

APPENDIX 11

TRICS OUTPUT REPORT

Calculation Reference: AUDIT-726001-231122-1109

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
ES EAST SUSSEX 2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

SCP York Street Manchester

Licence No: 726001

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 354 to 392 (units:)
 Range Selected by User: 350 to 650 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/03/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
 Wednesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	2 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-M-11	MIXED HOUSES & FLATS	EAST SUSSEX
	HEMPSTEAD LANE		
	HAILSHAM		
	UPPER HORSEBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:		354
	Survey date: WEDNESDAY		13/07/16
			Survey Type: MANUAL
2	ES-03-M-21	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:		392
	Survey date: MONDAY		28/03/22
			Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WK-03-M-01	High % of non-privately owned units
WL-03-M-04	Highly accessible to bus services and potential for internalisation of trips

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.57

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.109	2	373	0.330	2	373	0.439
08:00 - 09:00	2	373	0.154	2	373	0.398	2	373	0.552
09:00 - 10:00	2	373	0.130	2	373	0.182	2	373	0.312
10:00 - 11:00	2	373	0.130	2	373	0.138	2	373	0.268
11:00 - 12:00	2	373	0.169	2	373	0.153	2	373	0.322
12:00 - 13:00	2	373	0.182	2	373	0.169	2	373	0.351
13:00 - 14:00	2	373	0.162	2	373	0.182	2	373	0.344
14:00 - 15:00	2	373	0.165	2	373	0.178	2	373	0.343
15:00 - 16:00	2	373	0.300	2	373	0.204	2	373	0.504
16:00 - 17:00	2	373	0.324	2	373	0.166	2	373	0.490
17:00 - 18:00	2	373	0.335	2	373	0.209	2	373	0.544
18:00 - 19:00	2	373	0.291	2	373	0.170	2	373	0.461
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.451			2.479			4.930

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

354 - 392 (units:)

Survey date date range:

01/01/15 - 28/03/22

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.005	2	373	0.005	2	373	0.010
08:00 - 09:00	2	373	0.004	2	373	0.004	2	373	0.008
09:00 - 10:00	2	373	0.001	2	373	0.001	2	373	0.002
10:00 - 11:00	2	373	0.003	2	373	0.003	2	373	0.006
11:00 - 12:00	2	373	0.004	2	373	0.003	2	373	0.007
12:00 - 13:00	2	373	0.001	2	373	0.003	2	373	0.004
13:00 - 14:00	2	373	0.003	2	373	0.003	2	373	0.006
14:00 - 15:00	2	373	0.001	2	373	0.001	2	373	0.002
15:00 - 16:00	2	373	0.004	2	373	0.004	2	373	0.008
16:00 - 17:00	2	373	0.001	2	373	0.001	2	373	0.002
17:00 - 18:00	2	373	0.004	2	373	0.004	2	373	0.008
18:00 - 19:00	2	373	0.003	2	373	0.001	2	373	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.033			0.067

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.001	2	373	0.001	2	373	0.002
08:00 - 09:00	2	373	0.007	2	373	0.004	2	373	0.011
09:00 - 10:00	2	373	0.004	2	373	0.007	2	373	0.011
10:00 - 11:00	2	373	0.007	2	373	0.004	2	373	0.011
11:00 - 12:00	2	373	0.004	2	373	0.004	2	373	0.008
12:00 - 13:00	2	373	0.001	2	373	0.004	2	373	0.005
13:00 - 14:00	2	373	0.001	2	373	0.001	2	373	0.002
14:00 - 15:00	2	373	0.000	2	373	0.000	2	373	0.000
15:00 - 16:00	2	373	0.003	2	373	0.001	2	373	0.004
16:00 - 17:00	2	373	0.001	2	373	0.003	2	373	0.004
17:00 - 18:00	2	373	0.004	2	373	0.004	2	373	0.008
18:00 - 19:00	2	373	0.000	2	373	0.000	2	373	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.001	2	373	0.003	2	373	0.004
08:00 - 09:00	2	373	0.000	2	373	0.003	2	373	0.003
09:00 - 10:00	2	373	0.003	2	373	0.000	2	373	0.003
10:00 - 11:00	2	373	0.000	2	373	0.001	2	373	0.001
11:00 - 12:00	2	373	0.000	2	373	0.000	2	373	0.000
12:00 - 13:00	2	373	0.001	2	373	0.001	2	373	0.002
13:00 - 14:00	2	373	0.001	2	373	0.000	2	373	0.001
14:00 - 15:00	2	373	0.000	2	373	0.003	2	373	0.003
15:00 - 16:00	2	373	0.001	2	373	0.000	2	373	0.001
16:00 - 17:00	2	373	0.007	2	373	0.000	2	373	0.007
17:00 - 18:00	2	373	0.008	2	373	0.011	2	373	0.019
18:00 - 19:00	2	373	0.005	2	373	0.009	2	373	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.031			0.058

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: **1 DWELLS**
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.110	2	373	0.395	2	373	0.505
08:00 - 09:00	2	373	0.178	2	373	0.635	2	373	0.813
09:00 - 10:00	2	373	0.160	2	373	0.239	2	373	0.399
10:00 - 11:00	2	373	0.151	2	373	0.166	2	373	0.317
11:00 - 12:00	2	373	0.206	2	373	0.204	2	373	0.410
12:00 - 13:00	2	373	0.228	2	373	0.214	2	373	0.442
13:00 - 14:00	2	373	0.213	2	373	0.251	2	373	0.464
14:00 - 15:00	2	373	0.235	2	373	0.231	2	373	0.466
15:00 - 16:00	2	373	0.515	2	373	0.269	2	373	0.784
16:00 - 17:00	2	373	0.453	2	373	0.240	2	373	0.693
17:00 - 18:00	2	373	0.450	2	373	0.276	2	373	0.726
18:00 - 19:00	2	373	0.389	2	373	0.233	2	373	0.622
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.288			3.353			6.641

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.012	2	373	0.021	2	373	0.033
08:00 - 09:00	2	373	0.027	2	373	0.161	2	373	0.188
09:00 - 10:00	2	373	0.034	2	373	0.020	2	373	0.054
10:00 - 11:00	2	373	0.019	2	373	0.020	2	373	0.039
11:00 - 12:00	2	373	0.023	2	373	0.032	2	373	0.055
12:00 - 13:00	2	373	0.046	2	373	0.035	2	373	0.081
13:00 - 14:00	2	373	0.038	2	373	0.036	2	373	0.074
14:00 - 15:00	2	373	0.032	2	373	0.027	2	373	0.059
15:00 - 16:00	2	373	0.119	2	373	0.070	2	373	0.189
16:00 - 17:00	2	373	0.048	2	373	0.036	2	373	0.084
17:00 - 18:00	2	373	0.044	2	373	0.032	2	373	0.076
18:00 - 19:00	2	373	0.027	2	373	0.027	2	373	0.054
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.469			0.517			0.986

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.000	2	373	0.021	2	373	0.021
08:00 - 09:00	2	373	0.000	2	373	0.003	2	373	0.003
09:00 - 10:00	2	373	0.000	2	373	0.000	2	373	0.000
10:00 - 11:00	2	373	0.000	2	373	0.003	2	373	0.003
11:00 - 12:00	2	373	0.000	2	373	0.000	2	373	0.000
12:00 - 13:00	2	373	0.003	2	373	0.004	2	373	0.007
13:00 - 14:00	2	373	0.003	2	373	0.001	2	373	0.004
14:00 - 15:00	2	373	0.000	2	373	0.001	2	373	0.001
15:00 - 16:00	2	373	0.011	2	373	0.000	2	373	0.011
16:00 - 17:00	2	373	0.005	2	373	0.000	2	373	0.005
17:00 - 18:00	2	373	0.001	2	373	0.001	2	373	0.002
18:00 - 19:00	2	373	0.001	2	373	0.000	2	373	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.034			0.058

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.000	2	373	0.021	2	373	0.021
08:00 - 09:00	2	373	0.000	2	373	0.003	2	373	0.003
09:00 - 10:00	2	373	0.000	2	373	0.000	2	373	0.000
10:00 - 11:00	2	373	0.000	2	373	0.003	2	373	0.003
11:00 - 12:00	2	373	0.000	2	373	0.000	2	373	0.000
12:00 - 13:00	2	373	0.003	2	373	0.004	2	373	0.007
13:00 - 14:00	2	373	0.003	2	373	0.001	2	373	0.004
14:00 - 15:00	2	373	0.000	2	373	0.001	2	373	0.001
15:00 - 16:00	2	373	0.011	2	373	0.000	2	373	0.011
16:00 - 17:00	2	373	0.005	2	373	0.000	2	373	0.005
17:00 - 18:00	2	373	0.001	2	373	0.001	2	373	0.002
18:00 - 19:00	2	373	0.001	2	373	0.000	2	373	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.034			0.058

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.57

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.123	2	373	0.441	2	373	0.564
08:00 - 09:00	2	373	0.205	2	373	0.802	2	373	1.007
09:00 - 10:00	2	373	0.196	2	373	0.259	2	373	0.455
10:00 - 11:00	2	373	0.170	2	373	0.190	2	373	0.360
11:00 - 12:00	2	373	0.229	2	373	0.236	2	373	0.465
12:00 - 13:00	2	373	0.277	2	373	0.255	2	373	0.532
13:00 - 14:00	2	373	0.255	2	373	0.288	2	373	0.543
14:00 - 15:00	2	373	0.267	2	373	0.261	2	373	0.528
15:00 - 16:00	2	373	0.646	2	373	0.339	2	373	0.985
16:00 - 17:00	2	373	0.513	2	373	0.276	2	373	0.789
17:00 - 18:00	2	373	0.504	2	373	0.320	2	373	0.824
18:00 - 19:00	2	373	0.422	2	373	0.269	2	373	0.691
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.807			3.936			7.743

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.080	2	373	0.264	2	373	0.344
08:00 - 09:00	2	373	0.118	2	373	0.351	2	373	0.469
09:00 - 10:00	2	373	0.107	2	373	0.153	2	373	0.260
10:00 - 11:00	2	373	0.095	2	373	0.106	2	373	0.201
11:00 - 12:00	2	373	0.129	2	373	0.122	2	373	0.251
12:00 - 13:00	2	373	0.150	2	373	0.129	2	373	0.279
13:00 - 14:00	2	373	0.129	2	373	0.147	2	373	0.276
14:00 - 15:00	2	373	0.138	2	373	0.147	2	373	0.285
15:00 - 16:00	2	373	0.260	2	373	0.166	2	373	0.426
16:00 - 17:00	2	373	0.263	2	373	0.139	2	373	0.402
17:00 - 18:00	2	373	0.275	2	373	0.180	2	373	0.455
18:00 - 19:00	2	373	0.255	2	373	0.147	2	373	0.402
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.999			2.051			4.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.021	2	373	0.059	2	373	0.080
08:00 - 09:00	2	373	0.025	2	373	0.039	2	373	0.064
09:00 - 10:00	2	373	0.017	2	373	0.021	2	373	0.038
10:00 - 11:00	2	373	0.025	2	373	0.024	2	373	0.049
11:00 - 12:00	2	373	0.032	2	373	0.024	2	373	0.056
12:00 - 13:00	2	373	0.029	2	373	0.034	2	373	0.063
13:00 - 14:00	2	373	0.028	2	373	0.031	2	373	0.059
14:00 - 15:00	2	373	0.025	2	373	0.029	2	373	0.054
15:00 - 16:00	2	373	0.034	2	373	0.031	2	373	0.065
16:00 - 17:00	2	373	0.058	2	373	0.023	2	373	0.081
17:00 - 18:00	2	373	0.051	2	373	0.021	2	373	0.072
18:00 - 19:00	2	373	0.031	2	373	0.020	2	373	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.376			0.356			0.732

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	373	0.000	2	373	0.000	2	373	0.000
08:00 - 09:00	2	373	0.000	2	373	0.000	2	373	0.000
09:00 - 10:00	2	373	0.000	2	373	0.000	2	373	0.000
10:00 - 11:00	2	373	0.000	2	373	0.001	2	373	0.001
11:00 - 12:00	2	373	0.000	2	373	0.000	2	373	0.000
12:00 - 13:00	2	373	0.000	2	373	0.000	2	373	0.000
13:00 - 14:00	2	373	0.001	2	373	0.000	2	373	0.001
14:00 - 15:00	2	373	0.000	2	373	0.000	2	373	0.000
15:00 - 16:00	2	373	0.000	2	373	0.001	2	373	0.001
16:00 - 17:00	2	373	0.001	2	373	0.000	2	373	0.001
17:00 - 18:00	2	373	0.001	2	373	0.000	2	373	0.001
18:00 - 19:00	2	373	0.003	2	373	0.001	2	373	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.003			0.009

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

APPENDIX 12

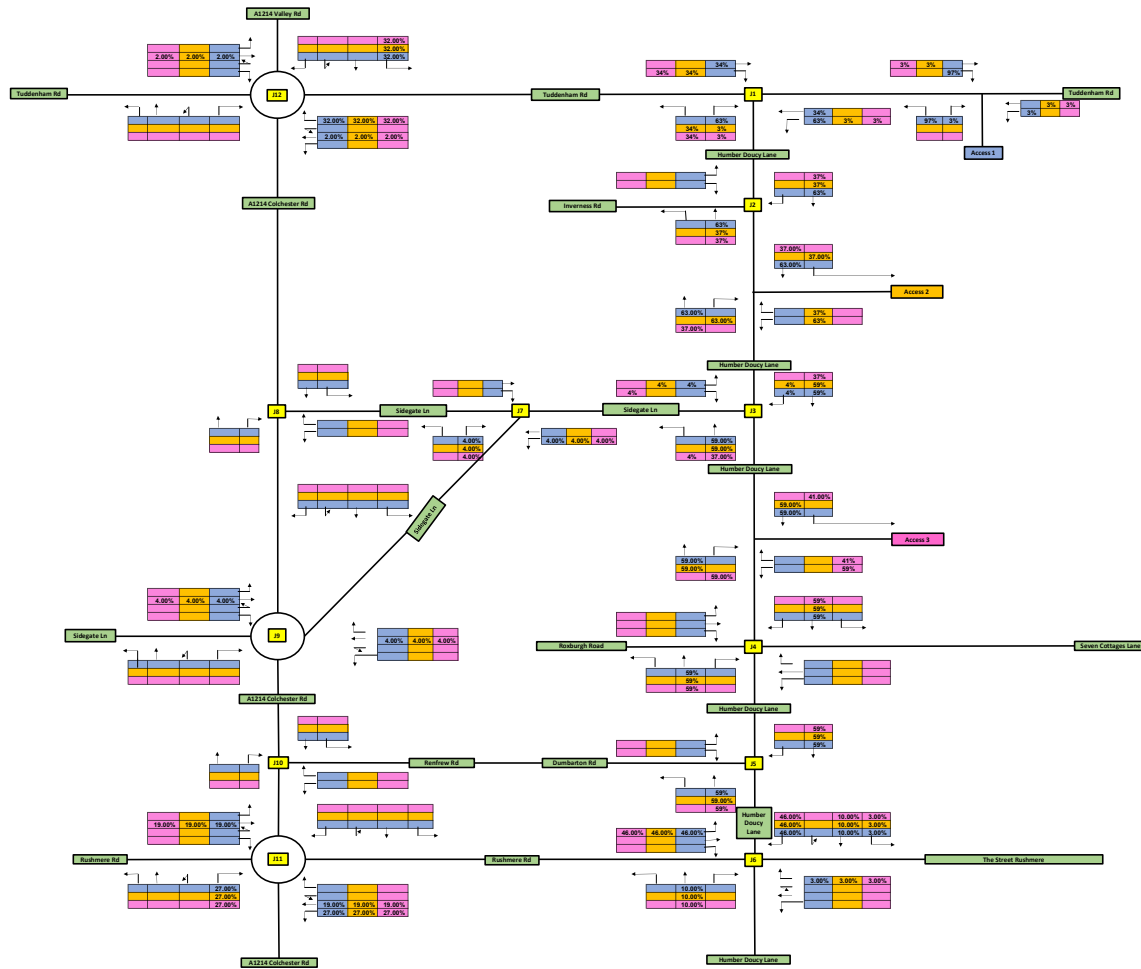
2011 CENSUS TRAVEL TO WORK

DESITNATION SUMMARY (BY CAR, DRIVING)

Home	Work	Number	% of census trips
Ipswich 004	Ipswich 007	204	11%
Ipswich 004	Ipswich 010	163	9%
Ipswich 004	Ipswich 014	157	9%
Ipswich 004	Ipswich 009	147	8%
Ipswich 004	Suffolk Coastal 010	116	6%
Ipswich 004	Ipswich 003	75	4%
Ipswich 004	Ipswich 004	72	4%
Ipswich 004	Suffolk Coastal 015	65	4%
Ipswich 004	Babergh 005	60	3%
Ipswich 004	Ipswich 008	55	3%
Ipswich 004	Suffolk Coastal 008	53	3%
Ipswich 004	Suffolk Coastal 011	52	3%
Ipswich 004	Ipswich 011	50	3%
Ipswich 004	Mid Suffolk 011	48	3%
Ipswich 004	Ipswich 006	39	2%
Ipswich 004	Ipswich 002	38	2%
Ipswich 004	Ipswich 005	35	2%
Ipswich 004	Mid Suffolk 010	34	2%
Ipswich 004	Suffolk Coastal 012	29	2%
Ipswich 004	Suffolk Coastal 006	29	2%
Ipswich 004	Ipswich 016	29	2%
Ipswich 004	Babergh 004	29	2%
Ipswich 004	Mid Suffolk 012	25	1%
Ipswich 004	Ipswich 012	22	1%
Ipswich 004	Suffolk Coastal 009	21	1%
Ipswich 004	Mid Suffolk 007	19	1%
Ipswich 004	Suffolk Coastal 014	17	1%
Ipswich 004	Ipswich 001	16	1%
Ipswich 004	Suffolk Coastal 005	14	1%
Ipswich 004	Babergh 010	13	1%
Ipswich 004	Suffolk Coastal 004	13	1%
Ipswich 004	Colchester 002	11	1%
Ipswich 004	Babergh 011	11	1%
Ipswich 004	Suffolk Coastal 007	11	1%
Ipswich 004	Colchester 007	9	0%
Ipswich 004	St Edmundsbury 009	7	0%
Ipswich 004	Ipswich 015	7	0%
Ipswich 004	Suffolk Coastal 002	6	0%
Ipswich 004	St Edmundsbury 008	6	0%
Ipswich 004	St Edmundsbury 007	6	0%
Ipswich 004	St Edmundsbury 005	6	0%
Ipswich 004	Ipswich 013	6	0%
Ipswich 004	Tendring 003	6	0%
Ipswich 004	Suffolk Coastal 013	6	0%
Ipswich 004	Chelmsford 010	6	0%
Ipswich 004	Total	1843	

APPENDIX 13

TRIP ASSIGNMENT (DEVELOPMENT)



HUMBER DOUCY LANE TRIP DISTRIBUTION

APPENDIX 14

TRAFFIC IMPACT TRAFFIC FLOW DIAGRAMS

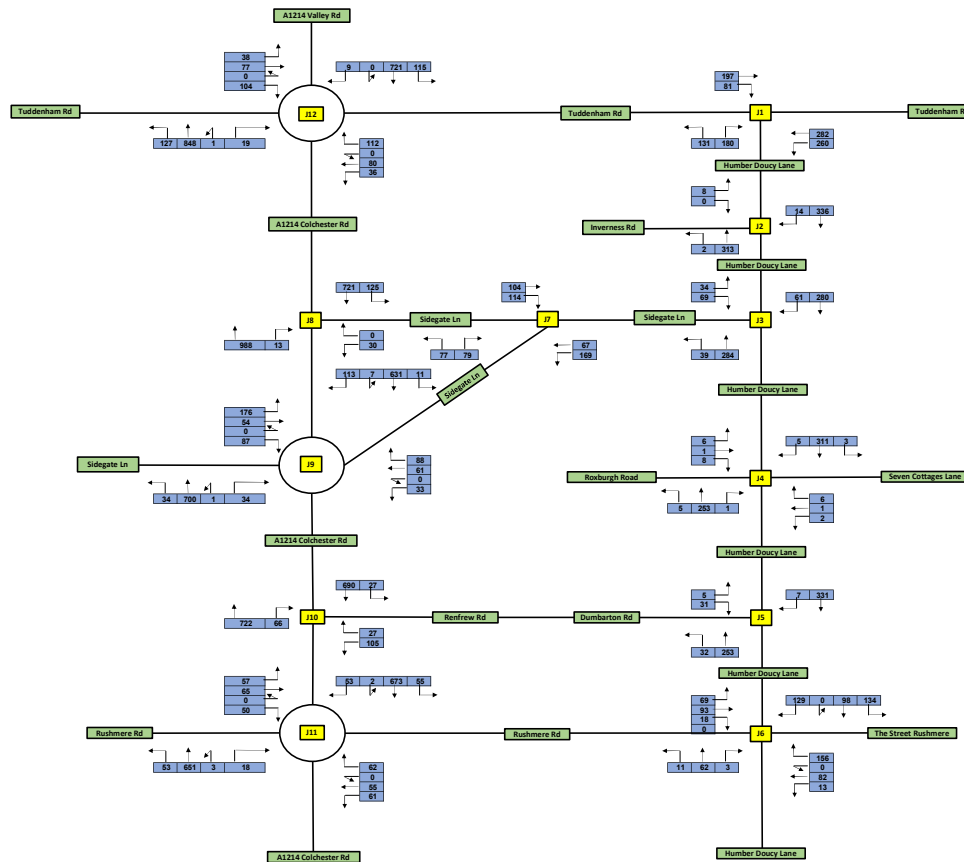


FIGURE 7.1: 2023 SURVEY DATA (AM)

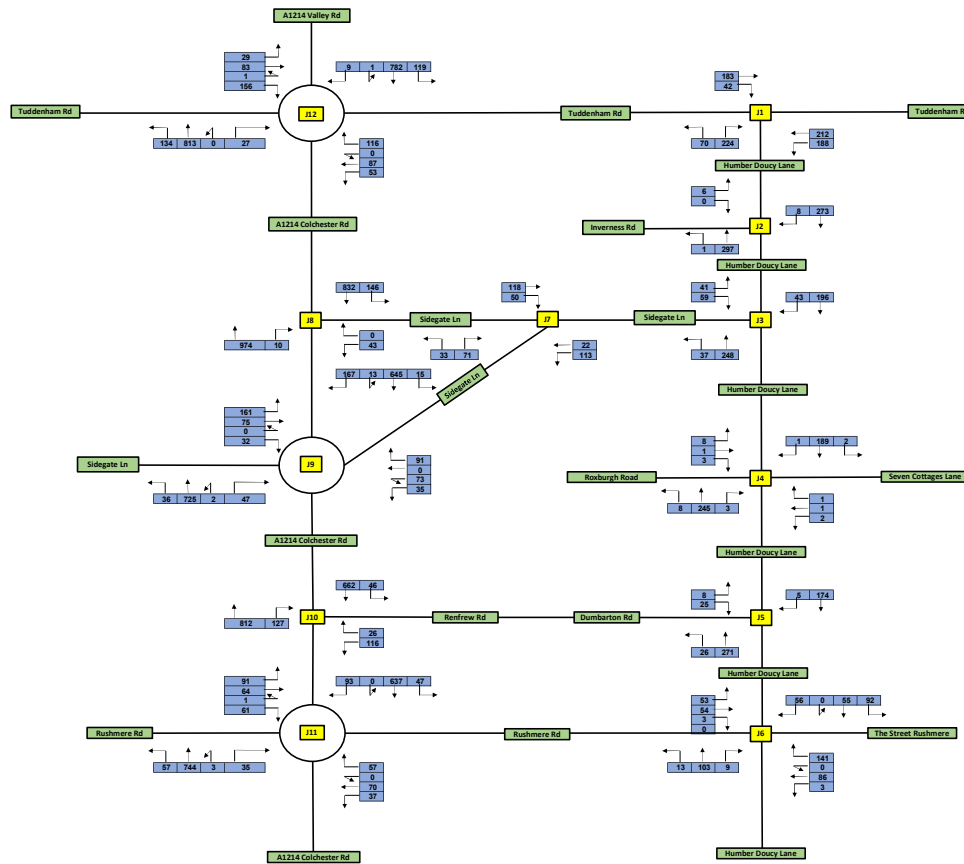


FIGURE 7.2: 2023 SURVEY DATA (PM)

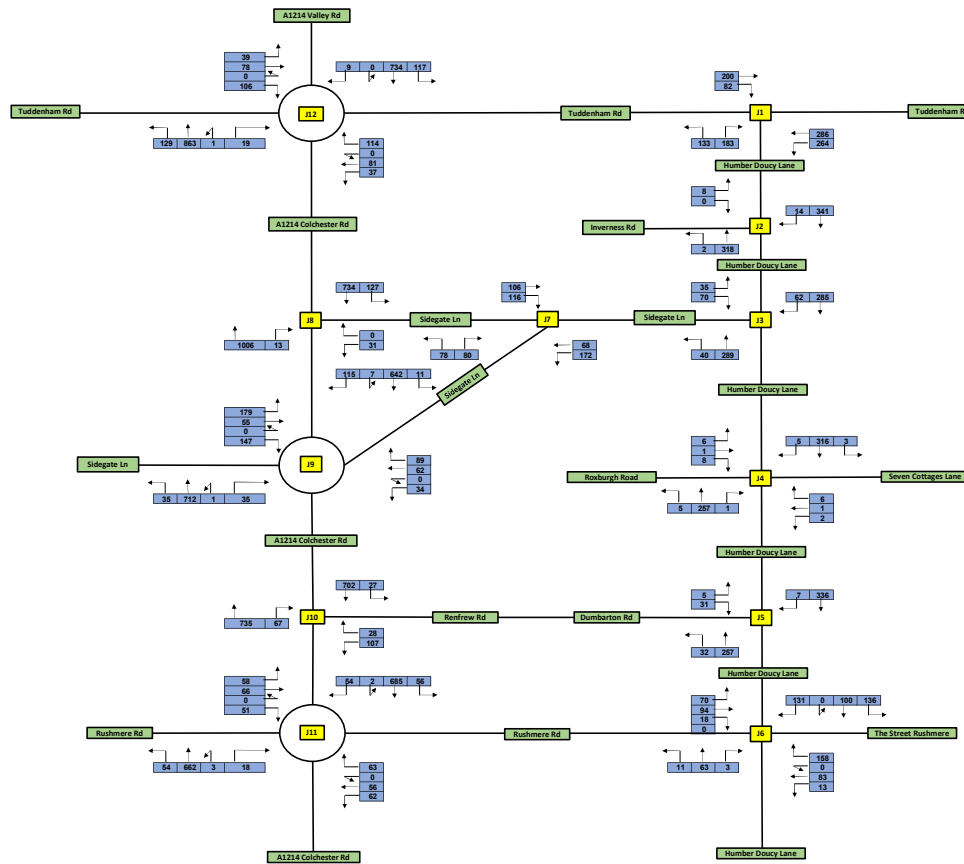


FIGURE 7.3: SURVEY DATA GROWTHED TO 2026 (AM)

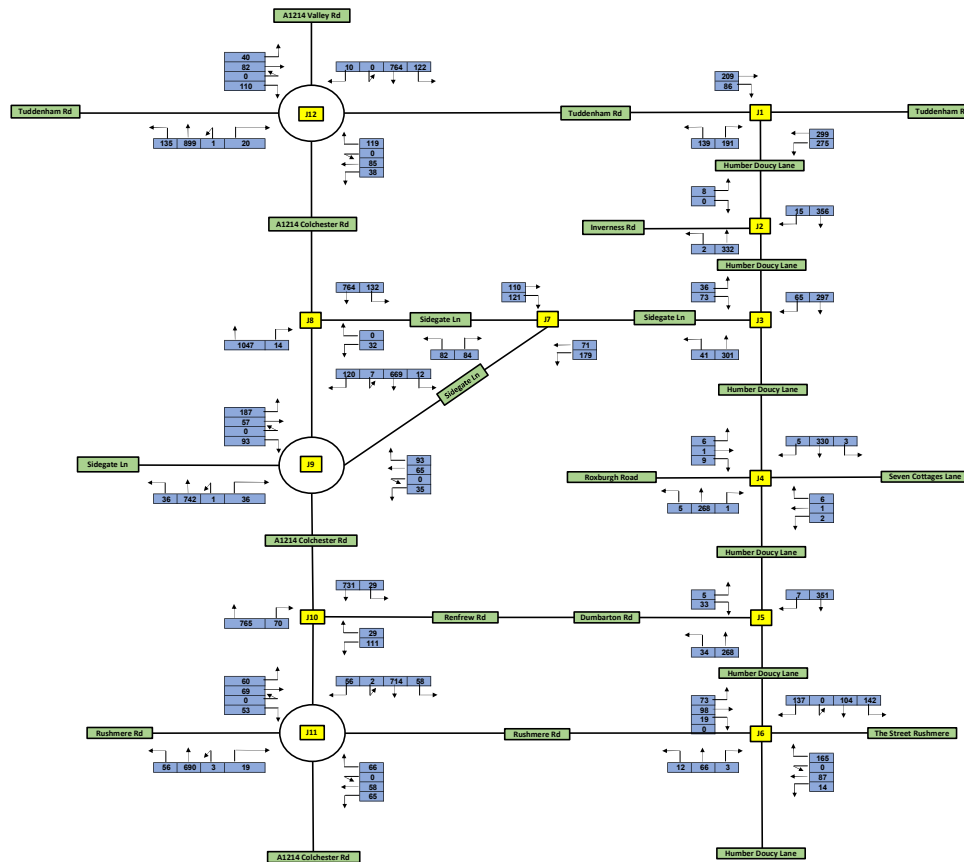


FIGURE 7.5: SURVEY DATA GROWTHED TO 2032 (AM)

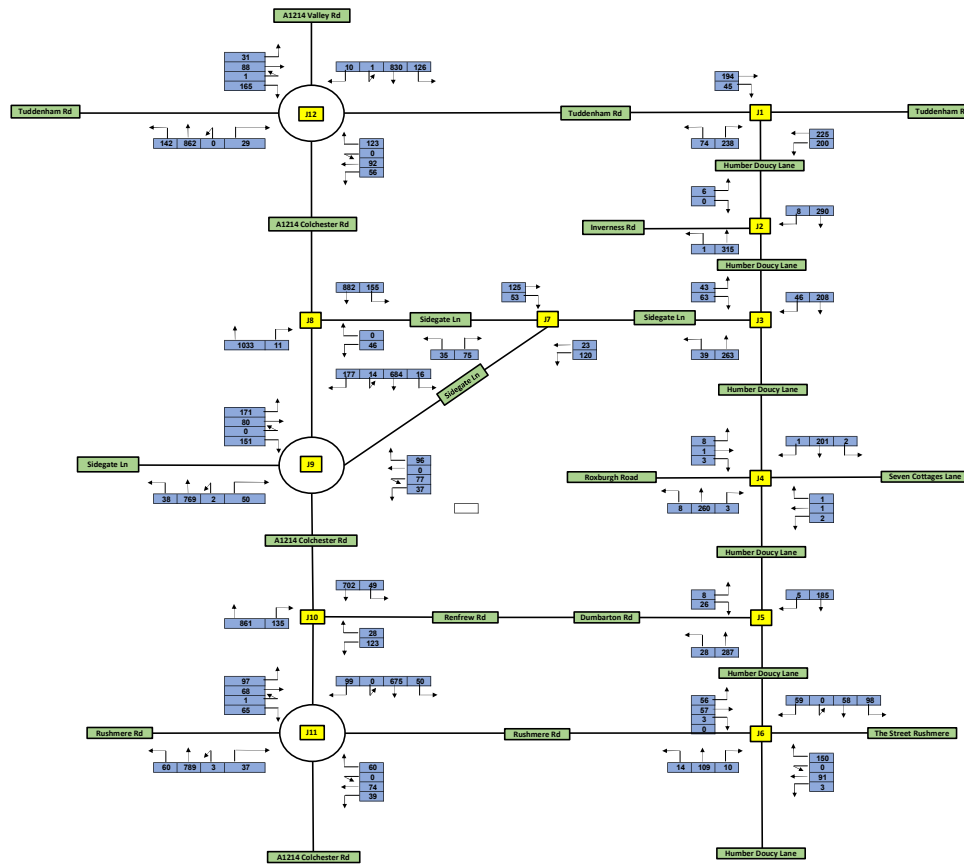


FIGURE 7.6: SURVEY DATA GROWTHED TO 2032 (PM)

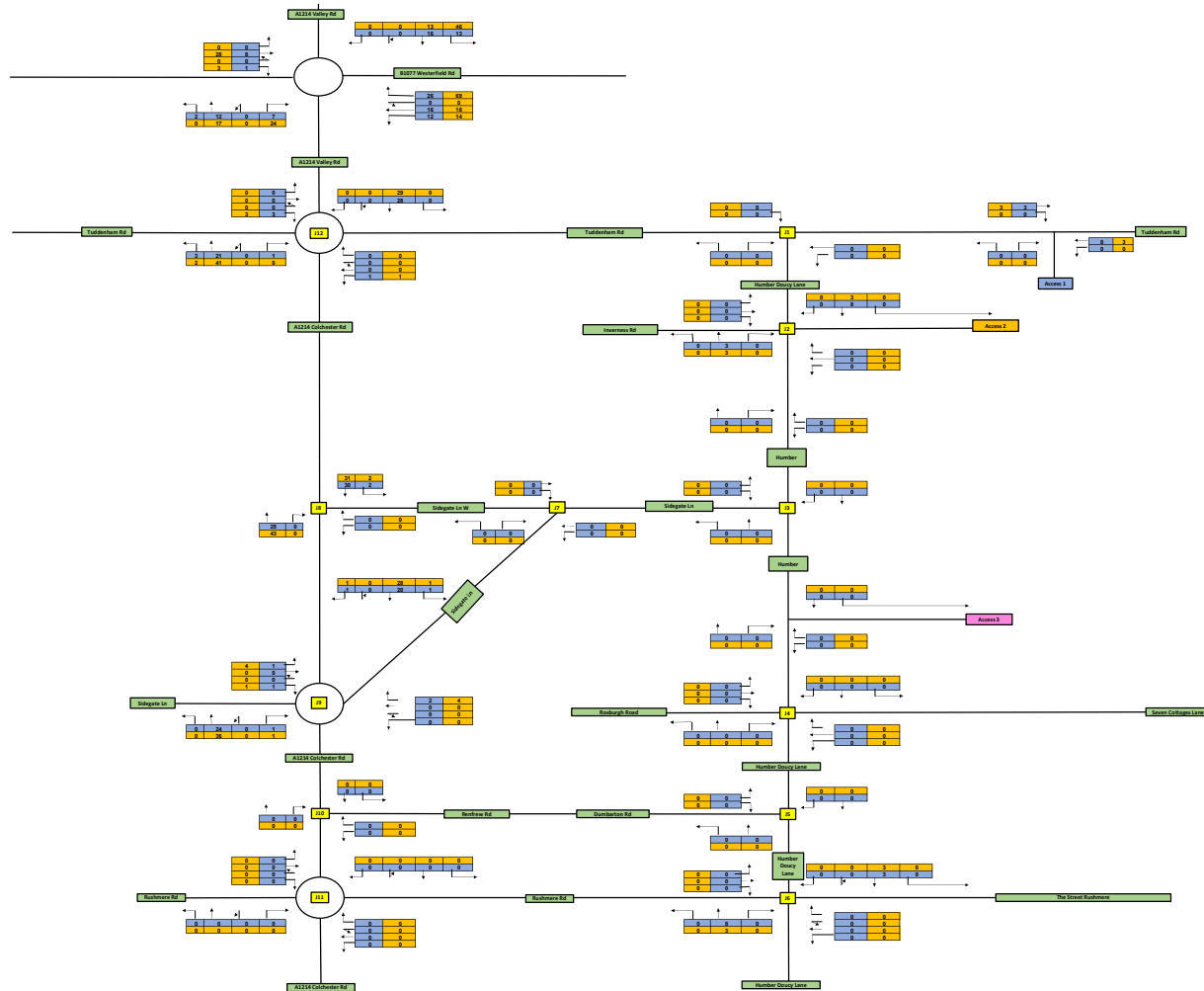


FIGURE 7.7: 2026 COMMITTED DEVELOPMENTS

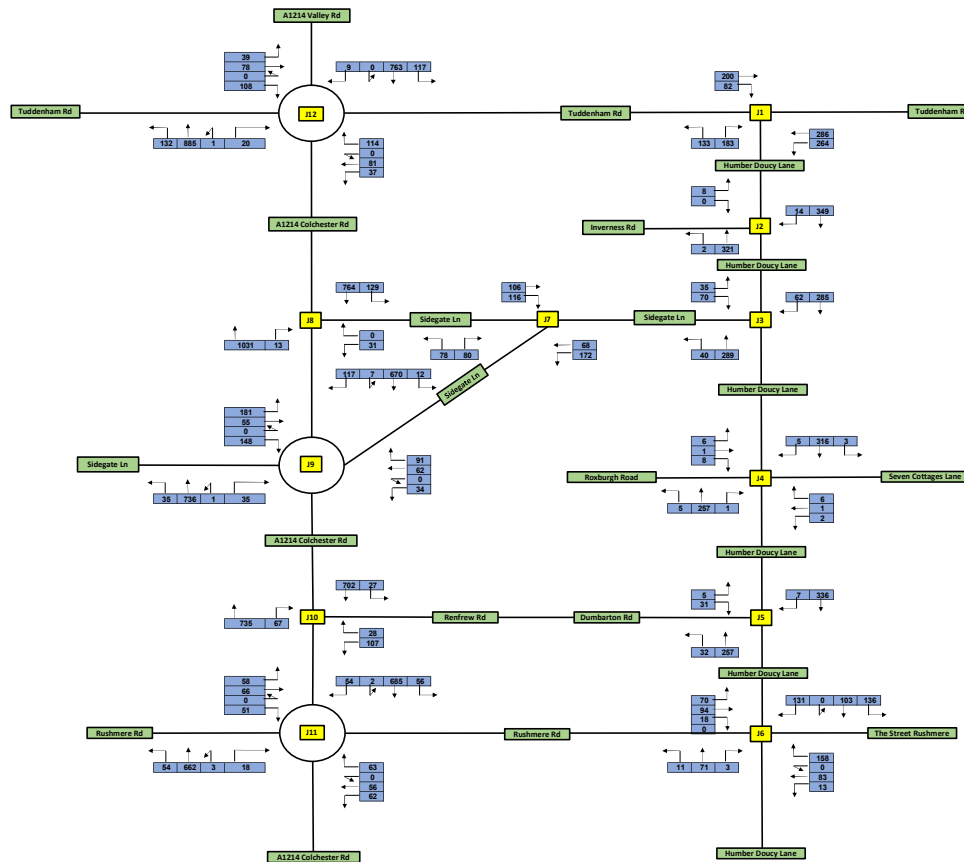


FIGURE 7.9: 2026 DATA + 2026 COMMITTED DEVELOPMENT (AM)

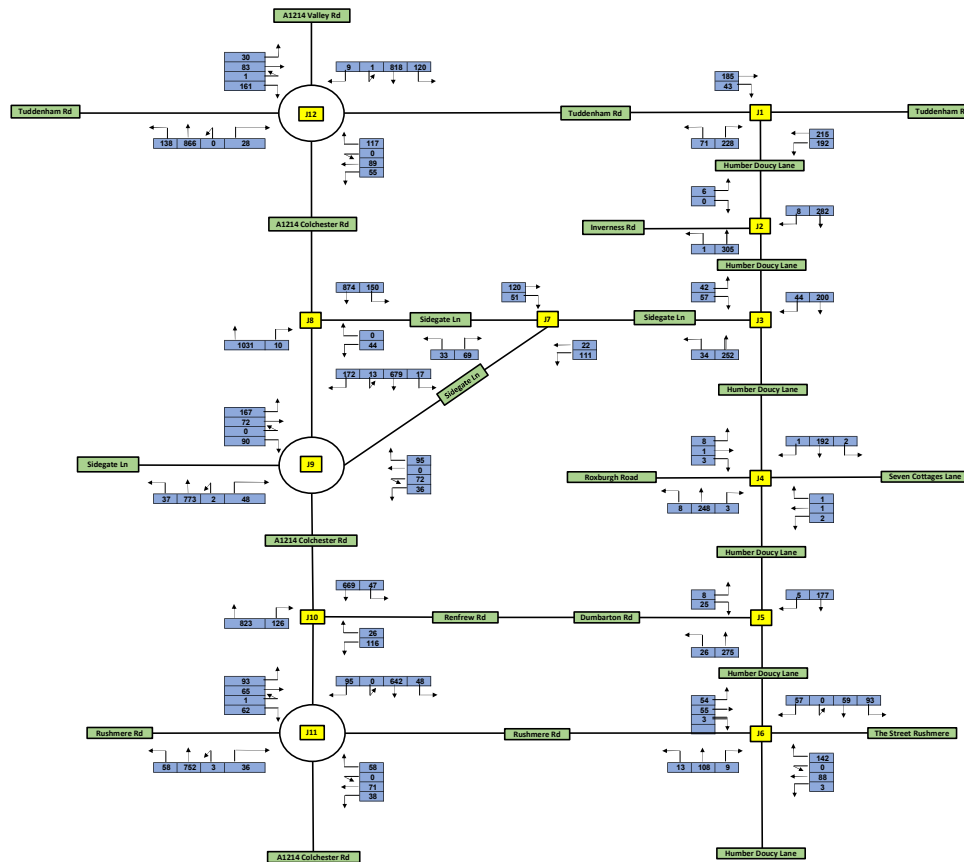


FIGURE 7.10: 2026 DATA + 2026 COMMITTED DEVELOPMENT (PM)

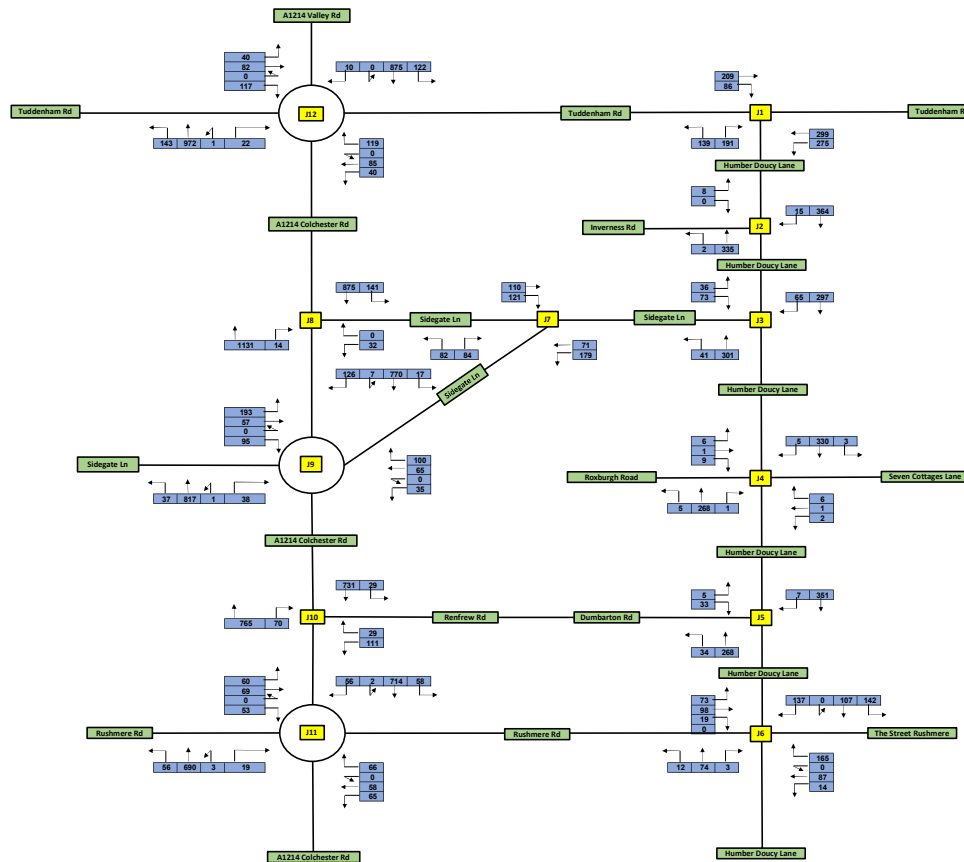


FIGURE 7.11: 2032 DATA + 2032 COMMITTED DEVELOPMENT (AM)

