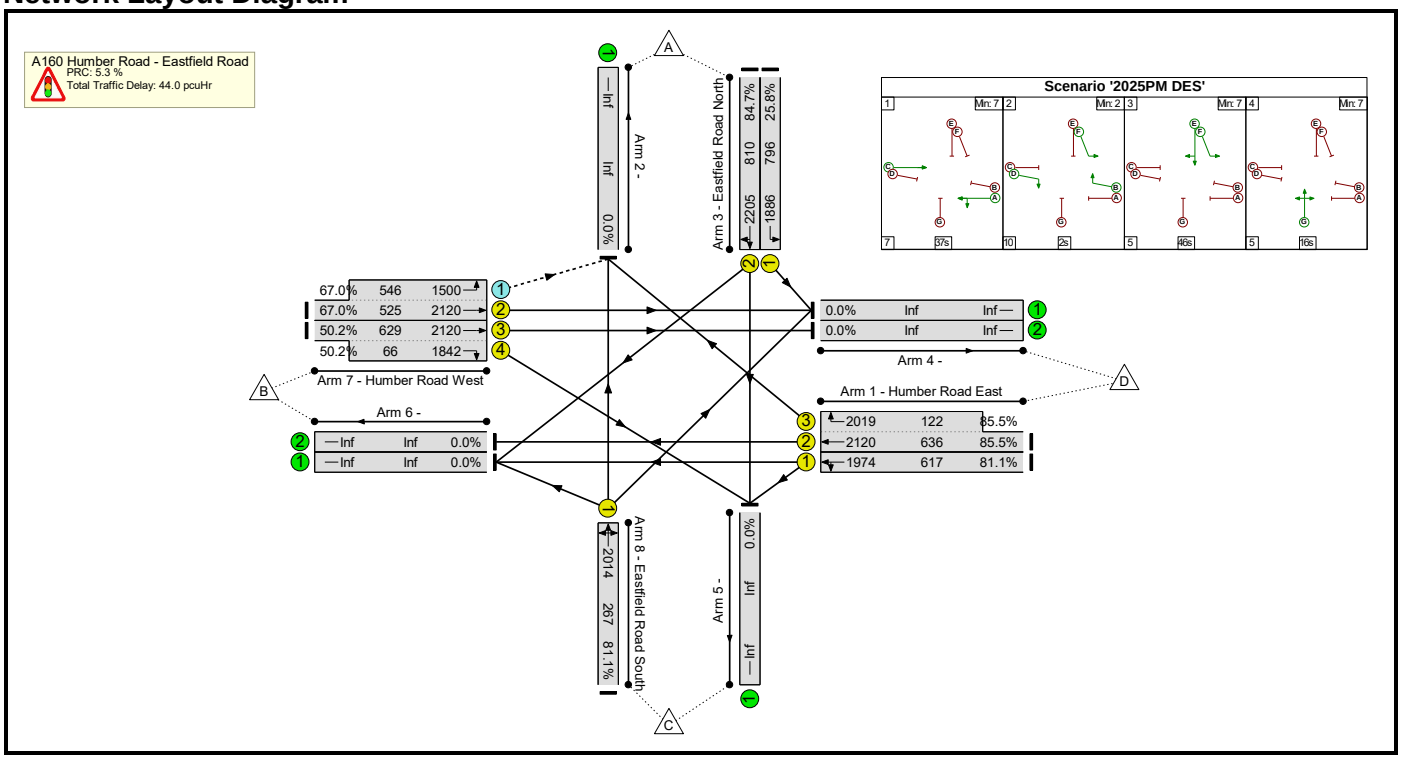
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**78.4%**	**218**	**606**	**0**	**30.1**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**78.4%**	**218**	**606**	**0**	**30.1**	-	-
1/1	Humber Road East Left Ahead	U	A		1	26	-	402	1973	592	67.9%	-	-	-	4.1	37.1	9.9
1/2+1/3	Humber Road East Right Ahead	U	A B		1	26:8	-	632	2120:2019	636+202	75.5 : 75.3%	-	-	-	7.0	39.8	12.3
3/1	Eastfield Road North Left	U	F		1	32	-	78	1886	692	11.3%	-	-	-	0.5	21.8	1.3
3/2	Eastfield Road North Ahead Right	U	E		1	24	-	404	2205	613	66.0%	-	-	-	4.2	37.3	9.8
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	24	-	1281	2120:1500	589+1051	77.6 : 78.4%	218	606	0	6.5	18.1	12.2
7/3+7/4	Humber Road West Ahead Right	U	C D		1	24:8	-	417	2120:1842	589+97	60.8 : 60.8%	-	-	-	4.2	36.2	8.5
8/1	Eastfield Road South Ahead Right Left	U	G		1	12	-	219	2014	291	75.3%	-	-	-	3.7	61.0	6.7

C1 PRC for Signalled Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 30.14 Cycle Time (s): 90
PRC Over All Lanes (%): 14.8 Total Delay Over All Lanes(pcuHr): 30.14

Basic Results Summary

Scenario 6: '2025PM DES' (FG13: '2025PM Design', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

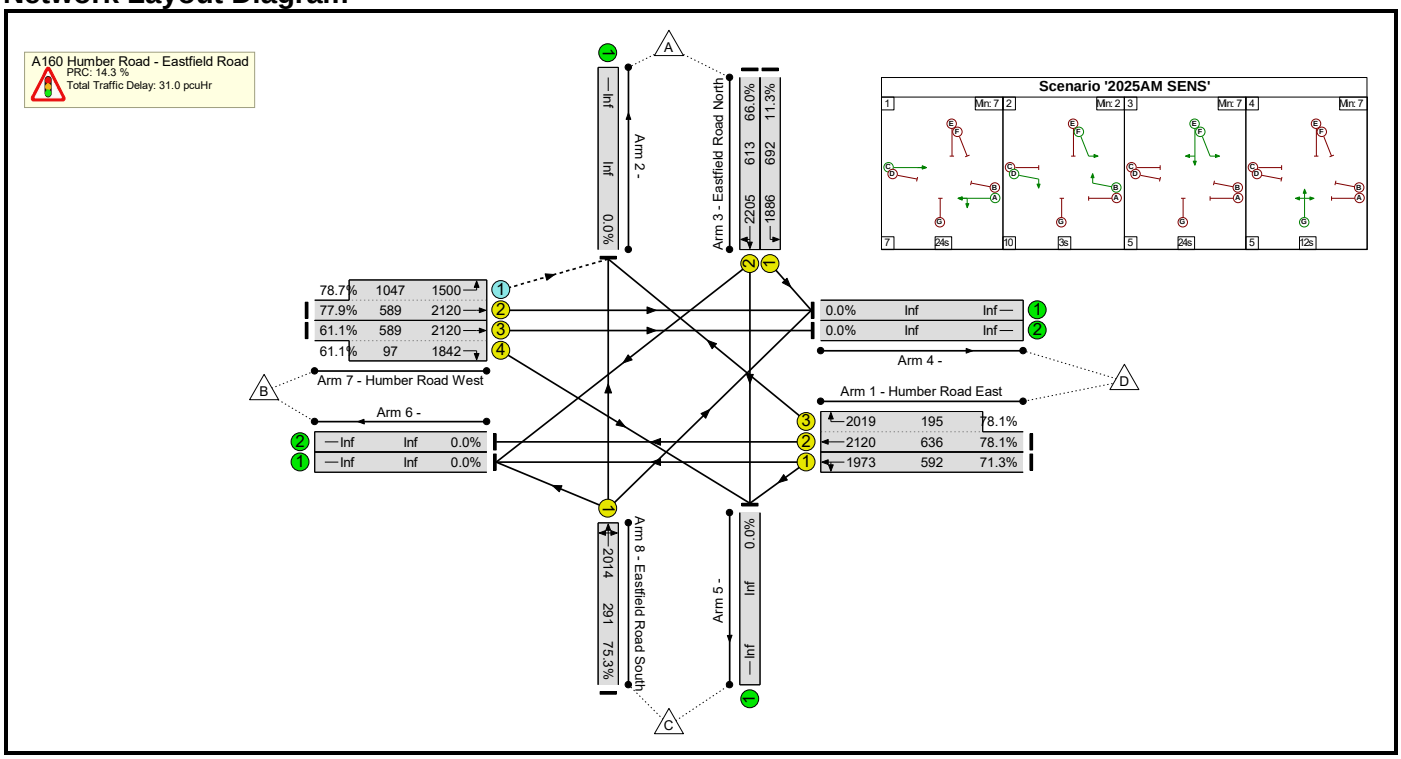
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**85.5%**	**162**	**204**	**0**	**44.0**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**85.5%**	**162**	**204**	**0**	**44.0**	-	-
1/1	Humber Road East Left Ahead	U	A		1	39	-	500	1974	617	81.1%	-	-	-	7.7	55.4	18.3
1/2+1/3	Humber Road East Right Ahead	U	A B		1	39:7	-	648	2120:2019	636+122	85.5 : 85.5%	-	-	-	10.7	59.3	20.7
3/1	Eastfield Road North Left	U	F		1	53	-	205	1886	796	25.8%	-	-	-	1.5	27.0	4.9
3/2	Eastfield Road North Ahead Right	U	E		1	46	-	686	2205	810	84.7%	-	-	-	9.7	51.2	25.0
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	37	-	718	2120:1500	525+546	67.0 : 67.0%	162	204	0	4.8	24.2	11.5
7/3+7/4	Humber Road West Ahead Right	U	C D		1	37:7	-	349	2120:1842	629+66	50.2 : 50.2%	-	-	-	4.3	44.3	9.7
8/1	Eastfield Road South Ahead Right Left	U	G		1	16	-	217	2014	267	81.1%	-	-	-	5.2	87.0	9.5

C1 PRC for Signalled Lanes (%): 5.3 Total Delay for Signalled Lanes (pcuHr): 44.02 Cycle Time (s): 128
PRC Over All Lanes (%): 5.3 Total Delay Over All Lanes(pcuHr): 44.02

Basic Results Summary

Scenario 7: '2025AM SENS' (FG18: '2025AM Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

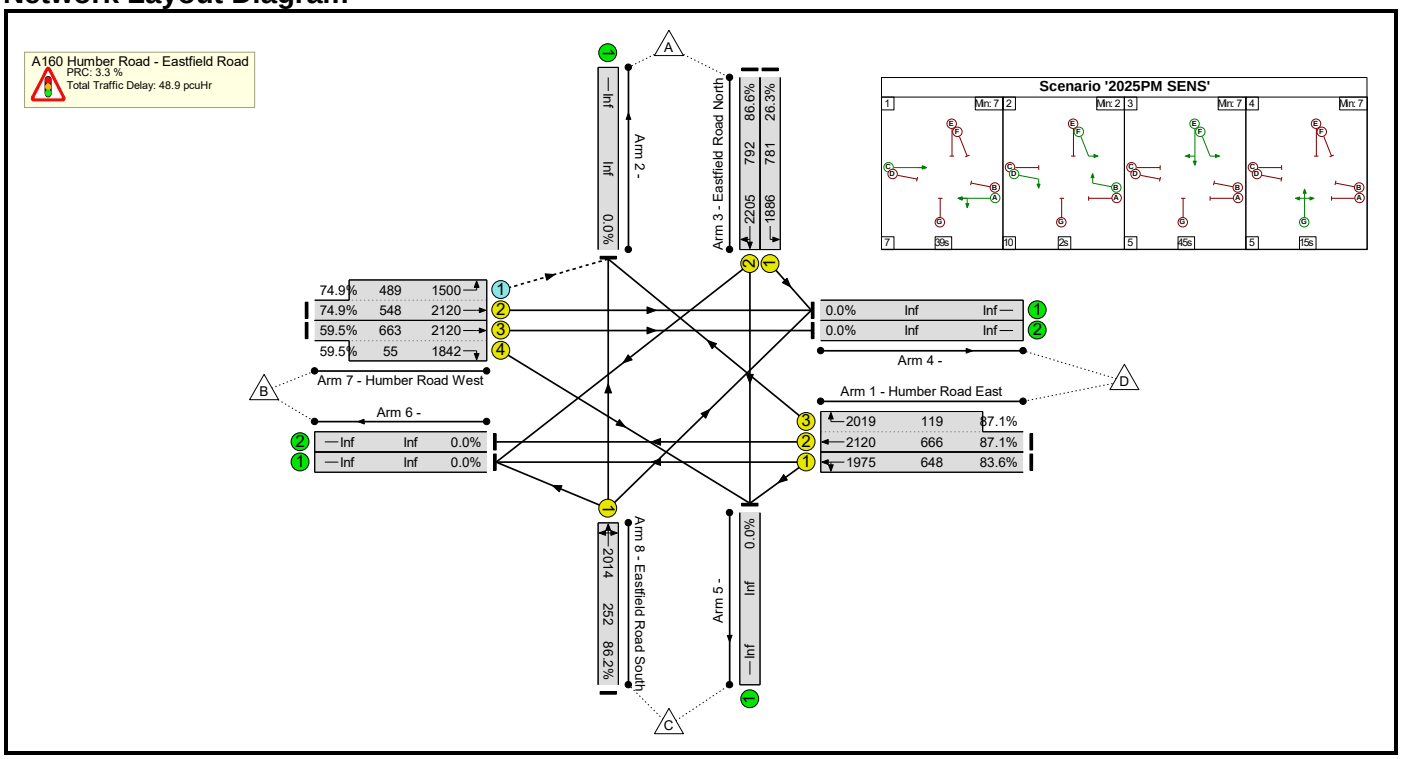
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**78.7%**	**213**	**611**	**0**	**31.0**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**78.7%**	**213**	**611**	**0**	**31.0**	-	-
1/1	Humber Road East Left Ahead	U	A		1	26	-	422	1973	592	71.3%	-	-	-	4.5	38.5	10.6
1/2+1/3	Humber Road East Right Ahead	U	A B		1	26:8	-	649	2120:2019	636+195	78.1 : 78.1%	-	-	-	7.4	41.0	13.1
3/1	Eastfield Road North Left	U	F		1	32	-	78	1886	692	11.3%	-	-	-	0.5	21.8	1.3
3/2	Eastfield Road North Ahead Right	U	E		1	24	-	404	2205	613	66.0%	-	-	-	4.2	37.3	9.8
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	24	-	1283	2120:1500	589+1047	77.9 : 78.7%	213	611	0	6.5	18.4	12.3
7/3+7/4	Humber Road West Ahead Right	U	C D		1	24:8	-	419	2120:1842	589+97	61.1 : 61.1%	-	-	-	4.2	36.3	8.6
8/1	Eastfield Road South Ahead Right Left	U	G		1	12	-	219	2014	291	75.3%	-	-	-	3.7	61.0	6.7

C1 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 31.05 Cycle Time (s): 90
PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 31.05

Basic Results Summary

Scenario 8: '2025PM SENS' (FG19: '2025PM Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

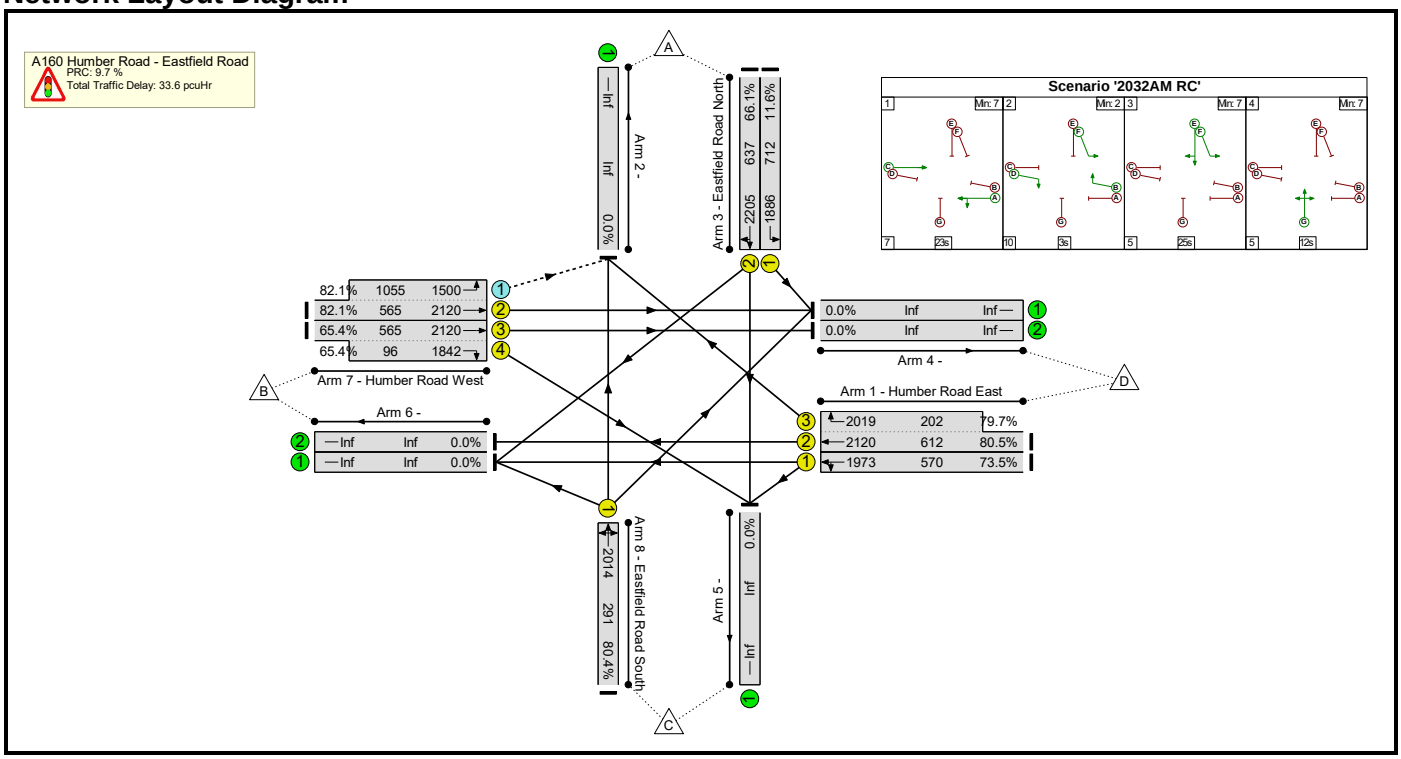
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**87.1%**	**161**	**205**	**0**	**48.9**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**87.1%**	**161**	**205**	**0**	**48.9**	-	-
1/1	Humber Road East Left Ahead	U	A		1	41	-	542	1975	648	83.6%	-	-	-	8.4	56.0	20.2
1/2+1/3	Humber Road East Right Ahead	U	A B		1	41:7	-	684	2120:2019	666+119	87.1 : 87.1%	-	-	-	11.3	59.5	22.7
3/1	Eastfield Road North Left	U	F		1	52	-	205	1886	781	26.3%	-	-	-	1.6	27.8	5.0
3/2	Eastfield Road North Ahead Right	U	E		1	45	-	686	2205	792	86.6%	-	-	-	10.3	54.1	25.7
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	39	-	776	2120:1500	548+489	74.9 : 74.9%	161	205	0	5.9	27.3	13.9
7/3+7/4	Humber Road West Ahead Right	U	C D		1	39:7	-	427	2120:1842	663+55	59.5 : 59.5%	-	-	-	5.3	44.9	12.6
8/1	Eastfield Road South Ahead Right Left	U	G		1	15	-	217	2014	252	86.2%	-	-	-	6.0	99.8	10.2

C1 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 48.86 Cycle Time (s): 128
PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 48.86

Basic Results Summary

Scenario 9: '2032AM RC' (FG10: '2032AM RC', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

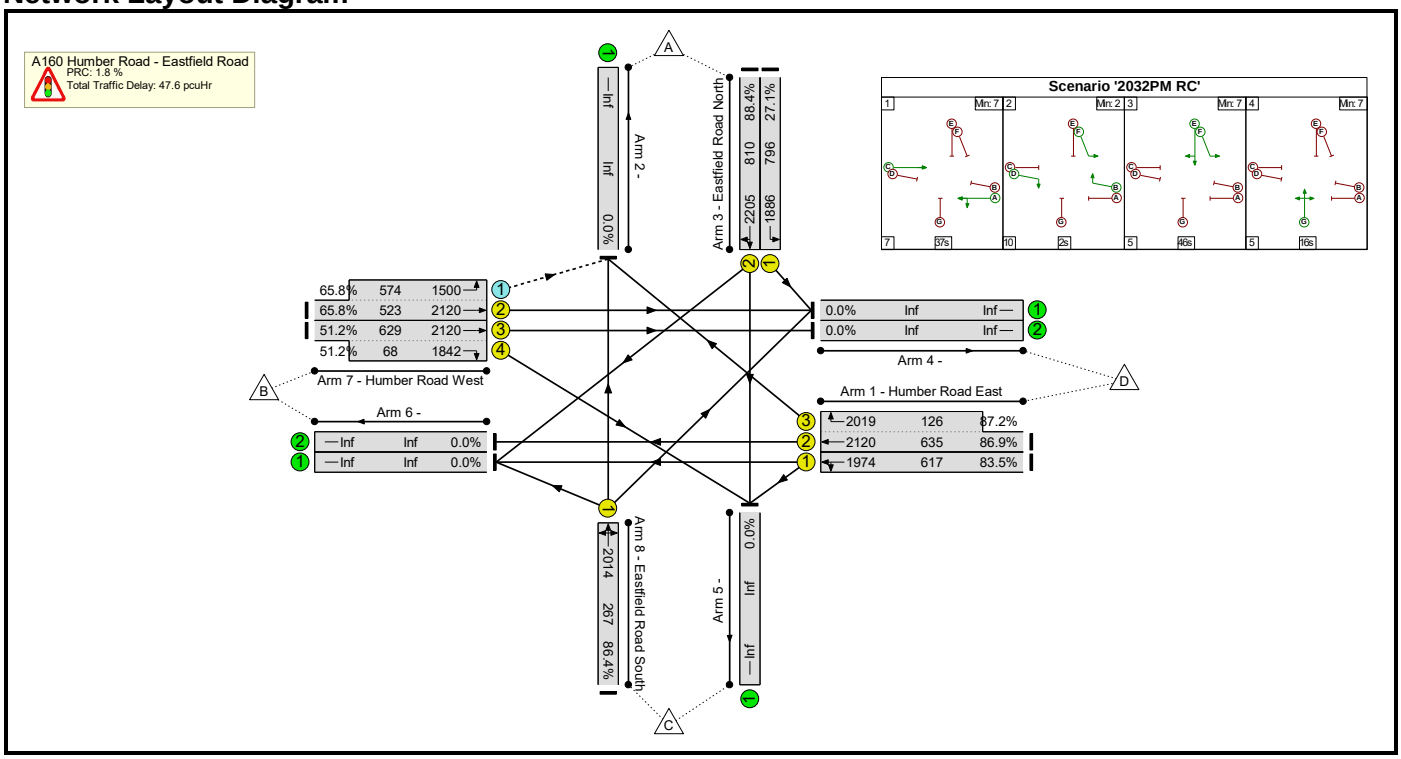
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**82.1%**	**205**	**661**	**0**	**33.6**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**82.1%**	**205**	**661**	**0**	**33.6**	-	-
1/1	Humber Road East Left Ahead	U	A		1	25	-	419	1973	570	73.5%	-	-	-	4.7	40.6	10.8
1/2+1/3	Humber Road East Right Ahead	U	A B		1	25:8	-	654	2120:2019	612+202	80.5 : 79.7%	-	-	-	7.8	43.1	13.4
3/1	Eastfield Road North Left	U	F		1	33	-	83	1886	712	11.6%	-	-	-	0.5	21.1	1.4
3/2	Eastfield Road North Ahead Right	U	E		1	25	-	421	2205	637	66.1%	-	-	-	4.3	36.4	10.2
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	23	-	1330	2120:1500	565+1055	82.1 : 82.1%	205	661	0	7.3	19.9	17.4
7/3+7/4	Humber Road West Ahead Right	U	C D		1	23:8	-	433	2120:1842	565+96	65.4 : 65.4%	-	-	-	4.6	38.4	9.1
8/1	Eastfield Road South Ahead Right Left	U	G		1	12	-	234	2014	291	80.4%	-	-	-	4.3	66.9	7.6

C1 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 33.60 Cycle Time (s): 90
PRC Over All Lanes (%): 9.7 Total Delay Over All Lanes(pcuHr): 33.60

Basic Results Summary

Scenario 10: '2032PM RC' (FG11: '2032PM RC', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

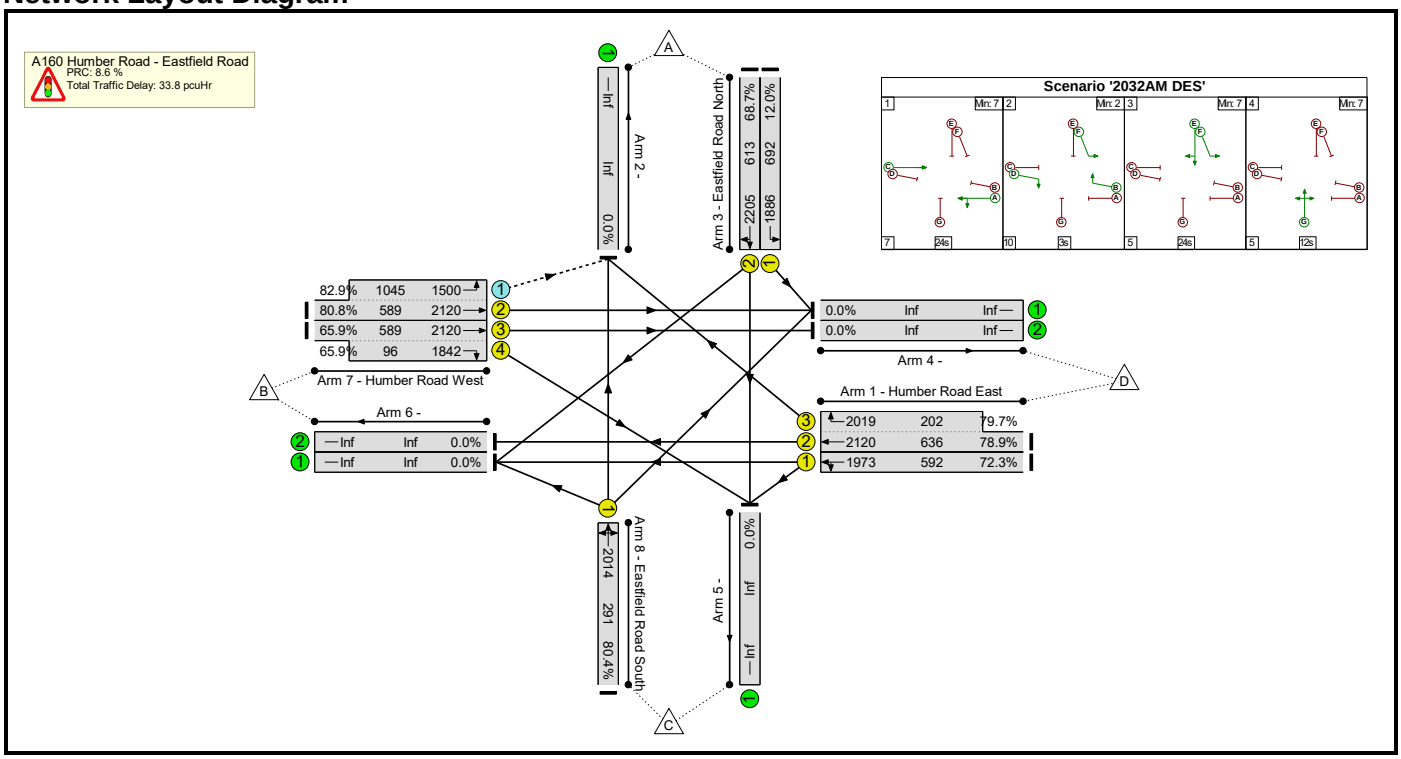
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**88.4%**	**160**	**218**	**0**	**47.6**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**88.4%**	**160**	**218**	**0**	**47.6**	-	-
1/1	Humber Road East Left Ahead	U	A		1	39	-	515	1974	617	83.5%	-	-	-	8.3	57.8	19.4
1/2+1/3	Humber Road East Right Ahead	U	A B		1	39:7	-	662	2120:2019	635+126	86.9 : 87.2%	-	-	-	11.2	61.0	21.6
3/1	Eastfield Road North Left	U	F		1	53	-	216	1886	796	27.1%	-	-	-	1.6	27.3	5.2
3/2	Eastfield Road North Ahead Right	U	E		1	46	-	716	2205	810	88.4%	-	-	-	11.1	55.8	27.2
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	37	-	722	2120:1500	523+574	65.8 : 65.8%	160	218	0	4.7	23.5	11.2
7/3+7/4	Humber Road West Ahead Right	U	C D		1	37:7	-	357	2120:1842	629+68	51.2 : 51.2%	-	-	-	4.4	44.5	10.0
8/1	Eastfield Road South Ahead Right Left	U	G		1	16	-	231	2014	267	86.4%	-	-	-	6.2	97.2	10.8

C1 PRC for Signalled Lanes (%): 1.8 Total Delay for Signalled Lanes (pcuHr): 47.60 Cycle Time (s): 128
PRC Over All Lanes (%): 1.8 Total Delay Over All Lanes(pcuHr): 47.60

Basic Results Summary

Scenario 11: '2032AM DES' (FG14: '2032AM Design', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

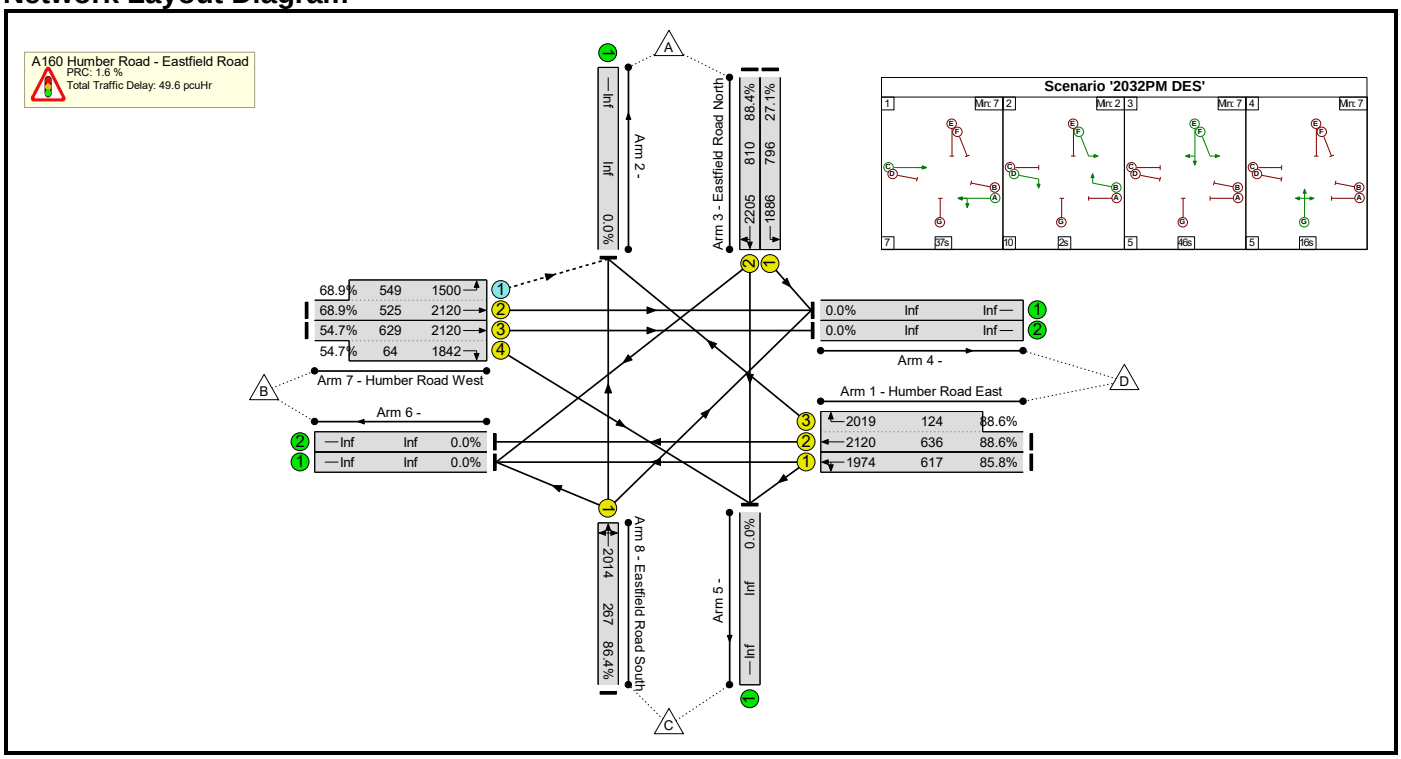
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**82.9%**	**211**	**655**	**0**	**33.8**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**82.9%**	**211**	**655**	**0**	**33.8**	-	-
1/1	Humber Road East Left Ahead	U	A		1	26	-	428	1973	592	72.3%	-	-	-	4.6	39.0	10.8
1/2+1/3	Humber Road East Right Ahead	U	A B		1	26:8	-	663	2120:2019	636+202	78.9 : 79.7%	-	-	-	7.7	41.6	13.3
3/1	Eastfield Road North Left	U	F		1	32	-	83	1886	692	12.0%	-	-	-	0.5	21.9	1.4
3/2	Eastfield Road North Ahead Right	U	E		1	24	-	421	2205	613	68.7%	-	-	-	4.5	38.3	10.4
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	24	-	1342	2120:1500	589+1045	80.8 : 82.9%	211	655	0	7.4	19.9	17.7
7/3+7/4	Humber Road West Ahead Right	U	C D		1	24:8	-	451	2120:1842	589+96	65.9 : 65.9%	-	-	-	4.7	37.6	9.5
8/1	Eastfield Road South Ahead Right Left	U	G		1	12	-	234	2014	291	80.4%	-	-	-	4.3	66.9	7.6

C1 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 33.77 Cycle Time (s): 90
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 33.77

Basic Results Summary

Scenario 12: '2032PM DES' (FG15: '2032PM Design', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

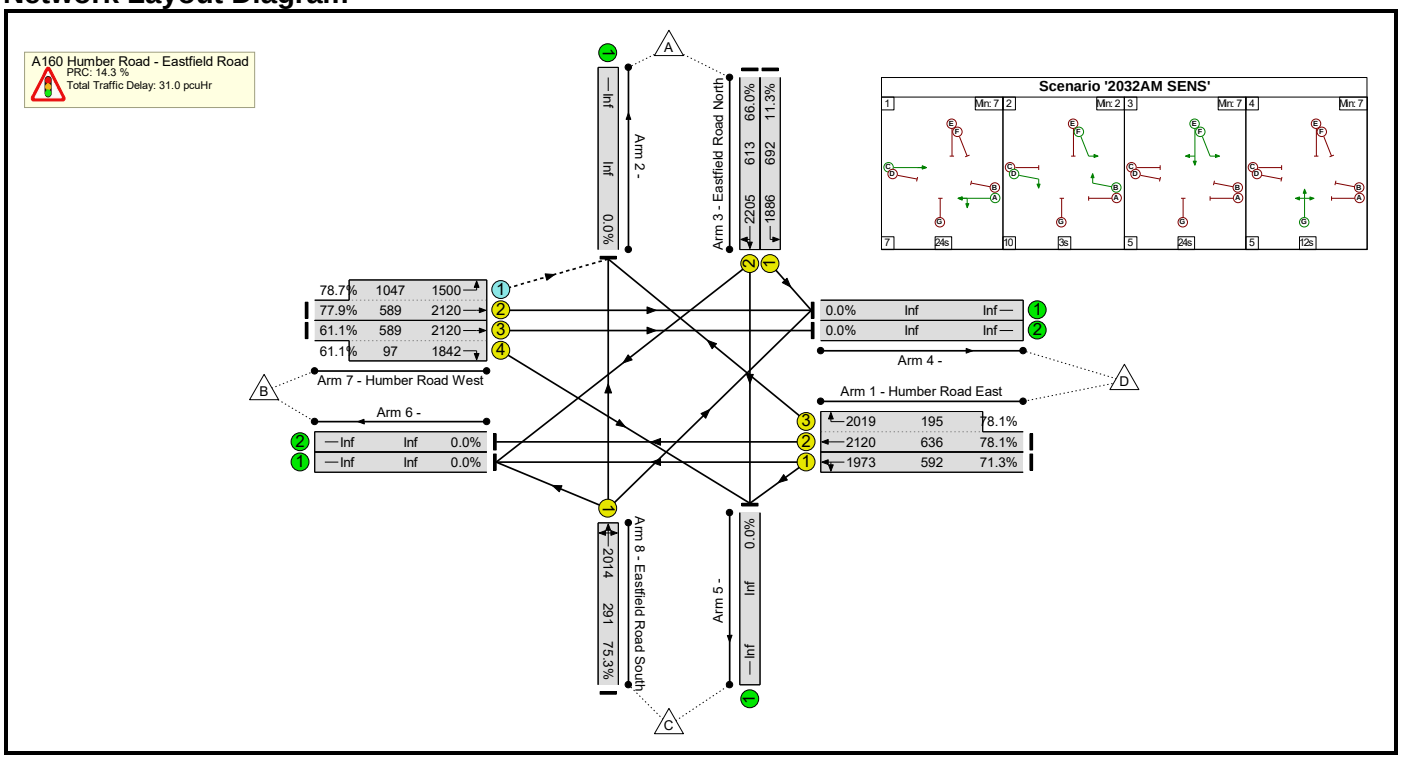
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**88.6%**	**157**	**221**	**0**	**49.6**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**88.6%**	**157**	**221**	**0**	**49.6**	-	-
1/1	Humber Road East Left Ahead	U	A		1	39	-	529	1974	617	85.8%	-	-	-	8.9	60.6	20.5
1/2+1/3	Humber Road East Right Ahead	U	A B		1	39:7	-	673	2120:2019	636+124	88.6 : 88.6%	-	-	-	11.8	63.3	22.7
3/1	Eastfield Road North Left	U	F		1	53	-	216	1886	796	27.1%	-	-	-	1.6	27.3	5.2
3/2	Eastfield Road North Ahead Right	U	E		1	46	-	716	2205	810	88.4%	-	-	-	11.1	55.8	27.2
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	37	-	740	2120:1500	525+549	68.9 : 68.9%	157	221	0	5.1	24.8	12.0
7/3+7/4	Humber Road West Ahead Right	U	C D		1	37:7	-	379	2120:1842	629+64	54.7 : 54.7%	-	-	-	4.8	45.3	10.8
8/1	Eastfield Road South Ahead Right Left	U	G		1	16	-	231	2014	267	86.4%	-	-	-	6.2	97.2	10.8

C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 49.57 Cycle Time (s): 128
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 49.57

Basic Results Summary

Scenario 13: '2032AM SENS' (FG18: '2025AM Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

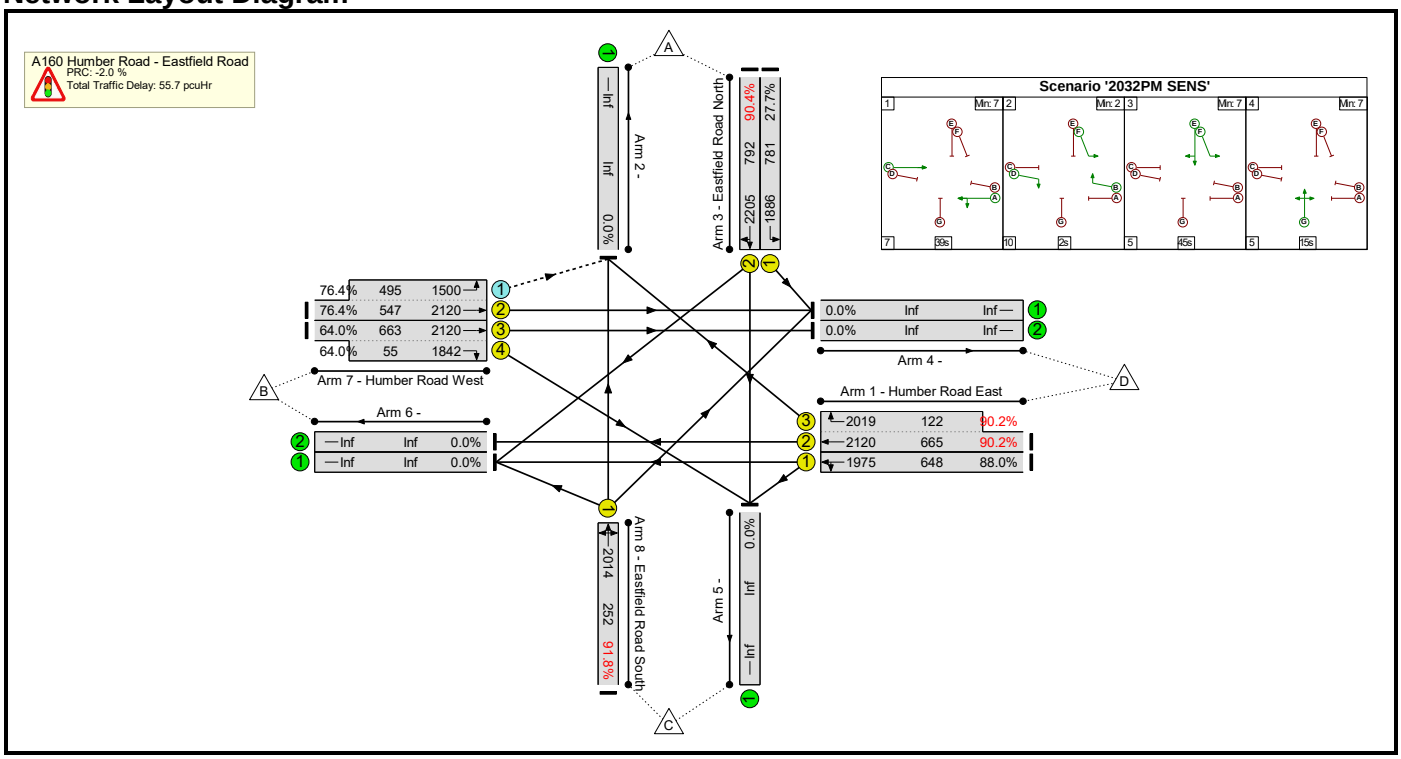
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**78.7%**	**213**	**611**	**0**	**31.0**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**78.7%**	**213**	**611**	**0**	**31.0**	-	-
1/1	Humber Road East Left Ahead	U	A		1	26	-	422	1973	592	71.3%	-	-	-	4.5	38.5	10.6
1/2+1/3	Humber Road East Right Ahead	U	A B		1	26:8	-	649	2120:2019	636+195	78.1 : 78.1%	-	-	-	7.4	41.0	13.1
3/1	Eastfield Road North Left	U	F		1	32	-	78	1886	692	11.3%	-	-	-	0.5	21.8	1.3
3/2	Eastfield Road North Ahead Right	U	E		1	24	-	404	2205	613	66.0%	-	-	-	4.2	37.3	9.8
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	24	-	1283	2120:1500	589+1047	77.9 : 78.7%	213	611	0	6.5	18.4	12.3
7/3+7/4	Humber Road West Ahead Right	U	C D		1	24:8	-	419	2120:1842	589+97	61.1 : 61.1%	-	-	-	4.2	36.3	8.6
8/1	Eastfield Road South Ahead Right Left	U	G		1	12	-	219	2014	291	75.3%	-	-	-	3.7	61.0	6.7

C1 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 31.05 Cycle Time (s): 90
PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 31.05

Basic Results Summary

Scenario 14: '2032PM SENS' (FG21: '2032PM Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A160 Humber Road - Eastfield Junction	-	-	-		-	-	-	-	-	-	**91.8%**	**156**	**222**	**0**	**55.7**	-	-
A160 Humber Road - Eastfield Road	-	-	-		-	-	-	-	-	-	**91.8%**	**156**	**222**	**0**	**55.7**	-	-
1/1	Humber Road East Left Ahead	U	A		1	41	-	570	1975	648	88.0%	-	-	-	9.8	61.8	22.4
1/2+1/3	Humber Road East Right Ahead	U	A B		1	41:7	-	710	2120:2019	665+122	90.2 : 90.2%	-	-	-	12.7	64.4	24.7
3/1	Eastfield Road North Left	U	F		1	52	-	216	1886	781	27.7%	-	-	-	1.7	28.0	5.2
3/2	Eastfield Road North Ahead Right	U	E		1	45	-	716	2205	792	90.4%	-	-	-	12.0	60.1	28.3
7/2+7/1	Humber Road West Left Ahead	U+O	C -		1	39	-	796	2120:1500	547+495	76.4 : 76.4%	156	222	0	6.1	27.8	14.3
7/3+7/4	Humber Road West Ahead Right	U	C D		1	39:7	-	459	2120:1842	663+55	64.0 : 64.0%	-	-	-	5.9	46.2	13.8
8/1	Eastfield Road South Ahead Right Left	U	G		1	15	-	231	2014	252	91.8%	-	-	-	7.6	117.9	12.1

C1 PRC for Signalled Lanes (%): -2.0 Total Delay for Signalled Lanes (pcuHr): 55.74 Cycle Time (s): 128
PRC Over All Lanes (%): -2.0 Total Delay Over All Lanes(pcuHr): 55.74

Annex K

1.1 This Technical Note has been produced by DTA to summarise the results of the Internal Junction Capacity Sensitivity Assessments using criteria agreed in the Statement of Common Ground for sensitivity testing (but without prejudice to the Applicant's position as to the robustness of the existing assessments) in relation to the proposed Immingham Eastern Ro-Ro Terminal (IERRT) development.

1.2 The sensitivity testing in this note therefore goes beyond what the Applicant considers to be the expected operating conditions and anticipated realistic worst-case assumptions for the Proposed Development. However, even with such sensitivity assumptions the conclusions remain that the Proposed Development will not have any impacts on the internal Port network requiring mitigation.

1.3 For the reasons set out in Section 6 of **REP5-027** the overall assumptions adopted in the TA are considered appropriately and adequately to assess the impact on the proposals on the internal Port network.

1.4 Notwithstanding this, CLdN and DFDS have set out outstanding concerns relating to the distribution of traffic and in particular they contend that the TA under-estimated the level of traffic using West Gate. The applicant's disagreement with this contention is set out in Appendix B of **REP5-027** and the evidence summarised there is considered clearly to justify the approach adopted and outcome in respect of the level of traffic forecast to use West Gate.

1.5 In response to Appendix B of **REP5-027,** DFDS have suggested that a split of 60% to West Gate should be adopted on the basis of a gravity of nearby facilities. The detail of their assessment is not accepted by the Applicant. Applying a direct split of that assessment to the overall traffic generation is considered excessive because only a proportion of overall traffic will have any reason to make a local stop. Assuming 20% of traffic is local as per DFDS data (and has a 60/40 split as per REP6-011) and the remainder is strategic and has a 15 / 85 split as per TA, that would put the overall split at 24% West Gate and 76% East Gate. The adoption of a 60/40 West Gate / East Gate is therefore considered not to be justified in principle and is not accepted as a reasonable base for assessment by applicant. Notwithstanding this basic point, we

have performed the sensitivity assessment on this basis below which goes significantly beyond what the Applicant considers to be reasonable.

1.6 An empty tractor ratio of 40% for the internal Port network has been agreed and this is reflected in the transportation SoCG.

1.7 Accordingly, whilst the assumptions put forward by CLdN and DFDS are not agreed, this note goes on to consider the implications of the 60 / 40 West Gate / East Gate split simply to test the implications of those assumptions put forward by DFDS and CLdN without accepting the validity of the assumptions. The positions they propose are considered by the applicant to go significantly beyond any realistic worst case and well beyond what is reasonably required by the assessment process.

1.8 Moreover, the Test therefore considers the combined effects on the Stena AM and PM development profile of both elements below, even though neither effect is considered to be reasonable:

- 60% of HGVs through West Gate
- 40% solo tractor movements

1.9 The same assumptions made in the TA about how traffic will be diverted following the closure of the section of East Riverside to the East of the East Riverside/ East Dock Road junction, have been made in this assessment. These are as follows:

- All East Riverside East to East Dock Road movements will be diverted to the Robinson Road/ East Riverside junction;
- All East Riverside East to East Riverside West movements will be diverted through all the junctions listed above to make the East Dock Road to East Riverside West movement;
- All East Dock Road to East Riverside East movements will be diverted to make the East Dock Road to Robinson Road S movement and then move straight through the other junctions to exit the Port; and

- All East Riverside West to East Riverside East movements will be diverted down East Dock Road and then move straight through the other junctions to exit the Port.

1.10 The operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions.

1.11 The full results of the Sensitivity Test for each of the junctions can be seen in **Appendix A-F** with a summary of the results from the Test contained within **Table 1** below.