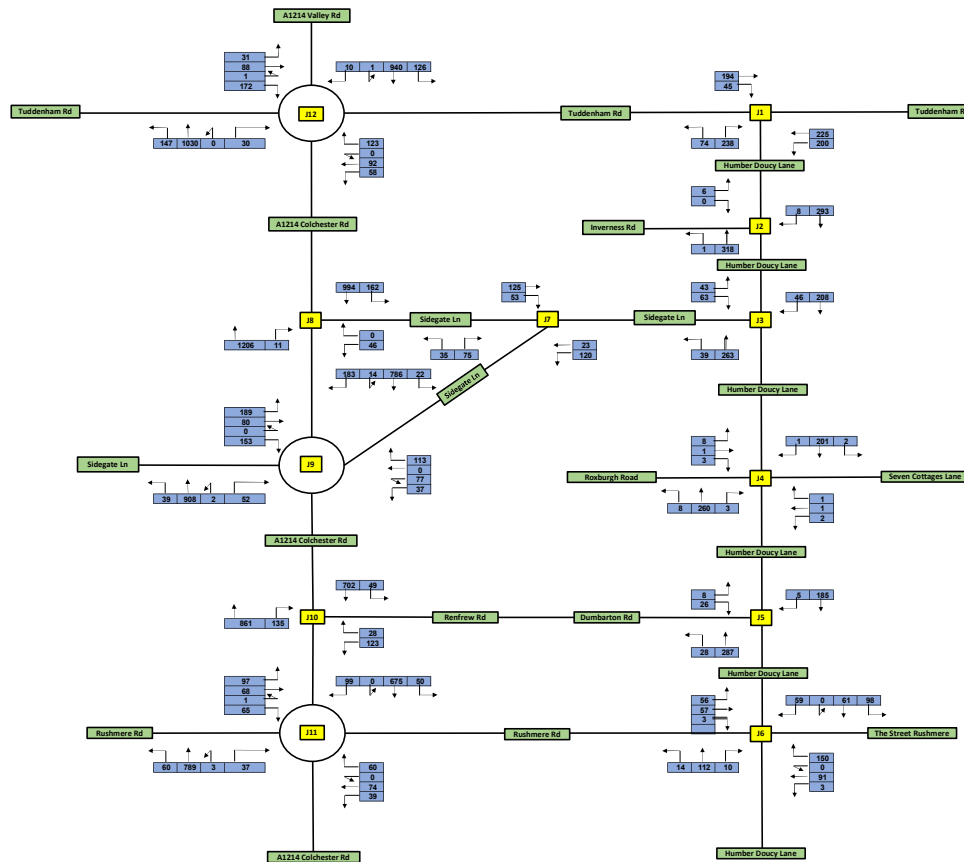


FIGURE 7.12: 2032 DATA + 2032 COMMITTED DEVELOPMENT (PM)

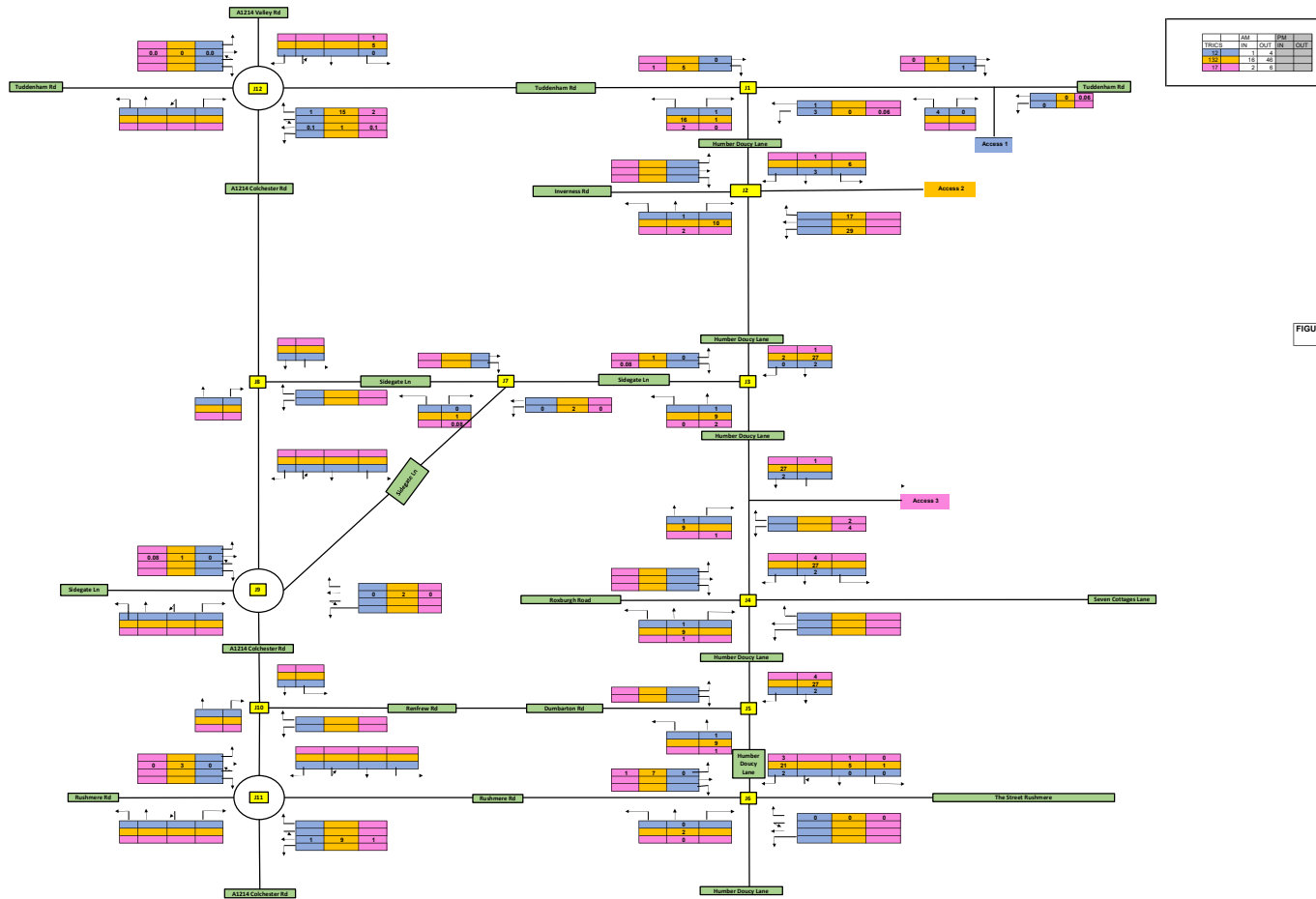
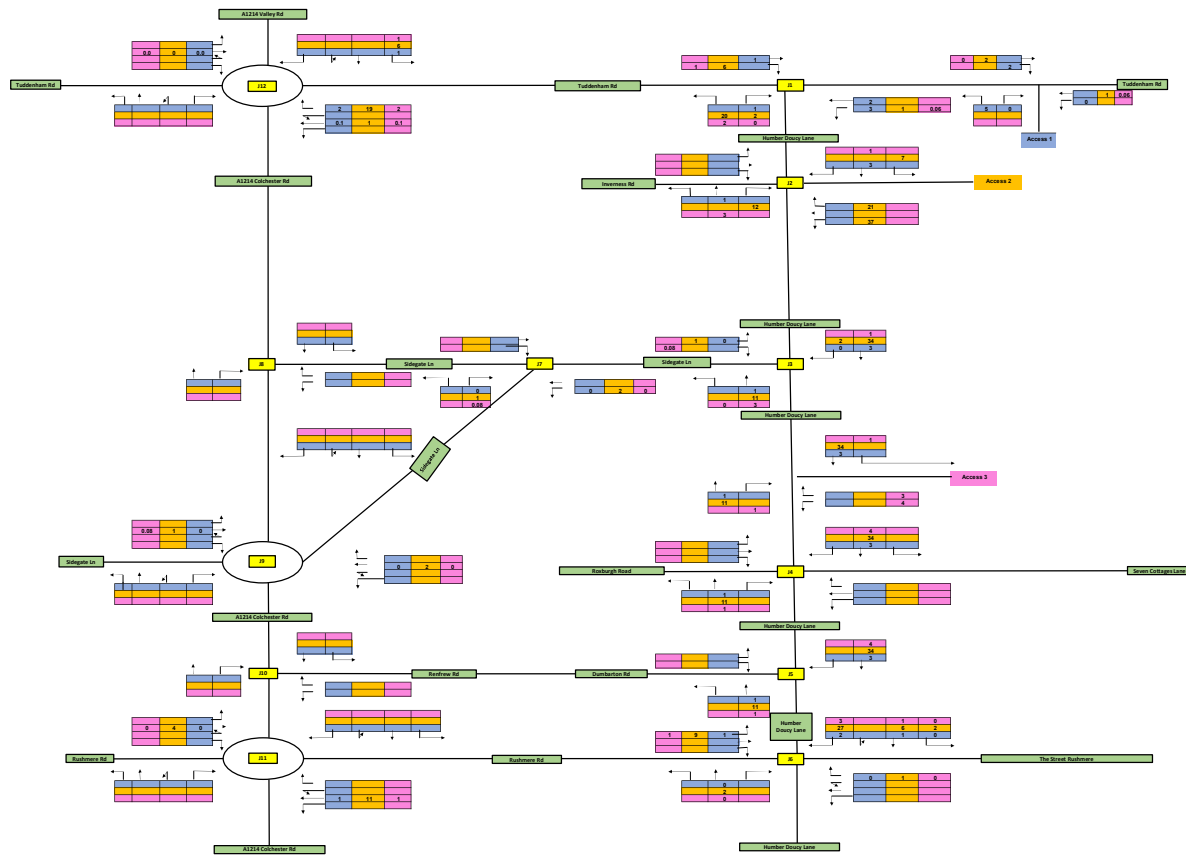
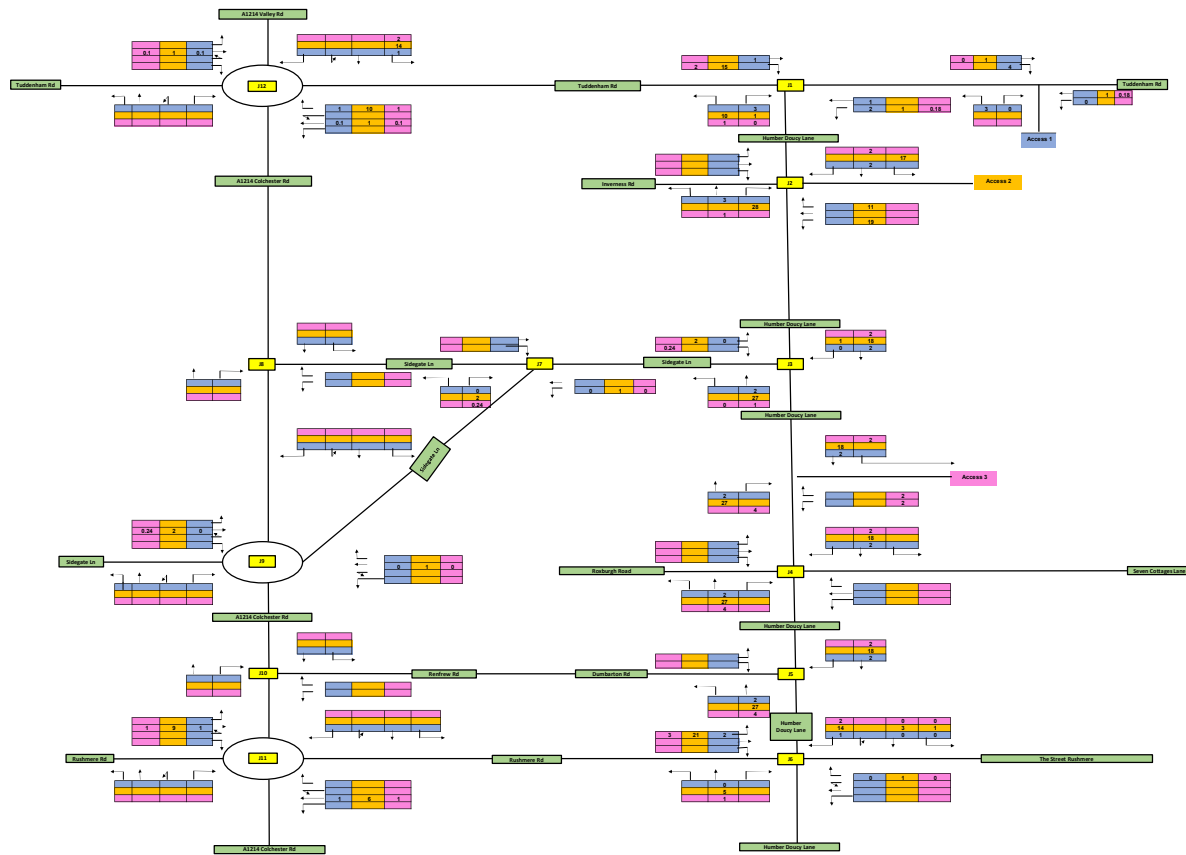


FIGURE 7.13: 2026 DEVELOPMENT FLOWS (AM) @ 160 UNITS PER ANNUM



	IN	OUT	OUT
IN	1	1	1
OUT	1	1	1
OUT	1	1	1

FIGURE 7.15: 2026 DEVELOPMENT FLOWS (AM) @ 200 UNITS PER ANNUM



	PM	AM	PM
Inbound	100	100	100
Outbound	100	100	100
Through	100	100	100

FIGURE 7.16: 2026 DEVELOPMENT FLOWS (PM) @ 200 UNITS PER ANNUM

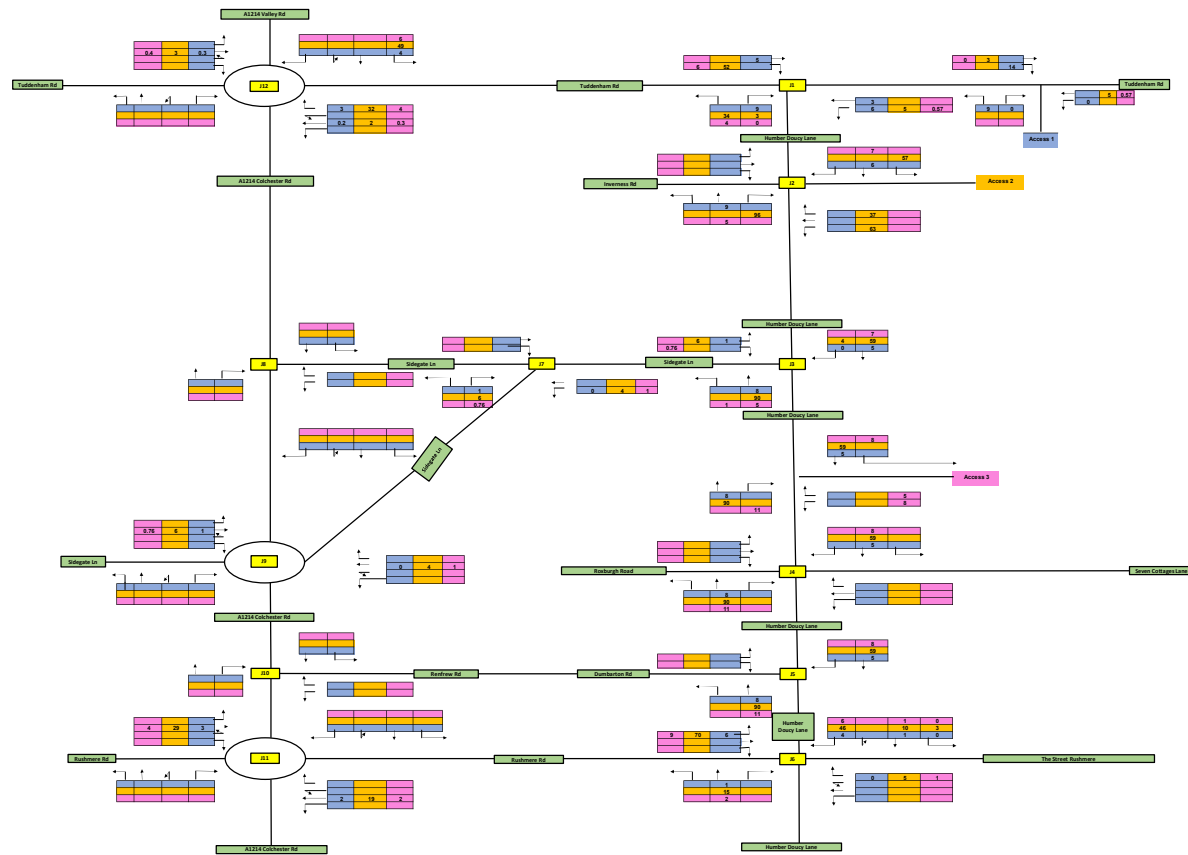


FIGURE 7.18: 2032 DEVELOPMENT FLOWS (PM) @ FULL BUILD

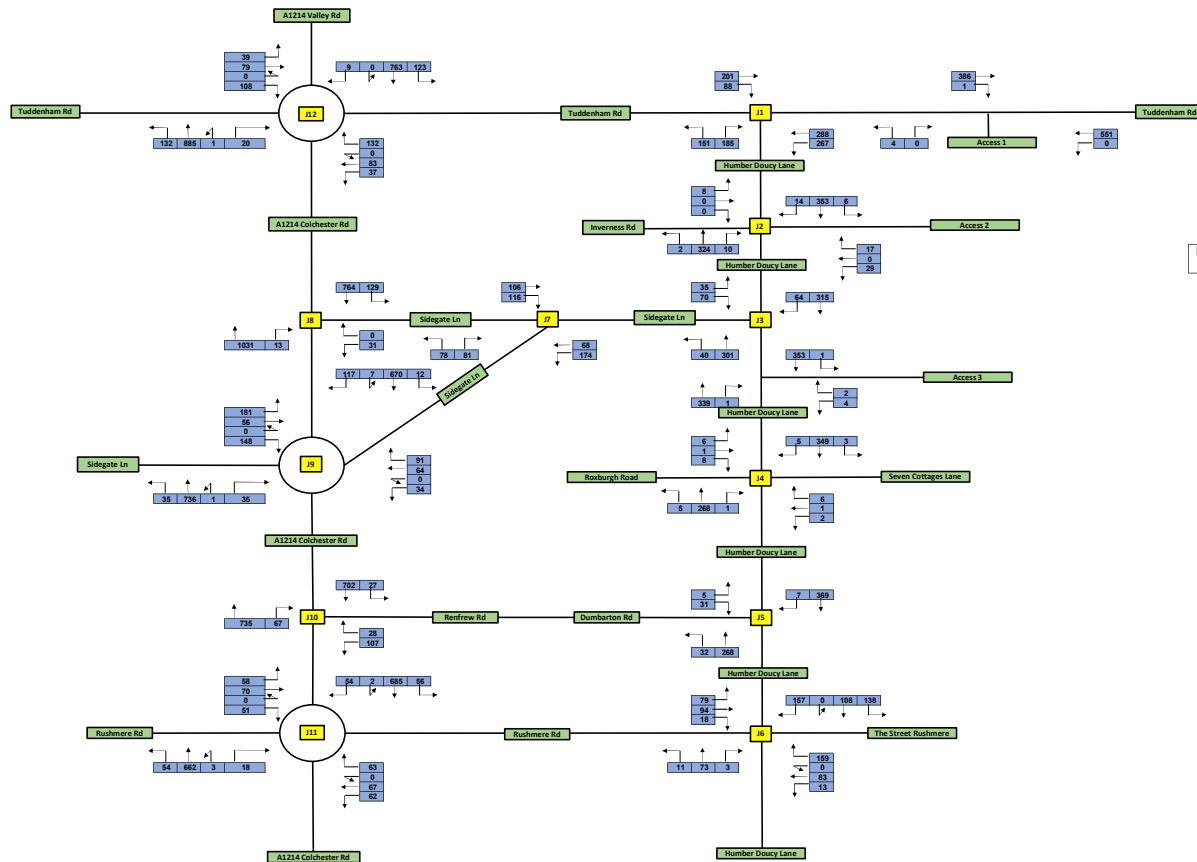


FIGURE 7.19: 2026 DATA + 2026 COMMITTED DEV + 2026 DEVELOPMENT FLOWS @ 160 PER ANNUM (AM)

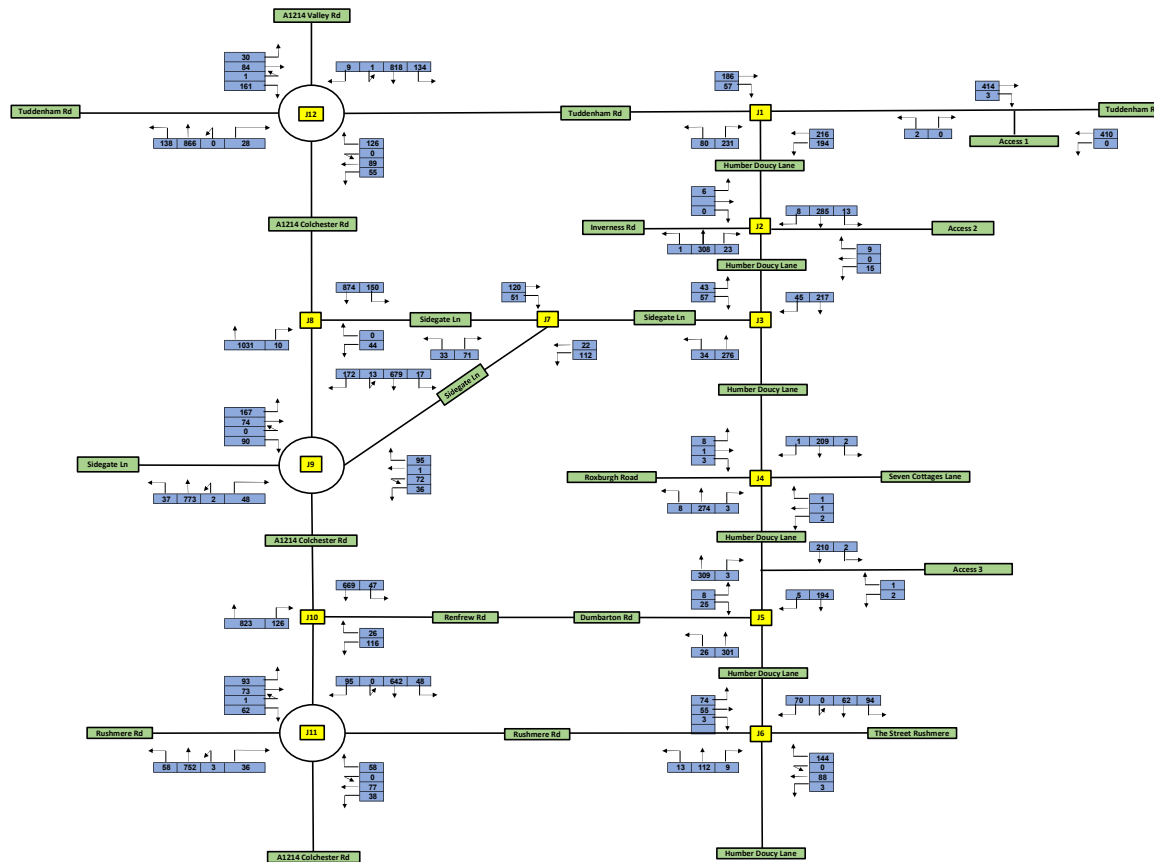


FIGURE 7.20: 2026 DATA + 2026 COMMITTED DEV + 2026 DEVELOPMENT FLOWS @ 160 PER ANNUM (PM)

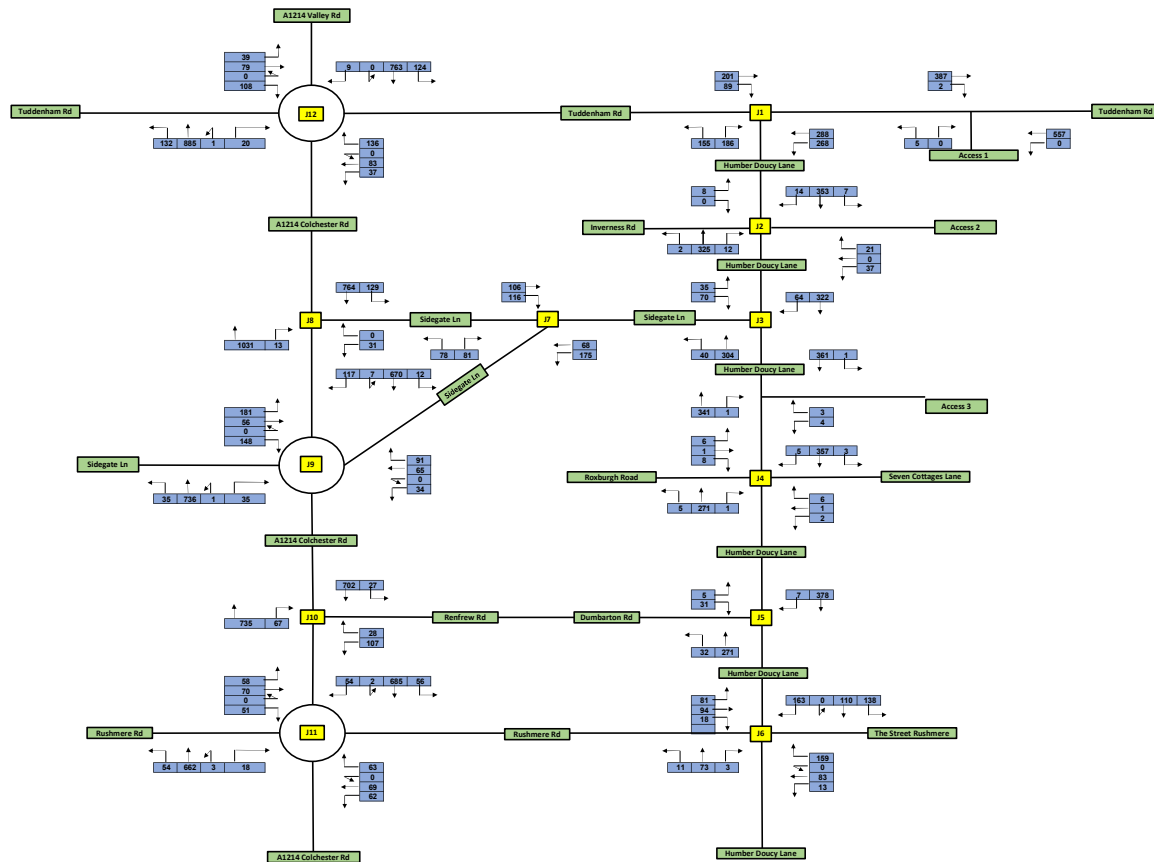


FIGURE 7.21: 2026 DATA + 2026 COMMITTED DEV + 2026 DEVELOPMENT FLOWS @ 200 PER ANNUM (AM)

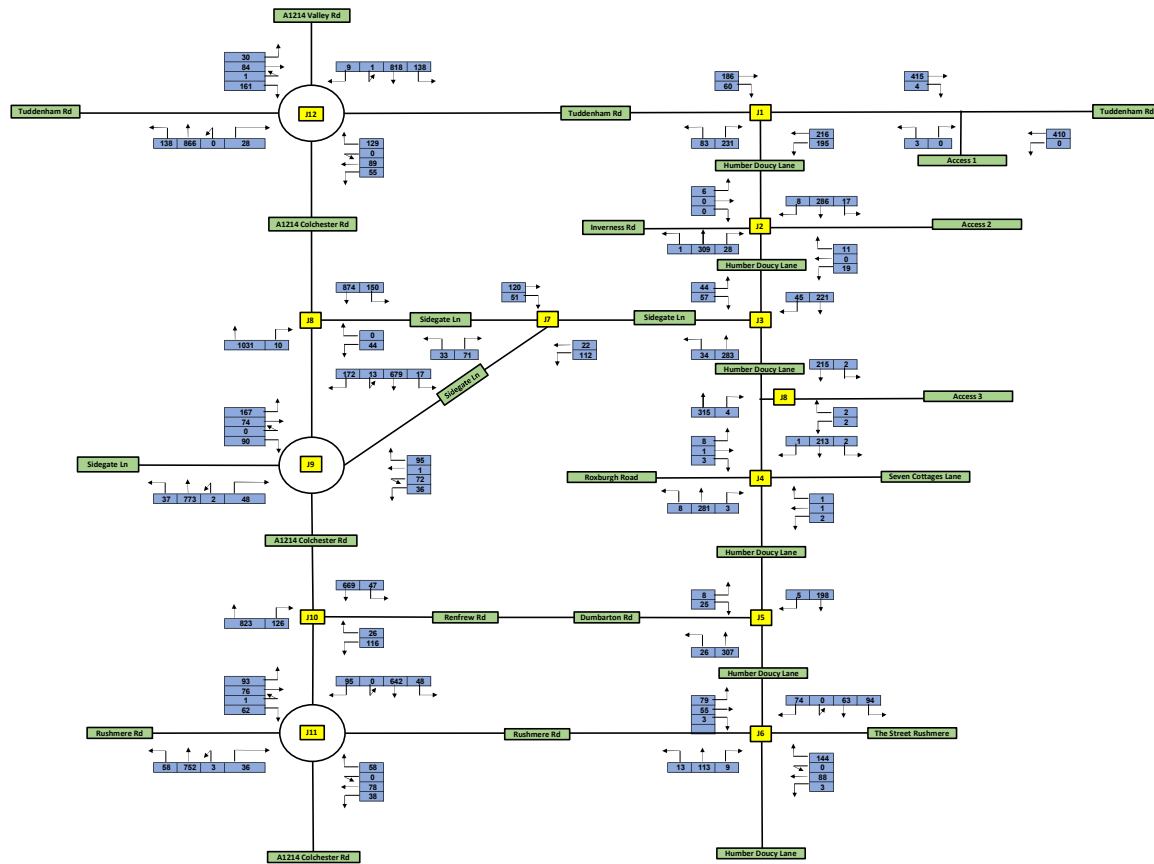


FIGURE 7.22: 2026 DATA + 2026 COMMITTED DEV + 2026 DEVELOPMENT FLOWS @ 200 PER ANNUM (PM)

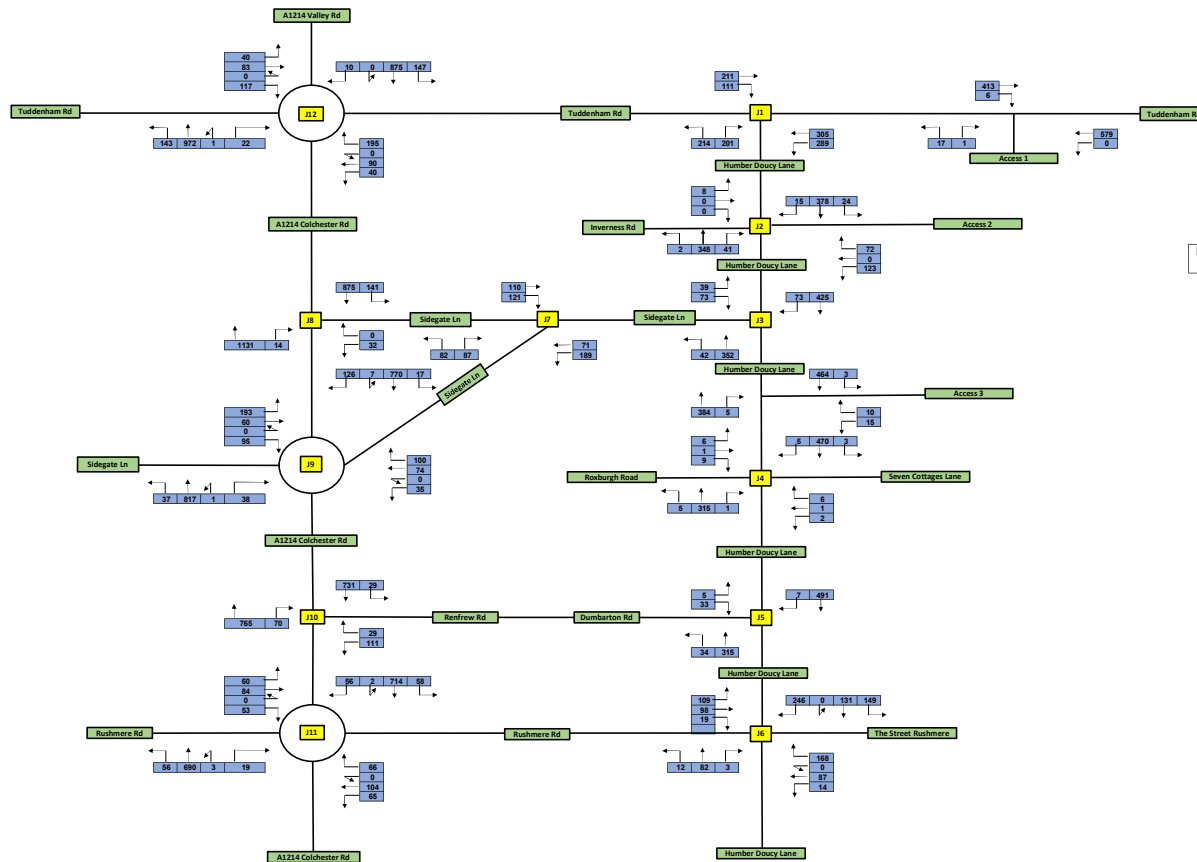


FIGURE 7.23: 2032 DATA + 2032 COMMITTED DEV + 2032 DEVELOPMENT FLOWS @ FULL BUILD (AM)

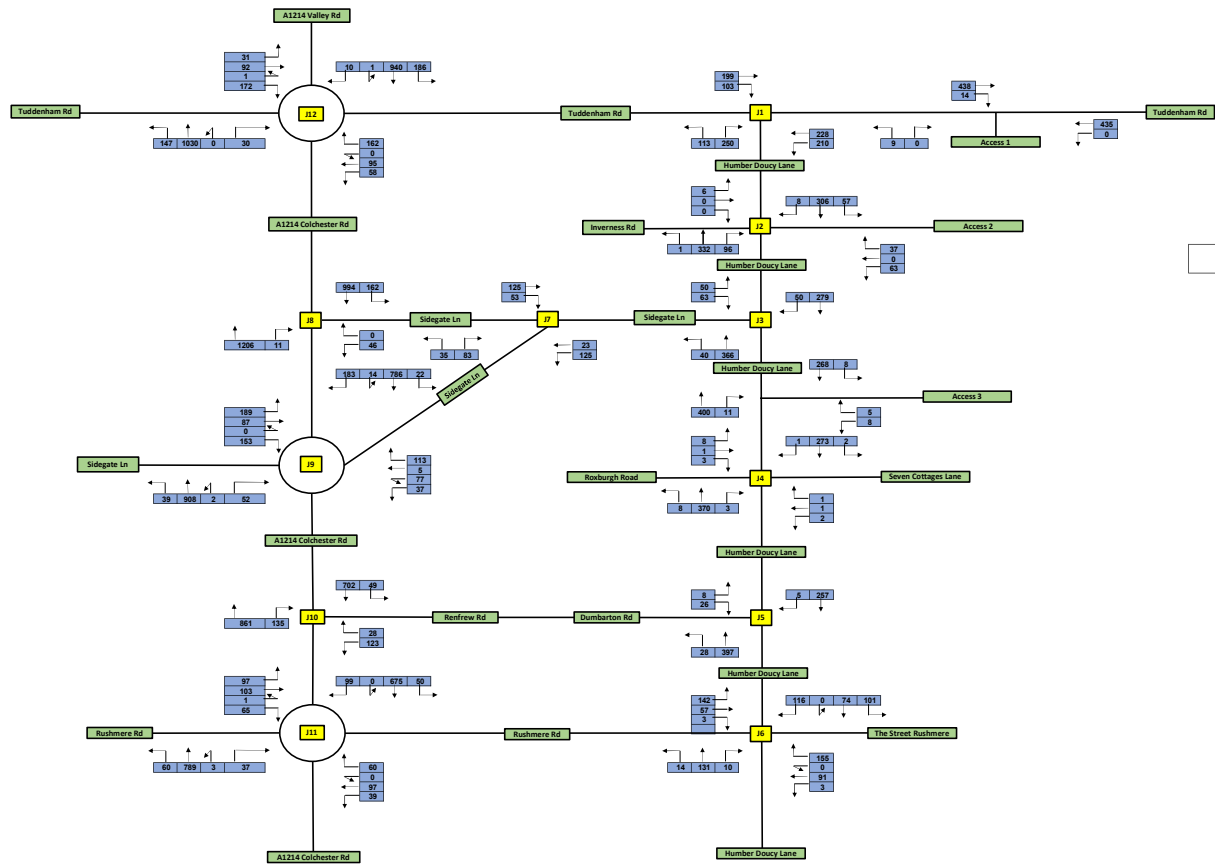


FIGURE 7.24: 2032 DATA + 2032 COMMITTED DEV + 2032 DEVELOPMENT FLOWS @ FULL BUILD (PM)

APPENDIX 15

MODELLING OUTPUTS

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.2.1013 © Copyright TRL Limited, 2019		
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Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
TA\03 Data\04 Traffic Modelling\05 Models\Existing Layouts
Report generation date: 29/02/2024 11:43:23

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base									
Stream B-C	D1	0.5	13.30	0.35	B	D2	0.3	12.24	0.21	B
Stream B-A		1.2	22.98	0.56	C		1.6	24.35	0.63	C
Stream C-AB		0.3	6.37	0.19	A		0.1	5.41	0.09	A
	2026 Baseline									
Stream B-C	D3	0.6	13.84	0.36	B	D4	0.3	12.73	0.22	B
Stream B-A		1.3	24.02	0.57	C		1.7	25.49	0.64	D
Stream C-AB		0.3	6.40	0.19	A		0.1	5.43	0.09	A
	2026 Baseline + Dev (160)									
Stream B-C	D5	0.7	15.54	0.42	C	D6	0.3	13.80	0.25	B
Stream B-A		1.5	26.50	0.60	D		1.9	27.80	0.66	D
Stream C-AB		0.4	6.52	0.21	A		0.2	5.62	0.12	A
	2026 Baseline + Dev (200)									
Stream B-C	D7	0.7	16.04	0.43	C	D8	0.4	14.06	0.26	B
Stream B-A		1.5	27.22	0.61	D		1.9	28.26	0.67	D
Stream C-AB		0.4	6.55	0.21	A		0.2	5.66	0.13	A
	2032 Baseline									

Stream B-C	D9	0.7	15.80	0.40	C	D10	0.3	14.38	0.25	B
Stream B-A		1.6	27.75	0.62	D		2.0	29.12	0.68	D
Stream C-AB		0.4	6.50	0.20	A		0.2	5.45	0.10	A
	2032 Baseline + Dev									
Stream B-C	D11	2.6	41.50	0.74	E	D12	0.9	26.61	0.48	D
Stream B-A		3.4	59.69	0.80	F		3.5	49.04	0.80	E
Stream C-AB		0.5	7.10	0.27	A		0.4	6.34	0.22	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