Table 1 - Sensitivity Test Summary

Junction	Base Year	2025 Base	2025 + Committed + Development	2032 Base	2032 + Committed + Development
AM					
Robinson Road/ Crescent Access Road	Within Capacity Highest RFC of 0.06, Q of 0.2	Within Capacity Highest RFC of 0.06, Q of 0.2	Within Capacity Highest RFC of 0.24, Q of 0.4	Within Capacity Highest RFC of 0.06, Q of 0.2	Within Capacity Highest RFC of 0.24, Q of 0.4
East Riverside/ East Dock Road	Within Capacity Highest RFC of 0.01, Q of 0.0	Within Capacity Highest RFC of 0.01, Q of 0.0	Within Capacity Highest RFC of 0.03, Q of 0.1	Within Capacity Highest RFC of 0.01, Q of 0.0	Within Capacity Highest RFC of 0.03, Q of 0.1
Robinson Road/ East Dock Road	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.07, Q of 0.2	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.08, Q of 0.2
Robinson Road/ East Riverside	Within Capacity Highest RFC of 0.07, Q of 0.2	Within Capacity Highest RFC of 0.08, Q of 0.2	Within Capacity Highest RFC of 0.08, Q of 0.2	Within Capacity Highest RFC of 0.08, Q of 0.3	Within Capacity Highest RFC of 0.09, Q of 0.2
Robinson Road/ Gresley Way	Within Capacity Highest RFC of 0.04, Q of 0.1	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.05, Q of 0.1
Robinson Road/ IOT Access Road	Within Capacity Highest RFC of 0.14, Q of 0.3	Within Capacity Highest RFC of 0.15, Q of 0.4	Within Capacity Highest RFC of 0.16, Q of 0.4	Within Capacity Highest RFC of 0.16, Q of 0.4	Within Capacity Highest RFC of 0.17, Q of 0.5

PM					
Robinson Road/ Crescent Access Road	Within Capacity Highest RFC of 0.10, Q of 0.3	Within Capacity Highest RFC of 0.11, Q of 0.3	Within Capacity Highest RFC of 0.55, Q of 2.6	Within Capacity Highest RFC of 0.11, Q of 0.4	Within Capacity Highest RFC of 0.56, Q of 2.8
East Riverside/ East Dock Road	Within Capacity Highest RFC of 0.01, Q of 0.0	Within Capacity Highest RFC of 0.01, Q of 0.0	Within Capacity Highest RFC of 0.03, Q of 0.1	Within Capacity Highest RFC of 0.01, Q of 0.0	Within Capacity Highest RFC of 0.03, Q of 0.1
Robinson Road/ East Dock Road	Within Capacity Highest RFC of 0.10, Q of 0.2	Within Capacity Highest RFC of 0.11, Q of 0.2	Within Capacity Highest RFC of 0.13, Q of 0.3	Within Capacity Highest RFC of 0.11, Q of 0.2	Within Capacity Highest RFC of 0.14, Q of 0.3
Robinson Road/ East Riverside	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.04, Q of 0.0	Within Capacity Highest RFC of 0.05, Q of 0.1	Within Capacity Highest RFC of 0.04, Q of 0.0
Robinson Road/ Gresley Way	Within Capacity Highest RFC of 0.06, Q of 0.1	Within Capacity Highest RFC of 0.07, Q of 0.1	Within Capacity Highest RFC of 0.18, Q of 0.4	Within Capacity Highest RFC of 0.07, Q of 0.1	Within Capacity Highest RFC of 0.19, Q of 0.4
Robinson Road/ IOT Access Road	Within Capacity Highest RFC of 0.08, Q of 0.1	Within Capacity Highest RFC of 0.08, Q of 0.1	Within Capacity Highest RFC of 0.09, Q of 0.1	Within Capacity Highest RFC of 0.09, Q of 0.1	Within Capacity Highest RFC of 0.09, Q of 0.1

1.12 As can be seen from the above, the impact on junction operation from the uplift in flows to West Gate over and above that identified in the Transport Assessment work is modest and not material.

Appendix A

Robinson Road/ Crescent Access Road Priority Sensitivity Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-Crescent Access Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions\Internal Sensitivity
Report generation date: 27/11/2023 10:40:25

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-AC	0.1	9.68	0.03	0.2	8.81	0.07
Stream C-AB	0.2	10.50	0.06	0.3	7.28	0.10
	2025 Base					
Stream B-AC	0.1	9.75	0.03	0.2	8.85	0.08
Stream C-AB	0.2	10.49	0.06	0.3	7.23	0.11
	2025 + Development					
Stream B-AC	0.4	10.54	0.24	1.4	16.46	0.46
Stream C-AB	0.4	10.74	0.14	2.6	13.18	0.55
	2032 Base					
Stream B-AC	0.1	9.84	0.04	0.2	8.90	0.08
Stream C-AB	0.2	10.53	0.06	0.4	7.15	0.11
	2032 + Development					
Stream B-AC	0.4	10.72	0.24	1.4	16.90	0.47
Stream C-AB	0.4	10.81	0.15	2.8	13.35	0.56

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road E		Major
B	Crescent Access Road		Minor
C	Robinson Road N		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)
Robinson Road N	8.95			230.4	✓	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)
Crescent Access Road	One lane	5.00	250	194

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	799	0.128	0.324	0.204	0.464
B-C	895	0.118	0.299	-	-
C-B	707	0.239	0.239	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	386	100.000
Crescent Access Road		ONE HOUR	✓	23	100.000
Robinson Road N		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	385
	Crescent Access Road	0	0	23
	Robinson Road N	133	28	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.68	0.1	A	21	32
C-AB	0.06	10.50	0.2	B	31	47
C-A					116	175
A-B					0.92	1
A-C					353	530

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	809	0.021	17	0.0	0.0	9.093	A
C-AB	25	6	703	0.035	24	0.0	0.1	10.359	B
C-A	97	24			97				
A-B	0.75	0.19			0.75				
A-C	290	72			290				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	792	0.026	21	0.0	0.1	9.334	A
C-AB	30	8	703	0.043	30	0.1	0.1	10.430	B
C-A	114	29			114				
A-B	0.90	0.22			0.90				
A-C	346	87			346				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	769	0.033	25	0.1	0.1	9.685	A
C-AB	39	10	703	0.056	39	0.1	0.2	10.501	B
C-A	138	35			138				
A-B	1	0.28			1				
A-C	424	106			424				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	769	0.033	25	0.1	0.1	9.685	A
C-AB	39	10	703	0.056	39	0.2	0.2	10.475	B
C-A	138	35			138				
A-B	1	0.28			1				
A-C	424	106			424				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	792	0.026	21	0.1	0.1	9.337	A
C-AB	30	8	703	0.043	31	0.2	0.1	10.377	B
C-A	114	29			114				
A-B	0.90	0.22			0.90				
A-C	346	87			346				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	809	0.021	17	0.1	0.0	9.099	A
C-AB	25	6	703	0.035	25	0.1	0.1	10.342	B
C-A	97	24			97				
A-B	0.75	0.19			0.75				
A-C	290	72			290				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	96	100.000
Crescent Access Road		ONE HOUR	✓	56	100.000
Robinson Road N		ONE HOUR	✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	96
	Crescent Access Road	7	0	49
	Robinson Road N	393	48	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	8.81	0.2	A	51	77
C-AB	0.10	7.28	0.3	A	74	112
C-A					330	495
A-B					0	0
A-C					88	132

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	847	0.050	42	0.0	0.1	8.397	A
C-AB	55	14	873	0.063	54	0.0	0.2	7.281	A
C-A	277	69			277				
A-B	0	0			0				
A-C	72	18			72				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	840	0.060	50	0.1	0.1	8.565	A
C-AB	71	18	905	0.078	71	0.2	0.2	7.046	A
C-A	325	81			325				
A-B	0	0			0				
A-C	86	22			86				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	830	0.074	62	0.1	0.1	8.803	A
C-AB	97	24	951	0.102	97	0.2	0.3	6.686	A
C-A	388	97			388				
A-B	0	0			0				
A-C	106	26			106				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	830	0.074	62	0.1	0.2	8.805	A
C-AB	98	24	951	0.103	98	0.3	0.3	6.596	A
C-A	388	97			388				
A-B	0	0			0				
A-C	106	26			106				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	840	0.060	50	0.1	0.1	8.570	A
C-AB	71	18	906	0.079	72	0.3	0.2	6.828	A
C-A	325	81			325				
A-B	0	0			0				
A-C	86	22			86				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	847	0.050	42	0.1	0.1	8.408	A
C-AB	55	14	873	0.063	55	0.2	0.2	7.171	A
C-A	277	69			277				
A-B	0	0			0				
A-C	72	18			72				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	398	100.000
Crescent Access Road		ONE HOUR	✓	24	100.000
Robinson Road N		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	397
	Crescent Access Road	0	0	24
	Robinson Road N	137	28	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.75	0.1	A	22	33
C-AB	0.06	10.49	0.2	B	32	47
C-A					120	180
A-B					0.92	1
A-C					364	546

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	806	0.022	18	0.0	0.0	9.133	A
C-AB	25	6	703	0.035	24	0.0	0.1	10.355	B
C-A	100	25			100				
A-B	0.75	0.19			0.75				
A-C	299	75			299				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	789	0.027	22	0.0	0.1	9.384	A
C-AB	31	8	703	0.044	30	0.1	0.1	10.426	B
C-A	118	29			118				
A-B	0.90	0.22			0.90				
A-C	357	89			357				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	765	0.035	26	0.1	0.1	9.751	A
C-AB	39	10	703	0.056	39	0.1	0.2	10.494	B
C-A	142	36			142				
A-B	1	0.28			1				
A-C	437	109			437				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	765	0.035	26	0.1	0.1	9.751	A
C-AB	39	10	703	0.056	39	0.2	0.2	10.469	B
C-A	142	36			142				
A-B	1	0.28			1				
A-C	437	109			437				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	789	0.027	22	0.1	0.1	9.388	A
C-AB	31	8	703	0.044	31	0.2	0.1	10.371	B
C-A	118	29			118				
A-B	0.90	0.22			0.90				
A-C	357	89			357				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	806	0.022	18	0.1	0.0	9.139	A
C-AB	25	6	703	0.035	25	0.1	0.1	10.339	B
C-A	99	25			99				
A-B	0.75	0.19			0.75				
A-C	299	75			299				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	99	100.000
Crescent Access Road		ONE HOUR	✓	58	100.000
Robinson Road N		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	99
	Crescent Access Road	7	0	51
	Robinson Road N	405	50	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.85	0.2	A	53	80
C-AB	0.11	7.23	0.3	A	79	118
C-A					339	508
A-B					0	0
A-C					91	136

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	847	0.052	43	0.0	0.1	8.424	A
C-AB	58	14	878	0.066	57	0.0	0.2	7.232	A
C-A	285	71			285				
A-B	0	0			0				
A-C	75	19			75				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	840	0.062	52	0.1	0.1	8.600	A
C-AB	75	19	912	0.082	75	0.2	0.2	6.996	A
C-A	334	83			334				
A-B	0	0			0				
A-C	89	22			89				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	829	0.077	64	0.1	0.2	8.847	A
C-AB	103	26	959	0.108	103	0.2	0.3	6.642	A
C-A	397	99			397				
A-B	0	0			0				
A-C	109	27			109				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	829	0.077	64	0.2	0.2	8.849	A
C-AB	104	26	959	0.108	104	0.3	0.3	6.552	A
C-A	397	99			397				
A-B	0	0			0				
A-C	109	27			109				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	840	0.062	52	0.2	0.1	8.605	A
C-AB	75	19	912	0.083	76	0.3	0.2	6.776	A
C-A	334	83			334				
A-B	0	0			0				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	847	0.052	44	0.1	0.1	8.435	A
C-AB	58	15	878	0.066	58	0.2	0.2	7.124	A
C-A	285	71			285				
A-B	0	0			0				
A-C	75	19			75				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	478	100.000
Crescent Access Road		ONE HOUR	✓	137	100.000
Robinson Road N		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	64	414
	Crescent Access Road	77	0	60
	Robinson Road N	139	67	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	17	23
	Crescent Access Road	26	0	75
	Robinson Road N	69	78	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	10.54	0.4	B	126	189
C-AB	0.14	10.74	0.4	B	76	114
C-A					113	169
A-B					59	88
A-C					380	570

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	705	0.146	102	0.0	0.2	8.564	A
C-AB	59	15	690	0.086	59	0.0	0.2	10.062	B
C-A	96	24			96				
A-B	48	12			48				
A-C	312	78			312				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	678	0.182	123	0.2	0.3	9.303	A
C-AB	74	18	688	0.107	74	0.2	0.3	10.343	B
C-A	111	28			111				
A-B	58	14			58				
A-C	372	93			372				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	641	0.235	150	0.3	0.4	10.516	B
C-AB	95	24	685	0.139	95	0.3	0.4	10.738	B
C-A	132	33			132				
A-B	70	18			70				
A-C	456	114			456				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	641	0.235	151	0.4	0.4	10.539	B
C-AB	95	24	685	0.139	95	0.4	0.4	10.739	B
C-A	132	33			132				
A-B	70	18			70				
A-C	456	114			456				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	678	0.182	124	0.4	0.3	9.333	A
C-AB	74	18	688	0.107	74	0.4	0.3	10.338	B
C-A	111	28			111				
A-B	58	14			58				
A-C	372	93			372				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	705	0.146	103	0.3	0.2	8.604	A
C-AB	60	15	690	0.086	60	0.3	0.2	10.085	B
C-A	95	24			95				
A-B	48	12			48				
A-C	312	78			312				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		8.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	269	100.000
Crescent Access Road		ONE HOUR	✓	277	100.000
Robinson Road N		ONE HOUR	✓	647	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	160	109
	Crescent Access Road	117	0	160
	Robinson Road N	413	234	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	55	58
	Crescent Access Road	42	0	89
	Robinson Road N	25	93	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.46	16.46	1.4	C	254	381
C-AB	0.55	13.18	2.6	B	384	576
C-A					210	315
A-B					147	220
A-C					100	150

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	733	0.285	206	0.0	0.6	11.279	B
C-AB	277	69	856	0.323	273	0.0	1.0	9.910	A
C-A	210	53			210				
A-B	120	30			120				
A-C	82	21			82				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	62	706	0.353	248	0.6	0.9	13.007	B
C-AB	364	91	888	0.410	362	1.0	1.5	10.976	B
C-A	218	54			218				
A-B	144	36			144				
A-C	98	24			98				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	76	668	0.456	303	0.9	1.3	16.262	C
C-AB	508	127	932	0.545	503	1.5	2.6	13.184	B
C-A	205	51			205				
A-B	176	44			176				
A-C	120	30			120				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	76	667	0.457	305	1.3	1.4	16.460	C
C-AB	510	127	934	0.546	510	2.6	2.6	13.112	B
C-A	202	51			202				
A-B	176	44			176				
A-C	120	30			120				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	62	705	0.353	251	1.4	0.9	13.204	B
C-AB	366	92	890	0.411	371	2.6	1.5	10.703	B
C-A	215	54			215				
A-B	144	36			144				
A-C	98	24			98				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	52	731	0.285	210	0.9	0.7	11.463	B
C-AB	279	70	858	0.325	281	1.5	1.1	9.892	A
C-A	208	52			208				
A-B	120	30			120				
A-C	82	21			82				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	416	100.000
Crescent Access Road		ONE HOUR	✓	25	100.000
Robinson Road N		ONE HOUR	✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	415
	Crescent Access Road	0	0	25
	Robinson Road N	143	30	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	9.84	0.1	A	23	34
C-AB	0.06	10.53	0.2	B	34	51
C-A					125	187
A-B					0.92	1
A-C					381	571

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	802	0.023	19	0.0	0.0	9.189	A
C-AB	27	7	702	0.038	26	0.0	0.1	10.376	B
C-A	104	26			104				
A-B	0.75	0.19			0.75				
A-C	312	78			312				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	784	0.029	22	0.0	0.1	9.455	A
C-AB	33	8	702	0.047	33	0.1	0.1	10.455	B
C-A	122	31			122				
A-B	0.90	0.22			0.90				
A-C	373	93			373				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	759	0.036	27	0.1	0.1	9.845	A
C-AB	43	11	703	0.061	43	0.1	0.2	10.533	B
C-A	148	37			148				
A-B	1	0.28			1				
A-C	457	114			457				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	759	0.036	28	0.1	0.1	9.845	A
C-AB	43	11	703	0.061	43	0.2	0.2	10.505	B
C-A	148	37			148				
A-B	1	0.28			1				
A-C	457	114			457				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	784	0.029	23	0.1	0.1	9.459	A
C-AB	33	8	703	0.047	33	0.2	0.1	10.396	B
C-A	122	31			122				
A-B	0.90	0.22			0.90				
A-C	373	93			373				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	802	0.023	19	0.1	0.0	9.193	A
C-AB	27	7	702	0.038	27	0.1	0.1	10.357	B
C-A	103	26			103				
A-B	0.75	0.19			0.75				
A-C	312	78			312				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	104	100.000
Crescent Access Road		ONE HOUR	✓	60	100.000
Robinson Road N		ONE HOUR	✓	475	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	104
	Crescent Access Road	7	0	53
	Robinson Road N	423	52	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.90	0.2	A	55	83
C-AB	0.11	7.15	0.4	A	84	126
C-A					352	528
A-B					0	0
A-C					95	143

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	846	0.053	45	0.0	0.1	8.460	A
C-AB	61	15	885	0.069	60	0.0	0.2	7.151	A
C-A	296	74			296				
A-B	0	0			0				
A-C	78	20			78				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	838	0.064	54	0.1	0.1	8.643	A
C-AB	80	20	921	0.087	80	0.2	0.3	6.915	A
C-A	347	87			347				
A-B	0	0			0				
A-C	93	23			93				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	828	0.080	66	0.1	0.2	8.902	A
C-AB	111	28	970	0.114	110	0.3	0.4	6.566	A
C-A	412	103			412				
A-B	0	0			0				
A-C	115	29			115				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	828	0.080	66	0.2	0.2	8.904	A
C-AB	111	28	970	0.114	111	0.4	0.4	6.475	A
C-A	412	103			412				
A-B	0	0			0				
A-C	115	29			115				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	838	0.064	54	0.2	0.1	8.649	A
C-AB	80	20	921	0.087	81	0.4	0.3	6.694	A
C-A	347	87			347				
A-B	0	0			0				
A-C	93	23			93				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	846	0.053	45	0.1	0.1	8.471	A
C-AB	61	15	886	0.069	62	0.3	0.2	7.042	A
C-A	296	74			296				
A-B	0	0			0				
A-C	78	20			78				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	497	100.000
Crescent Access Road		ONE HOUR	✓	137	100.000
Robinson Road N		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	64	433
	Crescent Access Road	77	0	60
	Robinson Road N	145	69	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	17	23
	Crescent Access Road	26	0	75
	Robinson Road N	69	78	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	10.72	0.4	B	126	189
C-AB	0.15	10.81	0.4	B	79	119
C-A					117	176
A-B					59	88
A-C					397	596

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	699	0.148	102	0.0	0.2	8.646	A
C-AB	62	15	690	0.089	61	0.0	0.2	10.096	B
C-A	99	25			99				
A-B	48	12			48				
A-C	326	81			326				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	671	0.183	123	0.2	0.3	9.419	A
C-AB	77	19	688	0.112	76	0.2	0.3	10.392	B
C-A	116	29			116				
A-B	58	14			58				
A-C	389	97			389				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	633	0.238	150	0.3	0.4	10.699	B
C-AB	99	25	685	0.145	99	0.3	0.4	10.810	B
C-A	136	34			136				
A-B	70	18			70				
A-C	477	119			477				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	633	0.238	151	0.4	0.4	10.723	B
C-AB	99	25	685	0.145	99	0.4	0.4	10.813	B
C-A	136	34			136				
A-B	70	18			70				
A-C	477	119			477				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	671	0.183	124	0.4	0.3	9.449	A
C-AB	77	19	688	0.112	77	0.4	0.3	10.388	B
C-A	116	29			116				
A-B	58	14			58				
A-C	389	97			389				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	699	0.148	103	0.3	0.3	8.686	A
C-AB	62	15	690	0.090	62	0.3	0.2	10.123	B
C-A	99	25			99				
A-B	48	12			48				
A-C	326	81			326				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		8.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	274	100.000
Crescent Access Road		ONE HOUR	✓	281	100.000
Robinson Road N		ONE HOUR	✓	668	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	160	114
	Crescent Access Road	118	0	163
	Robinson Road N	432	236	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	55	58
	Crescent Access Road	42	0	89
	Robinson Road N	25	93	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.47	16.90	1.4	C	258	387
C-AB	0.56	13.35	2.8	B	398	597
C-A					215	323
A-B					147	220
A-C					105	157

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	212	53	730	0.290	209	0.0	0.7	11.409	B
C-AB	285	71	864	0.330	281	0.0	1.1	9.847	A
C-A	218	55			218				
A-B	120	30			120				
A-C	86	21			86				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	63	702	0.360	252	0.7	0.9	13.218	B
C-AB	376	94	898	0.419	374	1.1	1.6	10.962	B
C-A	224	56			224				
A-B	144	36			144				
A-C	102	26			102				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	77	663	0.466	307	0.9	1.4	16.679	C
C-AB	528	132	945	0.559	524	1.6	2.8	13.354	B
C-A	207	52			207				
A-B	176	44			176				
A-C	126	31			126				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	77	662	0.467	309	1.4	1.4	16.901	C
C-AB	531	133	947	0.561	531	2.8	2.8	13.302	B
C-A	204	51			204				
A-B	176	44			176				
A-C	126	31			126				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	253	63	701	0.360	255	1.4	1.0	13.432	B
C-AB	379	95	901	0.421	384	2.8	1.6	10.699	B
C-A	221	55			221				
A-B	144	36			144				
A-C	102	26			102				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	212	53	729	0.290	213	1.0	0.7	11.604	B
C-AB	287	72	866	0.332	289	1.6	1.1	9.832	A
C-A	216	54			216				
A-B	120	30			120				
A-C	86	21			86				

Appendix B

East Riverside/ East Dock Road Priority Sensitivity Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: East Riverside-East Dock Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions\Internal Sensitivity
Report generation date: 27/11/2023 10:25:32

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	10.48	0.01	0.0	9.22	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.21	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
Stream B-C	0.0	10.48	0.01	0.0	9.22	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.21	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 + Development					
Stream B-C	0.1	10.08	0.03	0.1	9.99	0.03
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base					
Stream B-C	0.0	10.49	0.01	0.0	9.24	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.22	0.01
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2032 + Development					
Stream B-C	0.1	10.10	0.03	0.1	9.99	0.03
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	East Riverside E		Major
B	East Dock Road		Minor
C	East Riverside W		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)
East Riverside W	5.87			130.7	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Dock Road	One lane plus flare	10.00	3.91	2.83	2.69	2.68	✓	1.00	250	71

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	716	0.131	0.332	0.209	0.474
B-C	697	0.107	0.271	-	-
C-B	650	0.253	0.253	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	17	100.000
East Dock Road		ONE HOUR	✓	5	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	2	15
	East Dock Road	0	0	5
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	10.48	0.0	B	5	7
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					2	3
A-C					14	21

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.435	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	4	0.0	0.0	10.455	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	5	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	6	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	5	0.0	0.0	10.458	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.437	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	9	100.000
East Dock Road		ONE HOUR	✓	15	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	9
	East Dock Road	7	0	8
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.22	0.0	A	7	11
B-A	0.01	10.21	0.0	B	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					8	12

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.159	A
B-A	5	1	714	0.007	5	0.0	0.0	10.164	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.183	A
B-A	6	2	713	0.009	6	0.0	0.0	10.185	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.184	A
B-A	6	2	713	0.009	6	0.0	0.0	10.188	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.160	A
B-A	5	1	714	0.007	5	0.0	0.0	10.167	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	17	100.000
East Dock Road		ONE HOUR	✓	5	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	2	15
	East Dock Road	0	0	5
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

1545

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	10.48	0.0	B	5	7
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					2	3
A-C					14	21

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.435	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	4	0.0	0.0	10.455	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	5	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	6	0.0	0.0	10.484	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	17	4			17				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	5	0.0	0.0	10.458	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	13	3			13				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	694	0.005	4	0.0	0.0	10.437	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	11	3			11				

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		6.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	9	100.000
East Dock Road		ONE HOUR	✓	15	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	9
	East Dock Road	7	0	8
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.22	0.0	A	7	11
B-A	0.01	10.21	0.0	B	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					8	12

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.159	A
B-A	5	1	714	0.007	5	0.0	0.0	10.164	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.183	A
B-A	6	2	713	0.009	6	0.0	0.0	10.185	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	692	0.013	9	0.0	0.0	9.216	A
B-A	8	2	713	0.011	8	0.0	0.0	10.214	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	10	2			10				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	693	0.010	7	0.0	0.0	9.184	A
B-A	6	2	713	0.009	6	0.0	0.0	10.188	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	694	0.009	6	0.0	0.0	9.160	A
B-A	5	1	714	0.007	5	0.0	0.0	10.167	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	7	2			7				

2025 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		10.08	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.08	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	20	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	20
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	89
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.08	0.1	B	18	28
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	697	0.022	15	0.0	0.0	9.974	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	697	0.026	18	0.0	0.0	10.021	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	697	0.032	22	0.0	0.1	10.081	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	697	0.032	22	0.1	0.1	10.081	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	697	0.026	18	0.1	0.1	10.022	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	697	0.022	15	0.1	0.0	9.981	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2025 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	18	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	18
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	88
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	9.99	0.1	A	17	25
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	13	0.0	0.0	9.899	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.0	0.0	9.941	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.0	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.1	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.1	0.0	9.944	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	14	0.0	0.0	9.904	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	18	100.000
East Dock Road		ONE HOUR	✓	5	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	2	16
	East Dock Road	0	0	5
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	10.49	0.0	B	5	7
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					2	3
A-C					15	22

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	693	0.005	4	0.0	0.0	10.438	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	12	3			12				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	4	0.0	0.0	10.459	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	14	4			14				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	5	0.0	0.0	10.489	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	18	4			18				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	692	0.008	6	0.0	0.0	10.489	B
B-A	0	0	710	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.55			2				
A-C	18	4			18				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	693	0.006	5	0.0	0.0	10.462	B
B-A	0	0	711	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.45			2				
A-C	14	4			14				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	693	0.005	4	0.0	0.0	10.440	B
B-A	0	0	712	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	646	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.38			2				
A-C	12	3			12				

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		5.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	10	100.000
East Dock Road		ONE HOUR	✓	16	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	10
	East Dock Road	7	0	9
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.24	0.0	A	8	12
B-A	0.01	10.22	0.0	B	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					9	14

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	694	0.010	7	0.0	0.0	9.170	A
B-A	5	1	713	0.007	5	0.0	0.0	10.168	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	693	0.012	8	0.0	0.0	9.198	A
B-A	6	2	713	0.009	6	0.0	0.0	10.190	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	9	2			9				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	692	0.014	10	0.0	0.0	9.235	A
B-A	8	2	712	0.011	8	0.0	0.0	10.220	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	692	0.014	10	0.0	0.0	9.235	A
B-A	8	2	712	0.011	8	0.0	0.0	10.220	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	11	3			11				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	693	0.012	8	0.0	0.0	9.201	A
B-A	6	2	713	0.009	6	0.0	0.0	10.190	B
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	9	2			9				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	694	0.010	7	0.0	0.0	9.173	A
B-A	5	1	713	0.007	5	0.0	0.0	10.170	B
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	8	2			8				

2032 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		10.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.10	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	21	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	21
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	89
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.10	0.1	B	19	29
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.0	0.0	9.985	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	697	0.027	19	0.0	0.1	10.034	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	697	0.033	23	0.1	0.1	10.097	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	697	0.033	23	0.1	0.1	10.097	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	697	0.027	19	0.1	0.1	10.037	B
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.1	0.0	9.990	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2032 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	untitled	T-Junction	Two-way	Two-way	Two-way		9.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	18	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	18
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	88
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	9.99	0.1	A	17	25
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	13	0.0	0.0	9.899	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.0	0.0	9.941	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.0	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	697	0.028	20	0.1	0.1	9.995	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	697	0.023	16	0.1	0.0	9.944	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	697	0.019	14	0.0	0.0	9.904	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Appendix C

Robinson Road/ East Dock Road Priority Sensitivity Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-East Dock Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions\Internal Sensitivity
Report generation date: 06/12/2023 16:07:53

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.1	9.39	0.05	0.2	10.71	0.10
Stream B-A	0.1	11.26	0.04	0.1	14.70	0.07
Stream C-AB	0.1	6.17	0.03	0.2	10.65	0.08
	2025 Base					
Stream B-C	0.1	9.44	0.05	0.2	10.84	0.11
Stream B-A	0.1	11.35	0.04	0.1	14.93	0.07
Stream C-AB	0.1	6.14	0.03	0.2	10.65	0.08
	2025 + Development					
Stream B-C	0.1	9.08	0.06	0.3	12.05	0.13
Stream B-A	0.1	12.05	0.04	0.2	18.30	0.08
Stream C-AB	0.2	6.60	0.07	0.4	10.37	0.12
	2032 Base					
Stream B-C	0.1	9.49	0.05	0.2	11.05	0.11
Stream B-A	0.1	11.48	0.04	0.1	15.29	0.07
Stream C-AB	0.1	6.07	0.03	0.3	10.64	0.09
	2032 + Development					
Stream B-C	0.1	9.14	0.06	0.3	12.32	0.14
Stream B-A	0.1	12.22	0.04	0.2	18.88	0.09
Stream C-AB	0.2	6.54	0.08	0.5	10.40	0.13

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road N		Major
B	East Dock Road		Minor
C	Robinson Road S		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)
Robinson Road S	8.51			169.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Dock Road	One lane plus flare	10.00	10.00	5.22	3.79	3.74	✓	2.00	132	186

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	674	0.109	0.276	0.174	0.394
B-C	851	0.117	0.295	-	-
C-B	672	0.232	0.232	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	117	100.000
East Dock Road		ONE HOUR	✓	56	100.000
Robinson Road S		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	9	108
	East Dock Road	19	0	37
	Robinson Road S	366	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.39	0.1	A	34	51
B-A	0.04	11.26	0.1	B	17	26
C-AB	0.03	6.17	0.1	A	20	30
C-A					328	492
A-B					8	12
A-C					99	149

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	821	0.034	28	0.0	0.1	9.067	A
B-A	14	4	599	0.024	14	0.0	0.0	10.457	B
C-AB	15	4	827	0.018	15	0.0	0.0	6.172	A
C-A	271	68			271				
A-B	7	2			7				
A-C	81	20			81				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	815	0.041	33	0.1	0.1	9.205	A
B-A	17	4	585	0.029	17	0.0	0.1	10.780	B
C-AB	19	5	858	0.022	19	0.0	0.0	5.940	A
C-A	322	80			322				
A-B	8	2			8				
A-C	97	24			97				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	807	0.050	41	0.1	0.1	9.391	A
B-A	21	5	565	0.037	21	0.1	0.1	11.253	B
C-AB	26	6	901	0.029	26	0.0	0.1	5.624	A
C-A	391	98			391				
A-B	10	2			10				
A-C	119	30			119				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	807	0.050	41	0.1	0.1	9.394	A
B-A	21	5	565	0.037	21	0.1	0.1	11.255	B
C-AB	26	6	901	0.029	26	0.1	0.1	5.594	A
C-A	391	98			391				
A-B	10	2			10				
A-C	119	30			119				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	815	0.041	33	0.1	0.1	9.209	A
B-A	17	4	585	0.029	17	0.1	0.1	10.782	B
C-AB	19	5	858	0.022	19	0.1	0.0	5.867	A
C-A	322	80			322				
A-B	8	2			8				
A-C	97	24			97				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	821	0.034	28	0.1	0.1	9.076	A
B-A	14	4	599	0.024	14	0.1	0.0	10.464	B
C-AB	15	4	827	0.018	15	0.0	0.0	6.135	A
C-A	271	68			271				
A-B	7	2			7				
A-C	81	20			81				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	461	100.000
East Dock Road		ONE HOUR	✓	93	100.000
Robinson Road S		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	16	445
	East Dock Road	29	0	64
	Robinson Road S	179	35	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	28
	East Dock Road	85	0	86
	Robinson Road S	62	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	10.71	0.2	B	59	88
B-A	0.07	14.70	0.1	B	27	40
C-AB	0.08	10.65	0.2	B	43	64
C-A					154	230
A-B					15	22
A-C					408	613

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	746	0.065	48	0.0	0.1	9.575	A
B-A	22	5	544	0.040	22	0.0	0.1	12.737	B
C-AB	33	8	682	0.048	32	0.0	0.1	10.591	B
C-A	128	32			128				
A-B	12	3			12				
A-C	335	84			335				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	725	0.079	57	0.1	0.2	10.025	B
B-A	26	7	519	0.050	26	0.1	0.1	13.499	B
C-AB	41	10	685	0.060	41	0.1	0.2	10.636	B
C-A	151	38			151				
A-B	14	4			14				
A-C	400	100			400				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	696	0.101	70	0.2	0.2	10.705	B
B-A	32	8	485	0.066	32	0.1	0.1	14.693	B
C-AB	54	14	691	0.078	54	0.2	0.2	10.652	B
C-A	181	45			181				
A-B	18	4			18				
A-C	490	122			490				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	695	0.101	70	0.2	0.2	10.712	B
B-A	32	8	485	0.066	32	0.1	0.1	14.701	B
C-AB	54	14	691	0.078	54	0.2	0.2	10.604	B
C-A	181	45			181				
A-B	18	4			18				
A-C	490	122			490				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	725	0.079	58	0.2	0.2	10.039	B
B-A	26	7	519	0.050	26	0.1	0.1	13.511	B
C-AB	41	10	685	0.060	42	0.2	0.2	10.531	B
C-A	151	38			151				
A-B	14	4			14				
A-C	400	100			400				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	746	0.065	48	0.2	0.1	9.595	A
B-A	22	5	544	0.040	22	0.1	0.1	12.757	B
C-AB	33	8	682	0.048	33	0.2	0.1	10.551	B
C-A	128	32			128				
A-B	12	3			12				
A-C	335	84			335				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	121	100.000
East Dock Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	9	112
	East Dock Road	20	0	38
	Robinson Road S	377	14	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.44	0.1	A	35	52
B-A	0.04	11.35	0.1	B	18	28
C-AB	0.03	6.14	0.1	A	22	33
C-A					337	506
A-B					8	12
A-C					103	154

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	820	0.035	28	0.0	0.1	9.097	A
B-A	15	4	597	0.025	15	0.0	0.0	10.505	B
C-AB	16	4	832	0.019	16	0.0	0.0	6.136	A
C-A	278	70			278				
A-B	7	2			7				
A-C	84	21			84				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	813	0.042	34	0.1	0.1	9.240	A
B-A	18	4	582	0.031	18	0.0	0.1	10.846	B
C-AB	21	5	864	0.024	21	0.0	0.0	5.902	A
C-A	331	83			331				
A-B	8	2			8				
A-C	101	25			101				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	805	0.052	42	0.1	0.1	9.435	A
B-A	22	6	561	0.039	22	0.1	0.1	11.344	B
C-AB	28	7	908	0.031	28	0.0	0.1	5.584	A
C-A	402	101			402				
A-B	10	2			10				
A-C	123	31			123				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	805	0.052	42	0.1	0.1	9.437	A
B-A	22	6	561	0.039	22	0.1	0.1	11.347	B
C-AB	28	7	908	0.031	28	0.1	0.1	5.554	A
C-A	402	101			402				
A-B	10	2			10				
A-C	123	31			123				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	813	0.042	34	0.1	0.1	9.243	A
B-A	18	4	582	0.031	18	0.1	0.1	10.850	B
C-AB	21	5	864	0.024	21	0.1	0.0	5.828	A
C-A	331	83			331				
A-B	8	2			8				
A-C	101	25			101				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	819	0.035	29	0.1	0.1	9.106	A
B-A	15	4	597	0.025	15	0.1	0.0	10.515	B
C-AB	16	4	832	0.019	16	0.0	0.0	6.098	A
C-A	278	70			278				
A-B	7	2			7				
A-C	84	21			84				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	475	100.000
East Dock Road		ONE HOUR	✓	96	100.000
Robinson Road S		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	16	459
	East Dock Road	30	0	66
	Robinson Road S	185	36	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	28
	East Dock Road	85	0	86
	Robinson Road S	62	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	10.84	0.2	B	61	91
B-A	0.07	14.93	0.1	B	28	41
C-AB	0.08	10.65	0.2	B	44	67
C-A					158	237
A-B					15	22
A-C					421	632

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	743	0.067	49	0.0	0.1	9.644	A
B-A	23	6	540	0.042	22	0.0	0.1	12.850	B
C-AB	34	9	683	0.050	34	0.0	0.1	10.580	B
C-A	132	33			132				
A-B	12	3			12				
A-C	346	86			346				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	721	0.082	59	0.1	0.2	10.116	B
B-A	27	7	515	0.052	27	0.1	0.1	13.655	B
C-AB	43	11	686	0.062	43	0.1	0.2	10.629	B
C-A	156	39			156				
A-B	14	4			14				
A-C	413	103			413				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	690	0.105	72	0.2	0.2	10.832	B
B-A	33	8	479	0.069	33	0.1	0.1	14.918	B
C-AB	56	14	692	0.081	56	0.2	0.2	10.647	B
C-A	187	47			187				
A-B	18	4			18				
A-C	505	126			505				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	690	0.105	73	0.2	0.2	10.840	B
B-A	33	8	479	0.069	33	0.1	0.1	14.929	B
C-AB	56	14	692	0.082	56	0.2	0.2	10.598	B
C-A	187	47			187				
A-B	18	4			18				
A-C	505	126			505				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	721	0.082	60	0.2	0.2	10.130	B
B-A	27	7	514	0.052	27	0.1	0.1	13.670	B
C-AB	43	11	686	0.063	43	0.2	0.2	10.521	B
C-A	156	39			156				
A-B	14	4			14				
A-C	413	103			413				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	743	0.067	50	0.2	0.1	9.666	A
B-A	23	6	540	0.042	23	0.1	0.1	12.876	B
C-AB	34	9	683	0.050	34	0.2	0.1	10.544	B
C-A	132	33			132				
A-B	12	3			12				
A-C	346	86			346				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	159	100.000
East Dock Road		ONE HOUR	✓	60	100.000
Robinson Road S		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	9	150
	East Dock Road	20	0	40
	Robinson Road S	437	31	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	89
	Robinson Road S	27	69	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	9.08	0.1	A	37	55
B-A	0.04	12.05	0.1	B	18	28
C-AB	0.07	6.60	0.2	A	53	79
C-A					377	565
A-B					8	12
A-C					138	206

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	812	0.037	30	0.0	0.1	8.692	A
B-A	15	4	575	0.026	15	0.0	0.0	10.914	B
C-AB	38	9	855	0.044	38	0.0	0.1	6.599	A
C-A	314	79			314				
A-B	7	2			7				
A-C	113	28			113				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	804	0.045	36	0.1	0.1	8.853	A
B-A	18	4	556	0.032	18	0.0	0.1	11.368	B
C-AB	50	12	892	0.056	50	0.1	0.1	6.348	A
C-A	371	93			371				
A-B	8	2			8				
A-C	135	34			135				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	793	0.056	44	0.1	0.1	9.077	A
B-A	22	6	530	0.042	22	0.1	0.1	12.047	B
C-AB	70	17	944	0.074	70	0.1	0.2	6.009	A
C-A	445	111			445				
A-B	10	2			10				
A-C	165	41			165				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	793	0.056	44	0.1	0.1	9.079	A
B-A	22	6	530	0.042	22	0.1	0.1	12.050	B
C-AB	70	18	944	0.074	70	0.2	0.2	5.958	A
C-A	445	111			445				
A-B	10	2			10				
A-C	165	41			165				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	804	0.045	36	0.1	0.1	8.858	A
B-A	18	4	556	0.032	18	0.1	0.1	11.372	B
C-AB	50	13	892	0.056	50	0.2	0.1	6.227	A
C-A	371	93			371				
A-B	8	2			8				
A-C	135	34			135				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	812	0.037	30	0.1	0.1	8.700	A
B-A	15	4	575	0.026	15	0.1	0.0	10.924	B
C-AB	38	10	856	0.045	38	0.1	0.1	6.538	A
C-A	314	79			314				
A-B	7	2			7				
A-C	113	28			113				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	659	100.000
East Dock Road		ONE HOUR	✓	104	100.000
Robinson Road S		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	16	643
	East Dock Road	30	0	74
	Robinson Road S	294	45	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	41
	East Dock Road	85	0	84
	Robinson Road S	70	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	12.05	0.3	B	68	102
B-A	0.08	18.30	0.2	C	28	41
C-AB	0.12	10.37	0.4	B	68	101
C-A					243	365
A-B					15	22
A-C					590	885

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	704	0.079	55	0.0	0.2	10.197	B
B-A	23	6	483	0.047	22	0.0	0.1	14.431	B
C-AB	49	12	710	0.069	48	0.0	0.2	10.315	B
C-A	206	51			206				
A-B	12	3			12				
A-C	484	121			484				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	674	0.099	66	0.2	0.2	10.905	B
B-A	27	7	447	0.060	27	0.1	0.1	15.843	C
C-AB	64	16	721	0.089	64	0.2	0.3	10.351	B
C-A	240	60			240				
A-B	14	4			14				
A-C	578	145			578				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	631	0.129	81	0.2	0.3	12.034	B
B-A	33	8	397	0.083	33	0.1	0.2	18.278	C
C-AB	89	22	737	0.121	88	0.3	0.4	10.369	B
C-A	284	71			284				
A-B	18	4			18				
A-C	708	177			708				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	631	0.129	81	0.3	0.3	12.049	B
B-A	33	8	397	0.083	33	0.2	0.2	18.304	C
C-AB	89	22	737	0.121	89	0.4	0.4	10.326	B
C-A	284	71			284				
A-B	18	4			18				
A-C	708	177			708				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	673	0.099	67	0.3	0.2	10.923	B
B-A	27	7	447	0.060	27	0.2	0.1	15.873	C
C-AB	64	16	721	0.089	65	0.4	0.3	10.249	B
C-A	240	60			240				
A-B	14	4			14				
A-C	578	145			578				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	704	0.079	56	0.2	0.2	10.226	B
B-A	23	6	483	0.047	23	0.1	0.1	14.470	B
C-AB	50	12	710	0.070	50	0.3	0.2	10.288	B
C-A	206	51			206				
A-B	12	3			12				
A-C	484	121			484				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	127	100.000
East Dock Road		ONE HOUR	✓	61	100.000
Robinson Road S		ONE HOUR	✓	408	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	10	117
	East Dock Road	21	0	40
	Robinson Road S	394	14	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.49	0.1	A	37	55
B-A	0.04	11.48	0.1	B	19	29
C-AB	0.03	6.07	0.1	A	22	33
C-A					352	528
A-B					9	14
A-C					107	161

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	818	0.037	30	0.0	0.1	9.131	A
B-A	16	4	594	0.027	16	0.0	0.0	10.580	B
C-AB	16	4	839	0.019	16	0.0	0.0	6.068	A
C-A	291	73			291				
A-B	8	2			8				
A-C	88	22			88				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	812	0.044	36	0.1	0.1	9.282	A
B-A	19	5	578	0.033	19	0.0	0.1	10.942	B
C-AB	21	5	873	0.024	21	0.0	0.0	5.828	A
C-A	346	86			346				
A-B	9	2			9				
A-C	105	26			105				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	803	0.055	44	0.1	0.1	9.489	A
B-A	23	6	556	0.042	23	0.1	0.1	11.473	B
C-AB	29	7	919	0.032	29	0.0	0.1	5.505	A
C-A	420	105			420				
A-B	11	3			11				
A-C	129	32			129				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	803	0.055	44	0.1	0.1	9.491	A
B-A	23	6	556	0.042	23	0.1	0.1	11.475	B
C-AB	29	7	919	0.032	29	0.1	0.1	5.474	A
C-A	420	105			420				
A-B	11	3			11				
A-C	129	32			129				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	812	0.044	36	0.1	0.1	9.287	A
B-A	19	5	578	0.033	19	0.1	0.1	10.945	B
C-AB	21	5	873	0.024	21	0.1	0.0	5.754	A
C-A	346	86			346				
A-B	9	2			9				
A-C	105	26			105				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	8	818	0.037	30	0.1	0.1	9.141	A
B-A	16	4	594	0.027	16	0.1	0.0	10.590	B
C-AB	16	4	839	0.019	16	0.0	0.0	6.027	A
C-A	291	73			291				
A-B	8	2			8				
A-C	88	22			88				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	497	100.000
East Dock Road		ONE HOUR	✓	101	100.000
Robinson Road S		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	17	480
	East Dock Road	32	0	69
	Robinson Road S	193	37	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	28
	East Dock Road	85	0	86
	Robinson Road S	62	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	11.05	0.2	B	63	95
B-A	0.07	15.29	0.1	C	29	44
C-AB	0.09	10.64	0.3	B	46	70
C-A					165	247
A-B					16	23
A-C					440	661

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	737	0.070	51	0.0	0.1	9.755	A
B-A	24	6	535	0.045	24	0.0	0.1	13.024	B
C-AB	35	9	683	0.052	35	0.0	0.1	10.572	B
C-A	138	34			138				
A-B	13	3			13				
A-C	361	90			361				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	714	0.087	62	0.1	0.2	10.265	B
B-A	29	7	508	0.057	29	0.1	0.1	13.889	B
C-AB	45	11	687	0.065	44	0.1	0.2	10.624	B
C-A	162	41			162				
A-B	15	4			15				
A-C	432	108			432				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	682	0.111	76	0.2	0.2	11.041	B
B-A	35	9	471	0.075	35	0.1	0.1	15.274	C
C-AB	59	15	693	0.085	59	0.2	0.3	10.645	B
C-A	194	49			194				
A-B	19	5			19				
A-C	528	132			528				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	682	0.111	76	0.2	0.2	11.049	B
B-A	35	9	471	0.075	35	0.1	0.1	15.285	C
C-AB	59	15	693	0.085	59	0.3	0.3	10.594	B
C-A	194	49			194				
A-B	19	5			19				
A-C	528	132			528				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	714	0.087	62	0.2	0.2	10.278	B
B-A	29	7	508	0.057	29	0.1	0.1	13.907	B
C-AB	45	11	687	0.065	45	0.3	0.2	10.512	B
C-A	162	41			162				
A-B	15	4			15				
A-C	432	108			432				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	737	0.070	52	0.2	0.1	9.781	A
B-A	24	6	535	0.045	24	0.1	0.1	13.051	B
C-AB	36	9	683	0.052	36	0.2	0.1	10.533	B
C-A	138	34			138				
A-B	13	3			13				
A-C	361	90			361				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	166	100.000
East Dock Road		ONE HOUR	✓	63	100.000
Robinson Road S		ONE HOUR	✓	487	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	10	156
	East Dock Road	21	0	42
	Robinson Road S	454	33	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	89
	Robinson Road S	27	69	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	9.14	0.1	A	39	58
B-A	0.04	12.22	0.1	B	19	29
C-AB	0.08	6.54	0.2	A	57	86
C-A					389	584
A-B					9	14
A-C					143	215

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	811	0.039	31	0.0	0.1	8.730	A
B-A	16	4	571	0.028	16	0.0	0.0	11.010	B
C-AB	41	10	863	0.048	41	0.0	0.1	6.544	A
C-A	325	81			325				
A-B	8	2			8				
A-C	117	29			117				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	802	0.047	38	0.1	0.1	8.898	A
B-A	19	5	551	0.034	19	0.0	0.1	11.493	B
C-AB	54	14	901	0.060	54	0.1	0.1	6.297	A
C-A	383	96			383				
A-B	9	2			9				
A-C	140	35			140				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	791	0.058	46	0.1	0.1	9.135	A
B-A	23	6	524	0.044	23	0.1	0.1	12.220	B
C-AB	77	19	955	0.080	76	0.1	0.2	5.955	A
C-A	460	115			460				
A-B	11	3			11				
A-C	172	43			172				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	791	0.058	46	0.1	0.1	9.137	A
B-A	23	6	524	0.044	23	0.1	0.1	12.224	B
C-AB	77	19	955	0.080	77	0.2	0.2	5.905	A
C-A	459	115			459				
A-B	11	3			11				
A-C	172	43			172				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	802	0.047	38	0.1	0.1	8.901	A
B-A	19	5	551	0.034	19	0.1	0.1	11.500	B
C-AB	55	14	901	0.061	55	0.2	0.1	6.175	A
C-A	383	96			383				
A-B	9	2			9				
A-C	140	35			140				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	810	0.039	32	0.1	0.1	8.737	A
B-A	16	4	571	0.028	16	0.1	0.0	11.023	B
C-AB	41	10	863	0.048	42	0.1	0.1	6.481	A
C-A	325	81			325				
A-B	8	2			8				
A-C	117	29			117				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	681	100.000
East Dock Road		ONE HOUR	✓	109	100.000
Robinson Road S		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	17	664
	East Dock Road	32	0	77
	Robinson Road S	303	47	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	63	40
	East Dock Road	85	0	84
	Robinson Road S	70	100	0

1600

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	12.32	0.3	B	71	106
B-A	0.09	18.88	0.2	C	29	44
C-AB	0.13	10.40	0.5	B	72	108
C-A					249	374
A-B					16	23
A-C					609	914

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	698	0.083	57	0.0	0.2	10.325	B
B-A	24	6	478	0.050	24	0.0	0.1	14.660	B
C-AB	52	13	711	0.073	51	0.0	0.2	10.322	B
C-A	211	53			211				
A-B	13	3			13				
A-C	500	125			500				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	667	0.104	69	0.2	0.2	11.081	B
B-A	29	7	440	0.065	29	0.1	0.1	16.183	C
C-AB	68	17	722	0.094	68	0.2	0.3	10.367	B
C-A	246	62			246				
A-B	15	4			15				
A-C	597	149			597				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	623	0.136	84	0.2	0.3	12.302	B
B-A	35	9	388	0.091	35	0.1	0.2	18.847	C
C-AB	95	24	740	0.128	94	0.3	0.5	10.405	B
C-A	290	73			290				
A-B	19	5			19				
A-C	731	183			731				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	623	0.136	85	0.3	0.3	12.317	B
B-A	35	9	388	0.091	35	0.2	0.2	18.876	C
C-AB	95	24	740	0.129	95	0.5	0.5	10.361	B
C-A	290	73			290				
A-B	19	5			19				
A-C	731	183			731				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	666	0.104	70	0.3	0.2	11.105	B
B-A	29	7	440	0.065	29	0.2	0.1	16.218	C
C-AB	68	17	723	0.095	69	0.5	0.3	10.265	B
C-A	246	62			246				
A-B	15	4			15				
A-C	597	149			597				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	698	0.083	58	0.2	0.2	10.359	B
B-A	24	6	477	0.050	24	0.1	0.1	14.705	B
C-AB	52	13	711	0.074	53	0.3	0.2	10.295	B
C-A	211	53			211				
A-B	13	3			13				
A-C	500	125			500				

Appendix D

Robinson Road/ East Riverside Priority Sensitivity Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-East Riverside.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions\Internal Sensitivity
Report generation date: 27/11/2023 10:42:10

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	5.59	0.02	0.1	5.64	0.05
Stream B-A	0.1	10.09	0.05	0.1	12.74	0.03
Stream C-AB	0.2	5.29	0.07	0.0	10.40	0.01
	2025 Base					
Stream B-C	0.0	5.62	0.02	0.1	5.68	0.05
Stream B-A	0.1	10.17	0.05	0.1	12.86	0.03
Stream C-AB	0.2	5.35	0.08	0.0	10.41	0.01
	2025 + Development					
Stream B-C	0.0	6.04	0.02	0.0	5.57	0.04
Stream B-A	0.1	10.83	0.06	0.1	14.32	0.03
Stream C-AB	0.2	5.17	0.08	0.0	9.07	0.02
	2032 Base					
Stream B-C	0.0	9.54	0.02	0.1	5.73	0.05
Stream B-A	0.1	6.87	0.06	0.1	13.03	0.03
Stream C-AB	0.3	8.18	0.08	0.0	10.42	0.01
	2032 + Development					
Stream B-C	0.0	6.07	0.02	0.0	5.63	0.04
Stream B-A	0.1	10.96	0.06	0.1	14.59	0.03
Stream C-AB	0.2	5.14	0.09	0.0	9.08	0.02