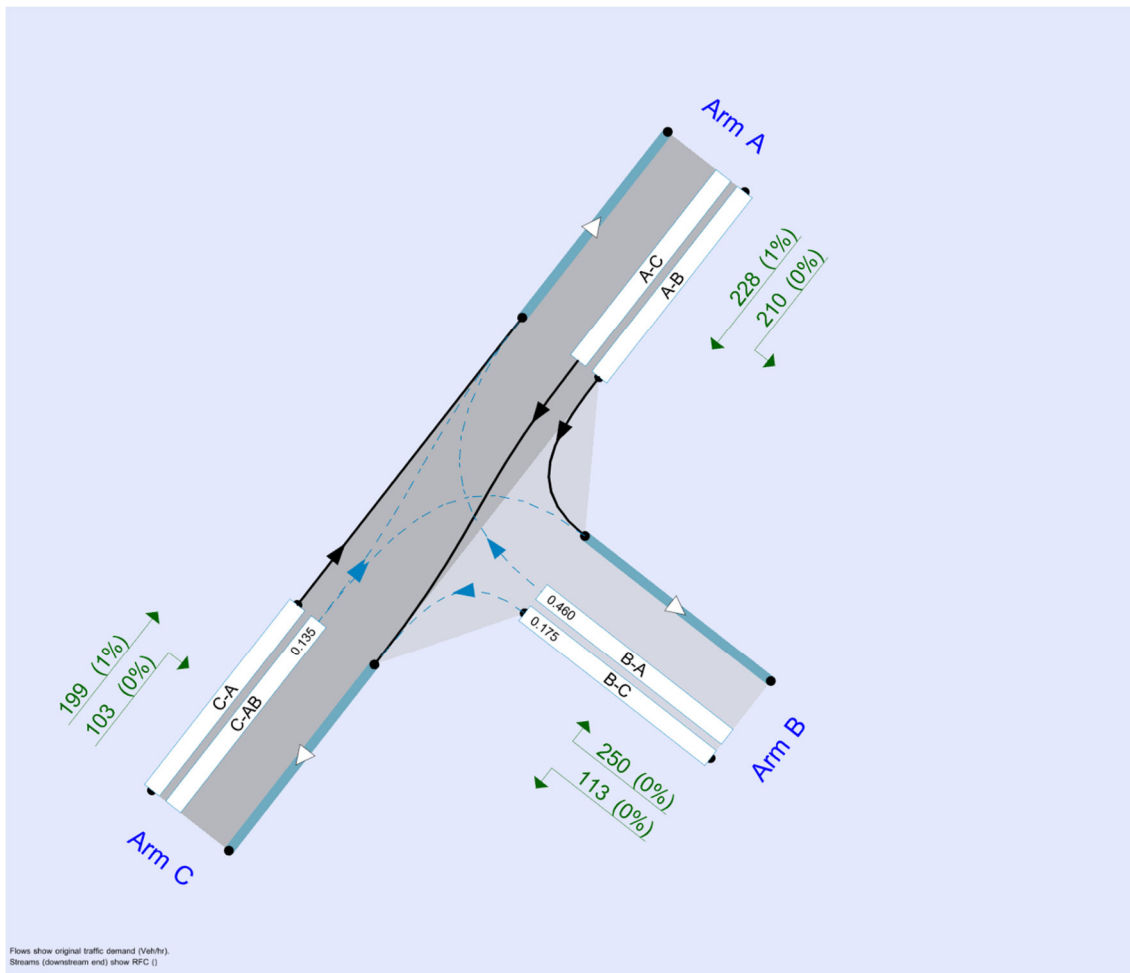
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBYJWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15
D2	2023 Base	PM	ONE HOUR	16:30	18:00	15
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15
D4	2026 Baseline	PM	ONE HOUR	16:30	18:00	15
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:30	18:00	15
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:30	18:00	15
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15
D10	2032 Baseline	PM	ONE HOUR	16:30	18:00	15
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15
D12	2032 Baseline + Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Tuddenham Rd (SB)		Major
B	Humber Doucy Lane		Minor
C	Tuddenham Rd (NB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.92			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)
B	One lane plus flare	10.00	5.30	3.50	2.65	2.65	✓	1.00	17	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	547	0.100	0.253	0.159	0.361
B-C	679	0.104	0.264	-	-
C-B	719	0.279	0.279	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	542	100.000
B		✓	311	100.000
C		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	260	282
	B	180	0	131
	C	197	81	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	0	0	0
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.35	13.30	0.5	B
B-A	0.56	22.98	1.2	C
C-AB	0.19	6.37	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	538	0.183	98	0.2	8.167	A
B-A	136	423	0.321	134	0.5	12.377	B
C-AB	77	696	0.111	77	0.2	5.809	A
C-A	132			132			
A-B	196			196			
A-C	212			212			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	118	495	0.238	117	0.3	9.533	A
B-A	162	396	0.409	161	0.7	15.279	C
C-AB	98	695	0.141	98	0.2	6.023	A
C-A	152			152			
A-B	234			234			
A-C	254			254			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	418	0.345	143	0.5	13.075	B
B-A	198	355	0.559	196	1.2	22.381	C
C-AB	130	696	0.187	130	0.3	6.363	A
C-A	176			176			
A-B	286			286			
A-C	310			310			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	415	0.348	144	0.5	13.297	B
B-A	198	354	0.559	198	1.2	22.982	C
C-AB	130	696	0.187	130	0.3	6.372	A
C-A	176			176			
A-B	286			286			
A-C	310			310			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	118	492	0.240	119	0.3	9.674	A
B-A	162	395	0.409	164	0.7	15.687	C
C-AB	98	696	0.141	98	0.2	6.035	A
C-A	152			152			
A-B	234			234			
A-C	254			254			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	535	0.184	99	0.2	8.257	A
B-A	136	422	0.321	136	0.5	12.627	B
C-AB	78	696	0.112	78	0.2	5.825	A
C-A	132			132			
A-B	196			196			

A-C	212			212			
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2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	400	100.000
B		✓	294	100.000
C		✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	188	212
	B	224	0	70
	C	183	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.21	12.24	0.3	B
B-A	0.63	24.35	1.6	C
C-AB	0.09	5.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	510	0.103	52	0.1	7.864	A
B-A	169	437	0.385	166	0.6	13.157	B
C-AB	39	723	0.054	39	0.1	5.261	A
C-A	130			130			
A-B	142			142			
A-C	160			160			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	462	0.136	63	0.2	9.022	A
B-A	201	420	0.480	200	0.9	16.317	C
C-AB	49	725	0.067	49	0.1	5.323	A
C-A	153			153			
A-B	169			169			
A-C	191			191			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	375	0.205	77	0.3	12.033	B
B-A	247	394	0.626	244	1.6	23.567	C
C-AB	64	729	0.088	64	0.1	5.411	A
C-A	184			184			
A-B	207			207			
A-C	233			233			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	371	0.208	77	0.3	12.236	B
B-A	247	394	0.626	246	1.6	24.348	C
C-AB	64	729	0.088	64	0.1	5.413	A
C-A	184			184			
A-B	207			207			
A-C	233			233			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	457	0.138	63	0.2	9.153	A
B-A	201	420	0.480	204	1.0	16.902	C
C-AB	49	725	0.068	49	0.1	5.330	A
C-A	153			153			
A-B	169			169			
A-C	191			191			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	506	0.104	53	0.1	7.944	A
B-A	169	437	0.386	170	0.6	13.523	B
C-AB	39	723	0.054	39	0.1	5.270	A
C-A	130			130			
A-B	142			142			
A-C	160			160			

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	550	100.000
B		✓	316	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	264	286
	B	183	0	133
	C	200	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	0	0	0
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.36	13.84	0.6	B
B-A	0.57	24.02	1.3	C
C-AB	0.19	6.40	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	535	0.187	99	0.2	8.250	A

B-A	138	421	0.327	136	0.5	12.551	B
C-AB	79	696	0.113	78	0.2	5.821	A
C-A	134			134			
A-B	199			199			
A-C	215			215			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	490	0.244	119	0.3	9.695	A
B-A	165	393	0.418	164	0.7	15.614	C
C-AB	100	695	0.143	99	0.2	6.040	A
C-A	154			154			
A-B	237			237			
A-C	257			257			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	410	0.357	146	0.5	13.569	B
B-A	201	351	0.574	199	1.3	23.317	C
C-AB	132	696	0.190	132	0.3	6.389	A
C-A	178			178			
A-B	291			291			
A-C	315			315			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	407	0.360	146	0.6	13.836	B
B-A	201	351	0.574	201	1.3	24.023	C
C-AB	133	696	0.190	133	0.3	6.400	A
C-A	178			178			
A-B	291			291			
A-C	315			315			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	487	0.246	120	0.3	9.855	A
B-A	165	393	0.419	167	0.7	16.076	C
C-AB	100	696	0.143	100	0.2	6.055	A
C-A	154			154			
A-B	237			237			
A-C	257			257			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	532	0.188	101	0.2	8.347	A
B-A	138	421	0.328	139	0.5	12.817	B
C-AB	79	696	0.113	79	0.2	5.840	A
C-A	133			133			
A-B	199			199			
A-C	215			215			

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	407	100.000
B		✓	299	100.000
C		✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	192	215
	B	228	0	71
	C	185	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.22	12.73	0.3	B
B-A	0.64	25.49	1.7	D
C-AB	0.09	5.43	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	506	0.106	53	0.1	7.941	A
B-A	172	436	0.394	169	0.6	13.362	B
C-AB	40	722	0.056	40	0.1	5.272	A
C-A	132			132			
A-B	145			145			
A-C	162			162			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	456	0.140	64	0.2	9.173	A
B-A	205	418	0.490	204	0.9	16.710	C
C-AB	50	725	0.069	50	0.1	5.335	A
C-A	155			155			
A-B	173			173			
A-C	193			193			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	366	0.214	78	0.3	12.485	B
B-A	251	392	0.641	248	1.7	24.570	C
C-AB	66	729	0.090	66	0.1	5.428	A
C-A	185			185			
A-B	211			211			
A-C	237			237			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	361	0.217	78	0.3	12.730	B
B-A	251	391	0.641	251	1.7	25.486	D
C-AB	66	729	0.090	66	0.1	5.434	A
C-A	185			185			
A-B	211			211			
A-C	237			237			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	451	0.142	64	0.2	9.321	A
B-A	205	418	0.491	208	1.0	17.372	C
C-AB	50	725	0.069	50	0.1	5.342	A
C-A	155			155			
A-B	173			173			
A-C	193			193			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	502	0.106	54	0.1	8.027	A
B-A	172	436	0.394	173	0.7	13.759	B
C-AB	40	723	0.056	40	0.1	5.281	A
C-A	131			131			
A-B	145			145			
A-C	162			162			

2026 Baseline + Dev (160), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	555	100.000
B		✓	336	100.000
C		✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	267	288
	B	185	0	151
	C	201	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	0	0	0
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.42	15.54	0.7	C
B-A	0.60	26.50	1.5	D
C-AB	0.21	6.52	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	535	0.212	113	0.3	8.500	A

B-A	139	414	0.336	137	0.5	12.909	B
C-AB	85	696	0.122	84	0.2	5.882	A
C-A	133			133			
A-B	201			201			
A-C	217			217			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	488	0.278	135	0.4	10.192	B
B-A	166	385	0.432	165	0.7	16.310	C
C-AB	107	695	0.154	107	0.2	6.123	A
C-A	153			153			
A-B	240			240			
A-C	259			259			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	402	0.414	165	0.7	15.115	C
B-A	204	340	0.600	201	1.4	25.496	D
C-AB	142	695	0.205	142	0.4	6.512	A
C-A	176			176			
A-B	294			294			
A-C	317			317			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	398	0.418	166	0.7	15.539	C
B-A	204	339	0.601	203	1.5	26.501	D
C-AB	143	695	0.205	143	0.4	6.521	A
C-A	176			176			
A-B	294			294			
A-C	317			317			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	136	484	0.281	137	0.4	10.416	B
B-A	166	384	0.433	169	0.8	16.902	C
C-AB	107	695	0.154	108	0.2	6.139	A
C-A	153			153			
A-B	240			240			
A-C	259			259			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114	532	0.214	114	0.3	8.617	A
B-A	139	414	0.337	140	0.5	13.212	B
C-AB	85	696	0.122	85	0.2	5.902	A
C-A	133			133			
A-B	201			201			
A-C	217			217			

2026 Baseline + Dev (160), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	410	100.000
B		✓	311	100.000
C		✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	194	216
	B	231	0	80
	C	186	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.25	13.80	0.3	B
B-A	0.66	27.80	1.9	D
C-AB	0.12	5.62	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	505	0.119	60	0.1	8.080	A
B-A	174	431	0.404	171	0.7	13.742	B
C-AB	53	722	0.074	53	0.1	5.375	A
C-A	130			130			
A-B	146			146			
A-C	163			163			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	452	0.159	72	0.2	9.469	A
B-A	208	411	0.505	206	1.0	17.441	C
C-AB	67	725	0.092	67	0.1	5.469	A
C-A	152			152			
A-B	174			174			
A-C	194			194			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	355	0.248	88	0.3	13.455	B
B-A	254	383	0.664	251	1.8	26.575	D
C-AB	87	729	0.120	87	0.2	5.611	A
C-A	180			180			
A-B	214			214			
A-C	238			238			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	349	0.253	88	0.3	13.804	B
B-A	254	383	0.664	254	1.9	27.800	D
C-AB	88	729	0.120	88	0.2	5.618	A
C-A	180			180			
A-B	214			214			
A-C	238			238			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	446	0.161	72	0.2	9.661	A
B-A	208	411	0.505	211	1.1	18.269	C
C-AB	67	725	0.092	67	0.1	5.479	A
C-A	152			152			
A-B	174			174			
A-C	194			194			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	501	0.120	60	0.1	8.182	A
B-A	174	431	0.404	175	0.7	14.189	B
C-AB	53	722	0.074	53	0.1	5.384	A
C-A	130			130			
A-B	146			146			
A-C	163			163			

2026 Baseline + Dev (200), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	556	100.000
B		✓	341	100.000
C		✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	268	288
	B	186	0	155
	C	201	89	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	0	0	0
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.43	16.04	0.7	C
B-A	0.61	27.22	1.5	D
C-AB	0.21	6.55	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	535	0.218	116	0.3	8.565	A

B-A	140	413	0.339	138	0.5	13.000	B
C-AB	86	695	0.123	85	0.2	5.893	A
C-A	133			133			
A-B	202			202			
A-C	217			217			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	487	0.286	139	0.4	10.324	B
B-A	167	383	0.436	166	0.8	16.493	C
C-AB	108	695	0.156	108	0.2	6.138	A
C-A	152			152			
A-B	241			241			
A-C	259			259			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	399	0.427	169	0.7	15.562	C
B-A	205	337	0.608	202	1.4	26.114	D
C-AB	144	695	0.207	144	0.4	6.535	A
C-A	175			175			
A-B	295			295			
A-C	317			317			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	171	395	0.432	171	0.7	16.039	C
B-A	205	336	0.609	205	1.5	27.222	D
C-AB	144	695	0.208	144	0.4	6.546	A
C-A	175			175			
A-B	295			295			
A-C	317			317			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	483	0.289	141	0.4	10.569	B
B-A	167	383	0.437	170	0.8	17.126	C
C-AB	108	695	0.156	109	0.2	6.154	A
C-A	152			152			
A-B	241			241			
A-C	259			259			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	532	0.219	117	0.3	8.689	A
B-A	140	413	0.339	141	0.5	13.312	B
C-AB	86	696	0.123	86	0.2	5.911	A
C-A	132			132			
A-B	202			202			
A-C	217			217			

2026 Baseline + Dev (200), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	411	100.000
B		✓	314	100.000
C		✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	195	216
	B	231	0	83
	C	186	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.26	14.06	0.4	B
B-A	0.67	28.26	1.9	D
C-AB	0.13	5.66	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	505	0.124	62	0.1	8.112	A
B-A	174	429	0.405	171	0.7	13.809	B
C-AB	56	722	0.078	56	0.1	5.399	A
C-A	129			129			
A-B	147			147			
A-C	163			163			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	452	0.165	74	0.2	9.534	A
B-A	208	410	0.507	206	1.0	17.575	C
C-AB	70	725	0.097	70	0.1	5.502	A
C-A	151			151			
A-B	175			175			
A-C	194			194			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	353	0.259	91	0.3	13.680	B
B-A	254	381	0.668	251	1.9	26.968	D
C-AB	92	729	0.126	92	0.2	5.654	A
C-A	179			179			
A-B	215			215			
A-C	238			238			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	347	0.263	91	0.4	14.056	B
B-A	254	381	0.668	254	1.9	28.260	D
C-AB	92	729	0.126	92	0.2	5.659	A
C-A	179			179			
A-B	215			215			
A-C	238			238			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	446	0.167	75	0.2	9.736	A
B-A	208	410	0.507	211	1.1	18.433	C
C-AB	70	725	0.097	71	0.1	5.509	A
C-A	151			151			
A-B	175			175			
A-C	194			194			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	501	0.125	63	0.1	8.216	A
B-A	174	429	0.405	175	0.7	14.262	B
C-AB	56	722	0.078	56	0.1	5.411	A
C-A	129			129			
A-B	147			147			
A-C	163			163			

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	574	100.000
B		✓	330	100.000
C		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	275	299
	B	191	0	139
	C	209	86	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	0	0	0
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.40	15.80	0.7	C
B-A	0.62	27.75	1.6	D
C-AB	0.20	6.50	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	526	0.199	104	0.2	8.510	A

B-A	144	415	0.347	142	0.5	13.096	B
C-AB	84	696	0.120	83	0.2	5.868	A
C-A	138			138			
A-B	207			207			
A-C	225			225			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	477	0.262	125	0.4	10.215	B
B-A	172	385	0.446	171	0.8	16.694	C
C-AB	106	696	0.153	106	0.2	6.106	A
C-A	159			159			
A-B	247			247			
A-C	269			269			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	385	0.397	152	0.6	15.336	C
B-A	210	340	0.619	207	1.5	26.581	D
C-AB	142	696	0.204	141	0.4	6.492	A
C-A	183			183			
A-B	303			303			
A-C	329			329			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	381	0.402	153	0.7	15.799	C
B-A	210	339	0.620	210	1.6	27.751	D
C-AB	142	696	0.204	142	0.4	6.504	A
C-A	183			183			
A-B	303			303			
A-C	329			329			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125	472	0.265	126	0.4	10.447	B
B-A	172	385	0.446	175	0.8	17.367	C
C-AB	106	696	0.153	107	0.2	6.122	A
C-A	159			159			
A-B	247			247			
A-C	269			269			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	523	0.200	105	0.3	8.625	A
B-A	144	414	0.347	145	0.5	13.422	B
C-AB	84	696	0.120	84	0.2	5.888	A
C-A	138			138			
A-B	207			207			
A-C	225			225			

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Baseline	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	425	100.000
B		✓	312	100.000
C		✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	200	225
	B	238	0	74
	C	194	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.25	14.38	0.3	B
B-A	0.68	29.12	2.0	D
C-AB	0.10	5.45	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	496	0.112	55	0.1	8.158	A
B-A	179	432	0.415	176	0.7	13.949	B
C-AB	42	723	0.059	42	0.1	5.284	A
C-A	137			137			
A-B	151			151			
A-C	169			169			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	440	0.151	66	0.2	9.618	A
B-A	214	413	0.518	213	1.0	17.855	C
C-AB	53	726	0.073	53	0.1	5.350	A
C-A	162			162			
A-B	180			180			
A-C	202			202			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	338	0.241	81	0.3	13.960	B
B-A	262	385	0.681	258	2.0	27.683	D
C-AB	70	731	0.096	70	0.2	5.451	A
C-A	193			193			
A-B	220			220			
A-C	248			248			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	332	0.246	81	0.3	14.376	B
B-A	262	384	0.682	262	2.0	29.116	D
C-AB	70	731	0.096	70	0.2	5.453	A
C-A	193			193			
A-B	220			220			
A-C	248			248			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	434	0.153	67	0.2	9.834	A
B-A	214	413	0.519	218	1.1	18.797	C
C-AB	53	726	0.074	54	0.1	5.357	A
C-A	161			161			
A-B	180			180			
A-C	202			202			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	492	0.113	56	0.1	8.265	A
B-A	179	432	0.415	181	0.7	14.430	B
C-AB	43	723	0.059	43	0.1	5.292	A
C-A	137			137			
A-B	151			151			
A-C	169			169			

2032 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.42	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	594	100.000
B		✓	415	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	289	305
	B	201	0	214
	C	211	111	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	0	0	0
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.74	41.50	2.6	E
B-A	0.80	59.69	3.4	F
C-AB	0.27	7.10	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	522	0.309	159	0.4	9.892	A

B-A	151	388	0.390	149	0.6	14.915	B
C-AB	108	693	0.156	107	0.2	6.140	A
C-A	134			134			
A-B	218			218			
A-C	230			230			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	459	0.419	191	0.7	13.405	B
B-A	181	349	0.518	179	1.0	20.963	C
C-AB	138	692	0.199	137	0.3	6.489	A
C-A	152			152			
A-B	260			260			
A-C	274			274			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	236	335	0.704	230	2.1	32.763	D
B-A	221	282	0.785	214	2.9	48.214	E
C-AB	184	692	0.266	184	0.5	7.082	A
C-A	170			170			
A-B	318			318			
A-C	336			336			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	236	318	0.741	234	2.6	41.504	E
B-A	221	276	0.801	219	3.4	59.685	F
C-AB	185	693	0.267	185	0.5	7.098	A
C-A	170			170			
A-B	318			318			
A-C	336			336			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	443	0.434	199	0.8	15.179	C
B-A	181	345	0.524	190	1.2	24.400	C
C-AB	138	693	0.199	139	0.3	6.514	A
C-A	152			152			
A-B	260			260			
A-C	274			274			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	517	0.312	162	0.5	10.194	B
B-A	151	387	0.391	153	0.7	15.549	C
C-AB	109	693	0.157	109	0.2	6.167	A
C-A	134			134			
A-B	218			218			
A-C	230			230			

2032 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		14.59	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 Baseline + Dev	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	438	100.000
B		✓	363	100.000
C		✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	210	228
	B	250	0	113
	C	199	103	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.48	26.61	0.9	D
B-A	0.80	49.04	3.5	E
C-AB	0.22	6.34	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	488	0.175	84	0.2	8.910	A
B-A	188	409	0.460	185	0.8	15.822	C
C-AB	98	723	0.135	97	0.2	5.743	A
C-A	130			130			
A-B	158			158			
A-C	172			172			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	416	0.244	101	0.3	11.419	B
B-A	225	384	0.585	223	1.3	21.963	C
C-AB	123	726	0.170	123	0.3	5.968	A
C-A	148			148			
A-B	189			189			
A-C	205			205			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	124	276	0.451	123	0.8	23.242	C
B-A	275	346	0.796	268	3.2	42.497	E
C-AB	162	731	0.222	162	0.4	6.329	A
C-A	170			170			
A-B	231			231			
A-C	251			251			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	124	259	0.481	124	0.9	26.612	D
B-A	275	345	0.799	274	3.5	49.037	E
C-AB	162	731	0.222	162	0.4	6.339	A
C-A	170			170			
A-B	231			231			
A-C	251			251			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	399	0.254	104	0.3	12.258	B
B-A	225	383	0.586	233	1.5	25.014	D
C-AB	123	726	0.170	124	0.3	5.987	A
C-A	148			148			
A-B	189			189			
A-C	205			205			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	481	0.177	86	0.2	9.122	A
B-A	188	409	0.460	191	0.9	16.680	C
C-AB	98	723	0.135	98	0.2	5.767	A
C-A	129			129			
A-B	158			158			
A-C	172			172			

Junctions 9		
PICADY 9 - Priority Intersection Module		
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Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
TA\03 Data\04 Traffic Modelling\05 Models\Existing Layouts\J3
Report generation date: 29/02/2024 14:22:36

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base									
Stream B-C	D1	0.1	7.13	0.07	A	D2	0.1	6.88	0.08	A
Stream B-A		0.2	11.55	0.20	B		0.2	10.56	0.16	B
Stream C-AB		0.2	5.06	0.13	A		0.1	5.12	0.09	A
	2026 Baseline									
Stream B-C	D3	0.1	7.17	0.07	A	D4	0.1	6.87	0.08	A
Stream B-A		0.2	11.71	0.20	B		0.2	10.58	0.16	B
Stream C-AB		0.2	5.07	0.13	A		0.1	5.11	0.09	A
	2026 Baseline + Dev (160)									
Stream B-C	D5	0.1	7.23	0.07	A	D6	0.1	6.98	0.08	A
Stream B-A		0.3	12.08	0.21	B		0.2	10.91	0.16	B
Stream C-AB		0.3	5.00	0.14	A		0.2	5.09	0.09	A
	2026 Baseline + Dev (200)									
Stream B-C	D7	0.1	7.25	0.07	A	D8	0.1	7.01	0.09	A
Stream B-A		0.3	12.14	0.21	B		0.2	11.01	0.16	B
Stream C-AB		0.3	4.97	0.14	A		0.2	5.09	0.09	A
	2032 Baseline									

Stream B-C	D9	0.1	7.28	0.07	A	D10	0.1	7.01	0.08	A
Stream B-A		0.3	12.10	0.21	B		0.2	10.93	0.17	B
Stream C-AB		0.3	5.09	0.14	A		0.2	5.13	0.09	A
	2032 Baseline + Dev									
Stream B-C	D11	0.1	7.59	0.08	A	D12	0.1	7.54	0.10	A
Stream B-A		0.3	14.05	0.24	B		0.2	12.62	0.20	B
Stream C-AB		0.4	4.86	0.18	A		0.2	5.08	0.11	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

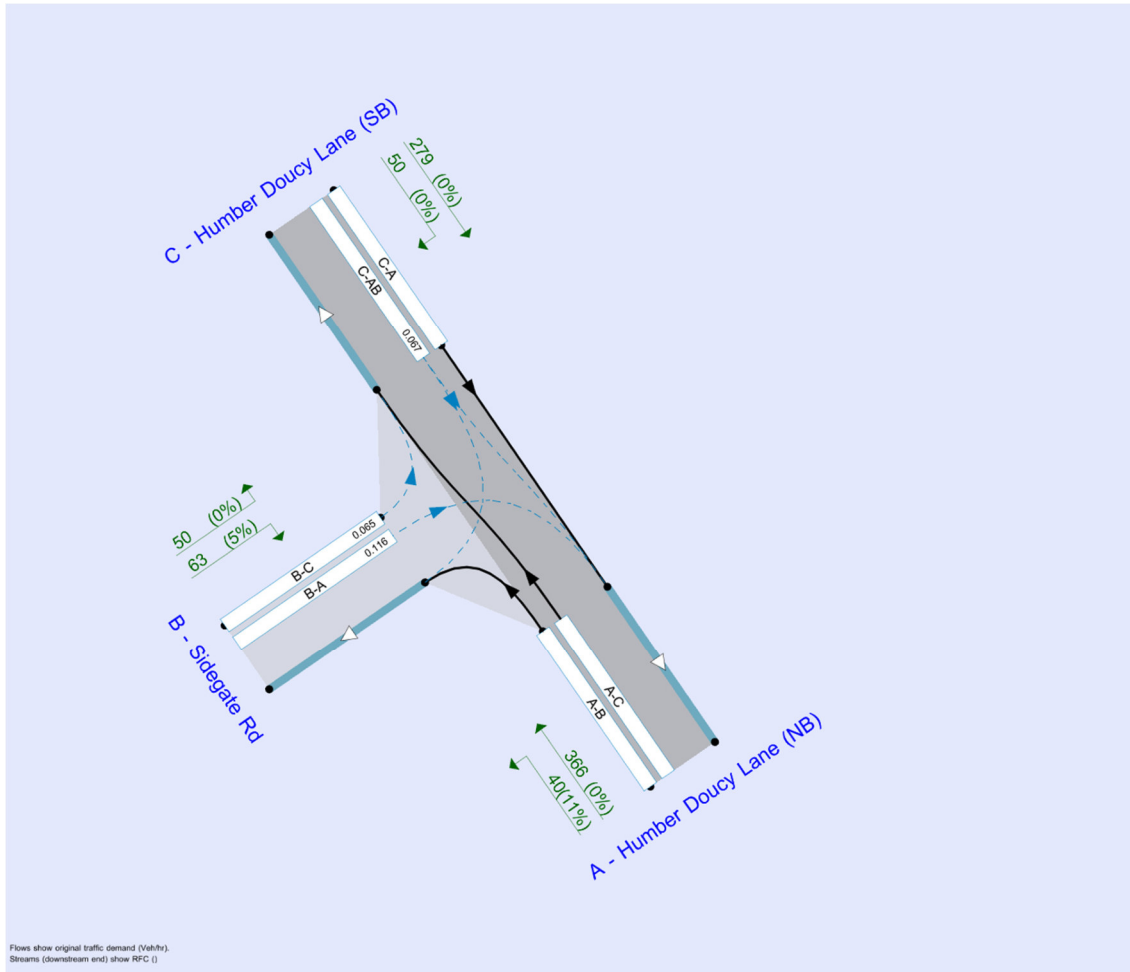
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBYJWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:45	18:15	15
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:45	18:15	15
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15
D10	2032 Baseline	PM	ONE HOUR	16:45	18:15	15
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15
D12	2032 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Humber Doucy Lane (NB)		Major
B	Sidegate Rd		Minor
C	Humber Doucy Lane (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Humber Doucy Lane (SB)	5.92			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)
B - Sidegate Rd	One lane plus flare	10.00	4.40	3.10	3.00	3.00	✓	1.00	49	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	561	0.103	0.259	0.163	0.370
B-C	660	0.101	0.256	-	-
C-B	719	0.279	0.279	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	323	100.000
B - Sidegate Rd		✓	103	100.000
C - Humber Doucy Lane (SB)		✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	39	284
	B - Sidegate Rd	69	0	34
	C - Humber Doucy Lane (SB)	280	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	8	0
	B - Sidegate Rd	3	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	7.13	0.1	A
B-A	0.20	11.55	0.2	B
C-AB	0.13	5.06	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	583	0.044	25	0.0	6.456	A
B-A	52	438	0.119	51	0.1	9.311	A
C-AB	63	784	0.080	62	0.1	4.987	A
C-A	194			194			
A-B	29			29			
A-C	214			214			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	566	0.054	31	0.1	6.717	A
B-A	62	417	0.149	62	0.2	10.144	B
C-AB	80	799	0.100	80	0.2	5.010	A
C-A	226			226			
A-B	35			35			
A-C	255			255			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	543	0.069	37	0.1	7.125	A
B-A	76	388	0.196	76	0.2	11.530	B
C-AB	108	820	0.132	108	0.2	5.057	A
C-A	268			268			
A-B	43			43			
A-C	313			313			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	542	0.069	37	0.1	7.128	A
B-A	76	388	0.196	76	0.2	11.552	B
C-AB	108	820	0.132	108	0.2	5.062	A
C-A	267			267			
A-B	43			43			
A-C	313			313			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	566	0.054	31	0.1	6.725	A
B-A	62	417	0.149	62	0.2	10.171	B
C-AB	80	799	0.101	81	0.2	5.021	A
C-A	226			226			
A-B	35			35			
A-C	255			255			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	582	0.044	26	0.0	6.467	A
B-A	52	437	0.119	52	0.1	9.347	A
C-AB	63	784	0.080	63	0.1	4.997	A

C-A	194			194			
A-B	29			29			
A-C	214			214			

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	285	100.000
B - Sidegate Rd		✓	100	100.000
C - Humber Doucy Lane (SB)		✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	37	248
	B - Sidegate Rd	59	0	41
	C - Humber Doucy Lane (SB)	196	43	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	11	0
	B - Sidegate Rd	5	0	0
	C - Humber Doucy Lane (SB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	6.88	0.1	A
B-A	0.16	10.56	0.2	B
C-AB	0.09	5.12	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	602	0.051	31	0.1	6.295	A
B-A	44	444	0.100	44	0.1	8.985	A
C-AB	40	752	0.054	40	0.1	5.058	A
C-A	140			140			
A-B	28			28			
A-C	187			187			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	588	0.063	37	0.1	6.527	A
B-A	53	428	0.124	53	0.1	9.592	A
C-AB	50	759	0.066	50	0.1	5.081	A
C-A	164			164			
A-B	33			33			
A-C	223			223			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	568	0.079	45	0.1	6.881	A
B-A	65	406	0.160	65	0.2	10.551	B
C-AB	66	770	0.086	66	0.1	5.113	A
C-A	197			197			

A-B	41			41			
A-C	273			273			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	568	0.079	45	0.1	6.882	A
B-A	65	406	0.160	65	0.2	10.561	B
C-AB	66	770	0.086	66	0.1	5.115	A
C-A	197			197			
A-B	41			41			
A-C	273			273			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	588	0.063	37	0.1	6.534	A
B-A	53	428	0.124	53	0.1	9.608	A
C-AB	50	759	0.066	51	0.1	5.084	A
C-A	164			164			
A-B	33			33			
A-C	223			223			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	602	0.051	31	0.1	6.302	A
B-A	44	444	0.100	45	0.1	9.013	A
C-AB	40	752	0.054	40	0.1	5.063	A
C-A	140			140			
A-B	28			28			
A-C	187			187			

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	329	100.000
B - Sidegate Rd		✓	105	100.000
C - Humber Doucy Lane (SB)		✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	40	289
	B - Sidegate Rd	70	0	35
	C - Humber Doucy Lane (SB)	285	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	8	0
	B - Sidegate Rd	3	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	7.17	0.1	A
B-A	0.20	11.71	0.2	B
C-AB	0.13	5.07	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	582	0.045	26	0.0	6.476	A
B-A	53	435	0.121	52	0.1	9.380	A
C-AB	64	785	0.082	64	0.1	4.988	A
C-A	197			197			
A-B	30			30			
A-C	218			218			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	565	0.056	31	0.1	6.745	A
B-A	63	414	0.152	63	0.2	10.244	B
C-AB	82	800	0.103	82	0.2	5.014	A
C-A	230			230			
A-B	36			36			
A-C	260			260			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	541	0.071	38	0.1	7.169	A
B-A	77	385	0.200	77	0.2	11.686	B
C-AB	111	822	0.135	110	0.2	5.062	A
C-A	271			271			
A-B	44			44			
A-C	318			318			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	540	0.071	39	0.1	7.172	A
B-A	77	385	0.200	77	0.2	11.708	B
C-AB	111	822	0.135	111	0.2	5.066	A
C-A	271			271			
A-B	44			44			
A-C	318			318			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	565	0.056	32	0.1	6.754	A
B-A	63	414	0.152	63	0.2	10.272	B
C-AB	82	800	0.103	83	0.2	5.021	A
C-A	230			230			
A-B	36			36			
A-C	260			260			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	581	0.045	26	0.0	6.485	A
B-A	53	435	0.121	53	0.1	9.419	A
C-AB	64	785	0.082	65	0.1	5.000	A

C-A	197			197			
A-B	30			30			
A-C	218			218			

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	286	100.000
B - Sidegate Rd		✓	99	100.000
C - Humber Doucy Lane (SB)		✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	34	252
	B - Sidegate Rd	57	0	42
	C - Humber Doucy Lane (SB)	200	44	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	11	0
	B - Sidegate Rd	5	0	0
	C - Humber Doucy Lane (SB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	6.87	0.1	A
B-A	0.16	10.58	0.2	B
C-AB	0.09	5.11	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	604	0.052	31	0.1	6.283	A
B-A	43	442	0.097	42	0.1	9.009	A
C-AB	41	753	0.055	41	0.1	5.054	A
C-A	142			142			
A-B	26			26			
A-C	190			190			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	590	0.064	38	0.1	6.517	A
B-A	51	425	0.120	51	0.1	9.615	A
C-AB	52	761	0.068	52	0.1	5.076	A
C-A	167			167			
A-B	31			31			
A-C	227			227			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	570	0.081	46	0.1	6.872	A
B-A	63	403	0.156	63	0.2	10.573	B
C-AB	68	773	0.088	68	0.1	5.106	A
C-A	201			201			

A-B	37			37			
A-C	277			277			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	570	0.081	46	0.1	6.873	A
B-A	63	403	0.156	63	0.2	10.584	B
C-AB	68	773	0.088	68	0.1	5.108	A
C-A	201			201			
A-B	37			37			
A-C	277			277			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	590	0.064	38	0.1	6.521	A
B-A	51	425	0.120	51	0.1	9.630	A
C-AB	52	761	0.068	52	0.1	5.079	A
C-A	167			167			
A-B	31			31			
A-C	227			227			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	604	0.052	32	0.1	6.291	A
B-A	43	442	0.097	43	0.1	9.035	A
C-AB	41	753	0.055	42	0.1	5.058	A
C-A	142			142			
A-B	26			26			
A-C	190			190			

2026 Baseline + Dev (160), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	341	100.000
B - Sidegate Rd		✓	105	100.000
C - Humber Doucy Lane (SB)		✓	379	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
	From			
	A - Humber Doucy Lane (NB)	0	40	301
	B - Sidegate Rd	70	0	35
	C - Humber Doucy Lane (SB)	315	64	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
	From			
	A - Humber Doucy Lane (NB)	0	8	0
	B - Sidegate Rd	3	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	7.23	0.1	A
B-A	0.21	12.08	0.3	B
C-AB	0.14	5.00	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	579	0.045	26	0.0	6.506	A
B-A	53	429	0.123	52	0.1	9.540	A
C-AB	69	797	0.086	68	0.1	4.934	A
C-A	217			217			
A-B	30			30			
A-C	227			227			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	562	0.056	31	0.1	6.786	A
B-A	63	406	0.155	63	0.2	10.471	B
C-AB	88	815	0.108	88	0.2	4.955	A
C-A	252			252			
A-B	36			36			
A-C	271			271			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	536	0.072	38	0.1	7.230	A
B-A	77	375	0.205	77	0.3	12.052	B
C-AB	120	841	0.143	120	0.3	4.999	A
C-A	297			297			
A-B	44			44			
A-C	331			331			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	536	0.072	39	0.1	7.233	A
B-A	77	375	0.205	77	0.3	12.078	B
C-AB	120	841	0.143	120	0.3	5.003	A
C-A	297			297			
A-B	44			44			
A-C	331			331			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	562	0.056	32	0.1	6.794	A
B-A	63	406	0.155	63	0.2	10.503	B
C-AB	89	815	0.109	89	0.2	4.965	A
C-A	252			252			
A-B	36			36			
A-C	271			271			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	579	0.046	26	0.0	6.515	A
B-A	53	429	0.123	53	0.1	9.581	A
C-AB	69	798	0.086	69	0.1	4.945	A

C-A	217			217			
A-B	30			30			
A-C	227			227			

2026 Baseline + Dev (160), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	310	100.000
B - Sidegate Rd		✓	100	100.000
C - Humber Doucy Lane (SB)		✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	34	276
B - Sidegate Rd		57	0	43
C - Humber Doucy Lane (SB)		217	45	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	11	0
B - Sidegate Rd		5	0	0
C - Humber Doucy Lane (SB)		0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	6.98	0.1	A
B-A	0.16	10.91	0.2	B
C-AB	0.09	5.09	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	600	0.054	32	0.1	6.334	A
B-A	43	435	0.099	42	0.1	9.171	A
C-AB	43	757	0.057	43	0.1	5.041	A
C-A	154			154			
A-B	26			26			
A-C	208			208			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	585	0.066	39	0.1	6.590	A
B-A	51	417	0.123	51	0.1	9.835	A
C-AB	54	766	0.071	54	0.1	5.060	A

C-A	181			181			
A-B	31			31			
A-C	248			248			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	563	0.084	47	0.1	6.976	A
B-A	63	393	0.160	63	0.2	10.896	B
C-AB	72	779	0.092	71	0.2	5.091	A
C-A	217			217			
A-B	37			37			
A-C	304			304			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	563	0.084	47	0.1	6.977	A
B-A	63	393	0.160	63	0.2	10.909	B
C-AB	72	779	0.092	72	0.2	5.094	A
C-A	217			217			
A-B	37			37			
A-C	304			304			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	585	0.066	39	0.1	6.597	A
B-A	51	417	0.123	51	0.1	9.853	A
C-AB	54	766	0.071	55	0.1	5.064	A
C-A	181			181			
A-B	31			31			
A-C	248			248			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	600	0.054	32	0.1	6.345	A
B-A	43	435	0.099	43	0.1	9.199	A
C-AB	43	757	0.057	43	0.1	5.048	A
C-A	154			154			
A-B	26			26			
A-C	208			208			

2026 Baseline + Dev (200), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	344	100.000
B - Sidegate Rd		✓	105	100.000
C - Humber Doucy Lane (SB)		✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	40	304
	B - Sidegate Rd	70	0	35
	C - Humber Doucy Lane (SB)	322	64	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	8	0
	B - Sidegate Rd	3	0	0
	C - Humber Doucy Lane (SB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	7.25	0.1	A
B-A	0.21	12.14	0.3	B
C-AB	0.14	4.97	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	579	0.046	26	0.0	6.514	A
B-A	53	428	0.123	52	0.1	9.566	A
C-AB	69	801	0.086	69	0.1	4.913	A
C-A	222			222			
A-B	30			30			
A-C	229			229			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	561	0.056	31	0.1	6.796	A
B-A	63	405	0.155	63	0.2	10.509	B
C-AB	89	820	0.109	89	0.2	4.931	A
C-A	258			258			
A-B	36			36			
A-C	273			273			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	535	0.072	38	0.1	7.244	A
B-A	77	374	0.206	77	0.3	12.113	B
C-AB	122	846	0.144	121	0.3	4.972	A
C-A	303			303			
A-B	44			44			
A-C	335			335			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	535	0.072	39	0.1	7.247	A
B-A	77	374	0.206	77	0.3	12.139	B
C-AB	122	846	0.144	122	0.3	4.974	A
C-A	303			303			
A-B	44			44			
A-C	335			335			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	561	0.056	32	0.1	6.801	A
B-A	63	405	0.155	63	0.2	10.539	B
C-AB	89	820	0.109	90	0.2	4.936	A
C-A	258			258			
A-B	36			36			
A-C	273			273			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	578	0.046	26	0.0	6.525	A
B-A	53	428	0.123	53	0.1	9.607	A
C-AB	69	801	0.086	70	0.1	4.922	A
C-A	221			221			
A-B	30			30			
A-C	229			229			

2026 Baseline + Dev (200), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
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A - Humber Doucy Lane (NB)		✓	317	100.000
B - Sidegate Rd		✓	101	100.000
C - Humber Doucy Lane (SB)		✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	34	283
B - Sidegate Rd		57	0	44
C - Humber Doucy Lane (SB)		221	45	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	11	0
B - Sidegate Rd		5	0	0
C - Humber Doucy Lane (SB)		0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	7.01	0.1	A
B-A	0.16	11.01	0.2	B
C-AB	0.09	5.09	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	599	0.055	33	0.1	6.352	A
B-A	43	432	0.099	42	0.1	9.223	A
C-AB	43	757	0.057	43	0.1	5.039	A
C-A	157			157			
A-B	26			26			
A-C	213			213			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	584	0.068	39	0.1	6.613	A
B-A	51	414	0.124	51	0.1	9.904	A
C-AB	55	766	0.071	55	0.1	5.059	A
C-A	184			184			
A-B	31			31			
A-C	254			254			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	562	0.086	48	0.1	7.011	A
B-A	63	390	0.161	63	0.2	10.996	B
C-AB	72	780	0.093	72	0.2	5.088	A
C-A	221			221			
A-B	37			37			
A-C	312			312			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	562	0.086	48	0.1	7.013	A
B-A	63	390	0.161	63	0.2	11.010	B
C-AB	72	780	0.093	72	0.2	5.090	A
C-A	221			221			
A-B	37			37			
A-C	312			312			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	584	0.068	40	0.1	6.621	A
B-A	51	414	0.124	51	0.1	9.923	A
C-AB	55	767	0.071	55	0.1	5.061	A
C-A	184			184			
A-B	31			31			
A-C	254			254			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	599	0.055	33	0.1	6.365	A
B-A	43	432	0.099	43	0.1	9.250	A
C-AB	44	758	0.057	44	0.1	5.046	A
C-A	157			157			
A-B	26			26			
A-C	213			213			

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	342	100.000
B - Sidegate Rd		✓	109	100.000
C - Humber Doucy Lane (SB)		✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	41	301
	B - Sidegate Rd	73	0	36
	C - Humber Doucy Lane (SB)	297	65	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	8	0
B - Sidegate Rd		3	0	0
C - Humber Doucy Lane (SB)		1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	7.28	0.1	A
B-A	0.21	12.10	0.3	B
C-AB	0.14	5.09	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	578	0.047	27	0.0	6.530	A
B-A	55	431	0.128	54	0.1	9.543	A
C-AB	68	789	0.087	68	0.1	4.993	A
C-A	204			204			
A-B	31			31			
A-C	227			227			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	560	0.058	32	0.1	6.817	A
B-A	66	409	0.161	65	0.2	10.480	B
C-AB	88	804	0.109	87	0.2	5.023	A
C-A	238			238			
A-B	37			37			
A-C	271			271			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	534	0.074	40	0.1	7.274	A
B-A	80	378	0.213	80	0.3	12.071	B
C-AB	119	827	0.143	118	0.3	5.081	A
C-A	280			280			
A-B	45			45			

A-C	331			331			
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00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	534	0.074	40	0.1	7.277	A
B-A	80	378	0.213	80	0.3	12.097	B
C-AB	119	827	0.144	119	0.3	5.087	A
C-A	280			280			
A-B	45			45			
A-C	331			331			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	560	0.058	32	0.1	6.823	A
B-A	66	409	0.161	66	0.2	10.513	B
C-AB	88	805	0.109	88	0.2	5.032	A
C-A	238			238			
A-B	37			37			
A-C	271			271			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	578	0.047	27	0.0	6.539	A
B-A	55	431	0.128	55	0.1	9.584	A
C-AB	69	789	0.087	69	0.1	5.004	A
C-A	204			204			
A-B	31			31			
A-C	227			227			

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	302	100.000
B - Sidegate Rd		✓	106	100.000
C - Humber Doucy Lane (SB)		✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	39	263
	B - Sidegate Rd	63	0	43
	C - Humber Doucy Lane (SB)	208	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	11	0
	B - Sidegate Rd	5	0	0
	C - Humber Doucy Lane (SB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	7.01	0.1	A
B-A	0.17	10.93	0.2	B
C-AB	0.09	5.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	598	0.054	32	0.1	6.363	A
B-A	47	439	0.108	47	0.1	9.160	A
C-AB	44	754	0.058	43	0.1	5.066	A
C-A	148			148			
A-B	29			29			
A-C	198			198			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	582	0.066	39	0.1	6.620	A
B-A	57	422	0.134	57	0.2	9.837	A
C-AB	55	762	0.072	55	0.1	5.089	A
C-A	173			173			
A-B	35			35			
A-C	236			236			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	561	0.084	47	0.1	7.011	A
B-A	69	399	0.174	69	0.2	10.918	B
C-AB	72	774	0.093	72	0.1	5.129	A
C-A	208			208			
A-B	43			43			
A-C	290			290			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	561	0.084	47	0.1	7.013	A
B-A	69	399	0.174	69	0.2	10.932	B
C-AB	72	774	0.093	72	0.2	5.131	A
C-A	208			208			
A-B	43			43			
A-C	290			290			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	582	0.066	39	0.1	6.625	A
B-A	57	422	0.134	57	0.2	9.856	A
C-AB	55	762	0.072	55	0.1	5.093	A
C-A	173			173			
A-B	35			35			
A-C	236			236			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	597	0.054	32	0.1	6.374	A
B-A	47	439	0.108	48	0.1	9.189	A
C-AB	44	754	0.058	44	0.1	5.072	A

C-A	147			147			
A-B	29			29			
A-C	198			198			

2032 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	394	100.000
B - Sidegate Rd		✓	112	100.000
C - Humber Doucy Lane (SB)		✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	42	352
B - Sidegate Rd		73	0	39
C - Humber Doucy Lane (SB)		425	73	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	8	0
B - Sidegate Rd		3	0	0
C - Humber Doucy Lane (SB)		1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	7.59	0.1	A
B-A	0.24	14.05	0.3	B
C-AB	0.18	4.86	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	569	0.052	29	0.1	6.662	A
B-A	55	402	0.137	54	0.2	10.328	B
C-AB	89	841	0.105	88	0.2	4.778	A
C-A	286			286			
A-B	32			32			
A-C	265			265			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	548	0.064	35	0.1	7.012	A
B-A	66	375	0.175	65	0.2	11.630	B
C-AB	118	868	0.135	117	0.3	4.794	A

C-A	330			330			
A-B	38			38			
A-C	316			316			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	517	0.083	43	0.1	7.589	A
B-A	80	337	0.239	80	0.3	14.024	B
C-AB	167	908	0.183	166	0.4	4.856	A
C-A	382			382			
A-B	46			46			
A-C	388			388			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	517	0.083	43	0.1	7.594	A
B-A	80	337	0.239	80	0.3	14.049	B
C-AB	167	908	0.184	167	0.4	4.863	A
C-A	382			382			
A-B	46			46			
A-C	388			388			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	548	0.064	35	0.1	7.021	A
B-A	66	375	0.175	66	0.2	11.682	B
C-AB	118	869	0.136	118	0.3	4.810	A
C-A	330			330			
A-B	38			38			
A-C	316			316			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	569	0.052	29	0.1	6.680	A
B-A	55	402	0.137	55	0.2	10.384	B
C-AB	89	841	0.106	89	0.2	4.794	A
C-A	286			286			
A-B	32			32			
A-C	265			265			

2032 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Sidegate Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	406	100.000
B - Sidegate Rd		✓	113	100.000
C - Humber Doucy Lane (SB)		✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	40	366
	B - Sidegate Rd	63	0	50
	C - Humber Doucy Lane (SB)	279	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Sidegate Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	11	0
	B - Sidegate Rd	5	0	0
	C - Humber Doucy Lane (SB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	7.54	0.1	A
B-A	0.20	12.62	0.2	B
C-AB	0.11	5.08	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	581	0.065	37	0.1	6.621	A
B-A	47	408	0.116	47	0.1	9.951	A
C-AB	52	769	0.067	51	0.1	5.016	A
C-A	196			196			
A-B	30			30			
A-C	276			276			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	561	0.080	45	0.1	6.975	A
B-A	57	386	0.147	56	0.2	10.929	B
C-AB	66	781	0.085	66	0.1	5.039	A
C-A	229			229			
A-B	36			36			
A-C	329			329			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	532	0.103	55	0.1	7.537	A
B-A	69	355	0.196	69	0.2	12.599	B
C-AB	90	799	0.112	89	0.2	5.080	A
C-A	273			273			
A-B	44			44			
A-C	403			403			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	532	0.103	55	0.1	7.543	A
B-A	69	354	0.196	69	0.2	12.625	B
C-AB	90	799	0.112	90	0.2	5.081	A
C-A	272			272			
A-B	44			44			
A-C	403			403			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	561	0.080	45	0.1	6.985	A
B-A	57	386	0.147	57	0.2	10.959	B
C-AB	66	781	0.085	67	0.1	5.046	A
C-A	229			229			
A-B	36			36			
A-C	329			329			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	580	0.065	38	0.1	6.636	A
B-A	47	408	0.116	48	0.1	9.991	A
C-AB	52	769	0.068	52	0.1	5.027	A
C-A	196			196			
A-B	30			30			
A-C	276			276			

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
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Filename: J4 - Roxburgh Rd_HDL_Seven Cottages Ln.j9

Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
TA\03 Data\04 Traffic Modelling\05 Models\Existing Layouts\J4

Report generation date: 01/03/2024 12:01:19

»2023 Base, AM
 »2023 Base, PM
 »2026 Baseline, AM
 »2026 Baseline, PM
 »2026 Baseline + Dev (160), AM
 »2026 Baseline + Dev (160), PM
 »2026 Baseline + Dev (200), AM
 »2026 Baseline + Dev (200), PM
 »2032 Baseline, AM
 »2032 Baseline, PM
 »2032 Baseline + Dev, AM
 »2032 Baseline + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base									
Stream B-CD	D1	0.0	6.30	0.01	A	D2	0.0	6.44	0.02	A
Stream B-AD		0.0	8.98	0.02	A		0.0	8.70	0.01	A
Stream A-BCD		0.0	5.08	0.00	A		0.0	4.96	0.01	A
Stream D-ABC		0.0	9.89	0.03	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	4.73	0.01	A		0.0	5.12	0.00	A
		2026 Baseline								
Stream B-CD	D3	0.0	6.32	0.01	A	D4	0.0	6.45	0.02	A
Stream B-AD		0.0	9.03	0.02	A		0.0	8.73	0.01	A
Stream A-BCD		0.0	5.07	0.00	A		0.0	4.95	0.01	A
Stream D-ABC		0.0	9.94	0.03	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	4.72	0.01	A		0.0	5.11	0.00	A
		2026 Baseline + Dev (160)								
Stream B-CD	D5	0.0	6.36	0.01	A	D6	0.0	6.54	0.02	A
Stream B-AD		0.0	9.23	0.02	A		0.0	8.94	0.01	A
Stream A-BCD		0.0	5.07	0.00	A		0.0	4.89	0.01	A
Stream D-ABC		0.0	10.21	0.03	B		0.0	0.00	0.00	A
Stream C-ABD		0.0	4.63	0.01	A		0.0	5.09	0.00	A

	2026 Baseline + Dev (200)									
Stream B-CD	D7	0.0	6.38	0.01	A	D8	0.0	6.57	0.02	A
Stream B-AD		0.0	9.28	0.02	A		0.0	9.00	0.01	A
Stream A-BCD		0.0	5.07	0.00	A		0.0	4.87	0.01	A
Stream D-ABC		0.0	10.28	0.03	B		0.0	0.00	0.00	A
Stream C-ABD		0.0	4.61	0.01	A		0.0	5.08	0.00	A
	2032 Baseline									
Stream B-CD	D9	0.0	6.40	0.01	A	D10	0.0	6.49	0.02	A
Stream B-AD		0.0	9.12	0.03	A		0.0	8.83	0.01	A
Stream A-BCD		0.0	5.05	0.00	A		0.0	4.92	0.01	A
Stream D-ABC		0.0	10.08	0.03	B		0.0	0.00	0.00	A
Stream C-ABD		0.0	4.69	0.01	A		0.0	5.10	0.00	A
	2032 Baseline + Dev									
Stream B-CD	D11	0.0	6.62	0.01	A	D12	0.0	6.90	0.02	A
Stream B-AD		0.0	10.08	0.03	B		0.0	9.82	0.01	A
Stream A-BCD		0.0	5.04	0.00	A		0.0	4.65	0.01	A
Stream D-ABC		0.0	11.38	0.03	B		0.0	0.00	0.00	A
Stream C-ABD		0.0	4.34	0.01	A		0.0	4.98	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

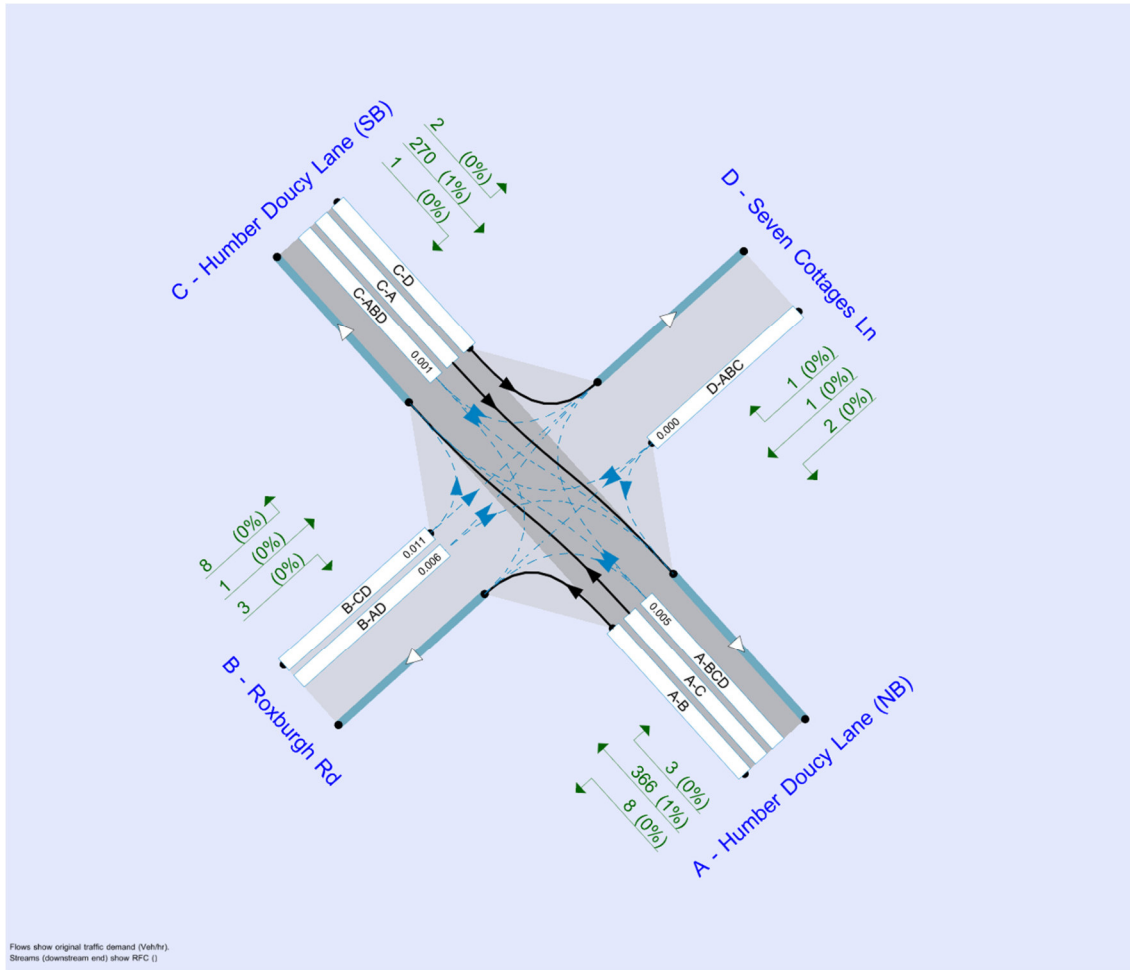
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\JWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:45	18:15	15
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:45	18:15	15
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15
D10	2032 Baseline	PM	ONE HOUR	16:45	18:15	15
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15
D12	2032 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Humber Doucy Lane (NB)		Major
B	Roxburgh Rd		Minor
C	Humber Doucy Lane (SB)		Major
D	Seven Cottages Ln		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Humber Doucy Lane (NB)	5.69			116.0	✓	0.00
C - Humber Doucy Lane (SB)	5.69			150.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	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 - Roxburgh Rd	One lane plus flare		10.00	4.47	2.80	2.50	2.45	✓	1.00	32	32
D - Seven Cottages Ln	One lane	2.20								34	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	641	-	-	-	-	-	-	0.252	0.360	0.252	-	-	-
B-A	539	0.099	0.251	0.251	-	-	-	0.158	0.359	-	0.251	0.251	0.126
B-C	679	0.105	0.267	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	531	0.098	0.248	0.248	-	-	-	0.156	0.354	0.156	-	-	-
B-D, offside lane	539	0.099	0.251	0.251	-	-	-	0.158	0.359	0.158	-	-	-
C-B	661	0.259	0.259	0.371	-	-	-	-	-	-	-	-	-
D-A	591	-	-	-	-	-	-	0.232	-	0.092	-	-	-
D-B, nearside lane	463	0.136	0.136	0.309	-	-	-	0.216	0.216	0.085	-	-	-
D-B, offside lane	463	0.136	0.136	0.309	-	-	-	0.216	0.216	0.085	-	-	-
D-C	463	-	0.136	0.309	0.108	0.216	0.216	0.216	0.216	0.085	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	256	100.000
B - Roxburgh Rd		✓	15	100.000
C - Humber Doucy Lane (SB)		✓	319	100.000
D - Seven Cottages Ln		✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
	A - Humber Doucy Lane (NB)	0	5	250	1
	B - Roxburgh Rd	8	0	6	1
	C - Humber Doucy Lane (SB)	311	5	0	3
	D - Seven Cottages Ln	2	1	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	0	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.30	0.0	A
B-AD	0.02	8.98	0.0	A
A-BCD	0.00	5.08	0.0	A
A-B				
A-C				
D-ABC	0.03	9.89	0.0	A
C-ABD	0.01	4.73	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	606	0.008	5	0.0	5.985	A
B-AD	6	451	0.014	6	0.0	8.100	A
A-BCD	1	710	0.001	1	0.0	5.077	A
A-B	4			4			
A-C	188			188			
D-ABC	7	410	0.017	7	0.0	8.933	A
C-ABD	5	766	0.007	5	0.0	4.730	A
C-D	2			2			
C-A	232			232			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	595	0.010	6	0.0	6.113	A
B-AD	8	434	0.018	8	0.0	8.449	A
A-BCD	1	725	0.002	1	0.0	4.973	A
A-B	4			4			
A-C	225			225			
D-ABC	8	395	0.021	8	0.0	9.313	A
C-ABD	7	788	0.009	7	0.0	4.606	A
C-D	3			3			

C-A	277			277			
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00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	578	0.012	7	0.0	6.301	A
B-AD	9	410	0.023	9	0.0	8.983	A
A-BCD	2	746	0.002	2	0.0	4.833	A
A-B	5			5			
A-C	275			275			
D-ABC	10	374	0.027	10	0.0	9.894	A
C-ABD	10	820	0.012	10	0.0	4.442	A
C-D	3			3			
C-A	338			338			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	578	0.012	7	0.0	6.301	A
B-AD	9	410	0.023	9	0.0	8.983	A
A-BCD	2	746	0.002	2	0.0	4.834	A
A-B	5			5			
A-C	275			275			
D-ABC	10	374	0.027	10	0.0	9.894	A
C-ABD	10	820	0.012	10	0.0	4.442	A
C-D	3			3			
C-A	338			338			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	595	0.010	6	0.0	6.114	A
B-AD	8	434	0.018	8	0.0	8.451	A
A-BCD	1	725	0.002	1	0.0	4.976	A
A-B	4			4			
A-C	225			225			
D-ABC	8	395	0.021	8	0.0	9.316	A
C-ABD	7	788	0.009	7	0.0	4.608	A
C-D	3			3			
C-A	277			277			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	606	0.008	5	0.0	5.986	A
B-AD	6	451	0.014	6	0.0	8.103	A
A-BCD	1	710	0.001	1	0.0	5.078	A
A-B	4			4			
A-C	188			188			
D-ABC	7	410	0.017	7	0.0	8.936	A
C-ABD	5	766	0.007	5	0.0	4.732	A
C-D	2			2			
C-A	232			232			

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	254	100.000
B - Roxburgh Rd		✓	12	100.000
C - Humber Doucy Lane (SB)		✓	190	100.000
D - Seven Cottages Ln		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	8	243	3
	B - Roxburgh Rd	3	0	8	1
	C - Humber Doucy Lane (SB)	187	1	0	2
	D - Seven Cottages Ln	2	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	6.44	0.0	A
B-AD	0.01	8.70	0.0	A
A-BCD	0.01	4.96	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	5.12	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	592	0.011	6	0.0	6.147	A
B-AD	3	449	0.006	3	0.0	8.070	A
A-BCD	3	729	0.004	3	0.0	4.956	A
A-B	6			6			
A-C	182			182			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	0.94	704	0.001	0.94	0.0	5.118	A
C-D	2			2			
C-A	141			141			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	582	0.013	8	0.0	6.267	A
B-AD	3	436	0.007	3	0.0	8.323	A
A-BCD	4	747	0.005	4	0.0	4.840	A
A-B	7			7			
A-C	217			217			
D-ABC	0	424	0.000	0	0.0	0.000	A

C-ABD	1	714	0.002	1	0.0	5.052	A
C-D	2			2			
C-A	168			168			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	568	0.016	9	0.0	6.441	A
B-AD	4	418	0.009	4	0.0	8.701	A
A-BCD	5	773	0.007	5	0.0	4.688	A
A-B	9			9			
A-C	265			265			
D-ABC	0	409	0.000	0	0.0	0.000	A
C-ABD	2	727	0.002	2	0.0	4.961	A
C-D	2			2			
C-A	206			206			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	568	0.016	9	0.0	6.442	A
B-AD	4	418	0.009	4	0.0	8.701	A
A-BCD	5	773	0.007	5	0.0	4.691	A
A-B	9			9			
A-C	265			265			
D-ABC	0	409	0.000	0	0.0	0.000	A
C-ABD	2	727	0.002	2	0.0	4.962	A
C-D	2			2			
C-A	206			206			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	582	0.013	8	0.0	6.268	A
B-AD	3	436	0.007	3	0.0	8.325	A
A-BCD	4	747	0.005	4	0.0	4.845	A
A-B	7			7			
A-C	217			217			
D-ABC	0	424	0.000	0	0.0	0.000	A
C-ABD	1	714	0.002	1	0.0	5.054	A
C-D	2			2			
C-A	168			168			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	592	0.011	6	0.0	6.148	A
B-AD	3	449	0.006	3	0.0	8.071	A
A-BCD	3	729	0.004	3	0.0	4.959	A
A-B	6			6			
A-C	182			182			
D-ABC	0	435	0.000	0	0.0	0.000	A
C-ABD	0.94	704	0.001	0.95	0.0	5.121	A
C-D	2			2			
C-A	141			141			

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	260	100.000
B - Roxburgh Rd		✓	15	100.000
C - Humber Doucy Lane (SB)		✓	324	100.000
D - Seven Cottages Ln		✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	5	254	1
	B - Roxburgh Rd	8	0	6	1
	C - Humber Doucy Lane (SB)	316	5	0	3
	D - Seven Cottages Ln	2	1	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	0	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.32	0.0	A
B-AD	0.02	9.03	0.0	A
A-BCD	0.00	5.07	0.0	A
A-B				
A-C				
D-ABC	0.03	9.94	0.0	A
C-ABD	0.01	4.72	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	605	0.008	5	0.0	5.994	A
B-AD	6	449	0.014	6	0.0	8.125	A
A-BCD	1	711	0.001	1	0.0	5.068	A
A-B	4			4			
A-C	191			191			
D-ABC	7	408	0.017	7	0.0	8.959	A
C-ABD	5	768	0.007	5	0.0	4.719	A
C-D	2			2			

C-A	236			236			
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00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	594	0.010	6	0.0	6.124	A
B-AD	8	432	0.018	8	0.0	8.481	A
A-BCD	1	726	0.002	1	0.0	4.964	A
A-B	4			4			
A-C	228			228			
D-ABC	8	393	0.021	8	0.0	9.348	A
C-ABD	7	791	0.009	7	0.0	4.593	A
C-D	3			3			
C-A	282			282			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	577	0.012	7	0.0	6.315	A
B-AD	9	408	0.023	9	0.0	9.027	A
A-BCD	2	748	0.002	2	0.0	4.821	A
A-B	5			5			
A-C	279			279			
D-ABC	10	372	0.027	10	0.0	9.942	A
C-ABD	10	823	0.012	10	0.0	4.428	A
C-D	3			3			
C-A	344			344			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	577	0.012	7	0.0	6.316	A
B-AD	9	408	0.023	9	0.0	9.027	A
A-BCD	2	748	0.002	2	0.0	4.823	A
A-B	5			5			
A-C	279			279			
D-ABC	10	372	0.027	10	0.0	9.943	A
C-ABD	10	823	0.012	10	0.0	4.428	A
C-D	3			3			
C-A	344			344			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	593	0.010	6	0.0	6.128	A
B-AD	8	432	0.018	8	0.0	8.484	A
A-BCD	1	726	0.002	1	0.0	4.966	A
A-B	4			4			
A-C	228			228			
D-ABC	8	393	0.021	8	0.0	9.349	A
C-ABD	7	791	0.009	7	0.0	4.593	A
C-D	3			3			
C-A	282			282			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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B-CD	5	605	0.008	5	0.0	5.995	A
B-AD	6	449	0.014	6	0.0	8.128	A
A-BCD	1	711	0.001	1	0.0	5.070	A
A-B	4			4			
A-C	191			191			
D-ABC	7	408	0.017	7	0.0	8.962	A
C-ABD	5	768	0.007	5	0.0	4.719	A
C-D	2			2			
C-A	236			236			

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	257	100.000
B - Roxburgh Rd		✓	12	100.000
C - Humber Doucy Lane (SB)		✓	193	100.000
D - Seven Cottages Ln		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	8	246	3
	B - Roxburgh Rd	3	0	8	1
	C - Humber Doucy Lane (SB)	190	1	0	2
	D - Seven Cottages Ln	2	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	6.45	0.0	A
B-AD	0.01	8.73	0.0	A
A-BCD	0.01	4.95	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	5.11	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	591	0.011	6	0.0	6.153	A
B-AD	3	448	0.006	3	0.0	8.086	A
A-BCD	3	730	0.004	3	0.0	4.949	A
A-B	6			6			
A-C	184			184			
D-ABC	0	434	0.000	0	0.0	0.000	A

C-ABD	0.95	705	0.001	0.94	0.0	5.111	A
C-D	2			2			
C-A	143			143			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	581	0.013	8	0.0	6.275	A
B-AD	3	435	0.007	3	0.0	8.344	A
A-BCD	4	749	0.005	4	0.0	4.833	A
A-B	7			7			
A-C	220			220			
D-ABC	0	423	0.000	0	0.0	0.000	A
C-ABD	1	715	0.002	1	0.0	5.044	A
C-D	2			2			
C-A	171			171			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	567	0.017	9	0.0	6.452	A
B-AD	4	416	0.009	4	0.0	8.729	A
A-BCD	5	774	0.007	5	0.0	4.679	A
A-B	9			9			
A-C	269			269			
D-ABC	0	408	0.000	0	0.0	0.000	A
C-ABD	2	728	0.002	2	0.0	4.951	A
C-D	2			2			
C-A	209			209			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	567	0.017	9	0.0	6.452	A
B-AD	4	416	0.009	4	0.0	8.729	A
A-BCD	5	774	0.007	5	0.0	4.680	A
A-B	9			9			
A-C	269			269			
D-ABC	0	408	0.000	0	0.0	0.000	A
C-ABD	2	728	0.002	2	0.0	4.954	A
C-D	2			2			
C-A	209			209			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	581	0.013	8	0.0	6.278	A
B-AD	3	435	0.007	3	0.0	8.344	A
A-BCD	4	749	0.005	4	0.0	4.837	A
A-B	7			7			
A-C	220			220			
D-ABC	0	423	0.000	0	0.0	0.000	A
C-ABD	1	715	0.002	1	0.0	5.048	A
C-D	2			2			
C-A	171			171			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	591	0.011	6	0.0	6.154	A
B-AD	3	448	0.006	3	0.0	8.086	A
A-BCD	3	730	0.004	3	0.0	4.953	A
A-B	6			6			
A-C	184			184			
D-ABC	0	434	0.000	0	0.0	0.000	A
C-ABD	0.95	705	0.001	0.95	0.0	5.113	A
C-D	2			2			
C-A	143			143			

2026 Baseline + Dev (160), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	271	100.000
B - Roxburgh Rd		✓	15	100.000

C - Humber Doucy Lane (SB)		✓	357	100.000
D - Seven Cottages Ln		✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
	A - Humber Doucy Lane (NB)	0	5	265	1
	B - Roxburgh Rd	8	0	6	1
	C - Humber Doucy Lane (SB)	349	5	0	3
	D - Seven Cottages Ln	2	1	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	0	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.36	0.0	A
B-AD	0.02	9.23	0.0	A
A-BCD	0.00	5.07	0.0	A
A-B				
A-C				
D-ABC	0.03	10.21	0.0	B
C-ABD	0.01	4.63	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	603	0.008	5	0.0	6.022	A
B-AD	6	443	0.014	6	0.0	8.237	A

A-BCD	1	711	0.001	1	0.0	5.069	A
A-B	4			4			
A-C	199			199			
D-ABC	7	402	0.017	7	0.0	9.107	A
C-ABD	6	783	0.007	6	0.0	4.632	A
C-D	2			2			
C-A	261			261			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	590	0.010	6	0.0	6.160	A
B-AD	8	425	0.018	8	0.0	8.627	A
A-BCD	1	727	0.002	1	0.0	4.962	A
A-B	4			4			
A-C	238			238			
D-ABC	8	385	0.021	8	0.0	9.541	A
C-ABD	7	808	0.009	7	0.0	4.494	A
C-D	3			3			
C-A	311			311			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	573	0.013	7	0.0	6.363	A
B-AD	9	399	0.023	9	0.0	9.231	A
A-BCD	2	749	0.002	2	0.0	4.817	A
A-B	5			5			
A-C	291			291			
D-ABC	10	362	0.027	10	0.0	10.213	B
C-ABD	10	845	0.012	10	0.0	4.314	A
C-D	3			3			
C-A	380			380			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	573	0.013	7	0.0	6.363	A
B-AD	9	399	0.023	9	0.0	9.231	A
A-BCD	2	749	0.002	2	0.0	4.821	A
A-B	5			5			
A-C	291			291			
D-ABC	10	362	0.027	10	0.0	10.213	B
C-ABD	10	845	0.012	10	0.0	4.315	A
C-D	3			3			
C-A	380			380			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	590	0.010	6	0.0	6.163	A
B-AD	8	425	0.018	8	0.0	8.628	A
A-BCD	1	727	0.002	1	0.0	4.967	A
A-B	4			4			
A-C	238			238			
D-ABC	8	385	0.021	8	0.0	9.544	A
C-ABD	7	808	0.009	7	0.0	4.494	A

C-D	3			3			
C-A	311			311			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	602	0.008	5	0.0	6.026	A
B-AD	6	443	0.014	6	0.0	8.238	A
A-BCD	1	711	0.001	1	0.0	5.070	A
A-B	4			4			
A-C	199			199			
D-ABC	7	402	0.017	7	0.0	9.112	A
C-ABD	6	783	0.007	6	0.0	4.632	A
C-D	2			2			
C-A	261			261			

2026 Baseline + Dev (160), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	282	100.000
B - Roxburgh Rd		✓	12	100.000
C - Humber Doucy Lane (SB)		✓	210	100.000
D - Seven Cottages Ln		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	8	271	3
	B - Roxburgh Rd	3	0	8	1
	C - Humber Doucy Lane (SB)	207	1	0	2
	D - Seven Cottages Ln	2	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	6.54	0.0	A
B-AD	0.01	8.94	0.0	A
A-BCD	0.01	4.89	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	5.09	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	586	0.011	6	0.0	6.209	A
B-AD	3	441	0.006	3	0.0	8.209	A
A-BCD	3	740	0.004	3	0.0	4.883	A
A-B	6			6			
A-C	203			203			
D-ABC	0	429	0.000	0	0.0	0.000	A
C-ABD	0.97	709	0.001	0.96	0.0	5.085	A
C-D	2			2			
C-A	156			156			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	575	0.013	8	0.0	6.344	A
B-AD	3	427	0.007	3	0.0	8.500	A
A-BCD	4	761	0.005	4	0.0	4.756	A
A-B	7			7			
A-C	243			243			
D-ABC	0	417	0.000	0	0.0	0.000	A
C-ABD	1	719	0.002	1	0.0	5.012	A
C-D	2			2			
C-A	186			186			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	560	0.017	9	0.0	6.542	A
B-AD	4	407	0.009	4	0.0	8.940	A
A-BCD	5	789	0.007	5	0.0	4.590	A
A-B	9			9			
A-C	297			297			
D-ABC	0	401	0.000	0	0.0	0.000	A
C-ABD	2	734	0.002	2	0.0	4.911	A
C-D	2			2			
C-A	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	560	0.017	9	0.0	6.542	A
B-AD	4	407	0.009	4	0.0	8.939	A
A-BCD	5	789	0.007	5	0.0	4.592	A
A-B	9			9			
A-C	297			297			
D-ABC	0	401	0.000	0	0.0	0.000	A
C-ABD	2	734	0.002	2	0.0	4.914	A
C-D	2			2			
C-A	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	575	0.013	8	0.0	6.347	A
B-AD	3	427	0.007	3	0.0	8.500	A
A-BCD	4	761	0.005	4	0.0	4.759	A

A-B	7			7			
A-C	243			243			
D-ABC	0	417	0.000	0	0.0	0.000	A
C-ABD	1	719	0.002	1	0.0	5.016	A
C-D	2			2			
C-A	186			186			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	586	0.011	6	0.0	6.212	A
B-AD	3	441	0.006	3	0.0	8.210	A
A-BCD	3	740	0.004	3	0.0	4.886	A
A-B	6			6			
A-C	203			203			
D-ABC	0	429	0.000	0	0.0	0.000	A
C-ABD	0.97	709	0.001	0.97	0.0	5.088	A
C-D	2			2			
C-A	156			156			

2026 Baseline + Dev (200), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	274	100.000
B - Roxburgh Rd		✓	15	100.000
C - Humber Doucy Lane (SB)		✓	365	100.000
D - Seven Cottages Ln		✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	5	268	1
	B - Roxburgh Rd	8	0	6	1
	C - Humber Doucy Lane (SB)	357	5	0	3
	D - Seven Cottages Ln	2	1	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	0	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.38	0.0	A
B-AD	0.02	9.28	0.0	A
A-BCD	0.00	5.07	0.0	A
A-B				
A-C				
D-ABC	0.03	10.28	0.0	B
C-ABD	0.01	4.61	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	602	0.008	5	0.0	6.030	A
B-AD	6	442	0.014	6	0.0	8.265	A
A-BCD	1	711	0.001	1	0.0	5.067	A
A-B	4			4			
A-C	202			202			
D-ABC	7	400	0.017	7	0.0	9.144	A
C-ABD	6	786	0.007	6	0.0	4.611	A
C-D	2			2			
C-A	267			267			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	589	0.010	6	0.0	6.170	A
B-AD	8	423	0.018	8	0.0	8.665	A
A-BCD	1	727	0.002	1	0.0	4.960	A
A-B	4			4			
A-C	241			241			
D-ABC	8	383	0.021	8	0.0	9.590	A
C-ABD	7	813	0.009	7	0.0	4.471	A
C-D	3			3			
C-A	318			318			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	572	0.013	7	0.0	6.375	A
B-AD	9	397	0.024	9	0.0	9.284	A
A-BCD	2	749	0.002	2	0.0	4.815	A
A-B	5			5			
A-C	295			295			
D-ABC	10	360	0.028	10	0.0	10.282	B
C-ABD	10	850	0.012	10	0.0	4.287	A
C-D	3			3			
C-A	388			388			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	572	0.013	7	0.0	6.376	A
B-AD	9	397	0.024	9	0.0	9.284	A
A-BCD	2	749	0.002	2	0.0	4.818	A
A-B	5			5			
A-C	295			295			
D-ABC	10	360	0.028	10	0.0	10.282	B
C-ABD	10	850	0.012	10	0.0	4.287	A
C-D	3			3			
C-A	388			388			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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B-CD	6	589	0.010	6	0.0	6.173	A
B-AD	8	423	0.018	8	0.0	8.667	A
A-BCD	1	727	0.002	1	0.0	4.963	A
A-B	4			4			
A-C	241			241			
D-ABC	8	383	0.021	8	0.0	9.593	A
C-ABD	7	813	0.009	8	0.0	4.471	A
C-D	3			3			
C-A	318			318			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	602	0.008	5	0.0	6.033	A
B-AD	6	442	0.014	6	0.0	8.268	A
A-BCD	1	711	0.001	1	0.0	5.071	A
A-B	4			4			
A-C	202			202			
D-ABC	7	400	0.017	7	0.0	9.149	A
C-ABD	6	786	0.007	6	0.0	4.611	A
C-D	2			2			
C-A	267			267			

2026 Baseline + Dev (200), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	289	100.000
B - Roxburgh Rd		✓	12	100.000
C - Humber Doucy Lane (SB)		✓	214	100.000
D - Seven Cottages Ln		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
	A - Humber Doucy Lane (NB)	0	8	278	3
	B - Roxburgh Rd	3	0	8	1
	C - Humber Doucy Lane (SB)	211	1	0	2
	D - Seven Cottages Ln	2	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	6.57	0.0	A
B-AD	0.01	9.00	0.0	A
A-BCD	0.01	4.87	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	5.08	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	585	0.011	6	0.0	6.224	A
B-AD	3	439	0.006	3	0.0	8.241	A
A-BCD	3	743	0.004	3	0.0	4.865	A
A-B	6			6			
A-C	209			209			
D-ABC	0	428	0.000	0	0.0	0.000	A
C-ABD	0.97	710	0.001	0.97	0.0	5.080	A
C-D	2			2			
C-A	159			159			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	573	0.013	8	0.0	6.363	A
B-AD	3	425	0.007	3	0.0	8.542	A
A-BCD	4	764	0.005	4	0.0	4.736	A
A-B	7			7			
A-C	249			249			
D-ABC	0	416	0.000	0	0.0	0.000	A
C-ABD	1	720	0.002	1	0.0	5.005	A
C-D	2			2			
C-A	189			189			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	557	0.017	9	0.0	6.567	A
B-AD	4	404	0.010	4	0.0	8.996	A
A-BCD	5	794	0.007	5	0.0	4.566	A
A-B	9			9			
A-C	304			304			
D-ABC	0	399	0.000	0	0.0	0.000	A
C-ABD	2	736	0.002	2	0.0	4.903	A
C-D	2			2			
C-A	232			232			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	557	0.017	9	0.0	6.567	A
B-AD	4	404	0.010	4	0.0	8.996	A
A-BCD	5	794	0.007	5	0.0	4.569	A
A-B	9			9			
A-C	304			304			
D-ABC	0	399	0.000	0	0.0	0.000	A
C-ABD	2	736	0.002	2	0.0	4.904	A
C-D	2			2			

C-A	232			232			
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17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	573	0.013	8	0.0	6.364	A
B-AD	3	425	0.007	3	0.0	8.542	A
A-BCD	4	764	0.005	4	0.0	4.740	A
A-B	7			7			
A-C	249			249			
D-ABC	0	416	0.000	0	0.0	0.000	A
C-ABD	1	720	0.002	1	0.0	5.008	A
C-D	2			2			
C-A	189			189			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	585	0.011	6	0.0	6.225	A
B-AD	3	439	0.006	3	0.0	8.241	A
A-BCD	3	743	0.004	3	0.0	4.866	A
A-B	6			6			
A-C	209			209			
D-ABC	0	428	0.000	0	0.0	0.000	A
C-ABD	0.97	710	0.001	0.98	0.0	5.081	A
C-D	2			2			
C-A	159			159			

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	271	100.000
B - Roxburgh Rd		✓	16	100.000
C - Humber Doucy Lane (SB)		✓	338	100.000
D - Seven Cottages Ln		✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	5	265	1
	B - Roxburgh Rd	9	0	6	1
	C - Humber Doucy Lane (SB)	330	5	0	3
	D - Seven Cottages Ln	2	1	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	0	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.40	0.0	A
B-AD	0.03	9.12	0.0	A
A-BCD	0.00	5.05	0.0	A
A-B				
A-C				
D-ABC	0.03	10.08	0.0	B
C-ABD	0.01	4.69	0.0	A

C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	599	0.008	5	0.0	6.059	A
B-AD	7	448	0.016	7	0.0	8.158	A
A-BCD	1	714	0.001	1	0.0	5.046	A
A-B	4			4			
A-C	199			199			
D-ABC	7	405	0.017	7	0.0	9.036	A
C-ABD	6	773	0.007	6	0.0	4.688	A
C-D	2			2			
C-A	247			247			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	587	0.010	6	0.0	6.198	A
B-AD	9	430	0.020	9	0.0	8.537	A
A-BCD	1	730	0.002	1	0.0	4.937	A
A-B	4			4			
A-C	238			238			
D-ABC	8	389	0.021	8	0.0	9.447	A
C-ABD	7	797	0.009	7	0.0	4.558	A
C-D	3			3			
C-A	294			294			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	569	0.013	7	0.0	6.401	A
B-AD	10	405	0.026	10	0.0	9.122	A
A-BCD	2	753	0.002	2	0.0	4.789	A
A-B	5			5			
A-C	291			291			
D-ABC	10	367	0.027	10	0.0	10.082	B
C-ABD	10	830	0.012	10	0.0	4.386	A
C-D	3			3			
C-A	359			359			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	569	0.013	7	0.0	6.402	A
B-AD	10	405	0.026	10	0.0	9.122	A
A-BCD	2	753	0.002	2	0.0	4.790	A
A-B	5			5			
A-C	291			291			
D-ABC	10	367	0.027	10	0.0	10.082	B

C-ABD	10	830	0.012	10	0.0	4.386	A
C-D	3			3			
C-A	359			359			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	587	0.010	6	0.0	6.199	A
B-AD	9	430	0.020	9	0.0	8.539	A
A-BCD	1	730	0.002	1	0.0	4.940	A
A-B	4			4			
A-C	238			238			
D-ABC	8	389	0.021	8	0.0	9.451	A
C-ABD	7	797	0.009	7	0.0	4.560	A
C-D	3			3			
C-A	294			294			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	599	0.008	5	0.0	6.063	A
B-AD	7	448	0.016	7	0.0	8.161	A
A-BCD	1	714	0.001	1	0.0	5.047	A
A-B	4			4			
A-C	199			199			
D-ABC	7	405	0.017	7	0.0	9.040	A
C-ABD	6	773	0.007	6	0.0	4.688	A
C-D	2			2			
C-A	247			247			

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	268	100.000
B - Roxburgh Rd		✓	12	100.000
C - Humber Doucy Lane (SB)		✓	202	100.000
D - Seven Cottages Ln		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	8	257	3
	B - Roxburgh Rd	3	0	8	1
	C - Humber Doucy Lane (SB)	199	1	0	2
	D - Seven Cottages Ln	2	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	6.49	0.0	A
B-AD	0.01	8.83	0.0	A
A-BCD	0.01	4.92	0.0	A
A-B				

A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	5.10	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	589	0.011	6	0.0	6.179	A
B-AD	3	445	0.006	3	0.0	8.145	A
A-BCD	3	735	0.004	3	0.0	4.920	A
A-B	6			6			
A-C	193			193			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	0.96	707	0.001	0.95	0.0	5.095	A
C-D	2			2			
C-A	150			150			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	578	0.013	8	0.0	6.307	A
B-AD	3	431	0.007	3	0.0	8.418	A
A-BCD	4	754	0.005	4	0.0	4.799	A
A-B	7			7			
A-C	230			230			
D-ABC	0	420	0.000	0	0.0	0.000	A
C-ABD	1	717	0.002	1	0.0	5.024	A
C-D	2			2			
C-A	179			179			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	564	0.017	9	0.0	6.493	A
B-AD	4	412	0.009	4	0.0	8.829	A
A-BCD	5	781	0.007	5	0.0	4.640	A
A-B	9			9			
A-C	282			282			
D-ABC	0	404	0.000	0	0.0	0.000	A
C-ABD	2	732	0.002	2	0.0	4.927	A
C-D	2			2			
C-A	219			219			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	564	0.017	9	0.0	6.494	A
B-AD	4	412	0.009	4	0.0	8.829	A
A-BCD	5	781	0.007	5	0.0	4.641	A

A-B	9			9			
A-C	282			282			
D-ABC	0	404	0.000	0	0.0	0.000	A
C-ABD	2	732	0.002	2	0.0	4.930	A
C-D	2			2			
C-A	219			219			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	578	0.013	8	0.0	6.308	A
B-AD	3	431	0.007	3	0.0	8.418	A
A-BCD	4	754	0.005	4	0.0	4.803	A
A-B	7			7			
A-C	230			230			
D-ABC	0	420	0.000	0	0.0	0.000	A
C-ABD	1	717	0.002	1	0.0	5.029	A
C-D	2			2			
C-A	179			179			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	589	0.011	6	0.0	6.182	A
B-AD	3	445	0.006	3	0.0	8.144	A
A-BCD	3	735	0.004	3	0.0	4.923	A
A-B	6			6			
A-C	193			193			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	0.96	707	0.001	0.96	0.0	5.096	A
C-D	2			2			
C-A	150			150			

2032 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	318	100.000
B - Roxburgh Rd		✓	16	100.000
C - Humber Doucy Lane (SB)		✓	478	100.000
D - Seven Cottages Ln		✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
	A - Humber Doucy Lane (NB)	0	5	312	1
	B - Roxburgh Rd	9	0	6	1
	C - Humber Doucy Lane (SB)	470	5	0	3
	D - Seven Cottages Ln	2	1	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	0	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.01	6.62	0.0	A
B-AD	0.03	10.08	0.0	B