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road W		Major
B	East Riverside		Minor
C	Robinson Road E		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)
Robinson Road E	9.29			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Riverside	One lane plus flare	10.00	6.19	3.52	3.23	3.04	✓	1.00	96	242

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	681	0.105	0.266	0.168	0.381
B-C	822	0.109	0.275	-	-
C-B	719	0.239	0.239	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	133	100.000
East Riverside		ONE HOUR	✓	40	100.000
Robinson Road E		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	21	112
	East Riverside	26	0	14
	Robinson Road E	362	35	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	74
	East Riverside	50	0	18
	Robinson Road E	19	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.59	0.0	A	13	19
B-A	0.05	10.09	0.1	B	24	36
C-AB	0.07	5.29	0.2	A	52	78
C-A					312	468
A-B					19	29
A-C					103	154

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	790	0.013	10	0.0	0.0	5.448	A
B-A	20	5	601	0.033	19	0.0	0.0	9.285	A
C-AB	39	10	862	0.045	38	0.0	0.1	5.287	A
C-A	260	65			260				
A-B	16	4			16				
A-C	84	21			84				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	784	0.016	13	0.0	0.0	5.508	A
B-A	23	6	585	0.040	23	0.0	0.1	9.610	A
C-AB	50	12	891	0.056	50	0.1	0.1	5.178	A
C-A	307	77			307				
A-B	19	5			19				
A-C	101	25			101				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	775	0.020	15	0.0	0.0	5.593	A
B-A	29	7	564	0.051	29	0.1	0.1	10.088	B
C-AB	68	17	931	0.073	67	0.1	0.2	5.037	A
C-A	370	92			370				
A-B	23	6			23				
A-C	123	31			123				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	775	0.020	15	0.0	0.0	5.594	A
B-A	29	7	564	0.051	29	0.1	0.1	10.090	B
C-AB	68	17	931	0.073	68	0.2	0.2	5.034	A
C-A	369	92			369				
A-B	23	6			23				
A-C	123	31			123				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	783	0.016	13	0.0	0.0	5.510	A
B-A	23	6	585	0.040	23	0.1	0.1	9.615	A
C-AB	50	12	891	0.056	50	0.2	0.1	5.171	A
C-A	307	77			307				
A-B	19	5			19				
A-C	101	25			101				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	790	0.013	11	0.0	0.0	5.453	A
B-A	20	5	601	0.033	20	0.1	0.1	9.293	A
C-AB	39	10	862	0.045	39	0.1	0.1	5.290	A
C-A	260	65			260				
A-B	16	4			16				
A-C	84	21			84				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	399	100.000
East Riverside		ONE HOUR	✓	45	100.000
Robinson Road E		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	27	372
	East Riverside	13	0	32
	Robinson Road E	84	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.64	0.1	A	29	44
B-A	0.03	12.74	0.1	B	12	18
C-AB	0.01	10.40	0.0	B	7	11
C-A					76	114
A-B					25	37
A-C					341	512

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	757	0.032	24	0.0	0.0	5.255	A
B-A	10	2	571	0.017	10	0.0	0.0	11.734	B
C-AB	6	1	688	0.008	6	0.0	0.0	10.262	B
C-A	63	16			63				
A-B	20	5			20				
A-C	280	70			280				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	740	0.039	29	0.0	0.0	5.411	A
B-A	12	3	554	0.021	12	0.0	0.0	12.138	B
C-AB	7	2	682	0.010	7	0.0	0.0	10.330	B
C-A	75	19			75				
A-B	24	6			24				
A-C	334	84			334				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	718	0.049	35	0.0	0.1	5.643	A
B-A	14	4	531	0.027	14	0.0	0.0	12.745	B
C-AB	9	2	675	0.013	9	0.0	0.0	10.396	B
C-A	91	23			91				
A-B	30	7			30				
A-C	410	102			410				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	718	0.049	35	0.1	0.1	5.643	A
B-A	14	4	531	0.027	14	0.0	0.1	12.744	B
C-AB	9	2	675	0.013	9	0.0	0.0	10.361	B
C-A	91	23			91				
A-B	30	7			30				
A-C	410	102			410				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	740	0.039	29	0.1	0.0	5.413	A
B-A	12	3	554	0.021	12	0.1	0.0	12.140	B
C-AB	7	2	682	0.010	7	0.0	0.0	10.255	B
C-A	75	19			75				
A-B	24	6			24				
A-C	334	84			334				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	757	0.032	24	0.0	0.0	5.257	A
B-A	10	2	571	0.017	10	0.0	0.0	11.736	B
C-AB	6	1	688	0.008	6	0.0	0.0	10.228	B
C-A	63	16			63				
A-B	20	5			20				
A-C	280	70			280				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	137	100.000
East Riverside		ONE HOUR	✓	41	100.000
Robinson Road E		ONE HOUR	✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	22	115
	East Riverside	27	0	14
	Robinson Road E	373	36	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	74
	East Riverside	50	0	18
	Robinson Road E	19	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.62	0.0	A	13	19
B-A	0.05	10.17	0.1	B	25	37
C-AB	0.08	5.35	0.2	A	54	81
C-A					321	482
A-B					20	30
A-C					106	158

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.013	10	0.0	0.0	5.468	A
B-A	20	5	599	0.034	20	0.0	0.1	9.325	A
C-AB	40	10	867	0.046	40	0.0	0.1	5.354	A
C-A	268	67			268				
A-B	17	4			17				
A-C	87	22			87				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	781	0.016	13	0.0	0.0	5.531	A
B-A	24	6	583	0.042	24	0.1	0.1	9.664	A
C-AB	52	13	896	0.058	52	0.1	0.1	5.237	A
C-A	316	79			316				
A-B	20	5			20				
A-C	103	26			103				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	771	0.020	15	0.0	0.0	5.618	A
B-A	30	7	561	0.053	30	0.1	0.1	10.164	B
C-AB	71	18	938	0.075	71	0.1	0.2	5.087	A
C-A	380	95			380				
A-B	24	6			24				
A-C	127	32			127				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	771	0.020	15	0.0	0.0	5.619	A
B-A	30	7	561	0.053	30	0.1	0.1	10.167	B
C-AB	71	18	938	0.076	71	0.2	0.2	5.082	A
C-A	379	95			379				
A-B	24	6			24				
A-C	127	32			127				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	780	0.016	13	0.0	0.0	5.532	A
B-A	24	6	583	0.042	24	0.1	0.1	9.667	A
C-AB	52	13	896	0.058	52	0.2	0.1	5.225	A
C-A	316	79			316				
A-B	20	5			20				
A-C	103	26			103				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.013	11	0.0	0.0	5.473	A
B-A	20	5	599	0.034	20	0.1	0.1	9.333	A
C-AB	40	10	867	0.046	40	0.1	0.1	5.352	A
C-A	268	67			268				
A-B	17	4			17				
A-C	87	22			87				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	410	100.000
East Riverside		ONE HOUR	✓	46	100.000
Robinson Road E		ONE HOUR	✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	27	383
	East Riverside	13	0	33
	Robinson Road E	86	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.68	0.1	A	30	45
B-A	0.03	12.86	0.1	B	12	18
C-AB	0.01	10.41	0.0	B	7	11
C-A					78	117
A-B					25	37
A-C					351	527

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	755	0.033	25	0.0	0.0	5.271	A
B-A	10	2	568	0.017	10	0.0	0.0	11.806	B
C-AB	6	1	687	0.008	6	0.0	0.0	10.269	B
C-A	64	16			64				
A-B	20	5			20				
A-C	288	72			288				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	738	0.040	30	0.0	0.0	5.436	A
B-A	12	3	551	0.021	12	0.0	0.0	12.226	B
C-AB	7	2	681	0.010	7	0.0	0.0	10.339	B
C-A	76	19			76				
A-B	24	6			24				
A-C	344	86			344				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	715	0.051	36	0.0	0.1	5.676	A
B-A	14	4	527	0.027	14	0.0	0.1	12.856	B
C-AB	9	2	674	0.013	9	0.0	0.0	10.407	B
C-A	93	23			93				
A-B	30	7			30				
A-C	422	105			422				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	715	0.051	36	0.1	0.1	5.677	A
B-A	14	4	527	0.027	14	0.1	0.1	12.855	B
C-AB	9	2	674	0.013	9	0.0	0.0	10.370	B
C-A	93	23			93				
A-B	30	7			30				
A-C	422	105			422				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	738	0.040	30	0.1	0.0	5.437	A
B-A	12	3	551	0.021	12	0.1	0.0	12.227	B
C-AB	7	2	681	0.010	7	0.0	0.0	10.264	B
C-A	76	19			76				
A-B	24	6			24				
A-C	344	86			344				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	755	0.033	25	0.0	0.0	5.277	A
B-A	10	2	568	0.017	10	0.0	0.0	11.808	B
C-AB	6	1	687	0.008	6	0.0	0.0	10.234	B
C-A	64	16			64				
A-B	20	5			20				
A-C	288	72			288				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	214	100.000
East Riverside		ONE HOUR	✓	39	100.000
Robinson Road E		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	22	192
	East Riverside	27	0	12
	Robinson Road E	437	36	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	50
	East Riverside	50	0	22
	Robinson Road E	19	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.04	0.0	A	11	17
B-A	0.06	10.83	0.1	B	25	37
C-AB	0.08	5.17	0.2	A	60	90
C-A					374	561
A-B					20	30
A-C					176	264

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	764	0.012	9	0.0	0.0	5.820	A
B-A	20	5	578	0.035	20	0.0	0.1	9.684	A
C-AB	43	11	885	0.049	43	0.0	0.1	5.166	A
C-A	313	78			313				
A-B	17	4			17				
A-C	145	36			145				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	754	0.014	11	0.0	0.0	5.910	A
B-A	24	6	557	0.044	24	0.1	0.1	10.133	B
C-AB	57	14	919	0.062	57	0.1	0.1	5.044	A
C-A	369	92			369				
A-B	20	5			20				
A-C	173	43			173				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	740	0.018	13	0.0	0.0	6.039	A
B-A	30	7	528	0.056	30	0.1	0.1	10.824	B
C-AB	79	20	967	0.082	79	0.1	0.2	4.891	A
C-A	442	110			442				
A-B	24	6			24				
A-C	211	53			211				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	740	0.018	13	0.0	0.0	6.040	A
B-A	30	7	528	0.056	30	0.1	0.1	10.827	B
C-AB	79	20	967	0.082	79	0.2	0.2	4.890	A
C-A	441	110			441				
A-B	24	6			24				
A-C	211	53			211				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	754	0.014	11	0.0	0.0	5.912	A
B-A	24	6	557	0.044	24	0.1	0.1	10.139	B
C-AB	57	14	919	0.062	57	0.2	0.1	5.037	A
C-A	368	92			368				
A-B	20	5			20				
A-C	173	43			173				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	763	0.012	9	0.0	0.0	5.825	A
B-A	20	5	578	0.035	20	0.1	0.1	9.692	A
C-AB	43	11	885	0.049	43	0.1	0.1	5.167	A
C-A	313	78			313				
A-B	17	4			17				
A-C	145	36			145				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	528	100.000
East Riverside		ONE HOUR	✓	37	100.000
Robinson Road E		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	27	501
	East Riverside	13	0	24
	Robinson Road E	247	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	27
	East Riverside	83	0	0
	Robinson Road E	54	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.57	0.0	A	22	33
B-A	0.03	14.32	0.1	B	12	18
C-AB	0.02	9.07	0.0	A	9	14
C-A					224	336
A-B					25	37
A-C					460	690

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	724	0.025	18	0.0	0.0	5.096	A
B-A	10	2	536	0.018	10	0.0	0.0	12.515	B
C-AB	7	2	745	0.009	7	0.0	0.0	9.074	A
C-A	184	46			184				
A-B	20	5			20				
A-C	377	94			377				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	703	0.031	22	0.0	0.0	5.285	A
B-A	12	3	510	0.023	12	0.0	0.0	13.214	B
C-AB	9	2	753	0.012	9	0.0	0.0	8.941	A
C-A	219	55			219				
A-B	24	6			24				
A-C	450	113			450				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	673	0.039	26	0.0	0.0	5.570	A
B-A	14	4	474	0.030	14	0.0	0.1	14.317	B
C-AB	12	3	764	0.016	12	0.0	0.0	8.707	A
C-A	268	67			268				
A-B	30	7			30				
A-C	552	138			552				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	673	0.039	26	0.0	0.0	5.571	A
B-A	14	4	474	0.030	14	0.1	0.1	14.317	B
C-AB	12	3	764	0.016	12	0.0	0.0	8.647	A
C-A	268	67			268				
A-B	30	7			30				
A-C	552	138			552				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	702	0.031	22	0.0	0.0	5.289	A
B-A	12	3	510	0.023	12	0.1	0.0	13.215	B
C-AB	9	2	753	0.012	9	0.0	0.0	8.804	A
C-A	219	55			219				
A-B	24	6			24				
A-C	450	113			450				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	724	0.025	18	0.0	0.0	5.098	A
B-A	10	2	536	0.018	10	0.0	0.0	12.513	B
C-AB	7	2	745	0.009	7	0.0	0.0	9.004	A
C-A	184	46			184				
A-B	20	5			20				
A-C	377	94			377				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	143	100.000
East Riverside		ONE HOUR	✓	43	100.000
Robinson Road E		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	23	120
	East Riverside	28	0	15
	Robinson Road E	390	37	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	0	21
	East Riverside	0	0	100
	Robinson Road E	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.54	0.0	A	14	21
B-A	0.06	6.87	0.1	A	26	39
C-AB	0.08	8.18	0.3	A	57	86
C-A					335	502
A-B					21	32
A-C					110	165

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.014	11	0.0	0.0	9.275	A
B-A	21	5	595	0.035	21	0.0	0.0	6.270	A
C-AB	42	10	874	0.048	41	0.0	0.1	8.183	A
C-A	280	70			280				
A-B	17	4			17				
A-C	90	23			90				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	781	0.017	13	0.0	0.0	9.385	A
B-A	25	6	578	0.044	25	0.0	0.0	6.510	A
C-AB	55	14	905	0.060	54	0.1	0.2	7.975	A
C-A	329	82			329				
A-B	21	5			21				
A-C	108	27			108				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	771	0.021	16	0.0	0.0	9.544	A
B-A	31	8	555	0.056	31	0.0	0.1	6.867	A
C-AB	75	19	948	0.079	75	0.2	0.3	7.691	A
C-A	395	99			395				
A-B	25	6			25				
A-C	132	33			132				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	771	0.021	17	0.0	0.0	9.544	A
B-A	31	8	555	0.056	31	0.1	0.1	6.868	A
C-AB	75	19	948	0.079	75	0.3	0.3	7.658	A
C-A	395	99			395				
A-B	25	6			25				
A-C	132	33			132				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	781	0.017	14	0.0	0.0	9.387	A
B-A	25	6	578	0.044	25	0.1	0.0	6.513	A
C-AB	55	14	905	0.060	55	0.3	0.2	7.901	A
C-A	329	82			329				
A-B	21	5			21				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	788	0.014	11	0.0	0.0	9.277	A
B-A	21	5	595	0.035	21	0.0	0.0	6.278	A
C-AB	42	11	874	0.048	42	0.2	0.1	8.154	A
C-A	279	70			279				
A-B	17	4			17				
A-C	90	23			90				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	430	100.000
East Riverside		ONE HOUR	✓	47	100.000
Robinson Road E		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	29	401
	East Riverside	13	0	34
	Robinson Road E	90	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.73	0.1	A	31	47
B-A	0.03	13.03	0.1	B	12	18
C-AB	0.01	10.42	0.0	B	7	11
C-A					82	122
A-B					27	40
A-C					368	552

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	752	0.034	25	0.0	0.0	5.302	A
B-A	10	2	562	0.017	10	0.0	0.0	11.916	B
C-AB	6	1	685	0.009	6	0.0	0.0	10.278	B
C-A	67	17			67				
A-B	22	5			22				
A-C	302	75			302				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	734	0.042	31	0.0	0.0	5.476	A
B-A	12	3	545	0.021	12	0.0	0.0	12.361	B
C-AB	7	2	679	0.011	7	0.0	0.0	10.351	B
C-A	80	20			80				
A-B	26	7			26				
A-C	360	90			360				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	709	0.053	37	0.0	0.1	5.731	A
B-A	14	4	520	0.028	14	0.0	0.1	13.033	B
C-AB	9	2	672	0.013	9	0.0	0.0	10.420	B
C-A	98	24			98				
A-B	32	8			32				
A-C	442	110			442				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	709	0.053	37	0.1	0.1	5.731	A
B-A	14	4	520	0.028	14	0.1	0.1	13.032	B
C-AB	9	2	672	0.013	9	0.0	0.0	10.380	B
C-A	98	24			98				
A-B	32	8			32				
A-C	442	110			442				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	734	0.042	31	0.1	0.0	5.479	A
B-A	12	3	545	0.021	12	0.1	0.0	12.361	B
C-AB	7	2	679	0.011	7	0.0	0.0	10.271	B
C-A	80	20			80				
A-B	26	7			26				
A-C	360	90			360				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	752	0.034	26	0.0	0.0	5.308	A
B-A	10	2	563	0.017	10	0.0	0.0	11.918	B
C-AB	6	1	685	0.009	6	0.0	0.0	10.241	B
C-A	67	17			67				
A-B	22	5			22				
A-C	302	75			302				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	221	100.000
East Riverside		ONE HOUR	✓	40	100.000
Robinson Road E		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	23	198
	East Riverside	28	0	12
	Robinson Road E	454	37	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	51
	East Riverside	50	0	22
	Robinson Road E	19	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.07	0.0	A	11	17
B-A	0.06	10.96	0.1	B	26	39
C-AB	0.09	5.14	0.2	A	63	94
C-A					388	581
A-B					21	32
A-C					182	273

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	760	0.012	9	0.0	0.0	5.845	A
B-A	21	5	574	0.037	21	0.0	0.1	9.749	A
C-AB	45	11	892	0.051	45	0.0	0.1	5.134	A
C-A	324	81			324				
A-B	17	4			17				
A-C	149	37			149				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	750	0.014	11	0.0	0.0	5.939	A
B-A	25	6	553	0.046	25	0.1	0.1	10.227	B
C-AB	60	15	927	0.064	59	0.1	0.1	5.010	A
C-A	382	95			382				
A-B	21	5			21				
A-C	178	44			178				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	736	0.018	13	0.0	0.0	6.073	A
B-A	31	8	523	0.059	31	0.1	0.1	10.958	B
C-AB	84	21	977	0.086	83	0.1	0.2	4.856	A
C-A	457	114			457				
A-B	25	6			25				
A-C	218	55			218				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	736	0.018	13	0.0	0.0	6.074	A
B-A	31	8	523	0.059	31	0.1	0.1	10.961	B
C-AB	84	21	977	0.086	84	0.2	0.2	4.857	A
C-A	457	114			457				
A-B	25	6			25				
A-C	218	55			218				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	750	0.014	11	0.0	0.0	5.943	A
B-A	25	6	553	0.046	25	0.1	0.1	10.233	B
C-AB	60	15	928	0.064	60	0.2	0.1	5.004	A
C-A	382	95			382				
A-B	21	5			21				
A-C	178	44			178				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	760	0.012	9	0.0	0.0	5.851	A
B-A	21	5	574	0.037	21	0.1	0.1	9.762	A
C-AB	45	11	892	0.051	45	0.1	0.1	5.137	A
C-A	324	81			324				
A-B	17	4			17				
A-C	149	37			149				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	548	100.000
East Riverside		ONE HOUR	✓	39	100.000
Robinson Road E		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	29	519
	East Riverside	13	0	26
	Robinson Road E	251	7	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	27
	East Riverside	83	0	0
	Robinson Road E	54	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.63	0.0	A	24	36
B-A	0.03	14.59	0.1	B	12	18
C-AB	0.02	9.08	0.0	A	9	14
C-A					227	341
A-B					27	40
A-C					476	714

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	722	0.027	19	0.0	0.0	5.125	A
B-A	10	2	529	0.019	10	0.0	0.0	12.684	B
C-AB	7	2	744	0.009	7	0.0	0.0	9.079	A
C-A	187	47			187				
A-B	22	5			22				
A-C	391	98			391				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	699	0.033	23	0.0	0.0	5.325	A
B-A	12	3	503	0.023	12	0.0	0.0	13.421	B
C-AB	9	2	751	0.012	9	0.0	0.0	8.946	A
C-A	223	56			223				
A-B	26	7			26				
A-C	467	117			467				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	668	0.043	29	0.0	0.0	5.628	A
B-A	14	4	466	0.031	14	0.0	0.1	14.590	B
C-AB	12	3	763	0.016	12	0.0	0.0	8.711	A
C-A	272	68			272				
A-B	32	8			32				
A-C	571	143			571				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	668	0.043	29	0.0	0.0	5.629	A
B-A	14	4	466	0.031	14	0.1	0.1	14.591	B
C-AB	12	3	763	0.016	12	0.0	0.0	8.650	A
C-A	272	68			272				
A-B	32	8			32				
A-C	571	143			571				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	699	0.033	23	0.0	0.0	5.327	A
B-A	12	3	503	0.023	12	0.1	0.0	13.422	B
C-AB	9	2	751	0.012	9	0.0	0.0	8.806	A
C-A	223	56			223				
A-B	26	7			26				
A-C	467	117			467				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	722	0.027	20	0.0	0.0	5.129	A
B-A	10	2	529	0.018	10	0.0	0.0	12.685	B
C-AB	7	2	744	0.010	7	0.0	0.0	9.009	A
C-A	187	47			187				
A-B	22	5			22				
A-C	391	98			391				

Appendix E

Robinson Road/ Gresley Way Priority Sensitivity Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-Gresley Way.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions\Internal Sensitivity
Report generation date: 27/11/2023 10:38:17

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	9.97	0.02	0.1	10.70	0.04
Stream B-A	0.1	13.18	0.04	0.1	10.35	0.06
Stream C-AB	0.0	6.36	0.01	0.0	6.75	0.02
	2025 Base					
Stream B-C	0.0	10.08	0.02	0.1	10.73	0.04
Stream B-A	0.1	13.27	0.05	0.1	10.47	0.07
Stream C-AB	0.0	6.37	0.01	0.0	6.69	0.02
	2025 + Development					
Stream B-C	0.0	10.46	0.02	0.4	10.35	0.18
Stream B-A	0.1	14.19	0.05	0.1	14.81	0.09
Stream C-AB	0.0	6.39	0.01	0.0	6.22	0.02
	2032 Base					
Stream B-C	0.0	10.14	0.02	0.1	9.01	0.04
Stream B-A	0.1	13.55	0.05	0.1	13.65	0.07
Stream C-AB	0.0	6.40	0.01	0.0	5.45	0.02
	2032 + Development					
Stream B-C	0.0	10.53	0.02	0.4	10.53	0.19
Stream B-A	0.1	14.52	0.05	0.2	15.10	0.10
Stream C-AB	0.0	6.41	0.01	0.0	6.15	0.02

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road S		Major
B	Gresley Way		Minor
C	Robinson Road N		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)
Robinson Road N	8.26			88.6	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
Gresley Way	One lane plus flare	10.00	5.99	5.29	5.28	5.27	✓	3.00	214	108

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	660	0.110	0.278	0.175	0.397
B-C	654	0.089	0.225	-	-
C-B	625	0.218	0.218	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	408	100.000
Gresley Way		ONE HOUR	✓	30	100.000
Robinson Road N		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	39	369
	Gresley Way	20	0	10
	Robinson Road N	142	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.97	0.0	A	9	14
B-A	0.04	13.18	0.1	B	18	28
C-AB	0.01	6.36	0.0	A	3	5
C-A					130	194
A-B					36	54
A-C					339	508

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	585	0.013	7	0.0	0.0	9.348	A
B-A	15	4	560	0.027	15	0.0	0.0	11.889	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.168	A
C-A	106	27			106				
A-B	29	7			29				
A-C	278	69			278				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	571	0.016	9	0.0	0.0	9.602	A
B-A	18	4	540	0.033	18	0.0	0.1	12.402	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.205	A
C-A	127	32			127				
A-B	35	9			35				
A-C	332	83			332				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	553	0.020	11	0.0	0.0	9.969	A
B-A	22	6	514	0.043	22	0.1	0.1	13.178	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.296	A
C-A	155	39			155				
A-B	43	11			43				
A-C	406	102			406				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	553	0.020	11	0.0	0.0	9.970	A
B-A	22	6	514	0.043	22	0.1	0.1	13.180	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.357	A
C-A	155	39			155				
A-B	43	11			43				
A-C	406	102			406				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	571	0.016	9	0.0	0.0	9.605	A
B-A	18	4	541	0.033	18	0.1	0.1	12.406	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.326	A
C-A	127	32			127				
A-B	35	9			35				
A-C	332	83			332				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	585	0.013	8	0.0	0.0	9.355	A
B-A	15	4	560	0.027	15	0.1	0.1	11.897	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.226	A
C-A	106	27			106				
A-B	29	7			29				
A-C	278	69			278				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	149	100.000
Gresley Way		ONE HOUR	✓	50	100.000
Robinson Road N		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	10	139
	Gresley Way	30	0	20
	Robinson Road N	412	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	65
	Gresley Way	40	0	80
	Robinson Road N	29	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	10.70	0.1	B	18	28
B-A	0.06	10.35	0.1	B	28	41
C-AB	0.02	6.75	0.0	A	10	15
C-A					373	560
A-B					9	14
A-C					128	191