A-BCD	0.00	5.04	0.0	A
A-B				
A-C				
D-ABC	0.03	11.38	0.0	B
C-ABD	0.01	4.34	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	587	0.008	5	0.0	6.184	A
B-AD	7	423	0.017	7	0.0	8.663	A
A-BCD	1	715	0.002	1	0.0	5.041	A
A-B	4			4			
A-C	234			234			
D-ABC	7	377	0.018	7	0.0	9.711	A
C-ABD	7	836	0.008	7	0.0	4.340	A
C-D	2			2			
C-A	351			351			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	572	0.010	6	0.0	6.358	A
B-AD	9	399	0.021	9	0.0	9.208	A
A-BCD	1	732	0.002	1	0.0	4.924	A
A-B	4			4			
A-C	280			280			
D-ABC	8	356	0.023	8	0.0	10.348	B
C-ABD	9	873	0.010	9	0.0	4.166	A
C-D	3			3			
C-A	418			418			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	551	0.013	7	0.0	6.617	A
B-AD	10	367	0.028	10	0.0	10.083	B
A-BCD	2	757	0.003	2	0.0	4.763	A
A-B	5			5			
A-C	342			342			
D-ABC	10	326	0.030	10	0.0	11.381	B
C-ABD	13	925	0.014	13	0.0	3.944	A
C-D	3			3			
C-A	510			510			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	7	551	0.013	7	0.0	6.618	A

B-AD	10	367	0.028	10	0.0	10.082	B
A-BCD	2	757	0.003	2	0.0	4.765	A
A-B	5			5			
A-C	342			342			
D-ABC	10	326	0.030	10	0.0	11.383	B
C-ABD	13	925	0.014	13	0.0	3.946	A
C-D	3			3			
C-A	510			510			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	572	0.010	6	0.0	6.361	A
B-AD	9	400	0.021	9	0.0	9.208	A
A-BCD	1	732	0.002	1	0.0	4.930	A
A-B	4			4			
A-C	280			280			
D-ABC	8	356	0.023	8	0.0	10.350	B
C-ABD	9	873	0.010	9	0.0	4.167	A
C-D	3			3			
C-A	418			418			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	587	0.008	5	0.0	6.188	A
B-AD	7	423	0.017	7	0.0	8.664	A
A-BCD	1	715	0.002	1	0.0	5.043	A
A-B	4			4			
A-C	234			234			
D-ABC	7	377	0.018	7	0.0	9.714	A
C-ABD	7	836	0.008	7	0.0	4.342	A
C-D	2			2			
C-A	351			351			

2032 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Humber Doucy Lane (NB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Roxburgh Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
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1	Roxburgh/HDL/Seven Cottages Ln	Crossroads	Two-way		0.19	A
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Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	377	100.000
B - Roxburgh Rd		✓	12	100.000
C - Humber Doucy Lane (SB)		✓	273	100.000
D - Seven Cottages Ln		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	8	366	3
	B - Roxburgh Rd	3	0	8	1
	C - Humber Doucy Lane (SB)	270	1	0	2
	D - Seven Cottages Ln	2	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Humber Doucy Lane (NB)	B - Roxburgh Rd	C - Humber Doucy Lane (SB)	D - Seven Cottages Ln
From	A - Humber Doucy Lane (NB)	0	0	1	0
	B - Roxburgh Rd	0	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0	0
	D - Seven Cottages Ln	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.02	6.90	0.0	A
B-AD	0.01	9.82	0.0	A
A-BCD	0.01	4.65	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	4.98	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	567	0.011	6	0.0	6.424	A
B-AD	3	416	0.006	3	0.0	8.699	A
A-BCD	4	777	0.005	4	0.0	4.651	A
A-B	6			6			
A-C	275			275			
D-ABC	0	410	0.000	0	0.0	0.000	A
C-ABD	1	724	0.001	1	0.0	4.981	A
C-D	2			2			
C-A	203			203			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	552	0.014	8	0.0	6.615	A
B-AD	3	397	0.008	3	0.0	9.137	A
A-BCD	5	806	0.006	5	0.0	4.491	A
A-B	7			7			
A-C	327			327			
D-ABC	0	394	0.000	0	0.0	0.000	A
C-ABD	1	738	0.002	1	0.0	4.886	A
C-D	2			2			
C-A	243			243			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	531	0.018	9	0.0	6.900	A
B-AD	4	370	0.010	4	0.0	9.821	A
A-BCD	6	846	0.008	6	0.0	4.285	A
A-B	9			9			
A-C	400			400			
D-ABC	0	372	0.000	0	0.0	0.000	A
C-ABD	2	759	0.002	2	0.0	4.755	A
C-D	2			2			
C-A	297			297			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	9	531	0.018	9	0.0	6.900	A
B-AD	4	370	0.010	4	0.0	9.820	A
A-BCD	6	846	0.008	6	0.0	4.286	A
A-B	9			9			
A-C	400			400			
D-ABC	0	372	0.000	0	0.0	0.000	A
C-ABD	2	759	0.002	2	0.0	4.758	A
C-D	2			2			
C-A	297			297			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	8	552	0.014	8	0.0	6.618	A
B-AD	3	397	0.008	3	0.0	9.136	A
A-BCD	5	806	0.006	5	0.0	4.496	A
A-B	7			7			
A-C	327			327			
D-ABC	0	394	0.000	0	0.0	0.000	A
C-ABD	1	738	0.002	1	0.0	4.888	A
C-D	2			2			
C-A	243			243			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	567	0.011	6	0.0	6.424	A
B-AD	3	416	0.006	3	0.0	8.698	A
A-BCD	4	777	0.005	4	0.0	4.654	A
A-B	6			6			
A-C	275			275			
D-ABC	0	410	0.000	0	0.0	0.000	A
C-ABD	1	724	0.001	1	0.0	4.984	A
C-D	2			2			
C-A	203			203			

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.2.1013 © Copyright TRL Limited, 2019		
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Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
TA\03 Data\04 Traffic Modelling\05 Models\Existing Layouts\J5
Report generation date: 29/02/2024 17:03:38

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base									
Stream B-C	D1	0.0	5.48	0.01	A	D2	0.0	5.53	0.01	A
Stream B-A		0.1	10.47	0.09	B		0.1	9.66	0.07	A
Stream C-AB		0.0	4.65	0.02	A		0.0	5.16	0.01	A
	2026 Baseline									
Stream B-C	D3	0.0	5.50	0.01	A	D4	0.0	5.54	0.01	A
Stream B-A		0.1	10.53	0.09	B		0.1	9.70	0.07	A
Stream C-AB		0.0	4.64	0.02	A		0.0	5.15	0.01	A
	2026 Baseline + Dev (160)									
Stream B-C	D5	0.0	5.53	0.01	A	D6	0.0	5.62	0.01	A
Stream B-A		0.1	10.79	0.09	B		0.1	9.96	0.07	A
Stream C-AB		0.0	4.55	0.02	A		0.0	5.13	0.01	A
	2026 Baseline + Dev (200)									
Stream B-C	D7	0.0	5.54	0.01	A	D8	0.0	5.64	0.01	A
Stream B-A		0.1	10.87	0.09	B		0.1	10.02	0.07	B
Stream C-AB		0.0	4.53	0.02	A		0.0	5.12	0.01	A
	2032 Baseline									

Stream B-C	D9	0.0	5.54	0.01	A	D10	0.0	5.58	0.01	A
Stream B-A		0.1	10.77	0.10	B		0.1	9.85	0.07	A
Stream C-AB		0.0	4.61	0.02	A		0.0	5.14	0.01	A
	2032 Baseline + Dev									
Stream B-C	D11	0.0	5.69	0.01	A	D12	0.0	5.92	0.01	A
Stream B-A		0.1	12.06	0.11	B		0.1	11.06	0.08	B
Stream C-AB		0.0	4.28	0.02	A		0.0	5.02	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

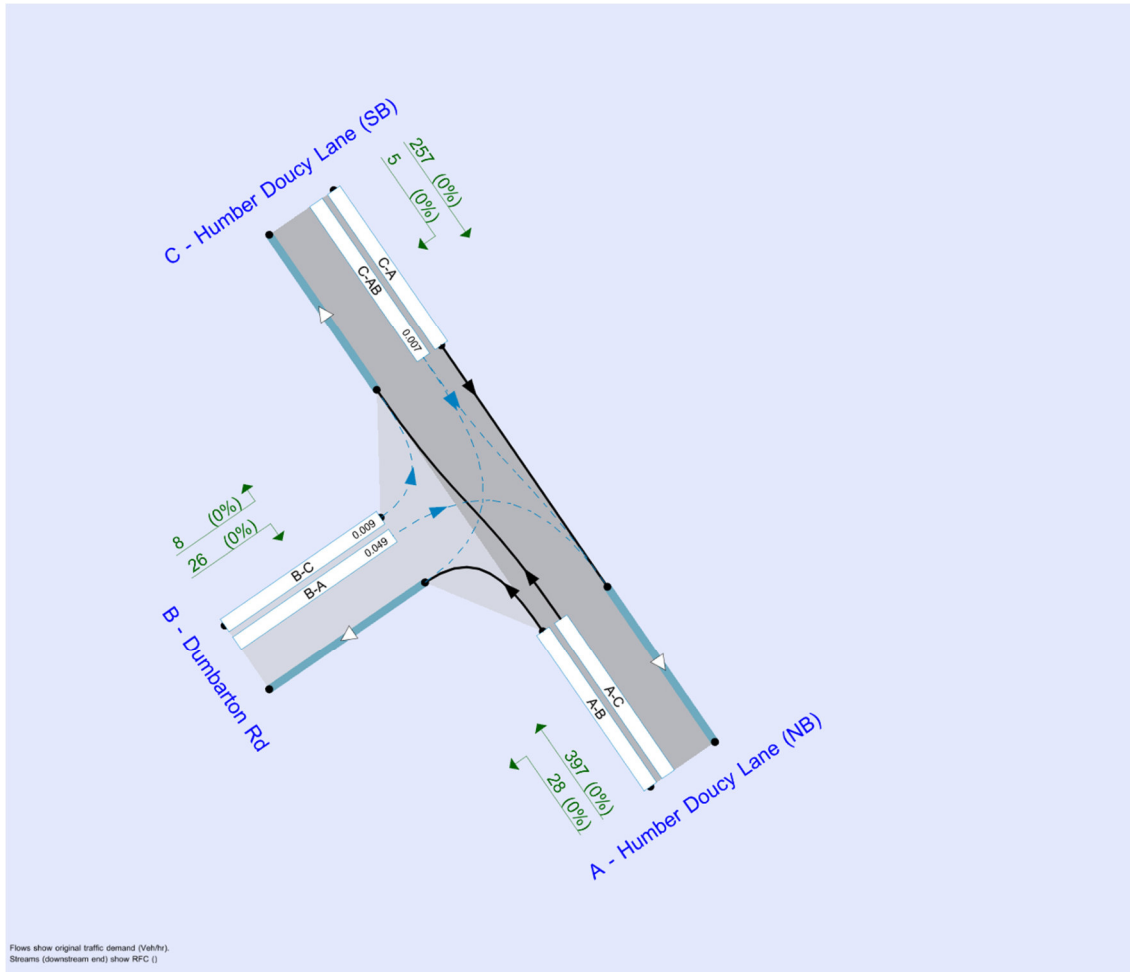
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBYJWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15
D2	2023 Base	PM	ONE HOUR	16:30	18:00	15
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15
D4	2026 Baseline	PM	ONE HOUR	16:30	18:00	15
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:30	18:00	15
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:30	18:00	15
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15
D10	2032 Baseline	PM	ONE HOUR	16:30	18:00	15
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15
D12	2032 Baseline + Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Humber Doucy Lane (NB)		Major
B	Dumbarton Rd		Minor
C	Humber Doucy Lane (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Humber Doucy Lane (SB)	5.40			180.0	✓	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)
B - Dumbarton Rd	One lane plus flare	10.00	3.28	2.48	2.46	2.46	✓	1.00	30	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	506	0.095	0.239	0.150	0.341
B-C	767	0.121	0.305	-	-
C-B	678	0.270	0.270	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	285	100.000
B - Dumbarton Rd		✓	36	100.000
C - Humber Doucy Lane (SB)		✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	32	253
	B - Dumbarton Rd	31	0	5
	C - Humber Doucy Lane (SB)	331	7	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	0	0
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.48	0.0	A
B-A	0.09	10.47	0.1	B
C-AB	0.02	4.65	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	696	0.005	4	0.0	5.199	A
B-A	23	418	0.056	23	0.1	9.102	A
C-AB	8	783	0.010	8	0.0	4.644	A
C-A	247			247			
A-B	24			24			
A-C	190			190			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	682	0.007	4	0.0	5.314	A
B-A	28	401	0.069	28	0.1	9.633	A
C-AB	10	805	0.012	10	0.0	4.526	A
C-A	294			294			
A-B	29			29			
A-C	227			227			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	662	0.008	5	0.0	5.483	A
B-A	34	378	0.090	34	0.1	10.464	B
C-AB	14	837	0.016	14	0.0	4.372	A
C-A	358			358			
A-B	35			35			
A-C	279			279			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	662	0.008	6	0.0	5.484	A
B-A	34	378	0.090	34	0.1	10.468	B
C-AB	14	837	0.016	14	0.0	4.375	A
C-A	358			358			
A-B	35			35			
A-C	279			279			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	682	0.007	5	0.0	5.315	A
B-A	28	401	0.069	28	0.1	9.640	A
C-AB	10	805	0.012	10	0.0	4.531	A
C-A	294			294			
A-B	29			29			
A-C	227			227			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	696	0.005	4	0.0	5.200	A
B-A	23	418	0.056	23	0.1	9.113	A
C-AB	8	783	0.010	8	0.0	4.647	A

C-A	247			247			
A-B	24			24			
A-C	190			190			

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	297	100.000
B - Dumbarton Rd		✓	33	100.000
C - Humber Doucy Lane (SB)		✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	26	271
	B - Dumbarton Rd	25	0	8
	C - Humber Doucy Lane (SB)	174	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	0	1
B - Dumbarton Rd		0	0	0
C - Humber Doucy Lane (SB)		1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.53	0.0	A
B-A	0.07	9.66	0.1	A
C-AB	0.01	5.16	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	694	0.009	6	0.0	5.231	A
B-A	19	434	0.043	19	0.0	8.671	A
C-AB	5	703	0.007	5	0.0	5.154	A
C-A	130			130			
A-B	20			20			
A-C	204			204			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	680	0.011	7	0.0	5.352	A
B-A	22	420	0.054	22	0.1	9.063	A
C-AB	6	709	0.008	6	0.0	5.119	A
C-A	155			155			
A-B	23			23			
A-C	244			244			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	660	0.013	9	0.0	5.529	A
B-A	28	400	0.069	27	0.1	9.658	A
C-AB	8	717	0.010	8	0.0	5.069	A
C-A	190			190			

A-B	29			29			
A-C	298			298			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	660	0.013	9	0.0	5.529	A
B-A	28	400	0.069	28	0.1	9.659	A
C-AB	8	717	0.010	8	0.0	5.072	A
C-A	190			190			
A-B	29			29			
A-C	298			298			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	680	0.011	7	0.0	5.354	A
B-A	22	420	0.054	23	0.1	9.069	A
C-AB	6	709	0.008	6	0.0	5.121	A
C-A	155			155			
A-B	23			23			
A-C	244			244			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	694	0.009	6	0.0	5.234	A
B-A	19	434	0.043	19	0.0	8.682	A
C-AB	5	703	0.007	5	0.0	5.155	A
C-A	130			130			
A-B	20			20			
A-C	204			204			

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	289	100.000
B - Dumbarton Rd		✓	36	100.000
C - Humber Doucy Lane (SB)		✓	343	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	32	257
	B - Dumbarton Rd	31	0	5
	C - Humber Doucy Lane (SB)	336	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	0	0
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.50	0.0	A
B-A	0.09	10.53	0.1	B
C-AB	0.02	4.64	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	695	0.005	4	0.0	5.206	A
B-A	23	417	0.056	23	0.1	9.128	A
C-AB	8	785	0.010	8	0.0	4.634	A
C-A	250			250			
A-B	24			24			
A-C	193			193			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	681	0.007	4	0.0	5.323	A
B-A	28	400	0.070	28	0.1	9.673	A
C-AB	10	807	0.012	10	0.0	4.515	A
C-A	298			298			
A-B	29			29			
A-C	231			231			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	661	0.008	5	0.0	5.495	A
B-A	34	376	0.091	34	0.1	10.519	B
C-AB	14	839	0.016	14	0.0	4.359	A
C-A	364			364			
A-B	35			35			
A-C	283			283			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	660	0.008	6	0.0	5.495	A
B-A	34	376	0.091	34	0.1	10.526	B
C-AB	14	839	0.016	14	0.0	4.360	A
C-A	364			364			
A-B	35			35			
A-C	283			283			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	681	0.007	5	0.0	5.324	A
B-A	28	400	0.070	28	0.1	9.680	A
C-AB	10	807	0.012	10	0.0	4.520	A
C-A	298			298			
A-B	29			29			
A-C	231			231			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	695	0.005	4	0.0	5.209	A
B-A	23	417	0.056	23	0.1	9.143	A
C-AB	8	785	0.010	8	0.0	4.635	A

C-A	250			250			
A-B	24			24			
A-C	193			193			

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	301	100.000
B - Dumbarton Rd		✓	33	100.000
C - Humber Doucy Lane (SB)		✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	26	275
	B - Dumbarton Rd	25	0	8
	C - Humber Doucy Lane (SB)	177	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	0	1
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.54	0.0	A
B-A	0.07	9.70	0.1	A
C-AB	0.01	5.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	693	0.009	6	0.0	5.238	A
B-A	19	433	0.044	19	0.0	8.694	A
C-AB	5	704	0.007	5	0.0	5.149	A
C-A	132			132			
A-B	20			20			
A-C	207			207			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	679	0.011	7	0.0	5.361	A
B-A	22	418	0.054	22	0.1	9.092	A
C-AB	6	710	0.008	6	0.0	5.112	A
C-A	158			158			
A-B	23			23			
A-C	247			247			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	658	0.013	9	0.0	5.541	A
B-A	28	399	0.069	27	0.1	9.699	A
C-AB	8	719	0.011	8	0.0	5.061	A
C-A	193			193			

A-B	29			29			
A-C	303			303			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	658	0.013	9	0.0	5.541	A
B-A	28	399	0.069	28	0.1	9.700	A
C-AB	8	719	0.011	8	0.0	5.062	A
C-A	193			193			
A-B	29			29			
A-C	303			303			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	679	0.011	7	0.0	5.363	A
B-A	22	418	0.054	23	0.1	9.099	A
C-AB	6	710	0.008	6	0.0	5.117	A
C-A	158			158			
A-B	23			23			
A-C	247			247			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	693	0.009	6	0.0	5.241	A
B-A	19	433	0.044	19	0.0	8.704	A
C-AB	5	704	0.007	5	0.0	5.152	A
C-A	132			132			
A-B	20			20			
A-C	207			207			

2026 Baseline + Dev (160), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	300	100.000
B - Dumbarton Rd		✓	36	100.000
C - Humber Doucy Lane (SB)		✓	376	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	32	268
	B - Dumbarton Rd	31	0	5
	C - Humber Doucy Lane (SB)	369	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	0	0
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.53	0.0	A
B-A	0.09	10.79	0.1	B
C-AB	0.02	4.55	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	692	0.005	4	0.0	5.226	A
B-A	23	411	0.057	23	0.1	9.265	A
C-AB	8	799	0.010	8	0.0	4.551	A
C-A	275			275			
A-B	24			24			
A-C	202			202			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	678	0.007	4	0.0	5.348	A
B-A	28	393	0.071	28	0.1	9.855	A
C-AB	11	825	0.013	11	0.0	4.421	A
C-A	327			327			
A-B	29			29			
A-C	241			241			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	657	0.008	5	0.0	5.529	A
B-A	34	368	0.093	34	0.1	10.785	B
C-AB	15	861	0.017	15	0.0	4.251	A
C-A	399			399			
A-B	35			35			
A-C	295			295			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	656	0.008	6	0.0	5.529	A
B-A	34	368	0.093	34	0.1	10.791	B
C-AB	15	861	0.017	15	0.0	4.254	A
C-A	399			399			
A-B	35			35			
A-C	295			295			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	677	0.007	5	0.0	5.351	A
B-A	28	393	0.071	28	0.1	9.862	A
C-AB	11	825	0.013	11	0.0	4.424	A
C-A	327			327			
A-B	29			29			
A-C	241			241			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	692	0.005	4	0.0	5.229	A
B-A	23	411	0.057	23	0.1	9.281	A
C-AB	8	799	0.010	8	0.0	4.555	A

C-A	275			275			
A-B	24			24			
A-C	202			202			

2026 Baseline + Dev (160), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	327	100.000
B - Dumbarton Rd		✓	33	100.000
C - Humber Doucy Lane (SB)		✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	26	301
	B - Dumbarton Rd	25	0	8
	C - Humber Doucy Lane (SB)	194	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	0	1
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.62	0.0	A
B-A	0.07	9.96	0.1	A
C-AB	0.01	5.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	687	0.009	6	0.0	5.285	A
B-A	19	426	0.044	19	0.0	8.836	A
C-AB	5	707	0.007	5	0.0	5.124	A
C-A	145			145			
A-B	20			20			
A-C	227			227			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	671	0.011	7	0.0	5.419	A
B-A	22	410	0.055	22	0.1	9.279	A
C-AB	6	714	0.008	6	0.0	5.082	A

C-A	173			173			
A-B	23			23			
A-C	271			271			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	649	0.014	9	0.0	5.618	A
B-A	28	389	0.071	27	0.1	9.957	A
C-AB	8	724	0.011	8	0.0	5.023	A
C-A	211			211			
A-B	29			29			
A-C	331			331			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	649	0.014	9	0.0	5.618	A
B-A	28	389	0.071	28	0.1	9.962	A
C-AB	8	724	0.011	8	0.0	5.024	A
C-A	211			211			
A-B	29			29			
A-C	331			331			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	671	0.011	7	0.0	5.420	A
B-A	22	410	0.055	23	0.1	9.284	A
C-AB	6	714	0.008	6	0.0	5.085	A
C-A	173			173			
A-B	23			23			
A-C	271			271			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	687	0.009	6	0.0	5.285	A
B-A	19	426	0.044	19	0.0	8.847	A
C-AB	5	707	0.007	5	0.0	5.127	A
C-A	145			145			
A-B	20			20			
A-C	227			227			

2026 Baseline + Dev (200), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	303	100.000
B - Dumbarton Rd		✓	36	100.000
C - Humber Doucy Lane (SB)		✓	385	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	32	271
	B - Dumbarton Rd	31	0	5
	C - Humber Doucy Lane (SB)	378	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	0	0
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.54	0.0	A
B-A	0.09	10.87	0.1	B
C-AB	0.02	4.53	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	692	0.005	4	0.0	5.231	A
B-A	23	410	0.057	23	0.1	9.302	A
C-AB	8	803	0.010	8	0.0	4.529	A
C-A	282			282			
A-B	24			24			
A-C	204			204			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	677	0.007	4	0.0	5.355	A
B-A	28	391	0.071	28	0.1	9.906	A
C-AB	11	829	0.013	11	0.0	4.396	A
C-A	335			335			
A-B	29			29			
A-C	244			244			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	655	0.008	5	0.0	5.538	A
B-A	34	365	0.093	34	0.1	10.859	B
C-AB	15	867	0.017	15	0.0	4.222	A
C-A	409			409			
A-B	35			35			
A-C	298			298			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	655	0.008	6	0.0	5.538	A
B-A	34	365	0.093	34	0.1	10.866	B
C-AB	15	867	0.017	15	0.0	4.224	A
C-A	409			409			
A-B	35			35			
A-C	298			298			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	677	0.007	5	0.0	5.358	A
B-A	28	391	0.071	28	0.1	9.913	A
C-AB	11	829	0.013	11	0.0	4.399	A
C-A	335			335			
A-B	29			29			
A-C	244			244			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	692	0.005	4	0.0	5.233	A
B-A	23	410	0.057	23	0.1	9.319	A
C-AB	8	803	0.010	8	0.0	4.531	A
C-A	282			282			
A-B	24			24			
A-C	204			204			

2026 Baseline + Dev (200), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
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A - Humber Doucy Lane (NB)		✓	333	100.000
B - Dumbarton Rd		✓	33	100.000
C - Humber Doucy Lane (SB)		✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	26	307
	B - Dumbarton Rd	25	0	8
	C - Humber Doucy Lane (SB)	198	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	0	1
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.64	0.0	A
B-A	0.07	10.02	0.1	B
C-AB	0.01	5.12	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	686	0.009	6	0.0	5.295	A
B-A	19	424	0.044	19	0.0	8.870	A
C-AB	5	708	0.007	5	0.0	5.118	A
C-A	148			148			
A-B	20			20			
A-C	231			231			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	670	0.011	7	0.0	5.433	A
B-A	22	409	0.055	22	0.1	9.323	A
C-AB	6	715	0.008	6	0.0	5.075	A
C-A	177			177			
A-B	23			23			
A-C	276			276			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	647	0.014	9	0.0	5.636	A
B-A	28	387	0.071	27	0.1	10.021	B
C-AB	8	726	0.011	8	0.0	5.013	A
C-A	216			216			
A-B	29			29			
A-C	338			338			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	647	0.014	9	0.0	5.637	A
B-A	28	387	0.071	28	0.1	10.025	B
C-AB	8	726	0.011	8	0.0	5.014	A
C-A	216			216			
A-B	29			29			
A-C	338			338			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	670	0.011	7	0.0	5.434	A
B-A	22	408	0.055	23	0.1	9.328	A
C-AB	6	715	0.008	6	0.0	5.079	A
C-A	176			176			
A-B	23			23			
A-C	276			276			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	686	0.009	6	0.0	5.298	A
B-A	19	424	0.044	19	0.0	8.879	A
C-AB	5	708	0.007	5	0.0	5.119	A
C-A	148			148			
A-B	20			20			
A-C	231			231			

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	302	100.000
B - Dumbarton Rd		✓	38	100.000
C - Humber Doucy Lane (SB)		✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
	A - Humber Doucy Lane (NB)	0	34	268
	B - Dumbarton Rd	33	0	5
	C - Humber Doucy Lane (SB)	351	7	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
A - Humber Doucy Lane (NB)		0	0	0
B - Dumbarton Rd		0	0	0
C - Humber Doucy Lane (SB)		1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.54	0.0	A
B-A	0.10	10.77	0.1	B
C-AB	0.02	4.61	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	692	0.005	4	0.0	5.232	A
B-A	25	413	0.060	25	0.1	9.255	A
C-AB	8	790	0.010	8	0.0	4.604	A
C-A	262			262			
A-B	26			26			
A-C	202			202			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	677	0.007	4	0.0	5.356	A
B-A	30	395	0.075	30	0.1	9.842	A
C-AB	10	813	0.013	10	0.0	4.481	A
C-A	312			312			
A-B	31			31			
A-C	241			241			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	655	0.008	5	0.0	5.539	A
B-A	36	371	0.098	36	0.1	10.765	B
C-AB	14	847	0.017	14	0.0	4.319	A
C-A	380			380			
A-B	37			37			

A-C	295			295			
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00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	655	0.008	6	0.0	5.540	A
B-A	36	371	0.098	36	0.1	10.772	B
C-AB	14	847	0.017	14	0.0	4.322	A
C-A	380			380			
A-B	37			37			
A-C	295			295			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	676	0.007	5	0.0	5.359	A
B-A	30	395	0.075	30	0.1	9.849	A
C-AB	10	813	0.013	10	0.0	4.485	A
C-A	312			312			
A-B	31			31			
A-C	241			241			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	692	0.005	4	0.0	5.233	A
B-A	25	413	0.060	25	0.1	9.269	A
C-AB	8	790	0.010	8	0.0	4.606	A
C-A	262			262			
A-B	26			26			
A-C	202			202			

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Baseline	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	313	100.000
B - Dumbarton Rd		✓	34	100.000
C - Humber Doucy Lane (SB)		✓	190	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	26	287
	B - Dumbarton Rd	26	0	8
	C - Humber Doucy Lane (SB)	185	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	0	1
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.58	0.0	A
B-A	0.07	9.85	0.1	A
C-AB	0.01	5.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	690	0.009	6	0.0	5.262	A
B-A	20	429	0.046	19	0.0	8.775	A
C-AB	5	705	0.007	5	0.0	5.137	A
C-A	138			138			
A-B	20			20			
A-C	216			216			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	675	0.011	7	0.0	5.391	A
B-A	23	415	0.056	23	0.1	9.199	A
C-AB	6	712	0.008	6	0.0	5.098	A
C-A	165			165			
A-B	23			23			
A-C	258			258			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	654	0.013	9	0.0	5.580	A
B-A	29	394	0.073	29	0.1	9.845	A
C-AB	8	721	0.011	8	0.0	5.043	A
C-A	202			202			
A-B	29			29			
A-C	316			316			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	654	0.013	9	0.0	5.581	A
B-A	29	394	0.073	29	0.1	9.849	A
C-AB	8	721	0.011	8	0.0	5.044	A
C-A	202			202			
A-B	29			29			
A-C	316			316			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	675	0.011	7	0.0	5.393	A
B-A	23	415	0.056	23	0.1	9.206	A
C-AB	6	712	0.008	6	0.0	5.102	A
C-A	165			165			
A-B	23			23			
A-C	258			258			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	690	0.009	6	0.0	5.265	A
B-A	20	429	0.046	20	0.0	8.786	A
C-AB	5	705	0.007	5	0.0	5.140	A

C-A	138			138			
A-B	20			20			
A-C	216			216			

2032 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - 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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	349	100.000
B - Dumbarton Rd		✓	38	100.000
C - Humber Doucy Lane (SB)		✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	34	315
	B - Dumbarton Rd	33	0	5
	C - Humber Doucy Lane (SB)	491	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	0	0
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.69	0.0	A
B-A	0.11	12.06	0.1	B
C-AB	0.02	4.28	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	680	0.006	4	0.0	5.319	A
B-A	25	389	0.064	25	0.1	9.875	A
C-AB	9	851	0.011	9	0.0	4.276	A
C-A	366			366			
A-B	26			26			
A-C	237			237			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	663	0.007	4	0.0	5.468	A
B-A	30	366	0.081	30	0.1	10.694	B
C-AB	13	888	0.014	13	0.0	4.110	A

C-A	435			435			
A-B	31			31			
A-C	283			283			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	638	0.009	5	0.0	5.691	A
B-A	36	335	0.109	36	0.1	12.054	B
C-AB	18	941	0.019	18	0.0	3.899	A
C-A	530			530			
A-B	37			37			
A-C	347			347			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	638	0.009	6	0.0	5.692	A
B-A	36	335	0.109	36	0.1	12.063	B
C-AB	18	941	0.019	18	0.0	3.901	A
C-A	530			530			
A-B	37			37			
A-C	347			347			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	663	0.007	5	0.0	5.469	A
B-A	30	366	0.081	30	0.1	10.706	B
C-AB	13	888	0.014	13	0.0	4.114	A
C-A	435			435			
A-B	31			31			
A-C	283			283			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	680	0.006	4	0.0	5.323	A
B-A	25	389	0.064	25	0.1	9.893	A
C-AB	9	851	0.011	9	0.0	4.280	A
C-A	366			366			
A-B	26			26			
A-C	237			237			

2032 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Dumbarton Rd - 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	C - Humber Doucy Lane (SB) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 Baseline + Dev	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Humber Doucy Lane (NB)		✓	425	100.000
B - Dumbarton Rd		✓	34	100.000
C - Humber Doucy Lane (SB)		✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	28	397
	B - Dumbarton Rd	26	0	8
	C - Humber Doucy Lane (SB)	257	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Humber Doucy Lane (NB)	B - Dumbarton Rd	C - Humber Doucy Lane (SB)
From	A - Humber Doucy Lane (NB)	0	0	0
	B - Dumbarton Rd	0	0	0
	C - Humber Doucy Lane (SB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.92	0.0	A
B-A	0.08	11.06	0.1	B
C-AB	0.01	5.02	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	665	0.009	6	0.0	5.461	A
B-A	20	402	0.049	19	0.1	9.401	A
C-AB	5	722	0.007	5	0.0	5.022	A
C-A	192			192			
A-B	21			21			
A-C	299			299			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	645	0.011	7	0.0	5.644	A
B-A	23	382	0.061	23	0.1	10.037	B
C-AB	7	732	0.009	7	0.0	4.959	A
C-A	229			229			
A-B	25			25			
A-C	357			357			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	617	0.014	9	0.0	5.920	A
B-A	29	354	0.081	29	0.1	11.056	B
C-AB	9	748	0.012	9	0.0	4.868	A
C-A	280			280			
A-B	31			31			
A-C	437			437			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	617	0.014	9	0.0	5.920	A
B-A	29	354	0.081	29	0.1	11.060	B
C-AB	9	748	0.012	9	0.0	4.870	A
C-A	280			280			
A-B	31			31			
A-C	437			437			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	645	0.011	7	0.0	5.647	A
B-A	23	382	0.061	23	0.1	10.044	B
C-AB	7	732	0.009	7	0.0	4.959	A
C-A	229			229			
A-B	25			25			
A-C	357			357			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	665	0.009	6	0.0	5.465	A
B-A	20	402	0.049	20	0.1	9.415	A
C-AB	5	722	0.007	5	0.0	5.025	A
C-A	192			192			
A-B	21			21			
A-C	299			299			

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.5.2.1013 © Copyright TRL Limited, 2019									
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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: J6 - Rushmere Rd_HDL_The Street MiniRoundabout.j9
Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
 TA\03 Data\04 Traffic Modelling\05 Models\Existing Layouts\J6
Report generation date: 01/03/2024 12:15:55

»2023 Base, AM
 »2023 Base, PM
 »2026 Baseline, AM
 »2026 Baseline, PM
 »2026 Baseline + Dev (160), AM
 »2026 Baseline + Dev (160), PM
 »2026 Baseline + Dev (200), AM
 »2026 Baseline + Dev (200), PM
 »2032 Baseline, AM
 »2032 Baseline, PM
 »2032 Baseline + Dev, AM
 »2032 Baseline + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base									
1 - Humber Doucy Lane (NB)	D1	0.1	3.43	0.07	A	D2	0.1	3.34	0.11	A
2 - Rushmere Rd		0.4	7.25	0.29	A		0.2	6.52	0.18	A
3 - Humber Doucy Lane (SB)		0.6	5.68	0.38	A		0.3	4.27	0.21	A
4 - The Street		0.5	7.12	0.35	A		0.4	5.83	0.29	A
	2026 Baseline									
1 - Humber Doucy Lane (NB)	D3	0.1	3.48	0.08	A	D4	0.1	3.37	0.12	A
2 - Rushmere Rd		0.4	7.39	0.29	A		0.2	6.59	0.18	A
3 - Humber Doucy Lane (SB)		0.6	5.77	0.39	A		0.3	4.30	0.22	A
4 - The Street		0.6	7.24	0.36	A		0.4	5.89	0.29	A
	2026 Baseline + Dev (160)									
1 - Humber Doucy Lane (NB)	D5	0.1	3.58	0.09	A	D6	0.1	3.43	0.12	A
2 - Rushmere Rd		0.4	7.58	0.31	A		0.3	6.92	0.22	A
3 - Humber Doucy Lane (SB)		0.7	6.13	0.43	A		0.3	4.40	0.23	A
4 - The Street		0.6	7.59	0.37	A		0.4	6.02	0.30	A
	2026 Baseline + Dev (200)									
1 - Humber Doucy Lane (NB)	D7	0.1	3.60	0.09	A	D8	0.1	3.44	0.12	A

2 - Rushmere Rd		0.4	7.61	0.31	A		0.3	7.00	0.23	A
3 - Humber Doucy Lane (SB)		0.8	6.22	0.44	A		0.3	4.52	0.24	A
4 - The Street		0.6	7.68	0.37	A		0.4	6.06	0.30	A
	2032 Baseline									
1 - Humber Doucy Lane (NB)	D9	0.1	3.55	0.09	A	D10	0.1	3.43	0.12	A
2 - Rushmere Rd		0.4	7.63	0.31	A		0.2	6.75	0.19	A
3 - Humber Doucy Lane (SB)		0.7	5.97	0.41	A		0.3	4.37	0.22	A
4 - The Street		0.6	7.56	0.38	A		0.4	6.04	0.31	A
	2032 Baseline + Dev									
1 - Humber Doucy Lane (NB)	D11	0.1	4.02	0.11	A	D12	0.2	3.72	0.15	A
2 - Rushmere Rd		0.6	8.48	0.37	A		0.5	8.51	0.34	A
3 - Humber Doucy Lane (SB)		1.3	8.00	0.56	A		0.4	4.83	0.30	A
4 - The Street		0.8	9.45	0.44	A		0.5	6.64	0.33	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

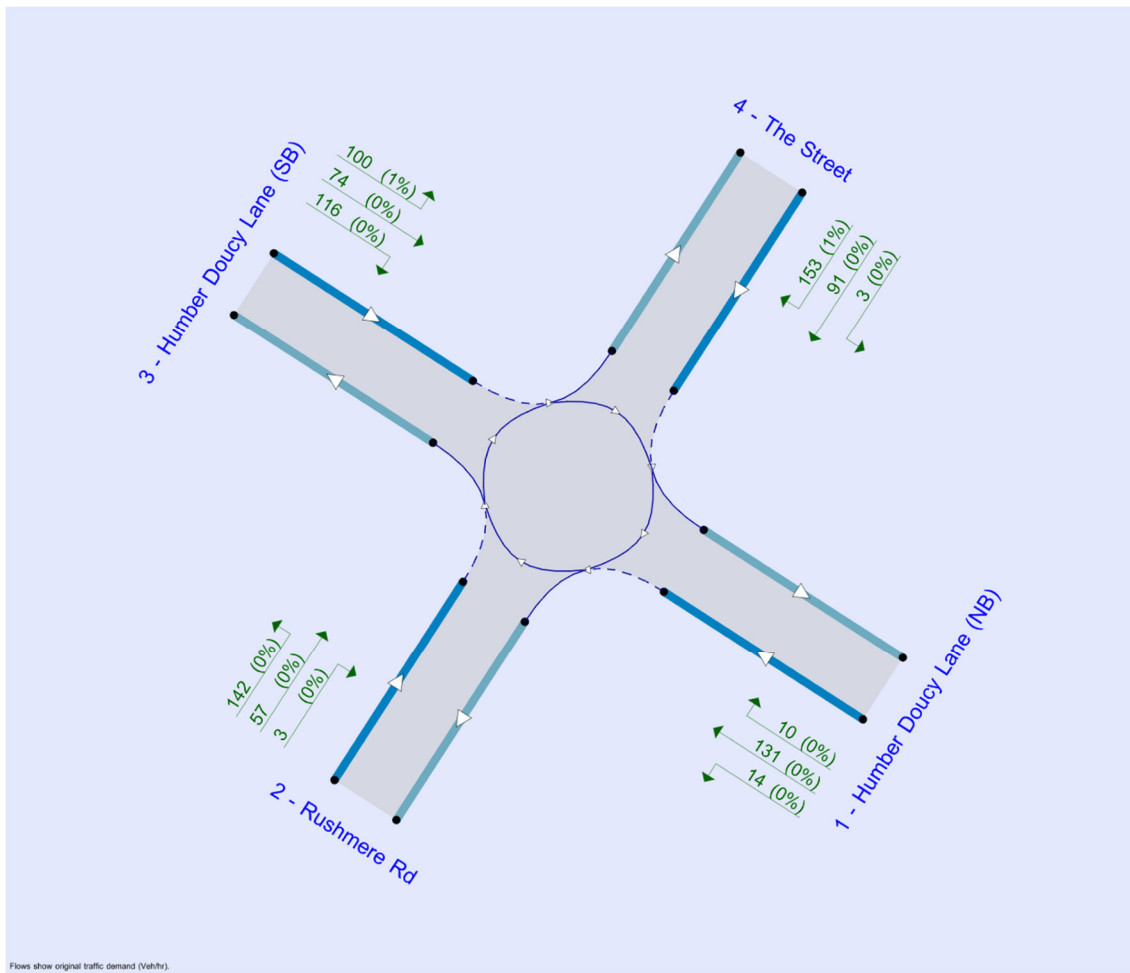
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\JWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	00:00	01:30	15
D2	2023 Base	PM	ONE HOUR	16:30	18:00	15
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15
D4	2026 Baseline	PM	ONE HOUR	16:30	18:00	15
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:30	18:00	15
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:30	18:00	15
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15
D10	2032 Baseline	PM	ONE HOUR	16:30	18:00	15
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15
D12	2032 Baseline + Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
----	---------------------------------

A1	100.000
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2023 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	6.22	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Humber Doucy Lane (NB)	
2	Rushmere Rd	
3	Humber Doucy Lane (SB)	
4	The Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Humber Doucy Lane (NB)	2.43	2.43	5.55	2.2	9.72	20.00	0.0	
2 - Rushmere Rd	3.68	3.15	3.15	0.0	6.91	4.80	0.0	
3 - Humber Doucy Lane (SB)	2.50	2.50	4.73	6.9	10.86	15.00	0.0	
4 - The Street	3.00	3.00	3.75	0.1	7.40	16.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Humber Doucy Lane (NB)	0.894	1495
2 - Rushmere Rd	0.596	839
3 - Humber Doucy Lane (SB)	0.637	1117
4 - The Street	0.632	954

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)
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D1	2023 Base	AM	ONE HOUR	00:00	01:30	15
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Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	76	100.000
2 - Rushmere Rd		✓	180	100.000
3 - Humber Doucy Lane (SB)		✓	358	100.000
4 - The Street		✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	11	62	3
	2 - Rushmere Rd	18	0	69	93
	3 - Humber Doucy Lane (SB)	96	128	0	134
	4 - The Street	13	81	156	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	2	1	0	0
	4 - The Street	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.07	3.43	0.1	A
2 - Rushmere Rd	0.29	7.25	0.4	A
3 - Humber Doucy Lane (SB)	0.38	5.68	0.6	A
4 - The Street	0.35	7.12	0.5	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	57	273	1249	0.046	57	0.0	3.019	A
2 - Rushmere Rd	136	165	741	0.183	135	0.2	5.930	A
3 - Humber Doucy Lane (SB)	269	85	1054	0.256	268	0.3	4.576	A
4 - The Street	188	181	835	0.226	187	0.3	5.546	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	68	328	1200	0.057	68	0.1	3.179	A
2 - Rushmere Rd	162	198	721	0.224	162	0.3	6.429	A
3 - Humber Doucy Lane (SB)	322	102	1043	0.308	321	0.4	4.987	A
4 - The Street	225	217	812	0.277	225	0.4	6.123	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	84	401	1135	0.074	84	0.1	3.425	A
2 - Rushmere Rd	198	243	695	0.285	198	0.4	7.238	A
3 - Humber Doucy Lane (SB)	394	125	1028	0.383	393	0.6	5.663	A
4 - The Street	275	266	781	0.353	275	0.5	7.103	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	84	402	1134	0.074	84	0.1	3.427	A
2 - Rushmere Rd	198	243	694	0.285	198	0.4	7.253	A
3 - Humber Doucy Lane (SB)	394	126	1028	0.383	394	0.6	5.676	A
4 - The Street	275	266	781	0.353	275	0.5	7.124	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	68	329	1199	0.057	68	0.1	3.182	A
2 - Rushmere Rd	162	199	721	0.225	162	0.3	6.452	A
3 - Humber Doucy Lane (SB)	322	103	1042	0.309	322	0.4	5.003	A
4 - The Street	225	218	812	0.277	226	0.4	6.150	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	57	275	1247	0.046	57	0.0	3.024	A
2 - Rushmere Rd	136	167	740	0.183	136	0.2	5.958	A
3 - Humber Doucy Lane (SB)	269	86	1053	0.256	270	0.3	4.598	A
4 - The Street	188	182	834	0.226	189	0.3	5.581	A

2023 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	5.00	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	125	100.000
2 - Rushmere Rd		✓	110	100.000
3 - Humber Doucy Lane (SB)		✓	202	100.000
4 - The Street		✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
	1 - Humber Doucy Lane (NB)	0	13	103	9
	2 - Rushmere Rd	3	0	53	54
	3 - Humber Doucy Lane (SB)	55	56	0	91
4 - The Street		3	86	140	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	0	0	0	1
4 - The Street		0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.11	3.34	0.1	A
2 - Rushmere Rd	0.18	6.52	0.2	A
3 - Humber Doucy Lane (SB)	0.21	4.27	0.3	A
4 - The Street	0.29	5.83	0.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	94	211	1305	0.072	94	0.1	2.971	A
2 - Rushmere Rd	83	189	726	0.114	82	0.1	5.580	A
3 - Humber Doucy Lane (SB)	152	49	1081	0.141	151	0.2	3.871	A
4 - The Street	172	85	894	0.192	171	0.2	4.972	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	112	253	1268	0.089	112	0.1	3.115	A
2 - Rushmere Rd	99	226	704	0.140	99	0.2	5.945	A
3 - Humber Doucy Lane (SB)	182	59	1075	0.169	182	0.2	4.030	A
4 - The Street	206	102	884	0.233	205	0.3	5.307	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	138	310	1217	0.113	138	0.1	3.335	A
2 - Rushmere Rd	121	277	674	0.180	121	0.2	6.509	A
3 - Humber Doucy Lane (SB)	223	73	1066	0.209	222	0.3	4.264	A
4 - The Street	252	125	869	0.290	251	0.4	5.822	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	138	310	1216	0.113	138	0.1	3.336	A
2 - Rushmere Rd	121	277	673	0.180	121	0.2	6.516	A
3 - Humber Doucy Lane (SB)	223	73	1066	0.209	223	0.3	4.266	A
4 - The Street	252	126	869	0.290	252	0.4	5.830	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	112	254	1267	0.089	112	0.1	3.117	A
2 - Rushmere Rd	99	227	704	0.141	99	0.2	5.958	A
3 - Humber Doucy Lane (SB)	182	59	1075	0.169	182	0.2	4.033	A
4 - The Street	206	103	884	0.233	206	0.3	5.315	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	94	212	1304	0.072	94	0.1	2.977	A
2 - Rushmere Rd	83	190	726	0.114	83	0.1	5.602	A
3 - Humber Doucy Lane (SB)	152	50	1081	0.141	152	0.2	3.879	A
4 - The Street	172	86	894	0.193	172	0.2	4.990	A

2026 Baseline, 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	6.30	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	85	100.000
2 - Rushmere Rd		✓	182	100.000
3 - Humber Doucy Lane (SB)		✓	367	100.000
4 - The Street		✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
	1 - Humber Doucy Lane (NB)	0	11	71	3
	2 - Rushmere Rd	18	0	70	94
	3 - Humber Doucy Lane (SB)	101	130	0	136
	4 - The Street	13	82	158	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	2	1	0	0
	4 - The Street	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.08	3.48	0.1	A
2 - Rushmere Rd	0.29	7.39	0.4	A
3 - Humber Doucy Lane (SB)	0.39	5.77	0.6	A
4 - The Street	0.36	7.24	0.6	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	64	277	1246	0.051	64	0.1	3.044	A
2 - Rushmere Rd	137	174	736	0.186	136	0.2	5.994	A
3 - Humber Doucy Lane (SB)	276	86	1053	0.262	275	0.4	4.617	A
4 - The Street	191	186	832	0.229	189	0.3	5.594	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	76	332	1196	0.064	76	0.1	3.213	A
2 - Rushmere Rd	164	208	715	0.229	163	0.3	6.519	A
3 - Humber Doucy Lane (SB)	330	103	1042	0.316	329	0.5	5.046	A
4 - The Street	228	223	808	0.282	227	0.4	6.193	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	94	406	1130	0.083	93	0.1	3.473	A
2 - Rushmere Rd	200	255	688	0.291	200	0.4	7.377	A
3 - Humber Doucy Lane (SB)	404	126	1027	0.393	403	0.6	5.757	A
4 - The Street	279	273	776	0.359	278	0.6	7.219	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	94	407	1129	0.083	94	0.1	3.476	A
2 - Rushmere Rd	200	255	687	0.292	200	0.4	7.393	A
3 - Humber Doucy Lane (SB)	404	127	1027	0.393	404	0.6	5.772	A
4 - The Street	279	274	776	0.359	279	0.6	7.241	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	76	333	1195	0.064	76	0.1	3.219	A
2 - Rushmere Rd	164	209	715	0.229	164	0.3	6.542	A
3 - Humber Doucy Lane (SB)	330	104	1042	0.316	330	0.5	5.066	A
4 - The Street	228	224	808	0.282	228	0.4	6.222	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	64	279	1244	0.051	64	0.1	3.050	A
2 - Rushmere Rd	137	175	735	0.186	137	0.2	6.023	A
3 - Humber Doucy Lane (SB)	276	87	1052	0.262	276	0.4	4.643	A
4 - The Street	191	188	831	0.229	191	0.3	5.628	A

2026 Baseline, 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	5.04	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	130	100.000

2 - Rushmere Rd		✓	112	100.000
3 - Humber Doucy Lane (SB)		✓	208	100.000
4 - The Street		✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	13	108	9
	2 - Rushmere Rd	3	0	54	55
	3 - Humber Doucy Lane (SB)	59	57	0	92
	4 - The Street	3	88	141	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	0	0	0	1
	4 - The Street	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.12	3.37	0.1	A
2 - Rushmere Rd	0.18	6.59	0.2	A
3 - Humber Doucy Lane (SB)	0.22	4.30	0.3	A
4 - The Street	0.29	5.89	0.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	98	214	1303	0.075	98	0.1	2.987	A
2 - Rushmere Rd	84	193	724	0.117	84	0.1	5.620	A
3 - Humber Doucy Lane (SB)	157	50	1081	0.145	156	0.2	3.891	A
4 - The Street	174	89	892	0.195	173	0.2	5.004	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	117	256	1265	0.092	117	0.1	3.136	A
2 - Rushmere Rd	101	231	701	0.144	101	0.2	5.995	A
3 - Humber Doucy Lane (SB)	187	60	1074	0.174	187	0.2	4.057	A
4 - The Street	208	107	881	0.236	208	0.3	5.347	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	143	314	1213	0.118	143	0.1	3.364	A
2 - Rushmere Rd	123	283	670	0.184	123	0.2	6.582	A
3 - Humber Doucy Lane (SB)	229	74	1066	0.215	229	0.3	4.301	A
4 - The Street	255	131	866	0.295	255	0.4	5.886	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	143	314	1212	0.118	143	0.1	3.365	A
2 - Rushmere Rd	123	284	670	0.184	123	0.2	6.590	A
3 - Humber Doucy Lane (SB)	229	74	1066	0.215	229	0.3	4.303	A
4 - The Street	255	131	866	0.295	255	0.4	5.894	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	117	257	1264	0.092	117	0.1	3.138	A
2 - Rushmere Rd	101	232	700	0.144	101	0.2	6.008	A
3 - Humber Doucy Lane (SB)	187	60	1074	0.174	187	0.2	4.060	A
4 - The Street	208	107	881	0.236	209	0.3	5.361	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	98	215	1301	0.075	98	0.1	2.993	A
2 - Rushmere Rd	84	194	723	0.117	84	0.1	5.639	A
3 - Humber Doucy Lane (SB)	157	51	1080	0.145	157	0.2	3.900	A
4 - The Street	174	90	892	0.196	175	0.2	5.024	A

2026 Baseline + Dev (160), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 3 and 4 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
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1	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	6.58	A
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Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	87	100.000
2 - Rushmere Rd		✓	191	100.000
3 - Humber Doucy Lane (SB)		✓	399	100.000
4 - The Street		✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	11	73	3
	2 - Rushmere Rd	18	0	79	94
	3 - Humber Doucy Lane (SB)	106	155	0	138
	4 - The Street	13	82	159	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	2	1	0	0
	4 - The Street	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.09	3.58	0.1	A
2 - Rushmere Rd	0.31	7.58	0.4	A
3 - Humber Doucy Lane (SB)	0.43	6.13	0.7	A
4 - The Street	0.37	7.59	0.6	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	65	297	1228	0.053	65	0.1	3.096	A
2 - Rushmere Rd	144	176	735	0.196	143	0.2	6.073	A
3 - Humber Doucy Lane (SB)	301	86	1053	0.286	299	0.4	4.767	A
4 - The Street	191	209	817	0.234	190	0.3	5.731	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	78	356	1175	0.067	78	0.1	3.282	A
2 - Rushmere Rd	172	211	714	0.241	171	0.3	6.635	A
3 - Humber Doucy Lane (SB)	359	103	1042	0.345	358	0.5	5.264	A
4 - The Street	229	251	791	0.289	228	0.4	6.396	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	96	436	1103	0.087	96	0.1	3.572	A
2 - Rushmere Rd	210	258	686	0.307	210	0.4	7.558	A
3 - Humber Doucy Lane (SB)	440	126	1027	0.428	439	0.7	6.108	A
4 - The Street	280	307	755	0.371	279	0.6	7.559	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	96	437	1102	0.087	96	0.1	3.575	A
2 - Rushmere Rd	210	259	685	0.307	210	0.4	7.578	A
3 - Humber Doucy Lane (SB)	440	127	1027	0.428	440	0.7	6.127	A
4 - The Street	280	308	754	0.371	280	0.6	7.586	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	78	358	1173	0.067	78	0.1	3.289	A
2 - Rushmere Rd	172	212	713	0.241	172	0.3	6.661	A
3 - Humber Doucy Lane (SB)	359	104	1042	0.345	360	0.5	5.288	A
4 - The Street	229	252	790	0.289	229	0.4	6.426	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	65	299	1226	0.053	66	0.1	3.104	A
2 - Rushmere Rd	144	177	734	0.196	144	0.2	6.106	A
3 - Humber Doucy Lane (SB)	301	87	1052	0.286	301	0.4	4.795	A
4 - The Street	191	211	816	0.234	192	0.3	5.770	A

2026 Baseline + Dev (160), 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	5.20	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	134	100.000
2 - Rushmere Rd		✓	132	100.000
3 - Humber Doucy Lane (SB)		✓	225	100.000
4 - The Street		✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
	1 - Humber Doucy Lane (NB)	0	13	112	9
	2 - Rushmere Rd	3	0	74	55
	3 - Humber Doucy Lane (SB)	62	70	0	93
	4 - The Street	3	88	143	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	0	0	0	1
	4 - The Street	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.12	3.43	0.1	A
2 - Rushmere Rd	0.22	6.92	0.3	A
3 - Humber Doucy Lane (SB)	0.23	4.40	0.3	A
4 - The Street	0.30	6.02	0.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	101	225	1293	0.078	101	0.1	3.019	A
2 - Rushmere Rd	99	198	721	0.138	99	0.2	5.778	A
3 - Humber Doucy Lane (SB)	169	50	1081	0.157	169	0.2	3.943	A
4 - The Street	176	101	884	0.199	175	0.2	5.066	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	120	270	1253	0.096	120	0.1	3.179	A
2 - Rushmere Rd	119	237	698	0.170	118	0.2	6.214	A
3 - Humber Doucy Lane (SB)	202	60	1075	0.188	202	0.2	4.125	A
4 - The Street	210	121	872	0.241	210	0.3	5.434	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	148	330	1198	0.123	147	0.1	3.425	A
2 - Rushmere Rd	145	290	666	0.218	145	0.3	6.910	A
3 - Humber Doucy Lane (SB)	248	74	1066	0.232	248	0.3	4.398	A
4 - The Street	257	148	855	0.301	257	0.4	6.017	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	148	331	1198	0.123	148	0.1	3.427	A
2 - Rushmere Rd	145	290	666	0.218	145	0.3	6.918	A
3 - Humber Doucy Lane (SB)	248	74	1066	0.232	248	0.3	4.400	A
4 - The Street	257	149	855	0.301	257	0.4	6.025	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	120	271	1252	0.096	121	0.1	3.184	A
2 - Rushmere Rd	119	237	697	0.170	119	0.2	6.230	A
3 - Humber Doucy Lane (SB)	202	60	1074	0.188	203	0.2	4.132	A
4 - The Street	210	122	872	0.241	210	0.3	5.447	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	101	227	1291	0.078	101	0.1	3.023	A
2 - Rushmere Rd	99	199	720	0.138	100	0.2	5.801	A
3 - Humber Doucy Lane (SB)	169	51	1081	0.157	170	0.2	3.952	A
4 - The Street	176	102	884	0.199	176	0.3	5.088	A

2026 Baseline + Dev (200), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 3 and 4 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	6.66	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	87	100.000
2 - Rushmere Rd		✓	193	100.000
3 - Humber Doucy Lane (SB)		✓	407	100.000
4 - The Street		✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	11	73	3
	2 - Rushmere Rd	18	0	81	94
	3 - Humber Doucy Lane (SB)	108	161	0	138
	4 - The Street	13	82	159	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	2	1	0	0
	4 - The Street	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.09	3.60	0.1	A
2 - Rushmere Rd	0.31	7.61	0.4	A
3 - Humber Doucy Lane (SB)	0.44	6.22	0.8	A
4 - The Street	0.37	7.68	0.6	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	65	301	1224	0.054	65	0.1	3.106	A
2 - Rushmere Rd	145	176	735	0.198	144	0.2	6.089	A

3 - Humber Doucy Lane (SB)	307	86	1053	0.291	305	0.4	4.803	A
4 - The Street	191	215	813	0.235	190	0.3	5.766	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	78	361	1170	0.067	78	0.1	3.296	A
2 - Rushmere Rd	174	211	714	0.243	173	0.3	6.657	A
3 - Humber Doucy Lane (SB)	366	103	1042	0.351	366	0.5	5.323	A
4 - The Street	229	258	786	0.291	228	0.4	6.448	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	96	442	1097	0.087	96	0.1	3.593	A
2 - Rushmere Rd	212	258	686	0.310	212	0.4	7.593	A
3 - Humber Doucy Lane (SB)	448	126	1027	0.436	447	0.8	6.198	A
4 - The Street	280	316	749	0.374	279	0.6	7.645	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	96	443	1096	0.087	96	0.1	3.597	A
2 - Rushmere Rd	212	259	685	0.310	212	0.4	7.613	A
3 - Humber Doucy Lane (SB)	448	127	1027	0.437	448	0.8	6.219	A
4 - The Street	280	316	749	0.374	280	0.6	7.675	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	78	363	1169	0.067	78	0.1	3.301	A
2 - Rushmere Rd	174	212	713	0.243	174	0.3	6.683	A
3 - Humber Doucy Lane (SB)	366	104	1042	0.351	367	0.5	5.343	A
4 - The Street	229	259	785	0.291	229	0.4	6.479	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	65	304	1222	0.054	66	0.1	3.115	A
2 - Rushmere Rd	145	177	734	0.198	146	0.2	6.122	A
3 - Humber Doucy Lane (SB)	307	87	1052	0.291	307	0.4	4.834	A
4 - The Street	191	217	812	0.236	192	0.3	5.806	A

2026 Baseline + Dev (200), 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	5.27	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	135	100.000
2 - Rushmere Rd		✓	137	100.000
3 - Humber Doucy Lane (SB)		✓	230	100.000
4 - The Street		✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	13	113	9
	2 - Rushmere Rd	3	0	55	79
	3 - Humber Doucy Lane (SB)	63	74	0	93
	4 - The Street	3	88	143	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	0	0	0	1
	4 - The Street	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.12	3.44	0.1	A
2 - Rushmere Rd	0.23	7.00	0.3	A
3 - Humber Doucy Lane (SB)	0.24	4.52	0.3	A
4 - The Street	0.30	6.06	0.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	102	228	1290	0.079	101	0.1	3.028	A
2 - Rushmere Rd	103	198	721	0.143	102	0.2	5.817	A
3 - Humber Doucy Lane (SB)	173	68	1070	0.162	172	0.2	4.009	A
4 - The Street	176	105	882	0.199	175	0.2	5.083	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	121	273	1249	0.097	121	0.1	3.190	A
2 - Rushmere Rd	123	238	697	0.177	123	0.2	6.269	A
3 - Humber Doucy Lane (SB)	207	82	1061	0.195	207	0.2	4.212	A
4 - The Street	210	126	869	0.242	210	0.3	5.457	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	149	335	1194	0.124	149	0.1	3.442	A
2 - Rushmere Rd	151	291	665	0.227	151	0.3	6.990	A
3 - Humber Doucy Lane (SB)	253	100	1049	0.241	253	0.3	4.521	A
4 - The Street	257	154	851	0.302	257	0.4	6.052	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	149	335	1194	0.125	149	0.1	3.443	A
2 - Rushmere Rd	151	291	665	0.227	151	0.3	7.001	A
3 - Humber Doucy Lane (SB)	253	100	1049	0.241	253	0.3	4.522	A
4 - The Street	257	154	851	0.302	257	0.4	6.060	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	121	274	1249	0.097	121	0.1	3.193	A
2 - Rushmere Rd	123	238	697	0.177	123	0.2	6.282	A
3 - Humber Doucy Lane (SB)	207	82	1061	0.195	207	0.2	4.220	A
4 - The Street	210	126	869	0.242	210	0.3	5.473	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	102	230	1289	0.079	102	0.1	3.032	A
2 - Rushmere Rd	103	199	720	0.143	103	0.2	5.841	A
3 - Humber Doucy Lane (SB)	173	69	1069	0.162	173	0.2	4.019	A
4 - The Street	176	106	882	0.199	176	0.3	5.105	A

2032 Baseline, 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	6.53	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Baseline	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	89	100.000
2 - Rushmere Rd		✓	190	100.000
3 - Humber Doucy Lane (SB)		✓	383	100.000
4 - The Street		✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
	1 - Humber Doucy Lane (NB)	0	12	74	3
	2 - Rushmere Rd	19	0	73	98
	3 - Humber Doucy Lane (SB)	105	136	0	142
	4 - The Street	14	86	165	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	2	1	0	0
	4 - The Street	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.09	3.55	0.1	A
2 - Rushmere Rd	0.31	7.63	0.4	A
3 - Humber Doucy Lane (SB)	0.41	5.97	0.7	A
4 - The Street	0.38	7.56	0.6	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	67	289	1235	0.054	67	0.1	3.082	A
2 - Rushmere Rd	143	181	731	0.196	142	0.2	6.098	A
3 - Humber Doucy Lane (SB)	288	90	1051	0.274	287	0.4	4.703	A
4 - The Street	200	194	827	0.241	198	0.3	5.718	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	80	347	1183	0.068	80	0.1	3.263	A
2 - Rushmere Rd	171	217	710	0.241	171	0.3	6.670	A
3 - Humber Doucy Lane (SB)	344	108	1039	0.331	343	0.5	5.170	A
4 - The Street	238	233	802	0.297	238	0.4	6.379	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	98	425	1113	0.088	98	0.1	3.545	A
2 - Rushmere Rd	209	266	681	0.307	209	0.4	7.614	A
3 - Humber Doucy Lane (SB)	421	132	1024	0.411	420	0.7	5.957	A
4 - The Street	292	285	769	0.380	291	0.6	7.528	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	98	426	1112	0.088	98	0.1	3.548	A
2 - Rushmere Rd	209	266	681	0.307	209	0.4	7.634	A
3 - Humber Doucy Lane (SB)	421	132	1024	0.411	421	0.7	5.972	A
4 - The Street	292	286	768	0.380	292	0.6	7.557	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	80	349	1181	0.068	80	0.1	3.268	A
2 - Rushmere Rd	171	218	709	0.241	171	0.3	6.696	A
3 - Humber Doucy Lane (SB)	344	108	1039	0.331	345	0.5	5.190	A
4 - The Street	238	234	801	0.297	239	0.4	6.412	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	67	292	1233	0.054	67	0.1	3.088	A
2 - Rushmere Rd	143	183	731	0.196	143	0.2	6.134	A
3 - Humber Doucy Lane (SB)	288	91	1050	0.274	288	0.4	4.731	A
4 - The Street	200	196	826	0.242	200	0.3	5.757	A

2032 Baseline, 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	5.15	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Baseline	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
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1 - Humber Doucy Lane (NB)		✓	136	100.000
2 - Rushmere Rd		✓	116	100.000
3 - Humber Doucy Lane (SB)		✓	217	100.000
4 - The Street		✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	14	112	10
	2 - Rushmere Rd	3	0	56	57
	3 - Humber Doucy Lane (SB)	61	59	0	97
	4 - The Street	3	91	149	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	0	0	0	1
	4 - The Street	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.12	3.43	0.1	A
2 - Rushmere Rd	0.19	6.75	0.2	A
3 - Humber Doucy Lane (SB)	0.22	4.37	0.3	A
4 - The Street	0.31	6.04	0.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	102	224	1294	0.079	102	0.1	3.020	A
2 - Rushmere Rd	87	203	718	0.122	87	0.1	5.698	A
3 - Humber Doucy Lane (SB)	163	52	1079	0.151	163	0.2	3.926	A
4 - The Street	183	92	890	0.205	182	0.3	5.074	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	122	268	1254	0.097	122	0.1	3.179	A
2 - Rushmere Rd	104	243	694	0.150	104	0.2	6.102	A
3 - Humber Doucy Lane (SB)	195	63	1072	0.182	195	0.2	4.101	A
4 - The Street	218	110	879	0.248	218	0.3	5.445	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	150	328	1200	0.125	150	0.1	3.426	A
2 - Rushmere Rd	128	297	661	0.193	127	0.2	6.741	A
3 - Humber Doucy Lane (SB)	239	77	1064	0.225	239	0.3	4.363	A
4 - The Street	267	135	863	0.309	267	0.4	6.030	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	150	329	1200	0.125	150	0.1	3.427	A
2 - Rushmere Rd	128	298	661	0.193	128	0.2	6.750	A
3 - Humber Doucy Lane (SB)	239	77	1063	0.225	239	0.3	4.366	A
4 - The Street	267	135	863	0.309	267	0.4	6.040	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	122	269	1253	0.098	122	0.1	3.182	A
2 - Rushmere Rd	104	244	693	0.150	105	0.2	6.116	A
3 - Humber Doucy Lane (SB)	195	63	1072	0.182	195	0.2	4.107	A
4 - The Street	218	111	878	0.248	218	0.3	5.458	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	102	225	1293	0.079	102	0.1	3.026	A
2 - Rushmere Rd	87	204	717	0.122	87	0.1	5.717	A
3 - Humber Doucy Lane (SB)	163	53	1079	0.151	164	0.2	3.935	A
4 - The Street	183	93	890	0.205	183	0.3	5.096	A

2032 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 3 and 4 have 71% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	8.10	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 Baseline + Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	97	100.000
2 - Rushmere Rd		✓	226	100.000
3 - Humber Doucy Lane (SB)		✓	521	100.000
4 - The Street		✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	12	82	3
	2 - Rushmere Rd	19	0	109	98
	3 - Humber Doucy Lane (SB)	128	244	0	149
	4 - The Street	14	86	168	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	2	1	0	0
	4 - The Street	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.11	4.02	0.1	A
2 - Rushmere Rd	0.37	8.48	0.6	A
3 - Humber Doucy Lane (SB)	0.56	8.00	1.3	A
4 - The Street	0.44	9.45	0.8	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	73	372	1160	0.063	73	0.1	3.311	A
2 - Rushmere Rd	170	189	727	0.234	169	0.3	6.443	A
3 - Humber Doucy Lane (SB)	392	90	1050	0.374	390	0.6	5.433	A
4 - The Street	202	293	764	0.264	200	0.4	6.373	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	87	446	1093	0.080	87	0.1	3.577	A
2 - Rushmere Rd	203	227	704	0.289	203	0.4	7.173	A
3 - Humber Doucy Lane (SB)	468	108	1039	0.451	467	0.8	6.291	A
4 - The Street	241	351	727	0.332	241	0.5	7.395	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	107	546	1004	0.106	107	0.1	4.014	A
2 - Rushmere Rd	249	278	674	0.369	248	0.6	8.440	A
3 - Humber Doucy Lane (SB)	574	132	1023	0.560	572	1.3	7.939	A
4 - The Street	295	429	677	0.436	294	0.8	9.381	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	107	548	1002	0.107	107	0.1	4.021	A
2 - Rushmere Rd	249	279	673	0.369	249	0.6	8.477	A
3 - Humber Doucy Lane (SB)	574	132	1023	0.561	574	1.3	8.003	A
4 - The Street	295	430	676	0.437	295	0.8	9.453	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	87	449	1091	0.080	87	0.1	3.590	A
2 - Rushmere Rd	203	228	703	0.289	204	0.4	7.217	A
3 - Humber Doucy Lane (SB)	468	108	1038	0.451	470	0.8	6.356	A
4 - The Street	241	353	726	0.332	242	0.5	7.464	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	73	376	1157	0.063	73	0.1	3.321	A
2 - Rushmere Rd	170	191	726	0.234	171	0.3	6.488	A
3 - Humber Doucy Lane (SB)	392	91	1049	0.374	393	0.6	5.494	A
4 - The Street	202	295	762	0.265	202	0.4	6.434	A

2032 Baseline + Dev, 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	HDL/The Street/Rushmere Rd	Mini-roundabout		1, 2, 3, 4	5.97	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 Baseline + Dev	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Humber Doucy Lane (NB)		✓	155	100.000
2 - Rushmere Rd		✓	202	100.000
3 - Humber Doucy Lane (SB)		✓	290	100.000
4 - The Street		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	14	131	10
	2 - Rushmere Rd	3	0	142	57
	3 - Humber Doucy Lane (SB)	74	116	0	100
	4 - The Street	3	91	153	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Humber Doucy Lane (NB)	2 - Rushmere Rd	3 - Humber Doucy Lane (SB)	4 - The Street
From	1 - Humber Doucy Lane (NB)	0	0	0	0
	2 - Rushmere Rd	0	0	0	0
	3 - Humber Doucy Lane (SB)	0	0	0	1
	4 - The Street	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Humber Doucy Lane (NB)	0.15	3.72	0.2	A
2 - Rushmere Rd	0.34	8.51	0.5	A
3 - Humber Doucy Lane (SB)	0.30	4.83	0.4	A
4 - The Street	0.33	6.64	0.5	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	117	270	1253	0.093	116	0.1	3.168	A
2 - Rushmere Rd	152	221	707	0.215	151	0.3	6.460	A
3 - Humber Doucy Lane (SB)	218	52	1080	0.202	217	0.3	4.168	A
4 - The Street	186	145	857	0.217	185	0.3	5.349	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	139	324	1204	0.116	139	0.1	3.379	A
2 - Rushmere Rd	182	264	681	0.267	181	0.4	7.198	A
3 - Humber Doucy Lane (SB)	261	63	1074	0.243	260	0.3	4.426	A
4 - The Street	222	173	839	0.265	222	0.4	5.833	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	171	396	1139	0.150	170	0.2	3.715	A
2 - Rushmere Rd	222	324	646	0.345	222	0.5	8.482	A
3 - Humber Doucy Lane (SB)	319	77	1065	0.300	319	0.4	4.825	A
4 - The Street	272	212	815	0.334	272	0.5	6.627	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	171	397	1139	0.150	171	0.2	3.718	A
2 - Rushmere Rd	222	324	645	0.345	222	0.5	8.513	A
3 - Humber Doucy Lane (SB)	319	77	1065	0.300	319	0.4	4.830	A
4 - The Street	272	212	814	0.335	272	0.5	6.642	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	139	325	1203	0.116	140	0.1	3.386	A
2 - Rushmere Rd	182	265	681	0.267	182	0.4	7.231	A
3 - Humber Doucy Lane (SB)	261	63	1073	0.243	261	0.3	4.435	A
4 - The Street	222	174	839	0.265	223	0.4	5.851	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Humber Doucy Lane (NB)	117	272	1251	0.093	117	0.1	3.176	A
2 - Rushmere Rd	152	222	706	0.215	152	0.3	6.504	A
3 - Humber Doucy Lane (SB)	218	53	1080	0.202	219	0.3	4.182	A
4 - The Street	186	145	856	0.218	187	0.3	5.376	A

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
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Filename: J11 - Rushmere Rd_A1214.j9

Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
TA\03 Data\04 Traffic Modelling\05 Models\Existing Layouts\J11

Report generation date: 01/03/2024 11:56:33

»2023 Base, AM
 »2023 Base, PM
 »2026 Baseline, AM
 »2026 Baseline, PM
 »2026 Baseline + Dev (160), AM
 »2026 Baseline + Dev (160), PM
 »2026 Baseline + Dev (200), AM
 »2026 Baseline + Dev (200), PM
 »2032 Baseline, AM
 »2032 Baseline, PM
 »2032 Baseline + Dev, AM
 »2032 Baseline + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base									
1 - Rushmere Rd (WB)	D1	0.3	6.33	0.26	A	D2	0.3	6.24	0.24	A
2 - A1214 (NB)		2.3	10.46	0.70	B		4.7	19.08	0.83	C
3 - Rushmere Rd (EB)		0.4	6.76	0.26	A		0.6	8.55	0.36	A
4 - A1214 (SB)		3.4	14.74	0.78	B		3.5	15.20	0.78	C
	2026 Baseline									
1 - Rushmere Rd (WB)	D3	0.4	6.47	0.26	A	D4	0.3	6.33	0.24	A
2 - A1214 (NB)		2.4	10.94	0.71	B		5.0	20.46	0.84	C
3 - Rushmere Rd (EB)		0.4	6.90	0.27	A		0.6	8.76	0.37	A
4 - A1214 (SB)		3.7	15.77	0.79	C		3.7	15.89	0.79	C
	2026 Baseline + Dev (160)									
1 - Rushmere Rd (WB)	D5	0.4	6.61	0.28	A	D6	0.3	6.40	0.25	A
2 - A1214 (NB)		2.5	11.17	0.72	B		5.1	20.89	0.85	C
3 - Rushmere Rd (EB)		0.4	7.14	0.29	A		0.6	8.95	0.39	A
4 - A1214 (SB)		3.7	15.93	0.79	C		3.7	16.22	0.80	C
	2026 Baseline + Dev (200)									
1 - Rushmere Rd (WB)	D7	0.4	6.64	0.28	A	D8	0.3	6.42	0.25	A

2 - A1214 (NB)		2.5	11.21	0.72	B		5.2	20.96	0.85	C
3 - Rushmere Rd (EB)		0.4	6.95	0.28	A		0.6	9.03	0.39	A
4 - A1214 (SB)		3.7	15.93	0.79	C		3.8	16.34	0.80	C
2032 Baseline										
1 - Rushmere Rd (WB)	D9	0.4	6.82	0.28	A	D10	0.4	6.69	0.26	A
2 - A1214 (NB)		2.8	12.37	0.74	B		7.0	27.57	0.89	D
3 - Rushmere Rd (EB)		0.4	7.27	0.29	A		0.7	9.57	0.40	A
4 - A1214 (SB)		4.5	18.92	0.83	C		4.8	19.84	0.83	C
2032 Baseline + Dev										
1 - Rushmere Rd (WB)	D11	0.5	7.55	0.35	A	D12	0.4	7.02	0.30	A
2 - A1214 (NB)		3.1	13.73	0.76	B		7.7	30.53	0.90	D
3 - Rushmere Rd (EB)		0.3	4.18	0.20	A		0.9	10.64	0.46	B
4 - A1214 (SB)		4.7	19.80	0.83	C		5.3	22.23	0.85	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

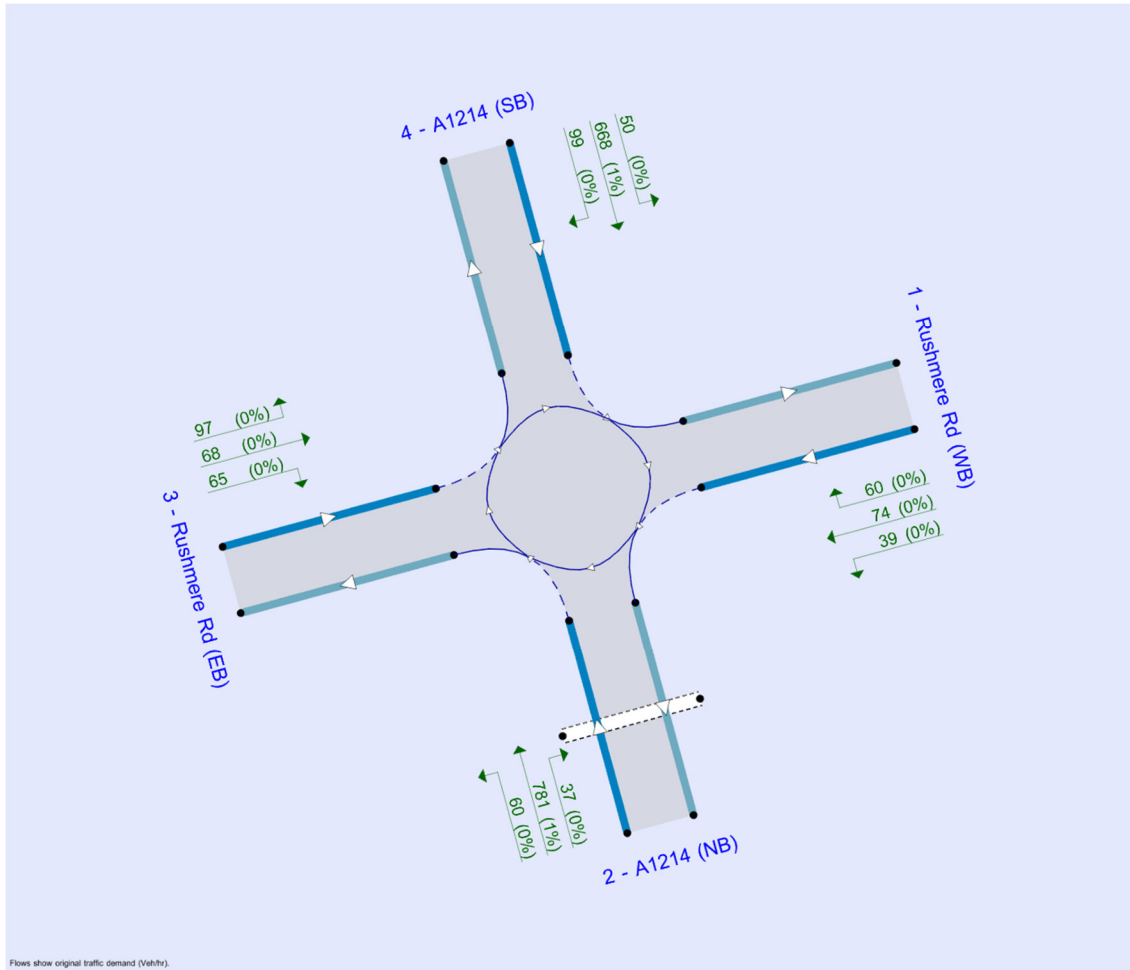
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\JWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	07:15	08:45	15
D2	2023 Base	PM	ONE HOUR	00:00	01:30	15
D3	2026 Baseline	AM	ONE HOUR	07:15	08:45	15
D4	2026 Baseline	PM	ONE HOUR	00:00	01:30	15
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	07:15	08:45	15
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	00:00	01:30	15
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	07:15	08:45	15
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	00:00	01:30	15
D9	2032 Baseline	AM	ONE HOUR	07:15	08:45	15
D10	2032 Baseline	PM	ONE HOUR	00:00	01:30	15
D11	2032 Baseline + Dev	AM	ONE HOUR	07:15	08:45	15
D12	2032 Baseline + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	11.52	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Rushmere Rd (WB)	
2	A1214 (NB)	
3	Rushmere Rd (EB)	
4	A1214 (SB)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Rushmere Rd (WB)	3.65	5.20	3.3	9.7	24.5	26.0	
2 - A1214 (NB)	3.65	4.17	6.3	16.2	24.5	22.0	
3 - Rushmere Rd (EB)	3.86	4.11	0.1	12.4	24.5	24.0	
4 - A1214 (SB)	3.84	4.28	4.6	9.6	24.5	32.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - A1214 (NB)	2.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Rushmere Rd (WB)	0.557	1244
2 - A1214 (NB)	0.575	1251
3 - Rushmere Rd (EB)	0.550	1167
4 - A1214 (SB)	0.538	1190

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)
D1	2023 Base	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	177	100.000
2 - A1214 (NB)		✓	725	100.000
3 - Rushmere Rd (EB)		✓	172	100.000
4 - A1214 (SB)		✓	769	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	61	54	62
	2 - A1214 (NB)	18	3	53	651
	3 - Rushmere Rd (EB)	65	50	0	57
	4 - A1214 (SB)	55	660	52	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	1	0
	2 - A1214 (NB)	0	0	0	0
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.26	6.33	0.3	A

2 - A1214 (NB)	0.70	10.46	2.3	B
3 - Rushmere Rd (EB)	0.26	6.76	0.4	A
4 - A1214 (SB)	0.78	14.74	3.4	B

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	134	573		917	0.146	133	0.2	4.589	A
2 - A1214 (NB)	546	128	0.00	1177	0.464	542	0.9	5.646	A
3 - Rushmere Rd (EB)	129	551		865	0.150	129	0.2	4.889	A
4 - A1214 (SB)	579	102		1115	0.519	575	1.1	6.614	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	160	688		852	0.187	159	0.2	5.194	A
2 - A1214 (NB)	652	153	0.00	1162	0.561	650	1.3	7.011	A
3 - Rushmere Rd (EB)	155	660		804	0.192	154	0.2	5.537	A
4 - A1214 (SB)	692	122		1104	0.626	689	1.6	8.623	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	195	839		767	0.255	195	0.3	6.293	A
2 - A1214 (NB)	798	187	0.00	1142	0.699	794	2.2	10.230	B
3 - Rushmere Rd (EB)	189	807		724	0.262	189	0.4	6.723	A
4 - A1214 (SB)	847	149		1090	0.777	840	3.3	14.068	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	195	844		764	0.256	195	0.3	6.333	A
2 - A1214 (NB)	798	188	0.00	1142	0.699	798	2.3	10.459	B
3 - Rushmere Rd (EB)	189	810		722	0.262	189	0.4	6.759	A
4 - A1214 (SB)	847	150		1090	0.777	847	3.4	14.738	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	160	696		847	0.188	160	0.2	5.241	A
2 - A1214 (NB)	652	154	0.00	1161	0.561	656	1.3	7.175	A
3 - Rushmere Rd (EB)	155	665		801	0.193	155	0.2	5.574	A
4 - A1214 (SB)	692	123		1104	0.626	698	1.7	9.008	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Rushmere Rd (WB)	134	580		913	0.146	134	0.2	4.621	A
2 - A1214 (NB)	546	129	0.00	1176	0.464	548	0.9	5.742	A
3 - Rushmere Rd (EB)	129	556		862	0.150	130	0.2	4.919	A
4 - A1214 (SB)	579	103		1115	0.520	582	1.1	6.787	A

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	15.37	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	164	100.000
2 - A1214 (NB)		✓	832	100.000
3 - Rushmere Rd (EB)		✓	217	100.000
4 - A1214 (SB)		✓	771	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	37	70	57
	2 - A1214 (NB)	35	3	57	737
	3 - Rushmere Rd (EB)	64	61	1	91
	4 - A1214 (SB)	47	631	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	0	0
	2 - A1214 (NB)	0	0	0	1
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.24	6.24	0.3	A
2 - A1214 (NB)	0.83	19.08	4.7	C
3 - Rushmere Rd (EB)	0.36	8.55	0.6	A
4 - A1214 (SB)	0.78	15.20	3.5	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	123	589		914	0.135	123	0.2	4.552	A
2 - A1214 (NB)	626	165	0.00	1145	0.547	621	1.2	6.809	A
3 - Rushmere Rd (EB)	163	621		823	0.199	162	0.2	5.445	A
4 - A1214 (SB)	580	123		1115	0.521	576	1.1	6.633	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	147	707		848	0.174	147	0.2	5.136	A
2 - A1214 (NB)	748	198	0.00	1127	0.664	745	1.9	9.351	A
3 - Rushmere Rd (EB)	195	745		754	0.259	195	0.3	6.430	A
4 - A1214 (SB)	693	147		1102	0.629	691	1.7	8.707	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	181	862		761	0.237	180	0.3	6.194	A
2 - A1214 (NB)	916	242	0.00	1102	0.831	906	4.4	17.512	C
3 - Rushmere Rd (EB)	239	906		665	0.359	238	0.6	8.418	A
4 - A1214 (SB)	849	180		1084	0.783	842	3.4	14.447	B

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	181	868		757	0.238	181	0.3	6.239	A
2 - A1214 (NB)	916	243	0.00	1101	0.832	915	4.7	19.079	C
3 - Rushmere Rd (EB)	239	915		660	0.362	239	0.6	8.548	A
4 - A1214 (SB)	849	181		1084	0.783	848	3.5	15.200	C

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	147	716		843	0.175	148	0.2	5.184	A
2 - A1214 (NB)	748	200	0.00	1126	0.664	758	2.0	10.052	B
3 - Rushmere Rd (EB)	195	758		747	0.261	196	0.4	6.541	A
4 - A1214 (SB)	693	148		1101	0.629	700	1.7	9.126	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	123	596		910	0.136	124	0.2	4.581	A
2 - A1214 (NB)	626	167	0.00	1145	0.547	629	1.2	7.032	A
3 - Rushmere Rd (EB)	163	629		818	0.200	164	0.3	5.503	A
4 - A1214 (SB)	580	124		1114	0.521	583	1.1	6.808	A

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	12.17	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	180	100.000
2 - A1214 (NB)		✓	737	100.000
3 - Rushmere Rd (EB)		✓	175	100.000
4 - A1214 (SB)		✓	783	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	62	55	63
	2 - A1214 (NB)	18	3	54	662
	3 - Rushmere Rd (EB)	66	51	0	58
	4 - A1214 (SB)	56	672	53	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	1	0
	2 - A1214 (NB)	0	0	0	0
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.26	6.47	0.4	A

2 - A1214 (NB)	0.71	10.94	2.4	B
3 - Rushmere Rd (EB)	0.27	6.90	0.4	A
4 - A1214 (SB)	0.79	15.77	3.7	C