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	643	0.023	15	0.0	0.0	10.318	B
B-A	23	6	558	0.040	22	0.0	0.1	9.397	A
C-AB	7	2	807	0.009	7	0.0	0.0	6.749	A
C-A	307	77			307				
A-B	8	2			8				
A-C	105	26			105				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	636	0.028	18	0.0	0.1	10.476	B
B-A	27	7	542	0.050	27	0.1	0.1	9.780	A
C-AB	10	2	844	0.011	10	0.0	0.0	6.420	A
C-A	366	92			366				
A-B	9	2			9				
A-C	125	31			125				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	628	0.035	22	0.1	0.1	10.700	B
B-A	33	8	520	0.064	33	0.1	0.1	10.352	B
C-AB	13	3	895	0.015	13	0.0	0.0	5.977	A
C-A	447	112			447				
A-B	11	3			11				
A-C	153	38			153				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	628	0.035	22	0.1	0.1	10.700	B
B-A	33	8	520	0.064	33	0.1	0.1	10.354	B
C-AB	13	3	895	0.015	13	0.0	0.0	5.935	A
C-A	447	112			447				
A-B	11	3			11				
A-C	153	38			153				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	636	0.028	18	0.1	0.1	10.479	B
B-A	27	7	542	0.050	27	0.1	0.1	9.786	A
C-AB	10	2	844	0.011	10	0.0	0.0	6.312	A
C-A	366	92			366				
A-B	9	2			9				
A-C	125	31			125				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	643	0.023	15	0.1	0.0	10.326	B
B-A	23	6	558	0.040	23	0.1	0.1	9.409	A
C-AB	7	2	807	0.009	7	0.0	0.0	6.690	A
C-A	307	77			307				
A-B	8	2			8				
A-C	105	26			105				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	420	100.000
Gresley Way		ONE HOUR	✓	31	100.000
Robinson Road N		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	40	380
	Gresley Way	21	0	10
	Robinson Road N	146	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.08	0.0	B	9	14
B-A	0.05	13.27	0.1	B	19	29
C-AB	0.01	6.37	0.0	A	4	5
C-A					133	200
A-B					37	55
A-C					349	523

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	580	0.013	7	0.0	0.0	9.430	A
B-A	16	4	559	0.028	16	0.0	0.1	11.917	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.179	A
C-A	109	27			109				
A-B	30	8			30				
A-C	286	72			286				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	566	0.016	9	0.0	0.0	9.694	A
B-A	19	5	539	0.035	19	0.1	0.1	12.449	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.217	A
C-A	131	33			131				
A-B	36	9			36				
A-C	342	85			342				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	547	0.020	11	0.0	0.0	10.078	B
B-A	23	6	512	0.045	23	0.1	0.1	13.264	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.310	A
C-A	160	40			160				
A-B	44	11			44				
A-C	418	105			418				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	547	0.020	11	0.0	0.0	10.079	B
B-A	23	6	512	0.045	23	0.1	0.1	13.265	B
C-AB	4	1	638	0.007	4	0.0	0.0	6.370	A
C-A	160	40			160				
A-B	44	11			44				
A-C	418	105			418				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	566	0.016	9	0.0	0.0	9.697	A
B-A	19	5	539	0.035	19	0.1	0.1	12.455	B
C-AB	3	0.85	634	0.005	3	0.0	0.0	6.339	A
C-A	131	33			131				
A-B	36	9			36				
A-C	342	85			342				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	580	0.013	8	0.0	0.0	9.437	A
B-A	16	4	559	0.028	16	0.1	0.1	11.923	B
C-AB	3	0.68	632	0.004	3	0.0	0.0	6.236	A
C-A	109	27			109				
A-B	30	8			30				
A-C	286	72			286				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	154	100.000
Gresley Way		ONE HOUR	✓	52	100.000
Robinson Road N		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	143
	Gresley Way	31	0	21
	Robinson Road N	424	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	65
	Gresley Way	40	0	80
	Robinson Road N	29	67	0

1650

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	10.73	0.1	B	19	29
B-A	0.07	10.47	0.1	B	28	43
C-AB	0.02	6.69	0.0	A	10	15
C-A					384	576
A-B					10	15
A-C					131	197

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	643	0.025	16	0.0	0.0	10.329	B
B-A	23	6	555	0.042	23	0.0	0.1	9.469	A
C-AB	7	2	813	0.009	7	0.0	0.0	6.690	A
C-A	316	79			316				
A-B	8	2			8				
A-C	108	27			108				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	636	0.030	19	0.0	0.1	10.494	B
B-A	28	7	538	0.052	28	0.1	0.1	9.869	A
C-AB	10	2	850	0.012	10	0.0	0.0	6.357	A
C-A	377	94			377				
A-B	10	2			10				
A-C	129	32			129				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	627	0.037	23	0.1	0.1	10.727	B
B-A	34	9	515	0.066	34	0.1	0.1	10.471	B
C-AB	14	3	903	0.015	14	0.0	0.0	5.910	A
C-A	460	115			460				
A-B	12	3			12				
A-C	157	39			157				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	627	0.037	23	0.1	0.1	10.728	B
B-A	34	9	515	0.066	34	0.1	0.1	10.472	B
C-AB	14	3	903	0.015	14	0.0	0.0	5.866	A
C-A	460	115			460				
A-B	12	3			12				
A-C	157	39			157				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	636	0.030	19	0.1	0.1	10.497	B
B-A	28	7	538	0.052	28	0.1	0.1	9.876	A
C-AB	10	2	850	0.012	10	0.0	0.0	6.249	A
C-A	377	94			377				
A-B	10	2			10				
A-C	129	32			129				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	643	0.025	16	0.1	0.0	10.335	B
B-A	23	6	555	0.042	23	0.1	0.1	9.479	A
C-AB	7	2	813	0.009	7	0.0	0.0	6.633	A
C-A	316	79			316				
A-B	8	2			8				
A-C	108	27			108				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	498	100.000
Gresley Way		ONE HOUR	✓	31	100.000
Robinson Road N		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	40	458
	Gresley Way	21	0	10
	Robinson Road N	187	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	29
	Gresley Way	80	0	50
	Robinson Road N	71	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.46	0.0	B	9	14
B-A	0.05	14.19	0.1	B	19	29
C-AB	0.01	6.39	0.0	A	4	6
C-A					171	256
A-B					37	55
A-C					420	630

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	567	0.013	7	0.0	0.0	9.653	A
B-A	16	4	537	0.029	16	0.0	0.1	12.413	B
C-AB	3	0.72	642	0.005	3	0.0	0.0	6.200	A
C-A	140	35			140				
A-B	30	8			30				
A-C	345	86			345				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	550	0.016	9	0.0	0.0	9.978	A
B-A	19	5	513	0.037	19	0.1	0.1	13.104	B
C-AB	4	0.91	646	0.006	4	0.0	0.0	6.228	A
C-A	167	42			167				
A-B	36	9			36				
A-C	412	103			412				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	527	0.021	11	0.0	0.0	10.458	B
B-A	23	6	480	0.048	23	0.1	0.1	14.186	B
C-AB	5	1	654	0.007	5	0.0	0.0	6.315	A
C-A	204	51			204				
A-B	44	11			44				
A-C	504	126			504				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	527	0.021	11	0.0	0.0	10.459	B
B-A	23	6	480	0.048	23	0.1	0.1	14.191	B
C-AB	5	1	654	0.007	5	0.0	0.0	6.390	A
C-A	204	51			204				
A-B	44	11			44				
A-C	504	126			504				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	550	0.016	9	0.0	0.0	9.982	A
B-A	19	5	513	0.037	19	0.1	0.1	13.109	B
C-AB	4	0.91	646	0.006	4	0.0	0.0	6.377	A
C-A	167	42			167				
A-B	36	9			36				
A-C	412	103			412				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	566	0.013	8	0.0	0.0	9.663	A
B-A	16	4	538	0.029	16	0.1	0.1	12.423	B
C-AB	3	0.72	642	0.005	3	0.0	0.0	6.272	A
C-A	140	35			140				
A-B	30	8			30				
A-C	345	86			345				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	273	100.000
Gresley Way		ONE HOUR	✓	143	100.000
Robinson Road N		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	262
	Gresley Way	31	0	112
	Robinson Road N	616	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	74
	Gresley Way	40	0	64
	Robinson Road N	42	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	10.35	0.4	B	103	154
B-A	0.09	14.81	0.1	B	28	43
C-AB	0.02	6.22	0.0	A	14	21
C-A					557	835
A-B					10	15
A-C					240	361

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	726	0.116	83	0.0	0.2	9.182	A
B-A	23	6	427	0.055	23	0.0	0.1	12.471	B
C-AB	9	2	895	0.010	9	0.0	0.0	6.222	A
C-A	459	115			459				
A-B	8	2			8				
A-C	197	49			197				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	712	0.141	100	0.2	0.3	9.647	A
B-A	28	7	405	0.069	28	0.1	0.1	13.354	B
C-AB	13	3	950	0.014	13	0.0	0.0	5.845	A
C-A	546	137			546				
A-B	10	2			10				
A-C	236	59			236				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	694	0.178	123	0.3	0.3	10.336	B
B-A	34	9	374	0.091	34	0.1	0.1	14.798	B
C-AB	20	5	1027	0.019	19	0.0	0.0	5.370	A
C-A	665	166			665				
A-B	12	3			12				
A-C	288	72			288				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	694	0.178	123	0.3	0.4	10.350	B
B-A	34	9	374	0.091	34	0.1	0.1	14.808	B
C-AB	20	5	1027	0.019	20	0.0	0.0	5.346	A
C-A	665	166			665				
A-B	12	3			12				
A-C	288	72			288				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	712	0.141	101	0.4	0.3	9.668	A
B-A	28	7	405	0.069	28	0.1	0.1	13.366	B
C-AB	13	3	950	0.014	13	0.0	0.0	5.778	A
C-A	546	137			546				
A-B	10	2			10				
A-C	236	59			236				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	725	0.116	85	0.3	0.2	9.218	A
B-A	23	6	427	0.055	23	0.1	0.1	12.483	B
C-AB	9	2	895	0.011	9	0.0	0.0	6.183	A
C-A	459	115			459				
A-B	8	2			8				
A-C	197	49			197				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	440	100.000
Gresley Way		ONE HOUR	✓	33	100.000
Robinson Road N		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	42	398
	Gresley Way	22	0	11
	Robinson Road N	153	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.14	0.0	B	10	15
B-A	0.05	13.55	0.1	B	20	30
C-AB	0.01	6.40	0.0	A	4	5
C-A					140	209
A-B					39	58
A-C					365	548

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	579	0.014	8	0.0	0.0	9.451	A
B-A	17	4	552	0.030	16	0.0	0.1	12.093	B
C-AB	3	0.69	633	0.004	3	0.0	0.0	6.197	A
C-A	115	29			115				
A-B	32	8			32				
A-C	300	75			300				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	565	0.018	10	0.0	0.0	9.732	A
B-A	20	5	531	0.037	20	0.1	0.1	12.668	B
C-AB	3	0.86	635	0.005	3	0.0	0.0	6.236	A
C-A	137	34			137				
A-B	38	9			38				
A-C	358	89			358				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	544	0.022	12	0.0	0.0	10.143	B
B-A	24	6	502	0.048	24	0.1	0.1	13.552	B
C-AB	4	1	639	0.007	4	0.0	0.0	6.332	A
C-A	167	42			167				
A-B	46	12			46				
A-C	438	110			438				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	544	0.022	12	0.0	0.0	10.144	B
B-A	24	6	502	0.048	24	0.1	0.1	13.553	B
C-AB	4	1	639	0.007	4	0.0	0.0	6.398	A
C-A	167	42			167				
A-B	46	12			46				
A-C	438	110			438				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	565	0.018	10	0.0	0.0	9.736	A
B-A	20	5	531	0.037	20	0.1	0.1	12.672	B
C-AB	3	0.86	635	0.005	3	0.0	0.0	6.367	A
C-A	137	34			137				
A-B	38	9			38				
A-C	358	89			358				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	579	0.014	8	0.0	0.0	9.460	A
B-A	17	4	552	0.030	17	0.1	0.1	12.103	B
C-AB	3	0.69	633	0.004	3	0.0	0.0	6.260	A
C-A	115	29			115				
A-B	32	8			32				
A-C	300	75			300				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	160	100.000
Gresley Way		ONE HOUR	✓	55	100.000
Robinson Road N		ONE HOUR	✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	149
	Gresley Way	33	0	22
	Robinson Road N	444	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	9.01	0.1	A	20	30
B-A	0.07	13.65	0.1	B	30	45
C-AB	0.02	5.45	0.0	A	11	16
C-A					402	603
A-B					10	15
A-C					137	205

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	640	0.026	16	0.0	0.0	8.654	A
B-A	25	6	552	0.045	25	0.0	0.1	12.271	B
C-AB	8	2	822	0.009	8	0.0	0.0	5.353	A
C-A	331	83			331				
A-B	8	2			8				
A-C	112	28			112				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	633	0.031	20	0.0	0.0	8.804	A
B-A	30	7	535	0.055	30	0.1	0.1	12.820	B
C-AB	10	3	861	0.012	10	0.0	0.0	5.209	A
C-A	394	99			394				
A-B	10	2			10				
A-C	134	33			134				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	623	0.039	24	0.0	0.1	9.011	A
B-A	36	9	511	0.071	36	0.1	0.1	13.648	B
C-AB	14	4	916	0.016	14	0.0	0.0	5.093	A
C-A	481	120			481				
A-B	12	3			12				
A-C	164	41			164				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	623	0.039	24	0.1	0.1	9.013	A
B-A	36	9	511	0.071	36	0.1	0.1	13.652	B
C-AB	14	4	916	0.016	14	0.0	0.0	5.179	A
C-A	481	120			481				
A-B	12	3			12				
A-C	164	41			164				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	633	0.031	20	0.1	0.0	8.810	A
B-A	30	7	535	0.055	30	0.1	0.1	12.825	B
C-AB	10	3	861	0.012	10	0.0	0.0	5.404	A
C-A	394	99			394				
A-B	10	2			10				
A-C	134	33			134				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	640	0.026	17	0.0	0.0	8.667	A
B-A	25	6	553	0.045	25	0.1	0.1	12.283	B
C-AB	8	2	822	0.009	8	0.0	0.0	5.453	A
C-A	331	83			331				
A-B	8	2			8				
A-C	112	28			112				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	518	100.000
Gresley Way		ONE HOUR	✓	33	100.000
Robinson Road N		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	42	476
	Gresley Way	22	0	11
	Robinson Road N	194	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	29
	Gresley Way	80	0	50
	Robinson Road N	71	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.53	0.0	B	10	15
B-A	0.05	14.52	0.1	B	20	30
C-AB	0.01	6.41	0.0	A	4	6
C-A					177	265
A-B					39	58
A-C					437	655

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	566	0.015	8	0.0	0.0	9.676	A
B-A	17	4	530	0.031	16	0.0	0.1	12.604	B
C-AB	3	0.73	642	0.005	3	0.0	0.0	6.216	A
C-A	145	36			145				
A-B	32	8			32				
A-C	358	90			358				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	549	0.018	10	0.0	0.0	10.020	B
B-A	20	5	505	0.039	20	0.1	0.1	13.344	B
C-AB	4	0.92	647	0.006	4	0.0	0.0	6.245	A
C-A	173	43			173				
A-B	38	9			38				
A-C	428	107			428				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	525	0.023	12	0.0	0.0	10.529	B
B-A	24	6	471	0.051	24	0.1	0.1	14.513	B
C-AB	5	1	655	0.008	5	0.0	0.0	6.334	A
C-A	212	53			212				
A-B	46	12			46				
A-C	524	131			524				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	525	0.023	12	0.0	0.0	10.532	B
B-A	24	6	471	0.051	24	0.1	0.1	14.517	B
C-AB	5	1	655	0.008	5	0.0	0.0	6.412	A
C-A	212	53			212				
A-B	46	12			46				
A-C	524	131			524				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	549	0.018	10	0.0	0.0	10.024	B
B-A	20	5	505	0.039	20	0.1	0.1	13.349	B
C-AB	4	0.93	647	0.006	4	0.0	0.0	6.400	A
C-A	173	43			173				
A-B	38	9			38				
A-C	428	107			428				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	566	0.015	8	0.0	0.0	9.685	A
B-A	17	4	530	0.031	17	0.1	0.1	12.612	B
C-AB	3	0.73	642	0.005	3	0.0	0.0	6.289	A
C-A	145	36			145				
A-B	32	8			32				
A-C	358	90			358				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	280	100.000
Gresley Way		ONE HOUR	✓	150	100.000
Robinson Road N		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	11	269
	Gresley Way	33	0	117
	Robinson Road N	636	6	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	74
	Gresley Way	40	0	64
	Robinson Road N	42	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	10.53	0.4	B	107	161
B-A	0.10	15.10	0.2	C	30	45
C-AB	0.02	6.15	0.0	A	14	22
C-A					575	862
A-B					10	15
A-C					247	370

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	723	0.122	87	0.0	0.2	9.279	A
B-A	25	6	424	0.059	25	0.0	0.1	12.592	B
C-AB	10	2	904	0.011	10	0.0	0.0	6.148	A
C-A	474	118			474				
A-B	8	2			8				
A-C	203	51			203				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	709	0.148	105	0.2	0.3	9.770	A
B-A	30	7	402	0.074	30	0.1	0.1	13.541	B
C-AB	13	3	961	0.014	13	0.0	0.0	5.767	A
C-A	564	141			564				
A-B	10	2			10				
A-C	242	60			242				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	690	0.187	128	0.3	0.4	10.514	B
B-A	36	9	370	0.098	36	0.1	0.1	15.088	C
C-AB	20	5	1041	0.019	20	0.0	0.0	5.289	A
C-A	687	172			687				
A-B	12	3			12				
A-C	296	74			296				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	689	0.187	129	0.4	0.4	10.530	B
B-A	36	9	370	0.098	36	0.1	0.2	15.101	C
C-AB	20	5	1041	0.019	20	0.0	0.0	5.263	A
C-A	687	172			687				
A-B	12	3			12				
A-C	296	74			296				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	709	0.148	106	0.4	0.3	9.797	A
B-A	30	7	402	0.074	30	0.2	0.1	13.554	B
C-AB	13	3	961	0.014	13	0.0	0.0	5.698	A
C-A	564	141			564				
A-B	10	2			10				
A-C	242	60			242				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	722	0.122	88	0.3	0.2	9.317	A
B-A	25	6	425	0.059	25	0.1	0.1	12.615	B
C-AB	10	2	904	0.011	10	0.0	0.0	6.111	A
C-A	474	118			474				
A-B	8	2			8				
A-C	203	51			203				

Appendix F

Robinson Road/ IOT Access Road Priority Sensitivity Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-IOT Access Road.j10
Path: P:\23000's\23325\Junction Assessment\2 Internal Junctions\Internal Sensitivity
Report generation date: 27/11/2023 10:43:56

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	6.68	0.01	0.1	5.38	0.08
Stream B-A	0.0	15.14	0.00	0.0	7.80	0.00
Stream C-AB	0.3	5.35	0.14	0.0	6.87	0.03
	2025 Base					
Stream B-C	0.0	6.69	0.01	0.1	5.41	0.08
Stream B-A	0.0	15.23	0.00	0.0	7.86	0.00
Stream C-AB	0.4	5.34	0.15	0.0	6.90	0.03
	2025 + Development					
Stream B-C	0.0	6.87	0.01	0.1	5.67	0.09
Stream B-A	0.0	16.11	0.00	0.0	8.73	0.01
Stream C-AB	0.4	5.26	0.16	0.1	6.44	0.03
	2032 Base					
Stream B-C	0.0	6.69	0.01	0.1	5.48	0.09
Stream B-A	0.0	15.47	0.00	0.0	7.94	0.00
Stream C-AB	0.4	5.32	0.16	0.0	6.93	0.03
	2032 + Development					
Stream B-C	0.0	6.87	0.02	0.1	5.74	0.09
Stream B-A	0.0	16.37	0.00	0.0	8.83	0.01
Stream C-AB	0.5	5.25	0.17	0.1	6.46	0.03

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road N		Major
B	IOT Access Road		Minor
C	Robinson Road S		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)
Robinson Road S	11.65			98.6	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
IOT Access Road	One lane plus flare	10.00	7.04	5.75	5.74	5.27	✓	3.00	250	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	580	0.080	0.201	0.127	0.288
B-C	855	0.099	0.250	-	-
C-B	631	0.184	0.184	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	127	100.000
IOT Access Road		ONE HOUR	✓	12	100.000
Robinson Road S		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	124
	IOT Access Road	2	0	10
	Robinson Road S	395	60	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.68	0.0	A	9	14
B-A	0.00	15.14	0.0	C	2	3
C-AB	0.14	5.35	0.3	A	98	147
C-A					319	479
A-B					3	4
A-C					114	171

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	831	0.009	7	0.0	0.0	6.558	A
B-A	2	0.38	510	0.003	1	0.0	0.0	14.155	B
C-AB	71	18	809	0.088	71	0.0	0.2	5.314	A
C-A	271	68			271				
A-B	2	0.56			2				
A-C	93	23			93				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	826	0.011	9	0.0	0.0	6.609	A
B-A	2	0.45	497	0.004	2	0.0	0.0	14.549	B
C-AB	93	23	845	0.111	93	0.2	0.2	5.246	A
C-A	316	79			316				
A-B	3	0.67			3				
A-C	111	28			111				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	819	0.013	11	0.0	0.0	6.679	A
B-A	2	0.55	478	0.005	2	0.0	0.0	15.134	C
C-AB	129	32	894	0.144	129	0.2	0.3	5.196	A
C-A	372	93			372				
A-B	3	0.83			3				
A-C	137	34			137				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	819	0.013	11	0.0	0.0	6.679	A
B-A	2	0.55	478	0.005	2	0.0	0.0	15.135	C
C-AB	129	32	894	0.145	129	0.3	0.3	5.224	A
C-A	372	93			372				
A-B	3	0.83			3				
A-C	137	34			137				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	826	0.011	9	0.0	0.0	6.613	A
B-A	2	0.45	497	0.004	2	0.0	0.0	14.550	B
C-AB	94	23	845	0.111	94	0.3	0.2	5.302	A
C-A	315	79			315				
A-B	3	0.67			3				
A-C	111	28			111				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	830	0.009	8	0.0	0.0	6.563	A
B-A	2	0.38	510	0.003	2	0.0	0.0	14.153	B
C-AB	72	18	810	0.089	72	0.2	0.2	5.354	A
C-A	271	68			271				
A-B	2	0.56			2				
A-C	93	23			93				

2022 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	404	100.000
IOT Access Road		ONE HOUR	✓	57	100.000
Robinson Road S		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	401
	IOT Access Road	2	0	55
	Robinson Road S	88	12	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.38	0.1	A	50	76
B-A	0.00	7.80	0.0	A	2	3
C-AB	0.03	6.87	0.0	A	13	19
C-A					79	119
A-B					3	4
A-C					368	552

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	792	0.052	41	0.0	0.1	4.982	A
B-A	2	0.38	496	0.003	1	0.0	0.0	7.278	A
C-AB	10	3	620	0.016	10	0.0	0.0	6.653	A
C-A	65	16			65				
A-B	2	0.56			2				
A-C	302	75			302				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	777	0.064	49	0.1	0.1	5.142	A
B-A	2	0.45	482	0.004	2	0.0	0.0	7.489	A
C-AB	12	3	618	0.020	12	0.0	0.0	6.721	A
C-A	78	19			78				
A-B	3	0.67			3				
A-C	360	90			360				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	757	0.080	60	0.1	0.1	5.379	A
B-A	2	0.55	464	0.005	2	0.0	0.0	7.803	A
C-AB	16	4	616	0.025	16	0.0	0.0	6.839	A
C-A	94	24			94				
A-B	3	0.83			3				
A-C	442	110			442				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	757	0.080	61	0.1	0.1	5.379	A
B-A	2	0.55	464	0.005	2	0.0	0.0	7.803	A
C-AB	16	4	616	0.025	16	0.0	0.0	6.872	A
C-A	94	24			94				
A-B	3	0.83			3				
A-C	442	110			442				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	777	0.064	50	0.1	0.1	5.144	A
B-A	2	0.45	482	0.004	2	0.0	0.0	7.489	A
C-AB	12	3	618	0.020	12	0.0	0.0	6.784	A
C-A	78	19			78				
A-B	3	0.67			3				
A-C	360	90			360				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	792	0.052	41	0.1	0.1	4.985	A
B-A	2	0.38	496	0.003	2	0.0	0.0	7.281	A
C-AB	10	3	620	0.016	10	0.0	0.0	6.681	A
C-A	65	16			65				
A-B	2	0.56			2				
A-C	302	75			302				

2025 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	131	100.000
IOT Access Road		ONE HOUR	✓	12	100.000
Robinson Road S		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	128
	IOT Access Road	2	0	10
	Robinson Road S	407	61	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.69	0.0	A	9	14
B-A	0.00	15.23	0.0	C	2	3
C-AB	0.15	5.34	0.4	A	101	152
C-A					328	492
A-B					3	4
A-C					117	176