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	136	584		911	0.149	135	0.2	4.636	A
2 - A1214 (NB)	555	130	0.00	1175	0.472	551	0.9	5.737	A
3 - Rushmere Rd (EB)	132	560		860	0.153	131	0.2	4.935	A
4 - A1214 (SB)	590	103		1114	0.529	585	1.1	6.749	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	162	700		845	0.192	162	0.2	5.267	A
2 - A1214 (NB)	663	156	0.00	1160	0.571	661	1.3	7.182	A
3 - Rushmere Rd (EB)	157	671		799	0.197	157	0.2	5.609	A
4 - A1214 (SB)	704	124		1103	0.638	701	1.7	8.900	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	199	853		759	0.262	198	0.4	6.416	A
2 - A1214 (NB)	811	191	0.00	1140	0.712	807	2.4	10.666	B
3 - Rushmere Rd (EB)	193	819		717	0.269	192	0.4	6.856	A
4 - A1214 (SB)	862	151		1089	0.792	855	3.5	14.936	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	199	859		755	0.263	199	0.4	6.468	A
2 - A1214 (NB)	811	191	0.00	1140	0.712	811	2.4	10.935	B
3 - Rushmere Rd (EB)	193	823		715	0.270	193	0.4	6.896	A
4 - A1214 (SB)	862	152		1089	0.792	862	3.7	15.769	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	162	709		840	0.193	163	0.2	5.317	A
2 - A1214 (NB)	663	157	0.00	1160	0.571	667	1.4	7.363	A
3 - Rushmere Rd (EB)	157	677		795	0.198	158	0.2	5.650	A
4 - A1214 (SB)	704	124		1103	0.638	711	1.8	9.357	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Rushmere Rd (WB)	136	591		907	0.150	136	0.2	4.670	A
2 - A1214 (NB)	555	131	0.00	1175	0.472	557	0.9	5.843	A
3 - Rushmere Rd (EB)	132	565		857	0.154	132	0.2	4.968	A
4 - A1214 (SB)	590	104		1114	0.529	592	1.1	6.935	A

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	16.24	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	167	100.000
2 - A1214 (NB)		✓	842	100.000
3 - Rushmere Rd (EB)		✓	221	100.000
4 - A1214 (SB)		✓	779	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	38	71	58
	2 - A1214 (NB)	36	3	58	745
	3 - Rushmere Rd (EB)	65	62	1	93
	4 - A1214 (SB)	48	636	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	0	0
	2 - A1214 (NB)	0	0	0	1
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.24	6.33	0.3	A
2 - A1214 (NB)	0.84	20.46	5.0	C
3 - Rushmere Rd (EB)	0.37	8.76	0.6	A
4 - A1214 (SB)	0.79	15.89	3.7	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	126	595		910	0.138	125	0.2	4.580	A
2 - A1214 (NB)	634	168	0.00	1144	0.554	629	1.2	6.925	A
3 - Rushmere Rd (EB)	166	629		819	0.203	165	0.3	5.504	A
4 - A1214 (SB)	586	125		1113	0.526	582	1.1	6.718	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	150	714		844	0.178	150	0.2	5.185	A
2 - A1214 (NB)	757	202	0.00	1125	0.673	753	2.0	9.615	A
3 - Rushmere Rd (EB)	199	754		749	0.265	198	0.4	6.528	A
4 - A1214 (SB)	700	150		1100	0.636	698	1.7	8.886	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	184	870		756	0.243	183	0.3	6.280	A
2 - A1214 (NB)	927	247	0.00	1099	0.843	916	4.8	18.553	C
3 - Rushmere Rd (EB)	243	916		659	0.369	242	0.6	8.620	A
4 - A1214 (SB)	857	183		1082	0.792	850	3.5	15.021	C

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	184	877		753	0.244	184	0.3	6.328	A
2 - A1214 (NB)	927	248	0.00	1099	0.843	925	5.0	20.465	C
3 - Rushmere Rd (EB)	243	926		654	0.372	243	0.6	8.763	A
4 - A1214 (SB)	857	184		1082	0.792	857	3.7	15.887	C

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	150	723		839	0.179	151	0.2	5.237	A
2 - A1214 (NB)	757	203	0.00	1124	0.673	768	2.1	10.437	B
3 - Rushmere Rd (EB)	199	768		742	0.268	200	0.4	6.650	A
4 - A1214 (SB)	700	151		1099	0.637	707	1.8	9.351	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	126	602		906	0.139	126	0.2	4.615	A
2 - A1214 (NB)	634	170	0.00	1143	0.554	637	1.3	7.166	A
3 - Rushmere Rd (EB)	166	637		814	0.204	167	0.3	5.565	A
4 - A1214 (SB)	586	126		1113	0.527	589	1.1	6.908	A

2026 Baseline + Dev (160), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	12.29	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	191	100.000
2 - A1214 (NB)		✓	737	100.000
3 - Rushmere Rd (EB)		✓	191	100.000
4 - A1214 (SB)		✓	783	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	62	66	63
	2 - A1214 (NB)	18	3	54	662
	3 - Rushmere Rd (EB)	70	51	0	70
	4 - A1214 (SB)	56	672	53	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	1	0
	2 - A1214 (NB)	0	0	0	0
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.28	6.61	0.4	A

2 - A1214 (NB)	0.72	11.17	2.5	B
3 - Rushmere Rd (EB)	0.29	7.14	0.4	A
4 - A1214 (SB)	0.79	15.93	3.7	C

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	144	584		911	0.158	143	0.2	4.688	A
2 - A1214 (NB)	555	138	0.00	1171	0.474	551	0.9	5.781	A
3 - Rushmere Rd (EB)	144	560		860	0.167	143	0.2	5.018	A
4 - A1214 (SB)	590	106		1113	0.530	585	1.1	6.767	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	172	700		845	0.204	172	0.3	5.344	A
2 - A1214 (NB)	663	166	0.00	1155	0.574	661	1.3	7.261	A
3 - Rushmere Rd (EB)	172	671		799	0.215	171	0.3	5.737	A
4 - A1214 (SB)	704	127		1102	0.639	701	1.7	8.943	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	211	853		759	0.278	210	0.4	6.559	A
2 - A1214 (NB)	811	203	0.00	1133	0.716	807	2.4	10.883	B
3 - Rushmere Rd (EB)	210	819		717	0.293	210	0.4	7.091	A
4 - A1214 (SB)	862	156		1086	0.794	855	3.6	15.068	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	211	859		755	0.279	211	0.4	6.614	A
2 - A1214 (NB)	811	203	0.00	1133	0.716	811	2.5	11.170	B
3 - Rushmere Rd (EB)	210	823		715	0.294	210	0.4	7.136	A
4 - A1214 (SB)	862	156		1086	0.794	862	3.7	15.928	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	172	709		840	0.205	173	0.3	5.401	A
2 - A1214 (NB)	663	167	0.00	1154	0.574	667	1.4	7.457	A
3 - Rushmere Rd (EB)	172	677		795	0.216	172	0.3	5.782	A
4 - A1214 (SB)	704	128		1101	0.639	711	1.8	9.408	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Rushmere Rd (WB)	144	591		907	0.159	144	0.2	4.725	A
2 - A1214 (NB)	555	140	0.00	1170	0.474	557	0.9	5.889	A
3 - Rushmere Rd (EB)	144	565		857	0.168	144	0.2	5.055	A
4 - A1214 (SB)	590	107		1112	0.530	592	1.1	6.960	A

2026 Baseline + Dev (160), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	16.52	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	173	100.000
2 - A1214 (NB)		✓	842	100.000
3 - Rushmere Rd (EB)		✓	229	100.000
4 - A1214 (SB)		✓	779	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	38	77	58
	2 - A1214 (NB)	36	3	58	745
	3 - Rushmere Rd (EB)	73	62	1	93
	4 - A1214 (SB)	48	636	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	0	0
	2 - A1214 (NB)	0	0	0	1
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.25	6.40	0.3	A
2 - A1214 (NB)	0.85	20.89	5.1	C
3 - Rushmere Rd (EB)	0.39	8.95	0.6	A
4 - A1214 (SB)	0.80	16.22	3.7	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	130	595		910	0.143	130	0.2	4.606	A
2 - A1214 (NB)	634	173	0.00	1141	0.555	629	1.2	6.960	A
3 - Rushmere Rd (EB)	172	629		819	0.211	171	0.3	5.553	A
4 - A1214 (SB)	586	131		1110	0.528	582	1.1	6.759	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	156	714		844	0.184	155	0.2	5.226	A
2 - A1214 (NB)	757	207	0.00	1122	0.675	753	2.0	9.692	A
3 - Rushmere Rd (EB)	206	754		749	0.275	205	0.4	6.612	A
4 - A1214 (SB)	700	157		1096	0.638	698	1.7	8.969	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	190	870		756	0.252	190	0.3	6.356	A
2 - A1214 (NB)	927	253	0.00	1095	0.846	915	4.8	18.870	C
3 - Rushmere Rd (EB)	252	916		659	0.382	251	0.6	8.800	A
4 - A1214 (SB)	857	192		1078	0.795	850	3.6	15.296	C

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	190	877		753	0.253	190	0.3	6.403	A
2 - A1214 (NB)	927	254	0.00	1095	0.846	925	5.1	20.891	C
3 - Rushmere Rd (EB)	252	925		654	0.386	252	0.6	8.955	A
4 - A1214 (SB)	857	193		1077	0.796	857	3.7	16.217	C

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	156	724		838	0.186	156	0.2	5.277	A
2 - A1214 (NB)	757	209	0.00	1121	0.675	768	2.1	10.550	B
3 - Rushmere Rd (EB)	206	768		741	0.278	207	0.4	6.744	A
4 - A1214 (SB)	700	158		1096	0.639	708	1.8	9.456	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	130	602		906	0.144	130	0.2	4.642	A
2 - A1214 (NB)	634	174	0.00	1140	0.556	637	1.3	7.204	A
3 - Rushmere Rd (EB)	172	637		814	0.212	173	0.3	5.620	A
4 - A1214 (SB)	586	132		1110	0.528	589	1.1	6.952	A

2026 Baseline + Dev (200), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	12.32	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	193	100.000
2 - A1214 (NB)		✓	737	100.000
3 - Rushmere Rd (EB)		✓	179	100.000
4 - A1214 (SB)		✓	783	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	62	68	63
	2 - A1214 (NB)	18	3	54	662
	3 - Rushmere Rd (EB)	70	51	0	58
	4 - A1214 (SB)	56	672	53	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	1	0
	2 - A1214 (NB)	0	0	0	0
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.28	6.64	0.4	A

2 - A1214 (NB)	0.72	11.21	2.5	B
3 - Rushmere Rd (EB)	0.28	6.95	0.4	A
4 - A1214 (SB)	0.79	15.93	3.7	C

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	146	584		911	0.160	145	0.2	4.696	A
2 - A1214 (NB)	555	140	0.00	1170	0.474	551	0.9	5.787	A
3 - Rushmere Rd (EB)	135	560		860	0.157	134	0.2	4.956	A
4 - A1214 (SB)	590	106		1113	0.530	585	1.1	6.767	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	174	700		845	0.206	174	0.3	5.358	A
2 - A1214 (NB)	663	168	0.00	1154	0.574	661	1.3	7.277	A
3 - Rushmere Rd (EB)	161	671		799	0.202	161	0.3	5.640	A
4 - A1214 (SB)	704	127		1102	0.639	701	1.7	8.943	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	213	853		759	0.281	212	0.4	6.586	A
2 - A1214 (NB)	811	205	0.00	1132	0.717	807	2.4	10.924	B
3 - Rushmere Rd (EB)	197	819		717	0.275	197	0.4	6.913	A
4 - A1214 (SB)	862	156		1086	0.794	855	3.6	15.068	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	213	859		755	0.282	213	0.4	6.641	A
2 - A1214 (NB)	811	206	0.00	1132	0.717	811	2.5	11.214	B
3 - Rushmere Rd (EB)	197	823		715	0.276	197	0.4	6.954	A
4 - A1214 (SB)	862	156		1086	0.794	862	3.7	15.928	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	174	709		840	0.207	174	0.3	5.416	A
2 - A1214 (NB)	663	169	0.00	1153	0.575	667	1.4	7.474	A
3 - Rushmere Rd (EB)	161	677		795	0.202	161	0.3	5.685	A
4 - A1214 (SB)	704	128		1101	0.639	711	1.8	9.408	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Rushmere Rd (WB)	146	591		907	0.161	146	0.2	4.733	A
2 - A1214 (NB)	555	141	0.00	1169	0.475	557	0.9	5.895	A
3 - Rushmere Rd (EB)	135	565		857	0.157	135	0.2	4.989	A
4 - A1214 (SB)	590	107		1112	0.530	592	1.1	6.957	A

2026 Baseline + Dev (200), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	16.59	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	174	100.000
2 - A1214 (NB)		✓	842	100.000
3 - Rushmere Rd (EB)		✓	232	100.000
4 - A1214 (SB)		✓	779	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	38	78	58
	2 - A1214 (NB)	36	3	58	745
	3 - Rushmere Rd (EB)	76	62	1	93
	4 - A1214 (SB)	48	636	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	0	0
	2 - A1214 (NB)	0	0	0	1
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.25	6.42	0.3	A
2 - A1214 (NB)	0.85	20.96	5.2	C
3 - Rushmere Rd (EB)	0.39	9.03	0.6	A
4 - A1214 (SB)	0.80	16.34	3.8	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	131	595		910	0.144	130	0.2	4.611	A
2 - A1214 (NB)	634	174	0.00	1141	0.555	629	1.2	6.966	A
3 - Rushmere Rd (EB)	175	629		819	0.213	174	0.3	5.572	A
4 - A1214 (SB)	586	133		1109	0.529	582	1.1	6.774	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	156	714		844	0.185	156	0.2	5.233	A
2 - A1214 (NB)	757	208	0.00	1121	0.675	753	2.0	9.706	A
3 - Rushmere Rd (EB)	209	754		749	0.278	208	0.4	6.645	A
4 - A1214 (SB)	700	160		1095	0.639	697	1.7	9.001	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	192	870		757	0.253	191	0.3	6.358	A
2 - A1214 (NB)	927	254	0.00	1095	0.846	915	4.9	18.923	C
3 - Rushmere Rd (EB)	255	916		659	0.387	254	0.6	8.869	A
4 - A1214 (SB)	857	195		1076	0.797	850	3.6	15.401	C

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	192	877		753	0.255	192	0.3	6.415	A
2 - A1214 (NB)	927	255	0.00	1094	0.847	925	5.2	20.963	C
3 - Rushmere Rd (EB)	255	925		654	0.391	255	0.6	9.029	A
4 - A1214 (SB)	857	196		1076	0.797	857	3.8	16.343	C

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	156	724		838	0.187	157	0.2	5.287	A
2 - A1214 (NB)	757	210	0.00	1120	0.675	769	2.1	10.567	B
3 - Rushmere Rd (EB)	209	768		741	0.281	210	0.4	6.779	A
4 - A1214 (SB)	700	161		1094	0.640	708	1.8	9.498	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	131	602		906	0.145	131	0.2	4.645	A
2 - A1214 (NB)	634	175	0.00	1140	0.556	637	1.3	7.211	A
3 - Rushmere Rd (EB)	175	637		814	0.215	175	0.3	5.638	A
4 - A1214 (SB)	586	134		1108	0.529	589	1.1	6.969	A

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	14.13	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Baseline	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	188	100.000
2 - A1214 (NB)		✓	768	100.000
3 - Rushmere Rd (EB)		✓	182	100.000
4 - A1214 (SB)		✓	815	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	65	57	66
	2 - A1214 (NB)	19	3	56	690
	3 - Rushmere Rd (EB)	69	53	0	60
	4 - A1214 (SB)	58	700	55	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	1	0
	2 - A1214 (NB)	0	0	0	0
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.28	6.82	0.4	A

2 - A1214 (NB)	0.74	12.37	2.8	B
3 - Rushmere Rd (EB)	0.29	7.27	0.4	A
4 - A1214 (SB)	0.83	18.92	4.5	C

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	142	608		897	0.158	141	0.2	4.755	A
2 - A1214 (NB)	578	135	0.00	1172	0.493	574	1.0	5.982	A
3 - Rushmere Rd (EB)	137	583		847	0.162	136	0.2	5.063	A
4 - A1214 (SB)	614	108		1112	0.552	609	1.2	7.092	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	169	728		829	0.204	169	0.3	5.451	A
2 - A1214 (NB)	690	162	0.00	1157	0.597	688	1.5	7.653	A
3 - Rushmere Rd (EB)	164	699		783	0.209	163	0.3	5.808	A
4 - A1214 (SB)	733	129		1101	0.666	730	1.9	9.642	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	207	887		740	0.280	207	0.4	6.747	A
2 - A1214 (NB)	846	198	0.00	1136	0.744	840	2.8	11.963	B
3 - Rushmere Rd (EB)	200	854		698	0.287	200	0.4	7.219	A
4 - A1214 (SB)	898	158		1085	0.827	888	4.3	17.464	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	207	895		735	0.282	207	0.4	6.820	A
2 - A1214 (NB)	846	199	0.00	1136	0.745	845	2.8	12.372	B
3 - Rushmere Rd (EB)	200	859		695	0.288	200	0.4	7.272	A
4 - A1214 (SB)	898	159		1085	0.827	897	4.5	18.918	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	169	741		822	0.206	170	0.3	5.524	A
2 - A1214 (NB)	690	164	0.00	1156	0.597	696	1.5	7.910	A
3 - Rushmere Rd (EB)	164	706		779	0.210	164	0.3	5.859	A
4 - A1214 (SB)	733	130		1100	0.666	743	2.1	10.340	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Rushmere Rd (WB)	142	615		893	0.159	142	0.2	4.796	A
2 - A1214 (NB)	578	137	0.00	1172	0.493	580	1.0	6.111	A
3 - Rushmere Rd (EB)	137	589		843	0.162	137	0.2	5.100	A
4 - A1214 (SB)	614	109		1111	0.552	617	1.3	7.331	A

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	20.89	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Baseline	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	173	100.000
2 - A1214 (NB)		✓	881	100.000
3 - Rushmere Rd (EB)		✓	231	100.000
4 - A1214 (SB)		✓	817	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	39	74	60
	2 - A1214 (NB)	37	3	60	781
	3 - Rushmere Rd (EB)	68	65	1	97
	4 - A1214 (SB)	50	668	99	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	0	0
	2 - A1214 (NB)	0	0	0	1
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.26	6.69	0.4	A
2 - A1214 (NB)	0.89	27.57	7.0	D
3 - Rushmere Rd (EB)	0.40	9.57	0.7	A
4 - A1214 (SB)	0.83	19.84	4.8	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	130	625		894	0.146	130	0.2	4.706	A
2 - A1214 (NB)	663	175	0.00	1140	0.582	658	1.4	7.388	A
3 - Rushmere Rd (EB)	174	658		802	0.217	173	0.3	5.710	A
4 - A1214 (SB)	615	130		1111	0.554	610	1.2	7.131	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	156	749		824	0.189	155	0.2	5.380	A
2 - A1214 (NB)	792	210	0.00	1120	0.707	788	2.3	10.723	B
3 - Rushmere Rd (EB)	208	789		730	0.284	207	0.4	6.880	A
4 - A1214 (SB)	735	156		1097	0.670	732	2.0	9.779	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	190	911		733	0.260	190	0.3	6.619	A
2 - A1214 (NB)	970	256	0.00	1094	0.887	954	6.4	23.399	C
3 - Rushmere Rd (EB)	254	955		638	0.399	253	0.7	9.340	A
4 - A1214 (SB)	900	190		1079	0.834	890	4.5	18.147	C

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	190	920		728	0.262	190	0.4	6.692	A
2 - A1214 (NB)	970	258	0.00	1093	0.888	968	7.0	27.568	D
3 - Rushmere Rd (EB)	254	968		630	0.403	254	0.7	9.566	A
4 - A1214 (SB)	900	191		1078	0.835	899	4.8	19.837	C

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	156	762		817	0.190	156	0.2	5.452	A
2 - A1214 (NB)	792	212	0.00	1119	0.708	810	2.5	12.276	B
3 - Rushmere Rd (EB)	208	809		719	0.289	209	0.4	7.073	A
4 - A1214 (SB)	735	158		1096	0.671	745	2.1	10.565	B

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	130	633		889	0.146	131	0.2	4.747	A
2 - A1214 (NB)	663	177	0.00	1139	0.582	668	1.4	7.712	A
3 - Rushmere Rd (EB)	174	668		797	0.218	174	0.3	5.788	A
4 - A1214 (SB)	615	131		1110	0.554	619	1.3	7.379	A

2032 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	14.57	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 Baseline + Dev	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	234	100.000
2 - A1214 (NB)		✓	768	100.000
3 - Rushmere Rd (EB)		✓	197	100.000
4 - A1214 (SB)		✓	815	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	65	103	66
	2 - A1214 (NB)	19	3	690	56
	3 - Rushmere Rd (EB)	84	53	0	60
	4 - A1214 (SB)	58	700	55	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	1	0
	2 - A1214 (NB)	0	0	0	0
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.35	7.55	0.5	A

2 - A1214 (NB)	0.76	13.73	3.1	B
3 - Rushmere Rd (EB)	0.20	4.18	0.3	A
4 - A1214 (SB)	0.83	19.80	4.7	C

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	176	608		896	0.197	175	0.2	4.987	A
2 - A1214 (NB)	578	169	0.00	1153	0.502	574	1.0	6.183	A
3 - Rushmere Rd (EB)	148	109		1107	0.134	148	0.2	3.750	A
4 - A1214 (SB)	614	119		1106	0.555	609	1.2	7.176	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	210	728		828	0.254	210	0.3	5.820	A
2 - A1214 (NB)	690	203	0.00	1133	0.609	688	1.5	8.053	A
3 - Rushmere Rd (EB)	177	131		1095	0.162	177	0.2	3.920	A
4 - A1214 (SB)	733	143		1093	0.670	730	2.0	9.827	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	258	886		739	0.349	257	0.5	7.451	A
2 - A1214 (NB)	846	248	0.00	1107	0.764	839	3.1	13.155	B
3 - Rushmere Rd (EB)	217	160		1079	0.201	217	0.3	4.172	A
4 - A1214 (SB)	898	175		1076	0.834	888	4.5	18.155	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	258	895		734	0.351	258	0.5	7.551	A
2 - A1214 (NB)	846	249	0.00	1106	0.764	845	3.1	13.731	B
3 - Rushmere Rd (EB)	217	161		1079	0.201	217	0.3	4.176	A
4 - A1214 (SB)	898	175		1076	0.834	897	4.7	19.795	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	210	741		821	0.256	211	0.3	5.912	A
2 - A1214 (NB)	690	205	0.00	1132	0.610	697	1.6	8.380	A
3 - Rushmere Rd (EB)	177	132		1095	0.162	177	0.2	3.925	A
4 - A1214 (SB)	733	143		1093	0.671	744	2.1	10.590	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Rushmere Rd (WB)	176	616		892	0.198	177	0.2	5.037	A
2 - A1214 (NB)	578	171	0.00	1152	0.502	580	1.0	6.329	A
3 - Rushmere Rd (EB)	148	110		1107	0.134	148	0.2	3.759	A
4 - A1214 (SB)	614	120		1105	0.555	617	1.3	7.421	A

2032 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A1214 (NB) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rushmere Rd/A1214	Standard Roundabout		1, 2, 3, 4	22.83	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 Baseline + Dev	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Rushmere Rd (WB)		✓	196	100.000
2 - A1214 (NB)		✓	881	100.000
3 - Rushmere Rd (EB)		✓	266	100.000
4 - A1214 (SB)		✓	817	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Rushmere Rd (WB)	
2 - A1214 (NB)	0.00
3 - Rushmere Rd (EB)	
4 - A1214 (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	39	97	60
	2 - A1214 (NB)	37	3	60	781
	3 - Rushmere Rd (EB)	103	65	1	97
	4 - A1214 (SB)	50	668	99	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Rushmere Rd (WB)	2 - A1214 (NB)	3 - Rushmere Rd (EB)	4 - A1214 (SB)
From	1 - Rushmere Rd (WB)	0	0	0	0
	2 - A1214 (NB)	0	0	0	1
	3 - Rushmere Rd (EB)	0	0	0	0
	4 - A1214 (SB)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Rushmere Rd (WB)	0.30	7.02	0.4	A
2 - A1214 (NB)	0.90	30.53	7.7	D
3 - Rushmere Rd (EB)	0.46	10.64	0.9	B
4 - A1214 (SB)	0.85	22.23	5.3	C

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	148	625		894	0.165	147	0.2	4.812	A
2 - A1214 (NB)	663	192	0.00	1130	0.587	658	1.4	7.536	A
3 - Rushmere Rd (EB)	200	658		802	0.250	199	0.3	5.952	A
4 - A1214 (SB)	615	156		1097	0.561	610	1.3	7.329	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	176	749		824	0.214	176	0.3	5.548	A
2 - A1214 (NB)	792	230	0.00	1108	0.715	788	2.4	11.097	B
3 - Rushmere Rd (EB)	239	788		730	0.328	239	0.5	7.314	A
4 - A1214 (SB)	735	187		1080	0.680	732	2.1	10.233	B

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	216	909		734	0.294	215	0.4	6.930	A
2 - A1214 (NB)	970	281	0.00	1080	0.899	952	6.9	25.256	D
3 - Rushmere Rd (EB)	293	953		639	0.459	291	0.8	10.325	B
4 - A1214 (SB)	900	228		1058	0.850	888	5.0	19.929	C

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	216	920		729	0.296	216	0.4	7.020	A
2 - A1214 (NB)	970	283	0.00	1079	0.900	967	7.7	30.527	D
3 - Rushmere Rd (EB)	293	967		631	0.464	293	0.9	10.643	B
4 - A1214 (SB)	900	230		1057	0.851	899	5.3	22.232	C

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	176	764		816	0.216	177	0.3	5.637	A
2 - A1214 (NB)	792	233	0.00	1107	0.716	813	2.6	12.998	B
3 - Rushmere Rd (EB)	239	811		717	0.333	241	0.5	7.574	A
4 - A1214 (SB)	735	190		1079	0.681	747	2.2	11.229	B

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Rushmere Rd (WB)	148	633		889	0.166	148	0.2	4.857	A
2 - A1214 (NB)	663	194	0.00	1129	0.588	668	1.5	7.889	A
3 - Rushmere Rd (EB)	200	668		797	0.251	201	0.3	6.049	A
4 - A1214 (SB)	615	158		1096	0.562	619	1.3	7.608	A

Junctions 9										
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Filename: J12 - Tuddenham Rd_A1214.j9

Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
TA\03 Data\04 Traffic Modelling\05 Models\Existing Layouts\J12

Report generation date: 01/03/2024 14:12:00

»2023 Base, AM
 »2023 Base, PM
 »2026 Baseline, AM
 »2026 Baseline, PM
 »2026 Baseline + Dev (160), AM
 »2026 Baseline + Dev (160), PM
 »2026 Baseline + Dev (200), AM
 »2026 Baseline + Dev (200), PM
 »2032 Baseline, AM
 »2032 Baseline, PM
 »2032 Baseline + Dev, AM
 »2032 Baseline + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base										
1 - Colchester Rd	D1	0.3	4.90	0.25	A	D2	0.4	5.64	0.31	A
2 - Tuddenham Rd (NB)		11.7	41.20	0.94	E		10.1	36.15	0.93	E
3 - Valley Rd		0.5	7.24	0.33	A		0.6	7.89	0.39	A
4 - Tuddenham Rd (SB)		5.0	20.37	0.84	C		11.4	43.51	0.94	E
2026 Baseline										
1 - Colchester Rd	D3	0.4	5.13	0.27	A	D4	0.5	5.88	0.32	A
2 - Tuddenham Rd (NB)		19.4	62.88	0.98	F		19.3	63.04	0.98	F
3 - Valley Rd		0.5	7.60	0.34	A		0.7	8.50	0.42	A
4 - Tuddenham Rd (SB)		7.1	27.82	0.89	D		18.1	64.56	0.98	F
2026 Baseline + Dev (160)										
1 - Colchester Rd	D5	0.4	5.30	0.29	A	D6	0.5	5.95	0.33	A
2 - Tuddenham Rd (NB)		21.8	69.85	0.99	F		20.4	66.08	0.99	F
3 - Valley Rd		0.5	7.76	0.35	A		0.7	8.61	0.42	A
4 - Tuddenham Rd (SB)		7.5	29.23	0.90	D		21.7	74.76	1.00	F
2026 Baseline + Dev (200)										
1 - Colchester Rd	D7	0.4	5.33	0.29	A	D8	0.5	5.97	0.33	A

2 - Tuddenham Rd (NB)		22.4	71.34	1.00	F		20.7	67.13	0.99	F
3 - Valley Rd		0.5	7.79	0.35	A		0.7	8.64	0.42	A
4 - Tuddenham Rd (SB)		7.6	29.45	0.90	D		22.9	77.82	1.00	F
	2032 Baseline									
1 - Colchester Rd	D9	0.4	5.73	0.30	A	D10	0.5	6.29	0.34	A
2 - Tuddenham Rd (NB)		60.0	157.36	1.08	F		100.5	282.45	1.16	F
3 - Valley Rd		0.6	8.16	0.37	A		0.8	9.49	0.46	A
4 - Tuddenham Rd (SB)		27.8	88.57	1.01	F		75.3	213.19	1.12	F
	2032 Baseline + Dev									
1 - Colchester Rd	D11	0.6	6.57	0.40	A	D12	0.6	6.50	0.39	A
2 - Tuddenham Rd (NB)		81.7	221.04	1.13	F		112.9	332.47	1.18	F
3 - Valley Rd		0.6	8.66	0.39	A		0.9	9.92	0.47	A
4 - Tuddenham Rd (SB)		37.3	111.90	1.04	F		110.6	350.79	1.19	F

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

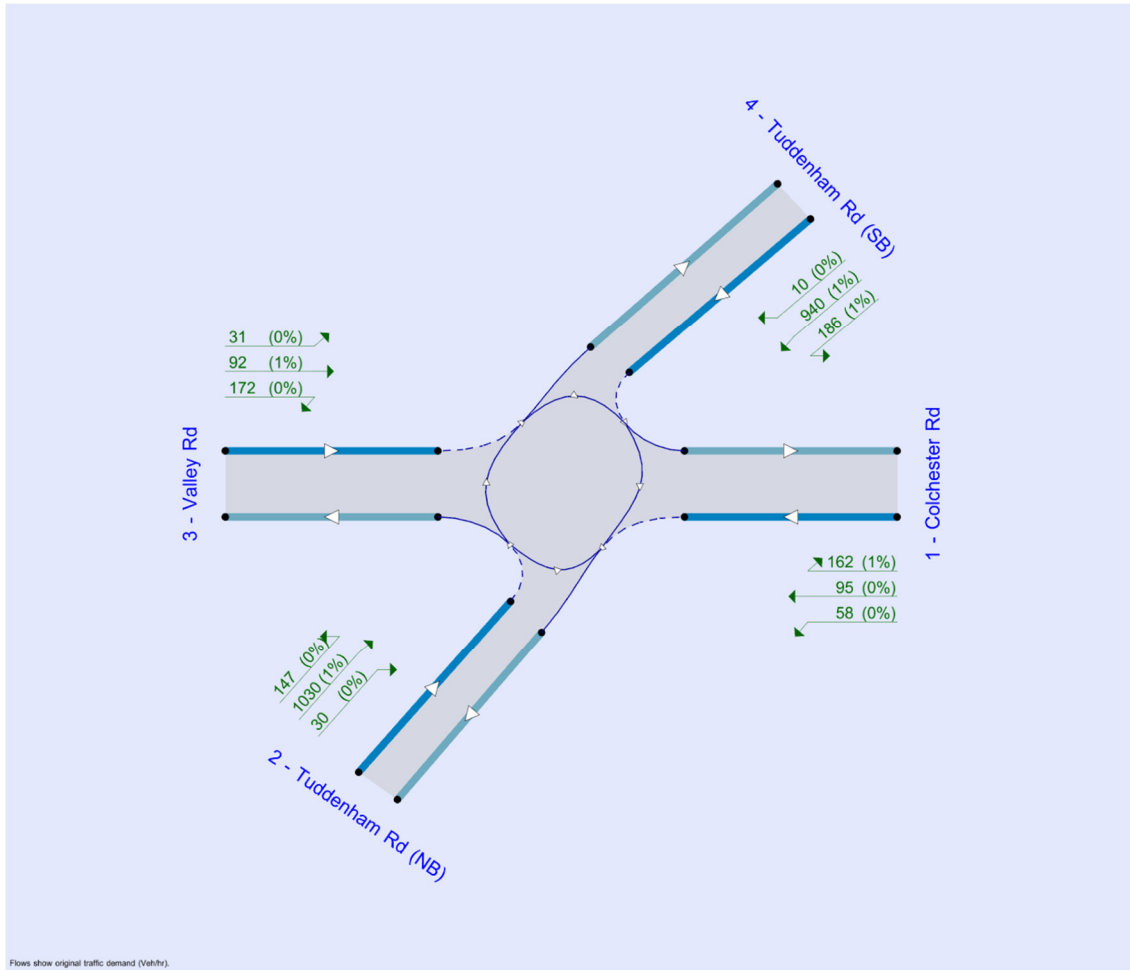
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBYJWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	07:30	09:00	15
D2	2023 Base	PM	ONE HOUR	16:15	17:45	15
D3	2026 Baseline	AM	ONE HOUR	07:30	09:00	15
D4	2026 Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	07:30	09:00	15
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:15	17:45	15
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	07:30	09:00	15
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:15	17:45	15
D9	2032 Baseline	AM	ONE HOUR	07:30	09:00	15
D10	2032 Baseline	PM	ONE HOUR	16:15	17:45	15
D11	2032 Baseline + Dev	AM	ONE HOUR	07:30	09:00	15
D12	2032 Baseline + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	26.64	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Colchester Rd	
2	Tuddenham Rd (NB)	
3	Valley Rd	
4	Tuddenham Rd (SB)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Colchester Rd	3.58	6.39	10.6	25.0	49.0	36.0	
2 - Tuddenham Rd (NB)	3.17	6.35	7.3	7.5	49.0	22.0	
3 - Valley Rd	3.58	4.67	16.0	14.0	49.0	32.0	
4 - Tuddenham Rd (SB)	3.25	4.90	10.0	8.3	49.0	29.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Colchester Rd	0.577	1528
2 - Tuddenham Rd (NB)	0.519	1290
3 - Valley Rd	0.532	1318
4 - Tuddenham Rd (SB)	0.504	1226

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)
D1	2023 Base	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	228	100.000
2 - Tuddenham Rd (NB)		✓	995	100.000
3 - Valley Rd		✓	219	100.000
4 - Tuddenham Rd (SB)		✓	845	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	36	80	112
	2 - Tuddenham Rd (NB)	19	1	127	848
	3 - Valley Rd	77	104	0	38
	4 - Tuddenham Rd (SB)	115	721	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	0	1	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.25	4.90	0.3	A
2 - Tuddenham Rd (NB)	0.94	41.20	11.7	E
3 - Valley Rd	0.33	7.24	0.5	A
4 - Tuddenham Rd (SB)	0.84	20.37	5.0	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	172	624	1155	0.149	171	0.2	3.656	A
2 - Tuddenham Rd (NB)	749	151	1201	0.624	743	1.6	7.753	A

3 - Valley Rd	165	732	921	0.179	164	0.2	4.753	A
4 - Tuddenham Rd (SB)	636	150	1139	0.559	631	1.2	7.029	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	205	748	1084	0.189	205	0.2	4.095	A
2 - Tuddenham Rd (NB)	894	180	1185	0.755	889	2.9	11.957	B
3 - Valley Rd	197	876	843	0.233	197	0.3	5.563	A
4 - Tuddenham Rd (SB)	760	180	1124	0.676	757	2.0	9.720	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	251	910	990	0.254	251	0.3	4.866	A
2 - Tuddenham Rd (NB)	1096	221	1164	0.941	1067	9.9	30.805	D
3 - Valley Rd	241	1054	748	0.322	240	0.5	7.082	A
4 - Tuddenham Rd (SB)	930	220	1104	0.843	919	4.8	18.506	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	251	918	985	0.255	251	0.3	4.904	A
2 - Tuddenham Rd (NB)	1096	221	1164	0.941	1088	11.7	41.200	E
3 - Valley Rd	241	1073	738	0.327	241	0.5	7.239	A
4 - Tuddenham Rd (SB)	930	221	1103	0.843	929	5.0	20.372	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	205	761	1076	0.191	205	0.2	4.138	A
2 - Tuddenham Rd (NB)	894	181	1185	0.755	928	3.3	15.682	C
3 - Valley Rd	197	911	825	0.239	198	0.3	5.746	A
4 - Tuddenham Rd (SB)	760	182	1123	0.677	771	2.2	10.548	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	172	632	1151	0.149	172	0.2	3.681	A
2 - Tuddenham Rd (NB)	749	152	1200	0.624	755	1.7	8.203	A
3 - Valley Rd	165	743	914	0.180	165	0.2	4.809	A
4 - Tuddenham Rd (SB)	636	152	1138	0.559	640	1.3	7.275	A

2023 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	32.57	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	256	100.000
2 - Tuddenham Rd (NB)		✓	974	100.000
3 - Valley Rd		✓	269	100.000
4 - Tuddenham Rd (SB)		✓	911	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	53	87	116
	2 - Tuddenham Rd (NB)	27	0	134	813
	3 - Valley Rd	83	156	1	29
	4 - Tuddenham Rd (SB)	119	782	9	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.31	5.64	0.4	A
2 - Tuddenham Rd (NB)	0.93	36.15	10.1	E
3 - Valley Rd	0.39	7.89	0.6	A
4 - Tuddenham Rd (SB)	0.94	43.51	11.4	E

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	193	708	1111	0.173	192	0.2	3.912	A
2 - Tuddenham Rd (NB)	733	160	1196	0.613	727	1.6	7.581	A
3 - Valley Rd	203	715	931	0.217	201	0.3	4.925	A
4 - Tuddenham Rd (SB)	686	200	1114	0.616	680	1.6	8.173	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	230	848	1030	0.223	230	0.3	4.498	A
2 - Tuddenham Rd (NB)	876	192	1180	0.742	871	2.7	11.476	B
3 - Valley Rd	242	856	856	0.283	241	0.4	5.857	A
4 - Tuddenham Rd (SB)	819	239	1094	0.748	814	2.8	12.611	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	282	1021	930	0.303	281	0.4	5.542	A
2 - Tuddenham Rd (NB)	1072	235	1158	0.926	1048	8.8	28.199	D
3 - Valley Rd	296	1033	761	0.389	295	0.6	7.711	A
4 - Tuddenham Rd (SB)	1003	292	1068	0.939	976	9.6	32.414	D

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	282	1039	920	0.306	282	0.4	5.640	A
2 - Tuddenham Rd (NB)	1072	236	1157	0.927	1067	10.1	36.153	E
3 - Valley Rd	296	1049	752	0.394	296	0.6	7.892	A
4 - Tuddenham Rd (SB)	1003	294	1067	0.940	996	11.4	43.508	E

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	230	882	1011	0.228	231	0.3	4.618	A
2 - Tuddenham Rd (NB)	876	193	1179	0.743	904	3.0	14.271	B
3 - Valley Rd	242	885	840	0.288	243	0.4	6.037	A
4 - Tuddenham Rd (SB)	819	242	1093	0.749	852	3.2	16.674	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	193	720	1105	0.174	193	0.2	3.952	A
2 - Tuddenham Rd (NB)	733	161	1196	0.613	739	1.6	7.980	A
3 - Valley Rd	203	726	926	0.219	203	0.3	4.987	A
4 - Tuddenham Rd (SB)	686	202	1113	0.616	692	1.6	8.664	A

2026 Baseline, 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	38.98	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	232	100.000
2 - Tuddenham Rd (NB)		✓	1038	100.000
3 - Valley Rd		✓	225	100.000
4 - Tuddenham Rd (SB)		✓	889	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	37	81	114
	2 - Tuddenham Rd (NB)	20	1	132	885
	3 - Valley Rd	78	108	0	39
	4 - Tuddenham Rd (SB)	117	763	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.27	5.13	0.4	A
2 - Tuddenham Rd (NB)	0.98	62.88	19.4	F
3 - Valley Rd	0.34	7.60	0.5	A
4 - Tuddenham Rd (SB)	0.89	27.82	7.1	D

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	175	658	1136	0.154	174	0.2	3.741	A
2 - Tuddenham Rd (NB)	781	153	1199	0.652	774	1.8	8.331	A
3 - Valley Rd	169	761	906	0.187	168	0.2	4.875	A
4 - Tuddenham Rd (SB)	669	155	1136	0.589	664	1.4	7.529	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	209	788	1061	0.197	208	0.2	4.222	A
2 - Tuddenham Rd (NB)	933	183	1184	0.788	926	3.5	13.644	B
3 - Valley Rd	202	911	826	0.245	202	0.3	5.765	A
4 - Tuddenham Rd (SB)	799	186	1121	0.713	795	2.4	10.913	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	255	955	964	0.265	255	0.4	5.071	A
2 - Tuddenham Rd (NB)	1143	224	1162	0.983	1099	14.6	40.624	E
3 - Valley Rd	248	1084	733	0.338	247	0.5	7.394	A
4 - Tuddenham Rd (SB)	979	226	1101	0.889	962	6.5	23.599	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	255	968	957	0.267	255	0.4	5.129	A
2 - Tuddenham Rd (NB)	1143	225	1162	0.983	1124	19.4	62.880	F
3 - Valley Rd	248	1106	721	0.343	248	0.5	7.600	A
4 - Tuddenham Rd (SB)	979	227	1100	0.890	976	7.1	27.822	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	209	808	1049	0.199	209	0.2	4.288	A
2 - Tuddenham Rd (NB)	933	184	1183	0.789	994	4.1	23.974	C
3 - Valley Rd	202	971	794	0.255	203	0.3	6.100	A
4 - Tuddenham Rd (SB)	799	188	1120	0.714	817	2.6	12.543	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	175	667	1130	0.155	175	0.2	3.767	A
2 - Tuddenham Rd (NB)	781	154	1199	0.652	790	1.9	8.978	A
3 - Valley Rd	169	775	898	0.189	170	0.2	4.943	A
4 - Tuddenham Rd (SB)	669	156	1136	0.589	674	1.5	7.867	A

2026 Baseline, 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	51.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	261	100.000

2 - Tuddenham Rd (NB)		✓	1032	100.000
3 - Valley Rd		✓	275	100.000
4 - Tuddenham Rd (SB)		✓	948	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	55	89	117
	2 - Tuddenham Rd (NB)	28	0	138	866
	3 - Valley Rd	83	161	1	30
	4 - Tuddenham Rd (SB)	120	818	9	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.32	5.88	0.5	A
2 - Tuddenham Rd (NB)	0.98	63.04	19.3	F
3 - Valley Rd	0.42	8.50	0.7	A
4 - Tuddenham Rd (SB)	0.98	64.56	18.1	F