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	830	0.009	7	0.0	0.0	6.564	A
B-A	2	0.38	508	0.003	1	0.0	0.0	14.209	B
C-AB	74	18	815	0.090	73	0.0	0.2	5.296	A
C-A	279	70			279				
A-B	2	0.56			2				
A-C	96	24			96				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	825	0.011	9	0.0	0.0	6.616	A
B-A	2	0.45	494	0.004	2	0.0	0.0	14.618	B
C-AB	97	24	852	0.113	96	0.2	0.2	5.226	A
C-A	324	81			324				
A-B	3	0.67			3				
A-C	115	29			115				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	818	0.013	11	0.0	0.0	6.688	A
B-A	2	0.55	475	0.005	2	0.0	0.0	15.227	C
C-AB	134	34	902	0.149	134	0.2	0.3	5.178	A
C-A	381	95			381				
A-B	3	0.83			3				
A-C	141	35			141				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	818	0.013	11	0.0	0.0	6.689	A
B-A	2	0.55	475	0.005	2	0.0	0.0	15.227	C
C-AB	134	34	903	0.149	134	0.3	0.4	5.207	A
C-A	381	95			381				
A-B	3	0.83			3				
A-C	141	35			141				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	825	0.011	9	0.0	0.0	6.618	A
B-A	2	0.45	494	0.004	2	0.0	0.0	14.619	B
C-AB	97	24	852	0.114	97	0.4	0.3	5.288	A
C-A	324	81			324				
A-B	3	0.67			3				
A-C	115	29			115				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	830	0.009	8	0.0	0.0	6.569	A
B-A	2	0.38	508	0.003	2	0.0	0.0	14.211	B
C-AB	74	18	815	0.091	74	0.3	0.2	5.337	A
C-A	278	70			278				
A-B	2	0.56			2				
A-C	96	24			96				

2025 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	416	100.000
IOT Access Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	413
	IOT Access Road	2	0	56
	Robinson Road S	90	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.41	0.1	A	51	77
B-A	0.00	7.86	0.0	A	2	3
C-AB	0.03	6.90	0.0	A	14	21
C-A					81	121
A-B					3	4
A-C					379	568

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	790	0.053	42	0.0	0.1	5.003	A
B-A	2	0.38	494	0.003	1	0.0	0.0	7.310	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.674	A
C-A	67	17			67				
A-B	2	0.56			2				
A-C	311	78			311				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	775	0.065	50	0.1	0.1	5.168	A
B-A	2	0.45	480	0.004	2	0.0	0.0	7.530	A
C-AB	13	3	618	0.022	13	0.0	0.0	6.747	A
C-A	79	20			79				
A-B	3	0.67			3				
A-C	371	93			371				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	753	0.082	62	0.1	0.1	5.413	A
B-A	2	0.55	460	0.005	2	0.0	0.0	7.857	A
C-AB	17	4	616	0.028	17	0.0	0.0	6.871	A
C-A	96	24			96				
A-B	3	0.83			3				
A-C	455	114			455				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	753	0.082	62	0.1	0.1	5.413	A
B-A	2	0.55	460	0.005	2	0.0	0.0	7.857	A
C-AB	17	4	616	0.028	17	0.0	0.0	6.903	A
C-A	96	24			96				
A-B	3	0.83			3				
A-C	455	114			455				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	775	0.065	50	0.1	0.1	5.172	A
B-A	2	0.45	480	0.004	2	0.0	0.0	7.533	A
C-AB	13	3	618	0.022	14	0.0	0.0	6.812	A
C-A	79	20			79				
A-B	3	0.67			3				
A-C	371	93			371				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	790	0.053	42	0.1	0.1	5.005	A
B-A	2	0.38	494	0.003	2	0.0	0.0	7.310	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.703	A
C-A	67	17			67				
A-B	2	0.56			2				
A-C	311	78			311				

2025 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	208	100.000
IOT Access Road		ONE HOUR	✓	12	100.000
Robinson Road S		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	205
	IOT Access Road	2	0	10
	Robinson Road S	470	61	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	48
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.87	0.0	A	9	14
B-A	0.00	16.11	0.0	C	2	3
C-AB	0.16	5.26	0.4	A	112	168
C-A					375	562
A-B					3	4
A-C					188	282

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	816	0.009	7	0.0	0.0	6.681	A
B-A	2	0.38	490	0.003	1	0.0	0.0	14.723	B
C-AB	80	20	838	0.095	79	0.0	0.2	5.209	A
C-A	320	80			320				
A-B	2	0.56			2				
A-C	154	39			154				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	808	0.011	9	0.0	0.0	6.760	A
B-A	2	0.45	473	0.004	2	0.0	0.0	15.274	C
C-AB	106	27	879	0.121	106	0.2	0.3	5.139	A
C-A	371	93			371				
A-B	3	0.67			3				
A-C	184	46			184				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	797	0.014	11	0.0	0.0	6.869	A
B-A	2	0.55	449	0.005	2	0.0	0.0	16.109	C
C-AB	151	38	937	0.161	150	0.3	0.4	5.095	A
C-A	434	108			434				
A-B	3	0.83			3				
A-C	226	56			226				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	797	0.014	11	0.0	0.0	6.869	A
B-A	2	0.55	449	0.005	2	0.0	0.0	16.110	C
C-AB	151	38	938	0.161	151	0.4	0.4	5.126	A
C-A	434	108			434				
A-B	3	0.83			3				
A-C	226	56			226				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	808	0.011	9	0.0	0.0	6.764	A
B-A	2	0.45	473	0.004	2	0.0	0.0	15.278	C
C-AB	106	27	880	0.121	107	0.4	0.3	5.204	A
C-A	371	93			371				
A-B	3	0.67			3				
A-C	184	46			184				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	815	0.009	8	0.0	0.0	6.687	A
B-A	2	0.38	491	0.003	2	0.0	0.0	14.725	B
C-AB	80	20	838	0.095	80	0.3	0.2	5.255	A
C-A	320	80			320				
A-B	2	0.56			2				
A-C	154	39			154				

2025 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	527	100.000
IOT Access Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	524
	IOT Access Road	2	0	56
	Robinson Road S	251	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	25
	IOT Access Road	0	0	4
	Robinson Road S	56	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.67	0.1	A	51	77
B-A	0.01	8.73	0.0	A	2	3
C-AB	0.03	6.44	0.1	A	18	27
C-A					224	336
A-B					3	4
A-C					481	721

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	769	0.055	42	0.0	0.1	5.149	A
B-A	2	0.38	462	0.003	1	0.0	0.0	7.809	A
C-AB	13	3	688	0.020	13	0.0	0.0	6.338	A
C-A	185	46			185				
A-B	2	0.56			2				
A-C	394	99			394				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	749	0.067	50	0.1	0.1	5.356	A
B-A	2	0.45	442	0.004	2	0.0	0.0	8.172	A
C-AB	17	4	701	0.025	17	0.0	0.0	6.309	A
C-A	220	55			220				
A-B	3	0.67			3				
A-C	471	118			471				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	722	0.085	62	0.1	0.1	5.668	A
B-A	2	0.55	414	0.005	2	0.0	0.0	8.733	A
C-AB	23	6	720	0.032	23	0.0	0.1	6.312	A
C-A	267	67			267				
A-B	3	0.83			3				
A-C	577	144			577				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	722	0.085	62	0.1	0.1	5.668	A
B-A	2	0.55	414	0.005	2	0.0	0.0	8.733	A
C-AB	23	6	720	0.032	23	0.1	0.1	6.375	A
C-A	267	67			267				
A-B	3	0.83			3				
A-C	577	144			577				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	749	0.067	50	0.1	0.1	5.360	A
B-A	2	0.45	442	0.004	2	0.0	0.0	8.173	A
C-AB	17	4	701	0.025	17	0.1	0.0	6.437	A
C-A	220	55			220				
A-B	3	0.67			3				
A-C	471	118			471				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	769	0.055	42	0.1	0.1	5.154	A
B-A	2	0.38	462	0.003	2	0.0	0.0	7.811	A
C-AB	14	3	688	0.020	14	0.0	0.0	6.401	A
C-A	185	46			185				
A-B	2	0.56			2				
A-C	394	99			394				

2032 Base, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	138	100.000
IOT Access Road		ONE HOUR	✓	13	100.000
Robinson Road S		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	4	134
	IOT Access Road	2	0	11
	Robinson Road S	426	64	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.69	0.0	A	10	15
B-A	0.00	15.47	0.0	C	2	3
C-AB	0.16	5.32	0.4	A	109	164
C-A					340	510
A-B					4	6
A-C					123	184

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	832	0.010	8	0.0	0.0	6.555	A
B-A	2	0.38	502	0.003	1	0.0	0.0	14.376	B
C-AB	79	20	824	0.096	78	0.0	0.2	5.280	A
C-A	290	72			290				
A-B	3	0.75			3				
A-C	101	25			101				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	827	0.012	10	0.0	0.0	6.611	A
B-A	2	0.45	488	0.004	2	0.0	0.0	14.813	B
C-AB	104	26	862	0.121	104	0.2	0.3	5.216	A
C-A	337	84			337				
A-B	4	0.90			4				
A-C	120	30			120				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	819	0.015	12	0.0	0.0	6.687	A
B-A	2	0.55	468	0.005	2	0.0	0.0	15.466	C
C-AB	145	36	915	0.159	145	0.3	0.4	5.180	A
C-A	394	99			394				
A-B	4	1			4				
A-C	148	37			148				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	819	0.015	12	0.0	0.0	6.688	A
B-A	2	0.55	468	0.005	2	0.0	0.0	15.467	C
C-AB	145	36	915	0.159	145	0.4	0.4	5.208	A
C-A	394	99			394				
A-B	4	1			4				
A-C	148	37			148				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	826	0.012	10	0.0	0.0	6.615	A
B-A	2	0.45	488	0.004	2	0.0	0.0	14.817	B
C-AB	104	26	862	0.121	105	0.4	0.3	5.279	A
C-A	336	84			336				
A-B	4	0.90			4				
A-C	120	30			120				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	832	0.010	8	0.0	0.0	6.561	A
B-A	2	0.38	502	0.003	2	0.0	0.0	14.378	B
C-AB	79	20	824	0.096	80	0.3	0.2	5.322	A
C-A	290	72			290				
A-B	3	0.75			3				
A-C	101	25			101				

2032 Base, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	436	100.000
IOT Access Road		ONE HOUR	✓	61	100.000
Robinson Road S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	4	432
	IOT Access Road	2	0	59
	Robinson Road S	94	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.48	0.1	A	54	81
B-A	0.00	7.94	0.0	A	2	3
C-AB	0.03	6.93	0.0	A	14	21
C-A					84	126
A-B					4	6
A-C					396	595

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	786	0.056	44	0.0	0.1	5.043	A
B-A	2	0.38	491	0.003	1	0.0	0.0	7.358	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.692	A
C-A	70	17			70				
A-B	3	0.75			3				
A-C	325	81			325				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	770	0.069	53	0.1	0.1	5.220	A
B-A	2	0.45	476	0.004	2	0.0	0.0	7.591	A
C-AB	14	3	617	0.022	14	0.0	0.0	6.767	A
C-A	83	21			83				
A-B	4	0.90			4				
A-C	388	97			388				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	748	0.087	65	0.1	0.1	5.483	A
B-A	2	0.55	456	0.005	2	0.0	0.0	7.939	A
C-AB	17	4	615	0.028	17	0.0	0.0	6.897	A
C-A	101	25			101				
A-B	4	1			4				
A-C	476	119			476				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	748	0.087	65	0.1	0.1	5.483	A
B-A	2	0.55	456	0.005	2	0.0	0.0	7.939	A
C-AB	17	4	615	0.028	17	0.0	0.0	6.930	A
C-A	101	25			101				
A-B	4	1			4				
A-C	476	119			476				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	770	0.069	53	0.1	0.1	5.221	A
B-A	2	0.45	476	0.004	2	0.0	0.0	7.592	A
C-AB	14	3	617	0.022	14	0.0	0.0	6.836	A
C-A	83	21			83				
A-B	4	0.90			4				
A-C	388	97			388				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	786	0.056	44	0.1	0.1	5.048	A
B-A	2	0.38	491	0.003	2	0.0	0.0	7.359	A
C-AB	11	3	619	0.018	11	0.0	0.0	6.726	A
C-A	69	17			69				
A-B	3	0.75			3				
A-C	325	81			325				

2032 + Development, AM

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	215	100.000
IOT Access Road		ONE HOUR	✓	13	100.000
Robinson Road S		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	4	211
	IOT Access Road	2	0	11
	Robinson Road S	489	64	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	48
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.87	0.0	A	10	15
B-A	0.00	16.37	0.0	C	2	3
C-AB	0.17	5.25	0.5	A	121	182
C-A					386	579
A-B					4	6
A-C					194	290

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	817	0.010	8	0.0	0.0	6.673	A
B-A	2	0.38	485	0.003	1	0.0	0.0	14.899	B
C-AB	85	21	846	0.101	84	0.0	0.2	5.197	A
C-A	331	83			331				
A-B	3	0.75			3				
A-C	159	40			159				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	809	0.012	10	0.0	0.0	6.755	A
B-A	2	0.45	467	0.004	2	0.0	0.0	15.484	C
C-AB	114	29	890	0.128	114	0.2	0.3	5.133	A
C-A	383	96			383				
A-B	4	0.90			4				
A-C	190	47			190				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	798	0.015	12	0.0	0.0	6.868	A
B-A	2	0.55	442	0.005	2	0.0	0.0	16.372	C
C-AB	163	41	951	0.172	163	0.3	0.5	5.104	A
C-A	445	111			445				
A-B	4	1			4				
A-C	232	58			232				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	798	0.015	12	0.0	0.0	6.869	A
B-A	2	0.55	442	0.005	2	0.0	0.0	16.374	C
C-AB	164	41	951	0.172	164	0.5	0.5	5.137	A
C-A	445	111			445				
A-B	4	1			4				
A-C	232	58			232				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	809	0.012	10	0.0	0.0	6.756	A
B-A	2	0.45	467	0.004	2	0.0	0.0	15.487	C
C-AB	115	29	890	0.129	115	0.5	0.3	5.200	A
C-A	383	96			383				
A-B	4	0.90			4				
A-C	190	47			190				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	817	0.010	8	0.0	0.0	6.676	A
B-A	2	0.38	485	0.003	2	0.0	0.0	14.899	B
C-AB	86	21	847	0.101	86	0.3	0.2	5.245	A
C-A	331	83			331				
A-B	3	0.75			3				
A-C	159	40			159				

2032 + Development, PM

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	546	100.000
IOT Access Road		ONE HOUR	✓	61	100.000
Robinson Road S		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	3	543
	IOT Access Road	2	0	59
	Robinson Road S	255	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	25
	IOT Access Road	0	0	4
	Robinson Road S	56	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.74	0.1	A	54	81
B-A	0.01	8.83	0.0	A	2	3
C-AB	0.03	6.46	0.1	A	18	27
C-A					228	342
A-B					3	4
A-C					498	747

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	765	0.058	44	0.0	0.1	5.191	A
B-A	2	0.38	459	0.003	1	0.0	0.0	7.863	A
C-AB	14	3	688	0.020	13	0.0	0.0	6.351	A
C-A	188	47			188				
A-B	2	0.56			2				
A-C	409	102			409				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	745	0.071	53	0.1	0.1	5.411	A
B-A	2	0.45	438	0.004	2	0.0	0.0	8.243	A
C-AB	17	4	701	0.025	17	0.0	0.0	6.323	A
C-A	224	56			224				
A-B	3	0.67			3				
A-C	488	122			488				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	717	0.091	65	0.1	0.1	5.744	A
B-A	2	0.55	410	0.005	2	0.0	0.0	8.833	A
C-AB	24	6	720	0.033	23	0.0	0.1	6.328	A
C-A	272	68			272				
A-B	3	0.83			3				
A-C	598	149			598				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	717	0.091	65	0.1	0.1	5.744	A
B-A	2	0.55	410	0.005	2	0.0	0.0	8.833	A
C-AB	24	6	720	0.033	24	0.1	0.1	6.389	A
C-A	272	68			272				
A-B	3	0.83			3				
A-C	598	149			598				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	745	0.071	53	0.1	0.1	5.412	A
B-A	2	0.45	438	0.004	2	0.0	0.0	8.246	A
C-AB	17	4	701	0.025	17	0.1	0.0	6.456	A
C-A	223	56			223				
A-B	3	0.67			3				
A-C	488	122			488				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	765	0.058	44	0.1	0.1	5.196	A
B-A	2	0.38	459	0.003	2	0.0	0.0	7.864	A
C-AB	14	3	688	0.020	14	0.0	0.0	6.418	A
C-A	188	47			188				
A-B	2	0.56			2				
A-C	409	102			409				

Annex L

1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been appointed by Associated British Ports (ABP) to act on its behalf in relation to traffic and transportation issues in respect of the proposed roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham, which will be known as the Immingham Eastern Ro-Ro Terminal (IERRT).

1.2 This note sets out the position in terms of Security Gate Capacity and the implications arising from the proposed IERRT development.

1.3 At times, queuing occurs at the security gates into the port. This is as a consequence of a fundamental (and unavoidable) requirement for ABP security to stop and register vehicles as they enter the port at the East and West Gate. Queuing at the gate is generally limited and has no impact on wider uses of the public highway.

1.4 The policy test at NPPF Para 111 confirms that development should only be prevented when the highway safety impact is unacceptable or residual cumulative impacts (in respect of congestion or capacity) are severe.

2.0 Existing Surveys of Security Gates

2.1 Traffic Counts have been undertaken by the applicant to establish queue lengths at both West and East Gates. These were undertaken on 6th June 2023 and are included at **Appendix A**. The surveys show the queues manually observed at the gatehouses. The queuing length recorded represents the maximum observed queue at each 5-minute interval.

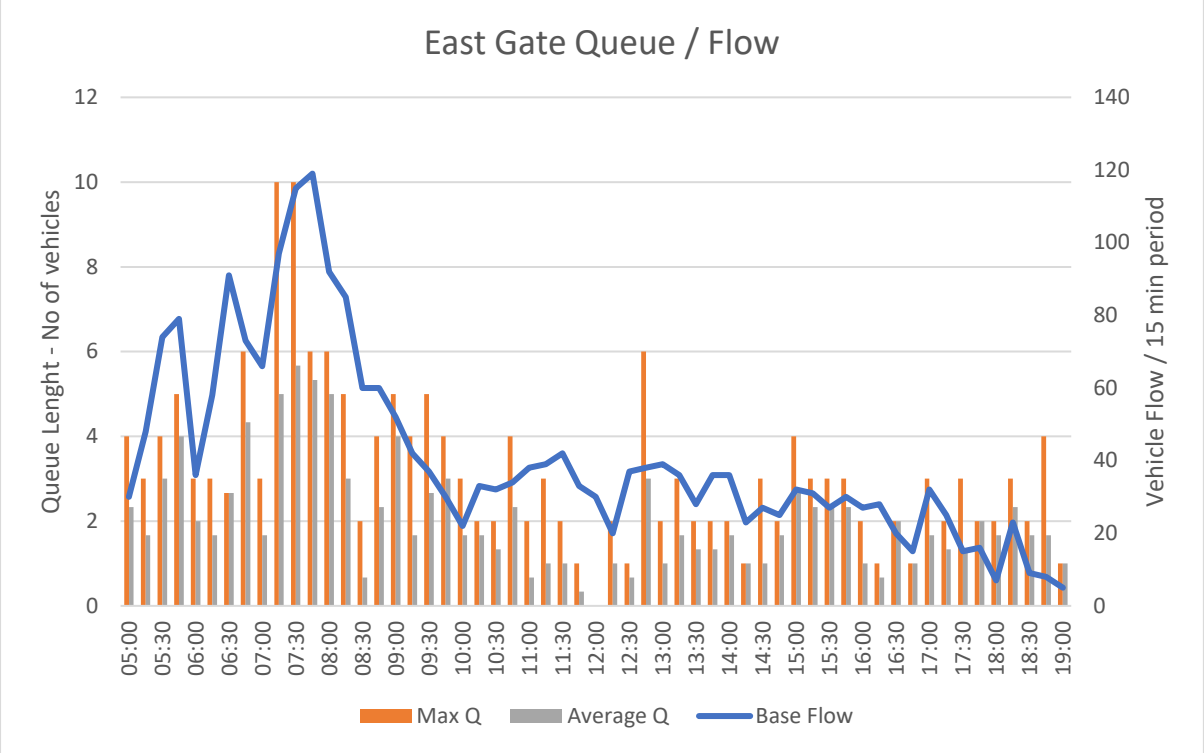
2.2 Data has also been provided by DFDS in REP2-052. This survey was undertaken on 15th June 2022. Overall inbound flow data for the DFDS survey are comparable with the applicants survey.

2.3 REP2-052 confirms that "This showed that, on average, HGVs processing time is 30 seconds with 20 seconds for LGVs."

2.4 GHD have been unable to provide the raw data behind these surveys so they cannot be checked but the broad conclusions are consistent with the applicants own observations and the data provided at **Appendix A**.

2.5 **Figure 1** below summarise the data in terms of inbound movements per 15-minute period and maximum observed queues for East Gate derived from the data provided at **Appendix A**.

Figure 1 – Summary of East Gate Survey



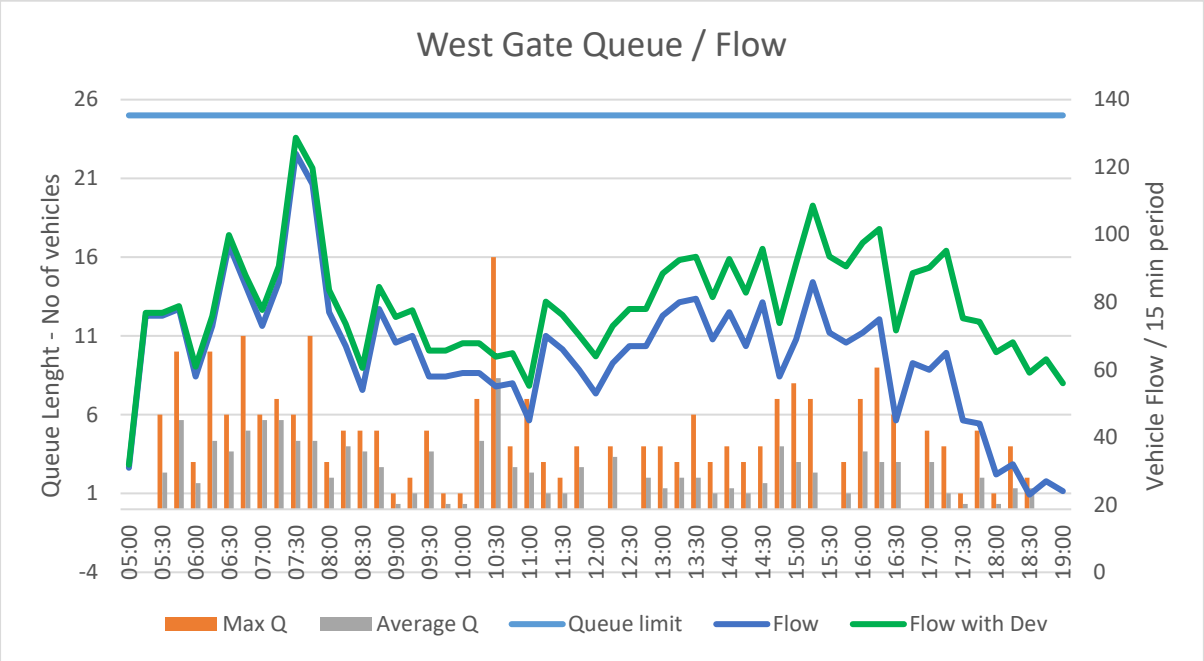
2.6 It can be seen from the survey that, with the exception of some outliers, queue lengths generally correlated well with overall inbound flows. At present queuing at the gate is typically around 1 – 3 vehicles, with an average in any 5-minute period of 2 vehicles. At peak times (which is typically the morning period between 07:00 and 09:00 queues extended to around 10 vehicles but only for a short period of time. This is generally the time when peak movements occur because of inbound staff movements to the various operations on the port.

2.7 REP2-052 Figure 3 shows a queue of around 5 vehicles at East Gate at 07:10am. Again, this broadly correlates with the results in the applicants survey.

2.8 Whilst these queues will occasionally extend back past the right turn lane providing access to Laporte Road, the overall level of traffic on Queens Road which is not accessing the port (and therefore turning right into Laporte Road) is very low.

2.9 **Figure 2** shows the same data for West Gate again derived from the data at **Appendix A**. The Figure also shows the maximum queue length of 25 HGVs as defined below.

Figure 2 – Summary of West Gate Survey



2.10 The survey at West Gate shows a similar pattern. Total vehicle flow (of upto 120 vehicles (over a 15-minute period)) are consistent with East Gate but result in higher queues generally as a result of higher levels of HGVS (around 60% of all vehicles at West Gate vs around 10 – 15% at East Gate).

2.11 There was one outlier event at 10:30 when a maximum queue of 16 vehicles was recorded). This quickly dispersed (to 8 vehicles in the following five minutes and then to 4 in the next 5-minute period.

2.12 REP2-052 also noted (Para 2.1) in relation to West Gate that "the queues occasionally back up to the Humber Road Junction as shown in Figure 1. It is worth noting that those occurrences are infrequent, and queues generally dispersed in two to four minutes."

2.13 In practise although presented as "queues" in this assessment the majority of these incidents are more akin to slow moving lines of traffic rather than stationary queues one might experience at a red light, for example.

3.0 Implications of IERRT

3.1 As can be seen from the above the gates are currently operating within their practical capacity. Whilst some queuing inevitably occurs this is generally at times of peak inbound demand which for the port is generally across the morning peak period. In all time periods surveyed, any queueing which does occur dissipates within a few minutes and there are no prolonged periods of extensive queuing. For context **Figures 3 and 4** show the increase in HGVs using each gate on the robust assumption that 100% of all inbound traffic users each gate.

Figure 3 – East Gate Queues with IERRT HGVS (100%)

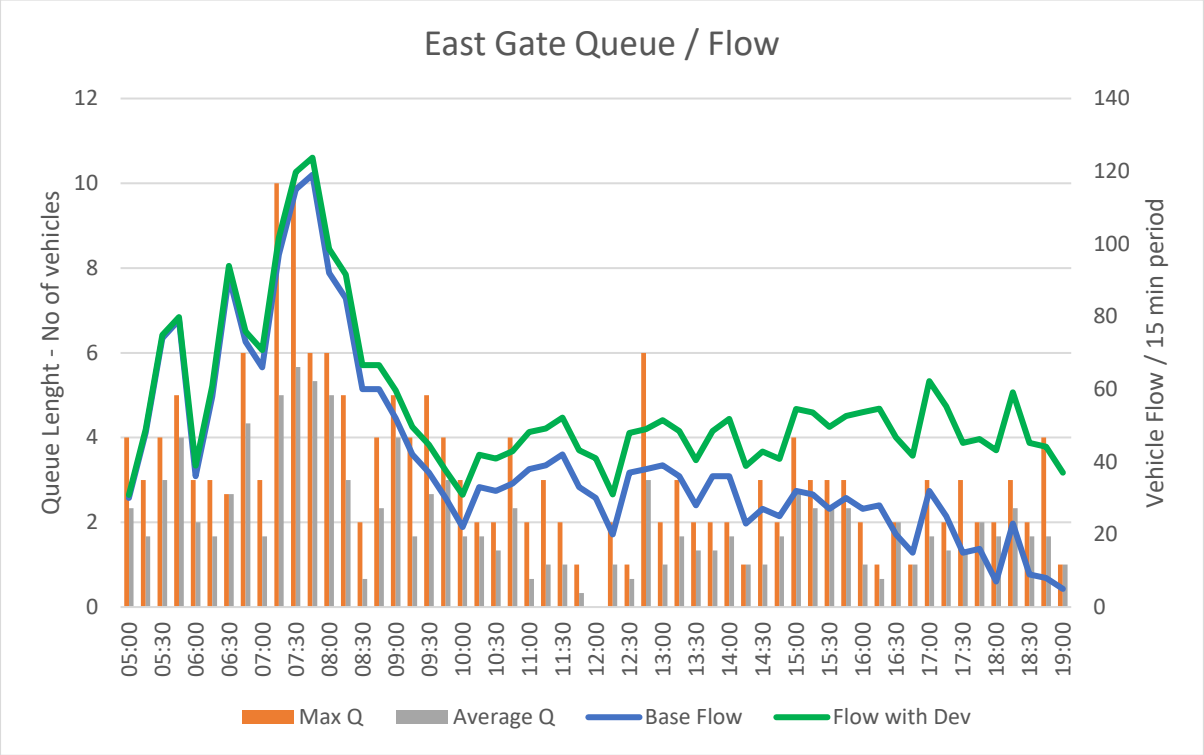
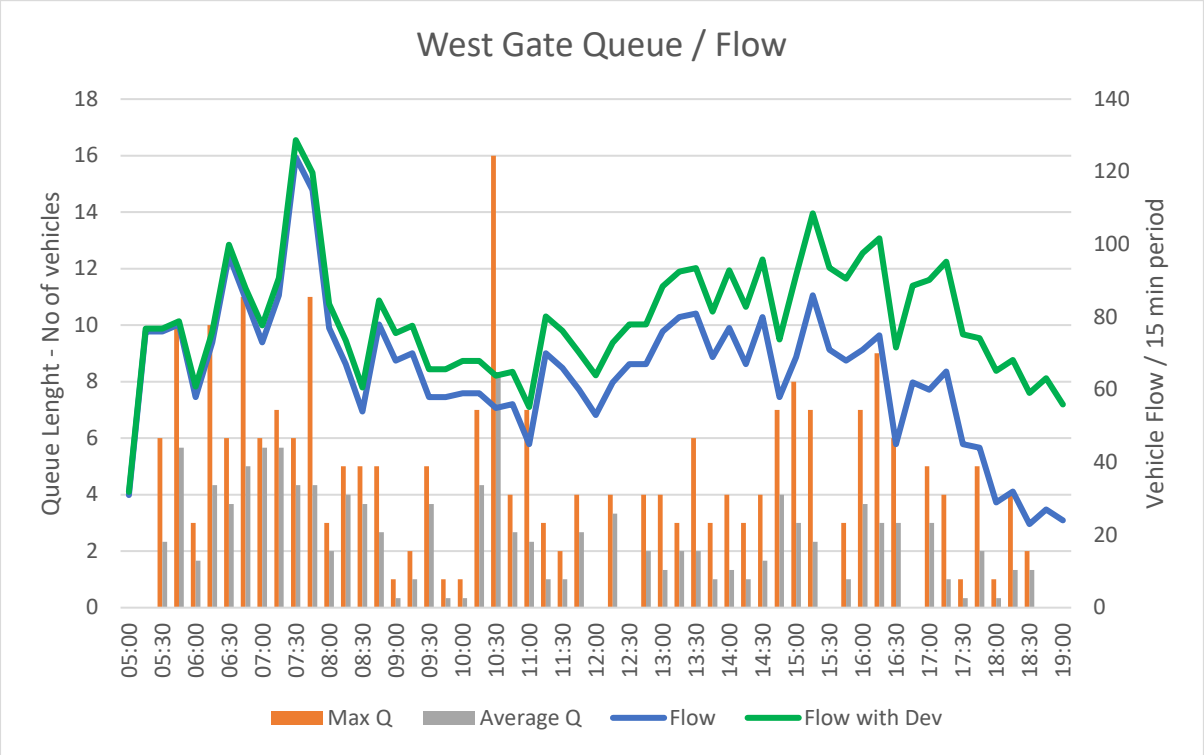


Figure 4 – West Gate Ques with IERRT HGVS (100%)



3.2 It can be seen from the above that the peak inbound demand from IEERT is generally in the afternoon period when peak demand will remain well below that experienced in the morning periods.

4.0 Capacity of East Gate

4.1 At present there is space for around 80m of queuing (broadly) at East Gate before the queue interrupts the ability for vehicles to turn right onto Laporte Road as shown below in **Figure 5**.

4.2 The survey of existing movements at Laporte Road / Queens Road (Page 1423 of AS-008 - Transport Assessment) confirms during the peak inbound hours for IERRT (across the afternoon) hourly movements of less than 30 vehicles per hour undertake this movement. Right turning movements from Laporte Road into East Gate are higher (around 60 movements per hour) and this leads to occasional short-term queuing on Laporte Road itself (around 8 incidents per day as shown on Page 1420 of AS-008) – likely a direct result of the queue caused by the security gate. Most of these occurrences are during the am inbound peak period (0700-0900) and this correlates with the recorded surveys at the gatehouse itself.

4.3 These is no record of any personal injury accidents at this location in the last five years. and therefore, the situation is operating safely at present.

Figure 5 – Google Earth Image – East Gate / Laporte Road Junction



4.4 Based on the assumption of 100% of IERRT HGVs using East Gate, changes in flows would be most marked from around 11am. The flow rate varies as shown on Figure 3 but would average at around 50 vehicles per 15 mins and the ratio of HGVs will increase around 60% (i.e., similar to that experienced at West Gate). The proportion of HGVs routing from Laporte Road to Queens Road / East Gate would be broadly unchanged.

4.5 Flows throughout the period after 11am, even with the IERRT development would remain below the peaks in existing movements seen between 07:00 and 09:00.

4.6 For a single gate, those levels of flows at West Gate result in queues of around 6 – 8 vehicles and average queues of around 4 vehicles. It can therefore be assumed that a similar level of queuing would occur at East Gate with the introduction of IERRT. A peak queue of 8 vehicles (assuming the expected split of 60% HGV and 40% cars would extend to a single lane queue of around 110m (5 HGvs x 18m + 3 cars x 6m)).

This would be similar to peak queuing experienced at present in the morning peaks but would extend the period of which queuing is experienced.

4.7 The proposed improvement scheme will increase both throughout capacity (because it will double the available security checkpoints) and queuing capacity.

4.8 In terms of capacity, the peak queue of 8 vehicles (for one gate) would therefore be reduced to 4 vehicles and the average from 4 to 2 vehicles.

4.9 The scheme will provide for two lanes. The nearside lane will allow for upto 80m of queuing (broadly 4 HGVs) before the vehicles block movements to Laporte Road and the offside lane will provide for around 50m (broadly 2 HGVs and a car).

4.10 The layout will therefore fully mitigate any impact of all HGVs using the East Gate Access for IERRT and will improve the situation in terms of any existing propensity for queues to extend up to the Laporte Road access.

5.0 Capacity of West Gate

5.1 At present West Gate has a long approach (Humber Road) from the public highway. There is approximately 450m of space on Humber Road to accommodate queuing before the queue interrupts access to movements from Rosper Road to A160, as can be seen in **Figure 6**. This equates broadly to 25 HGVs. This is the minimum number of vehicles that can be accommodated – clearly a proportion of movements will be cars and therefore the number of vehicles in the queue would increase if proportion as the proportion of cars / light vehicles increases. .

Figure 6 - Queuing Length on Approach to West Gate



5.2 These is no record of any personal injury accidents at this location in the last five years. and therefore, the situation is operating safely at present.

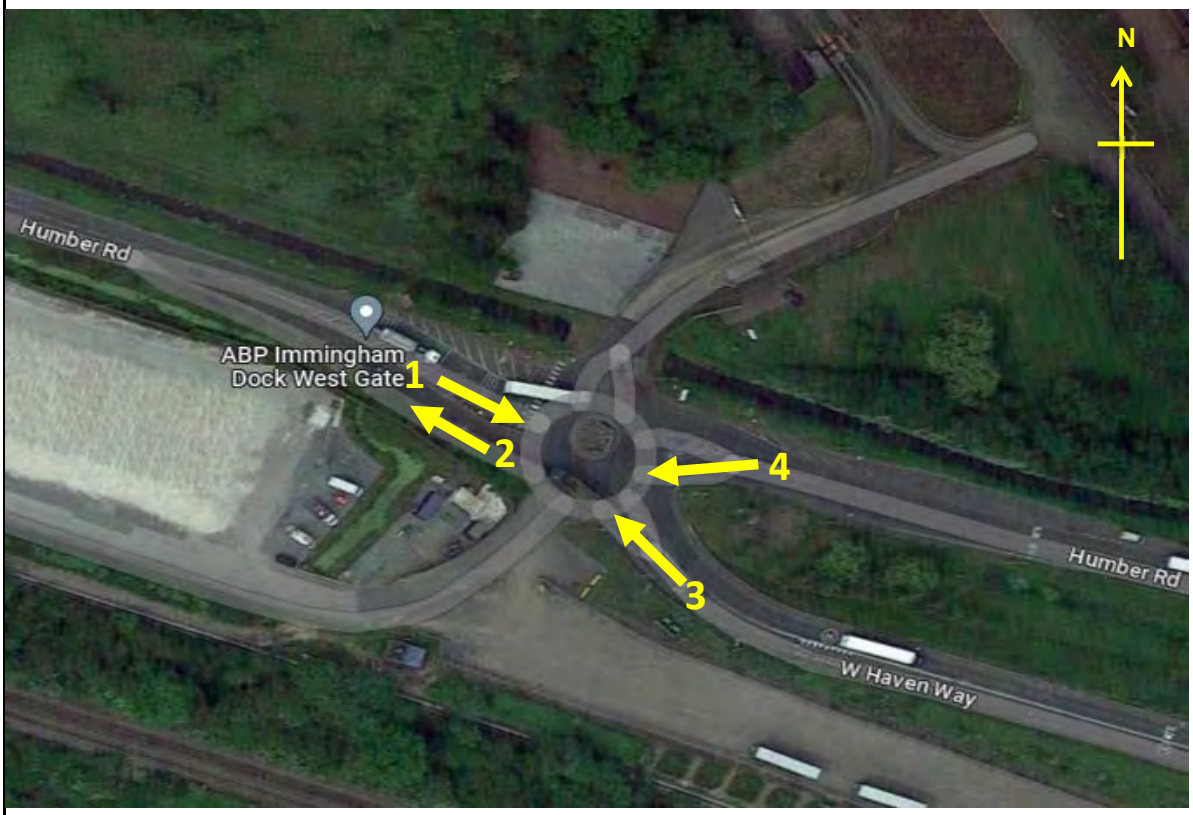
5.3 Based on **Figure 4**, and on the very robust assumption that 100% of inbound HGVs would use West Gate the overall profile of flows would flatten to the point that afternoon inbound flows would be similar to those experienced in the morning peak periods. On that basis it can be expected that the average queues of 5 – 6 vehicles and peak queues 10 – 11 vehicles in the morning period (05:30 – 09:00) will also be experienced in the afternoon period (from say 13:00 – 18:00).

5.4 This remains well within capacity of the road network and the capacity of West Gate is not materially affected by route choice of inbound HGV movements to the IERRT terminal. In practise, the applicants position is that only 15% of traffic will use West Gate and therefore the change in flows are minimal to the level that they will have no material impact on queuing in any event.

Appendix A

Queue Surveys

SITE:		DATE:
1	AUTO SURVEYS LTD	06/06/2023
LOCATION:		**DAY:**
HUMBER ROAD		TUESDAY



JOB TITLE:		JOB NUMBER:
IMMINGHAM DOCKS		12384

QUEUE LENGTHS

JOB REF: 12384

JOB NAME: IMMINGHAM DOCKS

SITE: 1

DATE: 06/06/2023

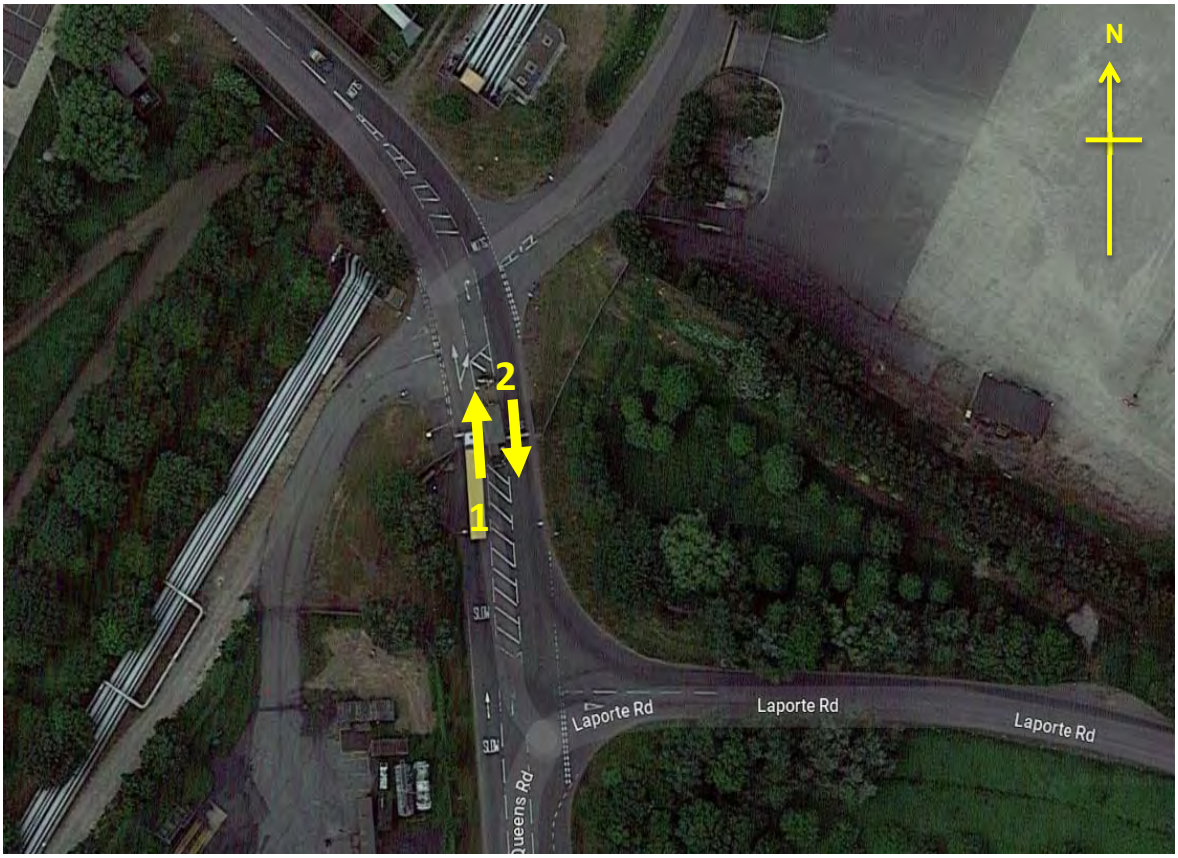
LOCATION: HUMBER ROAD / W HAVEN WAY

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	HUMBER ROAD LANE 1	HUMBER ROAD LANE 2	W HAVEN WAY LANE 3	HUMBER ROAD LANE 4
05:00	0	0	0	0
05:05	0	0	0	0
05:10	0	0	0	1
05:15	0	0	0	0
05:20	0	0	0	0
05:25	0	0	0	1
05:30	1	0	0	0
05:35	0	0	0	0
05:40	6	0	0	1
05:45	6	0	0	1
05:50	1	0	0	0
05:55	10	0	0	1
06:00	0	0	1	1
06:05	3	0	0	0
06:10	2	0	1	0
06:15	10	0	1	0
06:20	3	0	2	0
06:25	0	0	0	1
06:30	6	0	2	1
06:35	0	0	2	1
06:40	5	0	2	2
06:45	11	0	0	1
06:50	3	0	1	2
06:55	1	0	0	2
07:00	6	0	2	1
07:05	6	0	0	1
07:10	5	0	0	1
07:15	6	0	1	0
07:20	4	0	0	0
07:25	7	0	1	0
07:30	4	0	0	0
07:35	6	0	2	1
07:40	3	0	2	3
07:45	0	0	1	2
07:50	11	0	2	2
07:55	2	0	0	0
08:00	3	0	1	0
08:05	0	0	2	1
08:10	3	0	0	0
08:15	2	0	1	0
08:20	5	0	1	1
08:25	5	0	1	0
08:30	3	0	1	0
08:35	3	0	1	0
08:40	5	0	0	0
08:45	3	0	0	2
08:50	5	0	0	1
08:55	0	0	1	1
09:00	0	0	0	1
09:05	0	0	1	1
09:10	1	0	3	0
09:15	2	0	0	1
09:20	0	0	0	0
09:25	1	0	2	0
09:30	5	0	2	1
09:35	4	0	0	1
09:40	2	0	1	0
09:45	0	0	0	1
09:50	1	0	0	3
09:55	0	0	0	0
10:00	1	0	0	0
10:05	0	0	3	3
10:10	0	0	0	1
10:15	3	0	1	0
10:20	7	0	0	1
10:25	3	0	4	2
10:30	1	0	0	1
10:35	16	0	0	1
10:40	8	0	0	1
10:45	4	0	3	1
10:50	2	3	0	0
10:55	2	0	2	1
11:00	0	0	0	0
11:05	0	0	3	0
11:10	7	0	1	0
11:15	0	0	1	1
11:20	3	0	1	2
11:25	0	0	1	1
11:30	2	0	0	1
11:35	1	0	0	1
11:40	0	0	1	0
11:45	3	0	1	0
11:50	4	0	1	0
11:55	1	0	0	0
12:00	0	0	0	0
12:05	0	0	0	1
12:10	0	0	1	1
12:15	4	0	6	0
12:20	3	0	0	1
12:25	3	0	1	1
12:30	0	0	1	1
12:35	0	0	3	0
12:40	0	0	0	0
12:45	0	0	0	0
12:50	2	0	1	1
12:55	4	0	4	1
13:00	0	0	2	1
13:05	4	0	0	1
13:10	0	0	1	2
13:15	3	0	1	0
13:20	3	0	1	0
13:25	0	0	0	1
13:30	0	0	0	1
13:35	0	0	0	0
13:40	6	0	0	1
13:45	0	0	1	1
13:50	3	0	3	1
13:55	0	0	0	1
14:00	4	0	0	2
14:05	0	0	0	1
14:10	0	0	2	2
14:15	0	0	5	2
14:20	0	0	3	0
14:25	3	0	1	1
14:30	1	0	1	2
14:35	4	0	0	1
14:40	0	0	1	1
14:45	5	0	0	0
14:50	7	0	2	0
14:55	0	0	2	2
15:00	1	0	4	1
15:05	0	0	1	1
15:10	8	0	0	2
15:15	7	0	0	3
15:20	0	0	1	3
15:25	0	0	2	3
15:30	0	0	0	1
15:35	0	0	1	2
15:40	0	0	1	2
15:45	0	0	4	2
15:50	0	0	1	3
15:55	3	0	3	2
16:00	7	0	3	4
16:05	0	0	0	0
16:10	4	0	5	0
16:15	9	0	1	1
16:20	0	0	0	1
16:25	0	0	0	3
16:30	6	0	0	1
16:35	3	0	0	1
16:40	0	0	1	1
16:45	0	0	1	3
16:50	0	0	1	0
16:55	0	0	0	0
17:00	5	0	0	3
17:05	0	0	5	3
17:10	4	0	0	3
17:15	0	0	2	3
17:20	0	0	1	4
17:25	0	0	0	2
17:30	0	0	0	0
17:35	1	0	2	1
17:40	0	0	0	0
17:45	5	0	0	0
17:50	0	0	0	0
17:55	1	0	2	1
18:00	1	0	0	0
18:05	0	0	0	3
18:10	0	0	2	1
18:15	0	0	0	1
18:20	4	0	0	0
18:25	0	0	0	0
18:30	2	0	0	0
18:35	2	0	0	0
18:40	0	0	0	0
18:45	0	0	0	1
18:50	0	4	0	0
18:55	0	0	0	0
19:00	0	0	0	0
19:05	0	0	0	0
19:10	0	0	0	0
19:15	0	0	1	1
19:20	0	0	0	0
19:25	0	0	0	0
19:30	0	0	0	0
19:35	0	0	0	0
19:40	0	0	0	0
19:45	1	0	0	0
19:50	0	0	0	0
19:55	0	0	1	0

SITE:		DATE:
4	AUTO SURVEYS LTD	06/06/2023
LOCATION:		**DAY:**
QUEENS ROAD		TUESDAY



JOB TITLE:		JOB NUMBER:
IMMINGHAM DOCKS		12384

QUEUE LENGTHS

JOB REF: 12384

JOB NAME: IMMINGHAM DOCKS

SITE: 4 **DATE:** 06/06/2023

LOCATION: QUEENS ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	QUEENS ROAD LANE 1	QUEENS ROAD LANE 2
05:00	2	0
05:05	1	0
05:10	4	0
05:15	0	0
05:20	3	0
05:25	2	0
05:30	2	0
05:35	3	0
05:40	4	0
05:45	3	0
05:50	5	0
05:55	4	0
06:00	2	0
06:05	1	0
06:10	3	0
06:15	1	0
06:20	1	0
06:25	3	0
06:30	1	0
06:35	3	0
06:40	4	0
06:45	6	0
06:50	3	0
06:55	4	0
07:00	0	0
07:05	2	0
07:10	3	0
07:15	1	0
07:20	10	0
07:25	4	0
07:30	10	0
07:35	2	0
07:40	5	0
07:45	5	0
07:50	6	0
07:55	5	0
08:00	6	0
08:05	5	0
08:10	4	0
08:15	5	0
08:20	3	0
08:25	1	0
08:30	2	0
08:35	0	0
08:40	0	0
08:45	4	0
08:50	1	0
08:55	2	0
09:00	2	0
09:05	5	0
09:10	5	0
09:15	4	0
09:20	1	0
09:25	0	0
09:30	1	0
09:35	2	0
09:40	5	0
09:45	3	0
09:50	2	0
09:55	4	0
10:00	1	0
10:05	3	0
10:10	1	0
10:15	2	0
10:20	1	0
10:25	2	0
10:30	0	0
10:35	2	0
10:40	2	0
10:45	2	0
10:50	4	0
10:55	1	0
11:00	0	0
11:05	0	0
11:10	2	0
11:15	3	0
11:20	0	0
11:25	0	0
11:30	0	0
11:35	1	0
11:40	2	0
11:45	1	0
11:50	0	0
11:55	0	0
12:00	0	0
12:05	0	0
12:10	0	0
12:15	2	0
12:20	1	0
12:25	0	0
12:30	1	0
12:35	1	0
12:40	0	0
12:45	1	0
12:50	6	0
12:55	2	0
13:00	1	0
13:05	2	0
13:10	0	0
13:15	0	0
13:20	2	0
13:25	3	0
13:30	1	0
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19:30	1	0
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19:40	3	0
19:45	1	0
19:50	0	0
19:55	1	0

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