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	196	739	1094	0.180	196	0.2	4.005	A
2 - Tuddenham Rd (NB)	777	163	1195	0.650	770	1.8	8.332	A
3 - Valley Rd	207	755	910	0.228	206	0.3	5.106	A
4 - Tuddenham Rd (SB)	714	204	1112	0.642	707	1.7	8.742	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	235	884	1010	0.232	234	0.3	4.641	A
2 - Tuddenham Rd (NB)	928	195	1178	0.787	921	3.5	13.650	B
3 - Valley Rd	247	904	830	0.298	247	0.4	6.166	A
4 - Tuddenham Rd (SB)	852	245	1092	0.781	846	3.3	14.282	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	287	1053	912	0.315	287	0.5	5.755	A
2 - Tuddenham Rd (NB)	1136	238	1156	0.983	1092	14.5	40.713	E
3 - Valley Rd	303	1076	738	0.410	302	0.7	8.229	A
4 - Tuddenham Rd (SB)	1044	298	1065	0.980	1002	13.7	41.991	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	287	1074	899	0.320	287	0.5	5.881	A
2 - Tuddenham Rd (NB)	1136	239	1155	0.983	1117	19.3	63.042	F
3 - Valley Rd	303	1098	726	0.417	303	0.7	8.495	A
4 - Tuddenham Rd (SB)	1044	300	1064	0.981	1026	18.1	64.556	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	235	940	977	0.240	235	0.3	4.858	A
2 - Tuddenham Rd (NB)	928	196	1178	0.788	989	4.0	23.994	C
3 - Valley Rd	247	963	798	0.310	248	0.5	6.557	A
4 - Tuddenham Rd (SB)	852	248	1090	0.782	909	3.9	24.825	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	196	753	1086	0.181	197	0.2	4.052	A
2 - Tuddenham Rd (NB)	777	164	1194	0.651	785	1.9	8.981	A
3 - Valley Rd	207	769	902	0.230	208	0.3	5.188	A
4 - Tuddenham Rd (SB)	714	206	1111	0.642	722	1.8	9.442	A

2026 Baseline + Dev (160), 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	42.21	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Baseline + Dev (160)	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	252	100.000
2 - Tuddenham Rd (NB)		✓	1038	100.000
3 - Valley Rd		✓	226	100.000
4 - Tuddenham Rd (SB)		✓	895	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	37	83	132
	2 - Tuddenham Rd (NB)	20	1	132	885
	3 - Valley Rd	79	108	0	39
	4 - Tuddenham Rd (SB)	123	763	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.29	5.30	0.4	A
2 - Tuddenham Rd (NB)	0.99	69.85	21.8	F
3 - Valley Rd	0.35	7.76	0.5	A

4 - Tuddenham Rd (SB)	0.90	29.23	7.5	D
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Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	190	658	1136	0.167	189	0.2	3.798	A
2 - Tuddenham Rd (NB)	781	168	1192	0.656	774	1.9	8.478	A
3 - Valley Rd	170	775	899	0.189	169	0.2	4.928	A
4 - Tuddenham Rd (SB)	674	156	1136	0.593	668	1.4	7.602	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	227	788	1061	0.214	226	0.3	4.314	A
2 - Tuddenham Rd (NB)	933	201	1174	0.795	926	3.6	14.107	B
3 - Valley Rd	203	927	817	0.249	203	0.3	5.854	A
4 - Tuddenham Rd (SB)	805	187	1121	0.718	801	2.4	11.101	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	277	955	965	0.288	277	0.4	5.231	A
2 - Tuddenham Rd (NB)	1143	246	1151	0.993	1094	15.9	43.543	E
3 - Valley Rd	249	1100	725	0.343	248	0.5	7.538	A
4 - Tuddenham Rd (SB)	985	227	1100	0.896	968	6.8	24.474	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	277	968	957	0.290	277	0.4	5.295	A
2 - Tuddenham Rd (NB)	1143	247	1151	0.993	1119	21.8	69.853	F
3 - Valley Rd	249	1122	713	0.349	249	0.5	7.756	A
4 - Tuddenham Rd (SB)	985	228	1100	0.896	983	7.5	29.225	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	227	809	1049	0.216	227	0.3	4.386	A
2 - Tuddenham Rd (NB)	933	202	1174	0.795	1004	4.2	27.661	D
3 - Valley Rd	203	995	781	0.260	204	0.4	6.245	A
4 - Tuddenham Rd (SB)	805	189	1119	0.719	824	2.7	12.910	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	190	668	1130	0.168	190	0.2	3.832	A
2 - Tuddenham Rd (NB)	781	169	1191	0.656	791	2.0	9.185	A

3 - Valley Rd	170	790	891	0.191	171	0.2	5.003	A
4 - Tuddenham Rd (SB)	674	157	1135	0.593	679	1.5	7.958	A

2026 Baseline + Dev (160), 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	56.79	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Baseline + Dev (160)	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	270	100.000
2 - Tuddenham Rd (NB)		✓	1032	100.000
3 - Valley Rd		✓	276	100.000
4 - Tuddenham Rd (SB)		✓	962	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	55	89	126
	2 - Tuddenham Rd (NB)	28	0	138	866
	3 - Valley Rd	84	161	1	30
	4 - Tuddenham Rd (SB)	134	818	9	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.33	5.95	0.5	A
2 - Tuddenham Rd (NB)	0.99	66.08	20.4	F
3 - Valley Rd	0.42	8.61	0.7	A
4 - Tuddenham Rd (SB)	1.00	74.76	21.7	F

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	203	738	1094	0.186	202	0.2	4.034	A
2 - Tuddenham Rd (NB)	777	169	1191	0.652	770	1.8	8.397	A
3 - Valley Rd	208	762	906	0.229	207	0.3	5.138	A
4 - Tuddenham Rd (SB)	724	205	1111	0.652	717	1.8	8.969	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	243	884	1010	0.240	242	0.3	4.690	A
2 - Tuddenham Rd (NB)	928	203	1174	0.790	921	3.5	13.857	B
3 - Valley Rd	248	912	826	0.300	248	0.4	6.221	A
4 - Tuddenham Rd (SB)	865	246	1091	0.793	858	3.5	14.991	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	297	1048	915	0.325	297	0.5	5.819	A
2 - Tuddenham Rd (NB)	1136	248	1151	0.987	1090	15.1	41.997	E
3 - Valley Rd	304	1084	734	0.414	303	0.7	8.333	A
4 - Tuddenham Rd (SB)	1059	299	1064	0.995	1011	15.6	46.192	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Colchester Rd	297	1069	902	0.329	297	0.5	5.948	A
2 - Tuddenham Rd (NB)	1136	249	1150	0.988	1115	20.4	66.083	F
3 - Valley Rd	304	1106	722	0.421	304	0.7	8.607	A
4 - Tuddenham Rd (SB)	1059	301	1063	0.996	1035	21.7	74.759	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	243	951	971	0.250	243	0.3	4.953	A
2 - Tuddenham Rd (NB)	928	204	1173	0.791	993	4.1	25.526	D
3 - Valley Rd	248	975	792	0.313	249	0.5	6.640	A
4 - Tuddenham Rd (SB)	865	249	1090	0.794	935	4.2	30.735	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	203	754	1085	0.187	204	0.2	4.088	A
2 - Tuddenham Rd (NB)	777	171	1191	0.653	786	1.9	9.073	A
3 - Valley Rd	208	776	898	0.231	208	0.3	5.222	A
4 - Tuddenham Rd (SB)	724	207	1110	0.652	734	1.9	9.772	A

2026 Baseline + Dev (200), 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	42.88	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Baseline + Dev (200)	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	256	100.000
2 - Tuddenham Rd (NB)		✓	1038	100.000

3 - Valley Rd		✓	226	100.000
4 - Tuddenham Rd (SB)		✓	896	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	37	83	136
	2 - Tuddenham Rd (NB)	20	1	132	885
	3 - Valley Rd	79	108	0	39
	4 - Tuddenham Rd (SB)	124	763	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.29	5.33	0.4	A
2 - Tuddenham Rd (NB)	1.00	71.34	22.4	F
3 - Valley Rd	0.35	7.79	0.5	A
4 - Tuddenham Rd (SB)	0.90	29.45	7.6	D

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	193	658	1136	0.170	192	0.2	3.810	A
2 - Tuddenham Rd (NB)	781	171	1190	0.657	774	1.9	8.509	A
3 - Valley Rd	170	778	897	0.190	169	0.2	4.939	A
4 - Tuddenham Rd (SB)	675	156	1136	0.594	669	1.4	7.614	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	230	788	1061	0.217	230	0.3	4.333	A
2 - Tuddenham Rd (NB)	933	205	1172	0.796	926	3.6	14.203	B
3 - Valley Rd	203	930	815	0.249	203	0.3	5.872	A
4 - Tuddenham Rd (SB)	805	187	1121	0.719	801	2.5	11.130	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	282	954	965	0.292	281	0.4	5.263	A
2 - Tuddenham Rd (NB)	1143	250	1149	0.995	1093	16.2	44.152	E
3 - Valley Rd	249	1103	723	0.344	248	0.5	7.568	A
4 - Tuddenham Rd (SB)	987	227	1100	0.897	969	6.9	24.611	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	282	967	957	0.294	282	0.4	5.330	A
2 - Tuddenham Rd (NB)	1143	251	1148	0.995	1118	22.4	71.340	F
3 - Valley Rd	249	1126	711	0.350	249	0.5	7.788	A
4 - Tuddenham Rd (SB)	987	228	1100	0.897	984	7.6	29.451	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	230	809	1048	0.220	231	0.3	4.406	A
2 - Tuddenham Rd (NB)	933	206	1172	0.796	1005	4.3	28.540	D
3 - Valley Rd	203	1000	778	0.261	204	0.4	6.278	A
4 - Tuddenham Rd (SB)	805	189	1119	0.720	825	2.7	12.972	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	193	668	1130	0.171	193	0.2	3.843	A
2 - Tuddenham Rd (NB)	781	172	1189	0.657	791	2.0	9.230	A
3 - Valley Rd	170	793	889	0.191	171	0.2	5.013	A
4 - Tuddenham Rd (SB)	675	157	1135	0.594	679	1.5	7.973	A

2026 Baseline + Dev (200), 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	58.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Baseline + Dev (200)	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	273	100.000
2 - Tuddenham Rd (NB)		✓	1032	100.000
3 - Valley Rd		✓	276	100.000
4 - Tuddenham Rd (SB)		✓	966	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	55	89	129
	2 - Tuddenham Rd (NB)	28	0	138	866
	3 - Valley Rd	84	161	1	30
	4 - Tuddenham Rd (SB)	138	818	9	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.33	5.97	0.5	A
2 - Tuddenham Rd (NB)	0.99	67.13	20.7	F
3 - Valley Rd	0.42	8.64	0.7	A

4 - Tuddenham Rd (SB)	1.00	77.82	22.9	F
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Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	206	738	1094	0.188	205	0.2	4.045	A
2 - Tuddenham Rd (NB)	777	172	1190	0.653	770	1.8	8.421	A
3 - Valley Rd	208	764	905	0.230	207	0.3	5.147	A
4 - Tuddenham Rd (SB)	727	205	1111	0.654	720	1.8	9.033	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	245	884	1010	0.243	245	0.3	4.706	A
2 - Tuddenham Rd (NB)	928	206	1173	0.791	921	3.5	13.924	B
3 - Valley Rd	248	914	824	0.301	248	0.4	6.236	A
4 - Tuddenham Rd (SB)	868	246	1091	0.796	861	3.6	15.196	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	301	1046	916	0.328	300	0.5	5.841	A
2 - Tuddenham Rd (NB)	1136	251	1149	0.989	1089	15.3	42.436	E
3 - Valley Rd	304	1086	732	0.415	303	0.7	8.359	A
4 - Tuddenham Rd (SB)	1064	299	1064	0.999	1013	16.2	47.415	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	301	1067	903	0.333	301	0.5	5.971	A
2 - Tuddenham Rd (NB)	1136	252	1149	0.989	1114	20.7	67.131	F
3 - Valley Rd	304	1108	720	0.422	304	0.7	8.637	A
4 - Tuddenham Rd (SB)	1064	301	1063	1.000	1037	22.9	77.819	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	245	954	969	0.253	246	0.3	4.985	A
2 - Tuddenham Rd (NB)	928	207	1172	0.792	994	4.1	26.085	D
3 - Valley Rd	248	978	790	0.314	249	0.5	6.666	A
4 - Tuddenham Rd (SB)	868	249	1089	0.797	942	4.4	32.850	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	206	754	1085	0.189	206	0.2	4.100	A
2 - Tuddenham Rd (NB)	777	173	1190	0.653	786	1.9	9.102	A

3 - Valley Rd	208	779	897	0.232	208	0.3	5.234	A
4 - Tuddenham Rd (SB)	727	207	1110	0.655	737	2.0	9.871	A

2032 Baseline, 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	103.39	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	244	100.000
2 - Tuddenham Rd (NB)		✓	1138	100.000
3 - Valley Rd		✓	239	100.000
4 - Tuddenham Rd (SB)		✓	1007	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
	1 - Colchester Rd	0	40	85	119
	2 - Tuddenham Rd (NB)	22	1	143	972
	3 - Valley Rd	82	117	0	40
	4 - Tuddenham Rd (SB)	122	875	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.30	5.73	0.4	A
2 - Tuddenham Rd (NB)	1.08	157.36	60.0	F
3 - Valley Rd	0.37	8.16	0.6	A
4 - Tuddenham Rd (SB)	1.01	88.57	27.8	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	184	748	1084	0.169	183	0.2	3.991	A
2 - Tuddenham Rd (NB)	857	160	1196	0.717	847	2.4	10.070	B
3 - Valley Rd	180	830	869	0.207	179	0.3	5.206	A
4 - Tuddenham Rd (SB)	758	166	1131	0.670	750	2.0	9.278	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	219	894	999	0.219	219	0.3	4.609	A
2 - Tuddenham Rd (NB)	1023	192	1179	0.868	1010	5.6	19.919	C
3 - Valley Rd	215	990	784	0.274	214	0.4	6.319	A
4 - Tuddenham Rd (SB)	905	199	1114	0.812	897	4.0	15.995	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	269	1052	909	0.296	268	0.4	5.613	A
2 - Tuddenham Rd (NB)	1253	235	1157	1.083	1136	34.8	76.363	F
3 - Valley Rd	263	1124	712	0.370	262	0.6	7.998	A
4 - Tuddenham Rd (SB)	1109	241	1093	1.014	1049	18.8	51.510	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Colchester Rd	269	1073	897	0.300	269	0.4	5.732	A
2 - Tuddenham Rd (NB)	1253	235	1157	1.083	1152	60.0	157.356	F
3 - Valley Rd	263	1138	704	0.374	263	0.6	8.160	A
4 - Tuddenham Rd (SB)	1109	242	1093	1.015	1073	27.8	88.566	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	219	982	949	0.231	220	0.3	4.943	A
2 - Tuddenham Rd (NB)	1023	194	1178	0.868	1159	26.0	137.074	F
3 - Valley Rd	215	1120	714	0.301	215	0.4	7.236	A
4 - Tuddenham Rd (SB)	905	203	1113	0.814	996	5.0	43.102	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	184	766	1074	0.171	184	0.2	4.047	A
2 - Tuddenham Rd (NB)	857	162	1195	0.717	950	2.7	20.441	C
3 - Valley Rd	180	921	821	0.219	181	0.3	5.630	A
4 - Tuddenham Rd (SB)	758	170	1129	0.671	770	2.1	10.314	B

2032 Baseline, 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	202.02	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	273	100.000
2 - Tuddenham Rd (NB)		✓	1207	100.000

3 - Valley Rd		✓	292	100.000
4 - Tuddenham Rd (SB)		✓	1077	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	58	92	123
	2 - Tuddenham Rd (NB)	30	0	147	1030
	3 - Valley Rd	88	172	1	31
	4 - Tuddenham Rd (SB)	126	940	10	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.34	6.29	0.5	A
2 - Tuddenham Rd (NB)	1.16	282.45	100.5	F
3 - Valley Rd	0.46	9.49	0.8	A
4 - Tuddenham Rd (SB)	1.12	213.19	75.3	F

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	206	836	1037	0.198	205	0.2	4.320	A
2 - Tuddenham Rd (NB)	909	170	1191	0.763	897	3.0	11.791	B
3 - Valley Rd	220	880	843	0.261	218	0.3	5.754	A
4 - Tuddenham Rd (SB)	811	218	1105	0.734	800	2.6	11.445	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	245	996	945	0.260	245	0.3	5.140	A
2 - Tuddenham Rd (NB)	1085	204	1173	0.925	1063	8.7	27.932	D
3 - Valley Rd	263	1044	755	0.348	262	0.5	7.291	A
4 - Tuddenham Rd (SB)	968	260	1084	0.893	952	6.7	24.659	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	301	1111	878	0.342	300	0.5	6.222	A
2 - Tuddenham Rd (NB)	1329	248	1151	1.155	1142	55.5	112.595	F
3 - Valley Rd	321	1139	704	0.456	320	0.8	9.345	A
4 - Tuddenham Rd (SB)	1186	315	1057	1.122	1044	42.3	97.015	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	301	1121	872	0.345	301	0.5	6.294	A
2 - Tuddenham Rd (NB)	1329	249	1150	1.155	1149	100.5	251.400	F
3 - Valley Rd	321	1145	701	0.459	321	0.8	9.489	A
4 - Tuddenham Rd (SB)	1186	316	1056	1.123	1054	75.3	209.194	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	245	1099	885	0.277	246	0.4	5.639	A
2 - Tuddenham Rd (NB)	1085	206	1172	0.925	1161	81.5	282.449	F
3 - Valley Rd	263	1131	708	0.371	263	0.6	8.113	A
4 - Tuddenham Rd (SB)	968	264	1082	0.895	1068	50.4	213.187	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	206	1013	934	0.220	206	0.3	4.944	A
2 - Tuddenham Rd (NB)	909	173	1189	0.764	1175	15.0	152.617	F
3 - Valley Rd	220	1125	711	0.309	220	0.5	7.342	A
4 - Tuddenham Rd (SB)	811	226	1101	0.737	1000	3.1	70.385	F

2032 Baseline + Dev, 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	135.78	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 Baseline + Dev	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	325	100.000
2 - Tuddenham Rd (NB)		✓	1138	100.000
3 - Valley Rd		✓	240	100.000
4 - Tuddenham Rd (SB)		✓	1032	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	40	90	195
	2 - Tuddenham Rd (NB)	22	1	143	972
	3 - Valley Rd	83	117	0	40
	4 - Tuddenham Rd (SB)	147	875	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.40	6.57	0.6	A
2 - Tuddenham Rd (NB)	1.13	221.04	81.7	F
3 - Valley Rd	0.39	8.66	0.6	A

4 - Tuddenham Rd (SB)	1.04	111.90	37.3	F
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Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	245	747	1084	0.226	244	0.3	4.277	A
2 - Tuddenham Rd (NB)	857	221	1164	0.736	846	2.7	10.986	B
3 - Valley Rd	181	886	839	0.215	180	0.3	5.448	A
4 - Tuddenham Rd (SB)	777	167	1131	0.687	768	2.1	9.728	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	292	893	1000	0.292	292	0.4	5.081	A
2 - Tuddenham Rd (NB)	1023	265	1141	0.896	1006	6.9	24.021	C
3 - Valley Rd	216	1055	749	0.288	215	0.4	6.740	A
4 - Tuddenham Rd (SB)	928	200	1114	0.833	918	4.5	17.571	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	358	1038	916	0.391	357	0.6	6.427	A
2 - Tuddenham Rd (NB)	1253	323	1111	1.128	1098	45.6	98.071	F
3 - Valley Rd	264	1175	685	0.386	263	0.6	8.524	A
4 - Tuddenham Rd (SB)	1136	242	1093	1.040	1060	23.5	60.368	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	358	1057	905	0.395	358	0.6	6.574	A
2 - Tuddenham Rd (NB)	1253	324	1110	1.128	1108	81.7	214.549	F
3 - Valley Rd	264	1184	680	0.389	264	0.6	8.659	A
4 - Tuddenham Rd (SB)	1136	243	1093	1.040	1081	37.3	111.902	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	292	1008	933	0.313	293	0.5	5.628	A
2 - Tuddenham Rd (NB)	1023	267	1140	0.897	1126	55.9	221.035	F
3 - Valley Rd	216	1160	692	0.312	216	0.5	7.575	A
4 - Tuddenham Rd (SB)	928	203	1112	0.834	1052	6.3	70.075	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	245	769	1071	0.228	245	0.3	4.361	A
2 - Tuddenham Rd (NB)	857	223	1163	0.737	1068	3.2	75.972	F

3 - Valley Rd	181	1081	735	0.246	181	0.3	6.506	A
4 - Tuddenham Rd (SB)	777	173	1128	0.689	793	2.3	11.237	B

2032 Baseline + Dev, 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	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	272.74	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 Baseline + Dev	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	315	100.000
2 - Tuddenham Rd (NB)		✓	1207	100.000
3 - Valley Rd		✓	296	100.000
4 - Tuddenham Rd (SB)		✓	1137	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	58	95	162
	2 - Tuddenham Rd (NB)	30	0	147	1030
	3 - Valley Rd	92	172	1	31
	4 - Tuddenham Rd (SB)	186	940	10	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.39	6.50	0.6	A
2 - Tuddenham Rd (NB)	1.18	332.47	112.9	F
3 - Valley Rd	0.47	9.92	0.9	A
4 - Tuddenham Rd (SB)	1.19	350.79	110.6	F

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	237	835	1038	0.229	236	0.3	4.485	A
2 - Tuddenham Rd (NB)	909	201	1175	0.774	896	3.2	12.403	B
3 - Valley Rd	223	909	827	0.269	221	0.4	5.926	A
4 - Tuddenham Rd (SB)	856	220	1104	0.776	843	3.2	13.226	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	283	987	949	0.298	283	0.4	5.398	A
2 - Tuddenham Rd (NB)	1085	241	1154	0.940	1058	9.9	31.231	D
3 - Valley Rd	266	1076	738	0.361	265	0.6	7.604	A
4 - Tuddenham Rd (SB)	1022	264	1082	0.945	995	10.1	33.653	D

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	347	1067	903	0.384	346	0.6	6.450	A
2 - Tuddenham Rd (NB)	1329	294	1127	1.179	1120	62.1	126.814	F
3 - Valley Rd	326	1163	691	0.471	325	0.9	9.779	A
4 - Tuddenham Rd (SB)	1252	318	1055	1.187	1048	60.9	133.426	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1 - Colchester Rd	347	1071	901	0.385	347	0.6	6.500	A
2 - Tuddenham Rd (NB)	1329	294	1126	1.180	1126	112.9	286.061	F
3 - Valley Rd	326	1168	689	0.473	326	0.9	9.919	A
4 - Tuddenham Rd (SB)	1252	320	1054	1.188	1053	110.6	299.309	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	283	1052	912	0.311	284	0.5	5.739	A
2 - Tuddenham Rd (NB)	1085	243	1153	0.941	1143	98.5	332.468	F
3 - Valley Rd	266	1151	698	0.381	267	0.6	8.380	A
4 - Tuddenham Rd (SB)	1022	268	1080	0.946	1071	98.5	350.787	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	237	1041	918	0.258	238	0.4	5.296	A
2 - Tuddenham Rd (NB)	909	205	1173	0.775	1161	35.4	210.632	F
3 - Valley Rd	223	1143	702	0.317	223	0.5	7.529	A
4 - Tuddenham Rd (SB)	856	229	1100	0.779	1088	40.3	232.351	F

Junctions 9										
ARCADY 9 - Roundabout Module										
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Filename: J12 - Tuddenham Rd_A1214_Mitigation.j9

Path: C:\OD New\RSK Group\RSK Transport Folders - 230597 - Humber Doucy Lane Residential
TA\03 Data\04 Traffic Modelling\05 Models\Mitigation\J12

Report generation date: 05/03/2024 10:34:48

»2026 Baseline + Dev (160), AM
 »2026 Baseline + Dev (160), PM
 »2026 Baseline + Dev (200), AM
 »2026 Baseline + Dev (200), PM
 »2032 Baseline, AM
 »2032 Baseline, PM
 »2032 Baseline + Dev , AM
 »2032 Baseline + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Baseline + Dev (160)									
1 - Colchester Rd	D1	0.3	4.79	0.25	A	D2	0.4	5.34	0.29	A
2 - Tuddenham Rd (NB)		7.8	27.66	0.89	D		7.4	26.56	0.89	D
3 - Valley Rd		0.4	5.60	0.26	A		0.5	5.97	0.31	A
4 - Tuddenham Rd (SB)		1.8	7.39	0.65	A		2.5	9.38	0.71	A
	2026 Baseline + Dev (200)									
1 - Colchester Rd	D3	0.3	4.82	0.26	A	D4	0.4	5.36	0.29	A
2 - Tuddenham Rd (NB)		7.9	28.09	0.89	D		7.5	26.86	0.89	D
3 - Valley Rd		0.4	5.62	0.26	A		0.5	5.99	0.31	A
4 - Tuddenham Rd (SB)		1.8	7.40	0.65	A		2.5	9.48	0.72	A
	2032 Baseline									
1 - Colchester Rd	D5	0.4	5.23	0.26	A	D6	0.5	6.07	0.32	A
2 - Tuddenham Rd (NB)		23.1	76.28	0.97	F		83.6	248.47	1.04	F
3 - Valley Rd		0.4	6.11	0.29	A		0.6	6.95	0.36	A
4 - Tuddenham Rd (SB)		2.7	9.79	0.73	A		4.1	13.83	0.81	B
	2032 Baseline + Dev									
1 - Colchester Rd	D7	0.5	5.93	0.35	A	D8	0.6	6.53	0.36	A
2 - Tuddenham Rd (NB)		47.5	152.27	1.01	F		110.6	329.55	1.06	F
3 - Valley Rd		0.4	6.51	0.30	A		0.6	7.17	0.37	A
4 - Tuddenham Rd (SB)		3.0	10.52	0.75	B		5.6	18.10	0.85	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

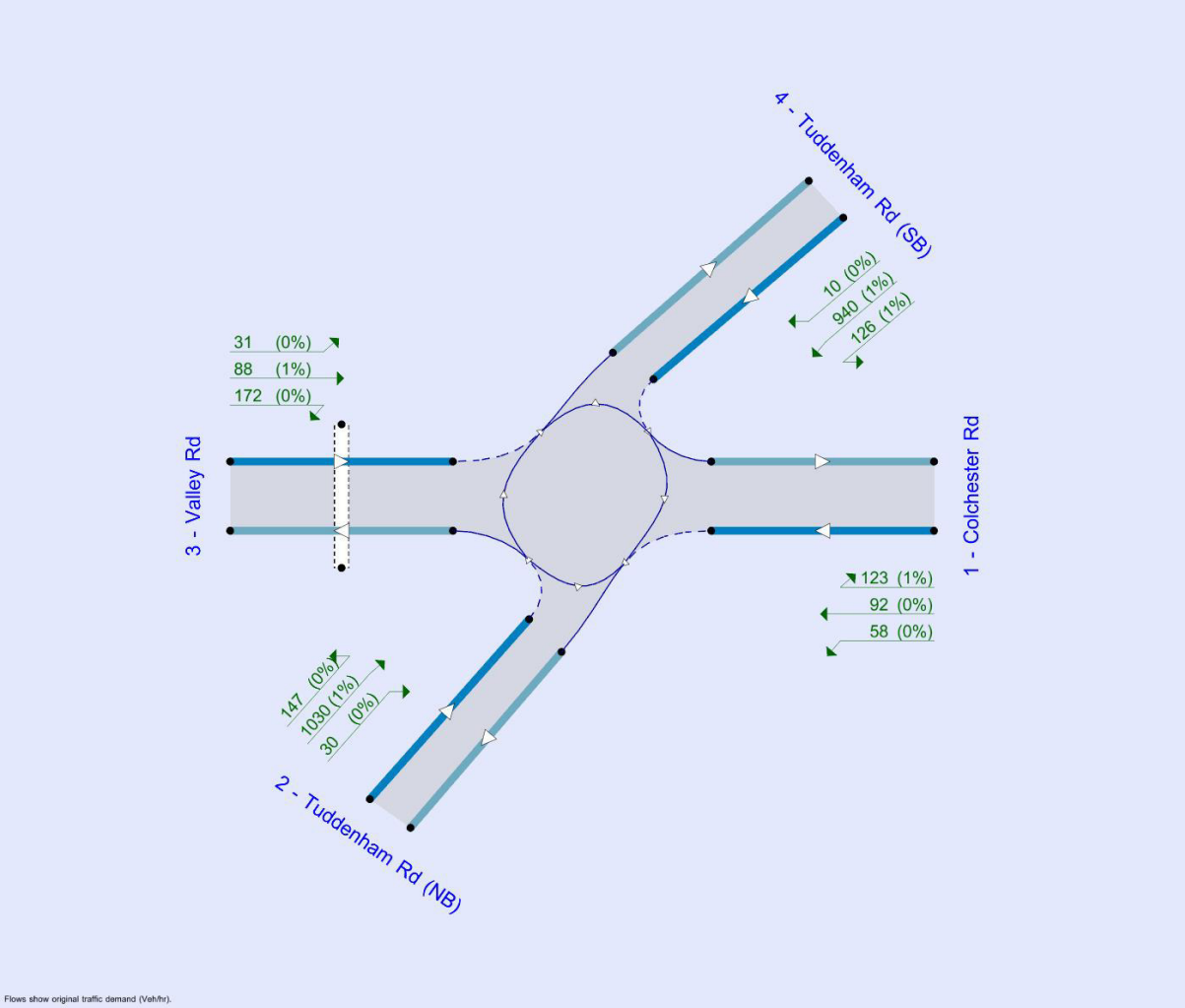
File summary

File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\JWasilewski
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2026 Baseline + Dev (160)	AM	FLAT	07:30	09:00	90	15
D2	2026 Baseline + Dev (160)	PM	FLAT	16:15	17:45	90	15
D3	2026 Baseline + Dev (200)	AM	FLAT	07:30	09:00	90	15
D4	2026 Baseline + Dev (200)	PM	FLAT	16:15	17:45	90	15
D5	2032 Baseline	AM	FLAT	07:30	09:00	90	15
D6	2032 Baseline	PM	FLAT	16:15	17:45	90	15
D7	2032 Baseline + Dev	AM	FLAT	07:30	09:00	90	15
D8	2032 Baseline + Dev	PM	FLAT	16:15	17:45	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Baseline + Dev (160), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	15.68	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Colchester Rd	
2	Tuddenham Rd (NB)	
3	Valley Rd	
4	Tuddenham Rd (SB)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Colchester Rd	3.10	7.00	10.0	40.0	52.0	25.0	

2 - Tuddenham Rd (NB)	3.20	6.00	7.0	15.0	52.0	36.0	
3 - Valley Rd	3.35	6.00	10.0	37.0	52.0	36.0	
4 - Tuddenham Rd (SB)	3.50	6.00	14.0	13.0	52.0	28.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - Valley Rd	4.00	3.00	2.90	1.00	6.00	10.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Colchester Rd	0.579	1526
2 - Tuddenham Rd (NB)	0.513	1292
3 - Valley Rd	0.554	1452
4 - Tuddenham Rd (SB)	0.559	1513

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 period length (min)	Time segment length (min)
D1	2026 Baseline + Dev (160)	AM	FLAT	07:30	09:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	252	100.000
2 - Tuddenham Rd (NB)		✓	1038	100.000
3 - Valley Rd		✓	226	100.000
4 - Tuddenham Rd (SB)		✓	895	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	37	83	132
	2 - Tuddenham Rd (NB)	20	1	132	885
	3 - Valley Rd	79	108	0	39
	4 - Tuddenham Rd (SB)	123	763	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.25	4.79	0.3	A
2 - Tuddenham Rd (NB)	0.89	27.66	7.8	D
3 - Valley Rd	0.26	5.60	0.4	A
4 - Tuddenham Rd (SB)	0.65	7.39	1.8	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	252	874		1007	0.250	251	0.3	4.751	A
2 - Tuddenham Rd (NB)	1038	223		1167	0.890	1012	6.5	20.668	C
3 - Valley Rd	226	1014	0.00	882	0.256	225	0.3	5.468	A
4 - Tuddenham Rd (SB)	895	206		1383	0.647	888	1.8	7.169	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	252	881		1003	0.251	252	0.3	4.790	A
2 - Tuddenham Rd (NB)	1038	224		1166	0.890	1035	7.2	26.436	D
3 - Valley Rd	226	1036	0.00	870	0.260	226	0.3	5.590	A

4 - Tuddenham Rd (SB)	895	208		1382	0.647	895	1.8	7.384	A
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08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	252	881		1003	0.251	252	0.3	4.791	A
2 - Tuddenham Rd (NB)	1038	224		1166	0.890	1037	7.4	27.113	D
3 - Valley Rd	226	1037	0.00	869	0.260	226	0.4	5.596	A
4 - Tuddenham Rd (SB)	895	208		1382	0.647	895	1.8	7.387	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	252	881		1003	0.251	252	0.3	4.791	A
2 - Tuddenham Rd (NB)	1038	224		1166	0.890	1037	7.6	27.401	D
3 - Valley Rd	226	1037	0.00	869	0.260	226	0.4	5.598	A
4 - Tuddenham Rd (SB)	895	208		1382	0.648	895	1.8	7.387	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	252	881		1003	0.251	252	0.3	4.791	A
2 - Tuddenham Rd (NB)	1038	224		1166	0.890	1038	7.7	27.561	D
3 - Valley Rd	226	1038	0.00	869	0.260	226	0.4	5.599	A
4 - Tuddenham Rd (SB)	895	208		1382	0.648	895	1.8	7.387	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	252	881		1003	0.251	252	0.3	4.791	A
2 - Tuddenham Rd (NB)	1038	224		1166	0.890	1038	7.8	27.663	D
3 - Valley Rd	226	1038	0.00	869	0.260	226	0.4	5.600	A
4 - Tuddenham Rd (SB)	895	208		1382	0.648	895	1.8	7.387	A

2026 Baseline + Dev (160), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	15.57	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2026 Baseline + Dev (160)	PM	FLAT	16:15	17:45	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	270	100.000
2 - Tuddenham Rd (NB)		✓	1032	100.000
3 - Valley Rd		✓	276	100.000
4 - Tuddenham Rd (SB)		✓	962	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	55	89	126
	2 - Tuddenham Rd (NB)	28	0	138	866
	3 - Valley Rd	84	161	1	30
	4 - Tuddenham Rd (SB)	134	818	9	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.29	5.34	0.4	A
2 - Tuddenham Rd (NB)	0.89	26.56	7.4	D
3 - Valley Rd	0.31	5.97	0.5	A
4 - Tuddenham Rd (SB)	0.71	9.38	2.5	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	270	981		949	0.284	268	0.4	5.274	A
2 - Tuddenham Rd (NB)	1032	225		1166	0.885	1007	6.3	20.165	C
3 - Valley Rd	276	998	0.00	891	0.310	274	0.4	5.819	A
4 - Tuddenham Rd (SB)	962	272		1347	0.714	952	2.4	8.918	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	270	990		944	0.286	270	0.4	5.339	A
2 - Tuddenham Rd (NB)	1032	226		1166	0.885	1030	6.9	25.503	D
3 - Valley Rd	276	1019	0.00	880	0.314	276	0.5	5.962	A
4 - Tuddenham Rd (SB)	962	274		1346	0.715	962	2.5	9.364	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	270	990		944	0.286	270	0.4	5.339	A
2 - Tuddenham Rd (NB)	1032	226		1166	0.885	1031	7.1	26.094	D
3 - Valley Rd	276	1020	0.00	879	0.314	276	0.5	5.969	A
4 - Tuddenham Rd (SB)	962	274		1346	0.715	962	2.5	9.374	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	270	990		944	0.286	270	0.4	5.340	A
2 - Tuddenham Rd (NB)	1032	226		1166	0.885	1031	7.3	26.339	D
3 - Valley Rd	276	1021	0.00	879	0.314	276	0.5	5.971	A
4 - Tuddenham Rd (SB)	962	274		1346	0.715	962	2.5	9.376	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	270	990		944	0.286	270	0.4	5.340	A
2 - Tuddenham Rd (NB)	1032	226		1166	0.885	1032	7.4	26.476	D
3 - Valley Rd	276	1021	0.00	879	0.314	276	0.5	5.972	A
4 - Tuddenham Rd (SB)	962	274		1346	0.715	962	2.5	9.378	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	270	990		944	0.286	270	0.4	5.340	A
2 - Tuddenham Rd (NB)	1032	226		1166	0.885	1032	7.4	26.563	D
3 - Valley Rd	276	1021	0.00	879	0.314	276	0.5	5.972	A
4 - Tuddenham Rd (SB)	962	274		1346	0.715	962	2.5	9.380	A

2026 Baseline + Dev (200), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	15.85	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2026 Baseline + Dev (200)	AM	FLAT	07:30	09:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	256	100.000
2 - Tuddenham Rd (NB)		✓	1038	100.000
3 - Valley Rd		✓	226	100.000
4 - Tuddenham Rd (SB)		✓	896	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	37	83	136
	2 - Tuddenham Rd (NB)	20	1	132	885
	3 - Valley Rd	79	108	0	39
	4 - Tuddenham Rd (SB)	124	763	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.26	4.82	0.3	A
2 - Tuddenham Rd (NB)	0.89	28.09	7.9	D
3 - Valley Rd	0.26	5.62	0.4	A
4 - Tuddenham Rd (SB)	0.65	7.40	1.8	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	256	874		1007	0.254	255	0.3	4.774	A
2 - Tuddenham Rd (NB)	1038	227		1165	0.891	1012	6.6	20.862	C
3 - Valley Rd	226	1018	0.00	880	0.257	225	0.3	5.485	A
4 - Tuddenham Rd (SB)	896	206		1383	0.648	889	1.8	7.183	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	256	881		1003	0.255	256	0.3	4.816	A
2 - Tuddenham Rd (NB)	1038	228		1164	0.892	1035	7.3	26.795	D

3 - Valley Rd	226	1040	0.00	868	0.260	226	0.3	5.609	A
4 - Tuddenham Rd (SB)	896	208		1382	0.648	896	1.8	7.399	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	256	881		1003	0.255	256	0.3	4.816	A
2 - Tuddenham Rd (NB)	1038	228		1164	0.892	1037	7.6	27.508	D
3 - Valley Rd	226	1041	0.00	867	0.261	226	0.4	5.616	A
4 - Tuddenham Rd (SB)	896	208		1382	0.648	896	1.8	7.402	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	256	881		1003	0.255	256	0.3	4.816	A
2 - Tuddenham Rd (NB)	1038	228		1164	0.892	1037	7.7	27.812	D
3 - Valley Rd	226	1041	0.00	867	0.261	226	0.4	5.618	A
4 - Tuddenham Rd (SB)	896	208		1382	0.648	896	1.8	7.402	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	256	881		1003	0.255	256	0.3	4.816	A
2 - Tuddenham Rd (NB)	1038	228		1164	0.892	1038	7.8	27.983	D
3 - Valley Rd	226	1042	0.00	867	0.261	226	0.4	5.619	A
4 - Tuddenham Rd (SB)	896	208		1382	0.648	896	1.8	7.402	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	256	881		1003	0.255	256	0.3	4.816	A
2 - Tuddenham Rd (NB)	1038	228		1164	0.892	1038	7.9	28.091	D
3 - Valley Rd	226	1042	0.00	867	0.261	226	0.4	5.619	A
4 - Tuddenham Rd (SB)	896	208		1382	0.648	896	1.8	7.402	A

2026 Baseline + Dev (200), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	15.71	C

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2026 Baseline + Dev (200)	PM	FLAT	16:15	17:45	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	273	100.000
2 - Tuddenham Rd (NB)		✓	1032	100.000
3 - Valley Rd		✓	276	100.000
4 - Tuddenham Rd (SB)		✓	966	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	55	89	129
	2 - Tuddenham Rd (NB)	28	0	138	866
	3 - Valley Rd	84	161	1	30
	4 - Tuddenham Rd (SB)	138	818	9	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.29	5.36	0.4	A
2 - Tuddenham Rd (NB)	0.89	26.86	7.5	D
3 - Valley Rd	0.31	5.99	0.5	A
4 - Tuddenham Rd (SB)	0.72	9.48	2.5	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	981		949	0.288	271	0.4	5.301	A
2 - Tuddenham Rd (NB)	1032	228		1165	0.886	1007	6.4	20.304	C
3 - Valley Rd	276	1001	0.00	890	0.310	274	0.4	5.834	A
4 - Tuddenham Rd (SB)	966	272		1347	0.717	956	2.4	9.002	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	990		944	0.289	273	0.4	5.363	A
2 - Tuddenham Rd (NB)	1032	229		1164	0.887	1030	7.0	25.758	D
3 - Valley Rd	276	1022	0.00	878	0.314	276	0.5	5.979	A
4 - Tuddenham Rd (SB)	966	274		1346	0.718	966	2.5	9.463	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	990		944	0.289	273	0.4	5.364	A
2 - Tuddenham Rd (NB)	1032	229		1164	0.887	1031	7.2	26.369	D
3 - Valley Rd	276	1023	0.00	877	0.315	276	0.5	5.985	A
4 - Tuddenham Rd (SB)	966	274		1346	0.718	966	2.5	9.473	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	990		944	0.289	273	0.4	5.364	A
2 - Tuddenham Rd (NB)	1032	229		1164	0.887	1031	7.3	26.625	D
3 - Valley Rd	276	1024	0.00	877	0.315	276	0.5	5.988	A
4 - Tuddenham Rd (SB)	966	274		1346	0.718	966	2.5	9.475	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	990		944	0.289	273	0.4	5.364	A
2 - Tuddenham Rd (NB)	1032	229		1164	0.887	1032	7.4	26.769	D
3 - Valley Rd	276	1024	0.00	877	0.315	276	0.5	5.988	A
4 - Tuddenham Rd (SB)	966	274		1346	0.718	966	2.5	9.477	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	990		944	0.289	273	0.4	5.364	A
2 - Tuddenham Rd (NB)	1032	229		1164	0.887	1032	7.5	26.859	D
3 - Valley Rd	276	1024	0.00	877	0.315	276	0.5	5.989	A
4 - Tuddenham Rd (SB)	966	274		1346	0.718	966	2.5	9.479	A

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	37.83	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2032 Baseline	AM	FLAT	07:30	09:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	244	100.000
2 - Tuddenham Rd (NB)		✓	1138	100.000
3 - Valley Rd		✓	239	100.000
4 - Tuddenham Rd (SB)		✓	1007	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	40	85	119
	2 - Tuddenham Rd (NB)	22	1	143	972
	3 - Valley Rd	82	117	0	40
	4 - Tuddenham Rd (SB)	122	875	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.26	5.23	0.4	A
2 - Tuddenham Rd (NB)	0.97	76.28	23.1	F
3 - Valley Rd	0.29	6.11	0.4	A
4 - Tuddenham Rd (SB)	0.73	9.79	2.7	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	244	993		939	0.260	243	0.3	5.161	A
2 - Tuddenham Rd (NB)	1138	213		1172	0.971	1087	12.8	32.564	D
3 - Valley Rd	239	1069	0.00	852	0.281	237	0.4	5.847	A
4 - Tuddenham Rd (SB)	1007	220		1376	0.732	996	2.6	9.252	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	244	1003		933	0.262	244	0.4	5.224	A
2 - Tuddenham Rd (NB)	1138	214		1171	0.972	1123	16.6	54.886	F

3 - Valley Rd	239	1101	0.00	834	0.287	239	0.4	6.052	A
4 - Tuddenham Rd (SB)	1007	222		1375	0.733	1007	2.7	9.769	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	244	1003		933	0.262	244	0.4	5.225	A
2 - Tuddenham Rd (NB)	1138	214		1171	0.972	1128	19.0	63.263	F
3 - Valley Rd	239	1106	0.00	831	0.288	239	0.4	6.080	A
4 - Tuddenham Rd (SB)	1007	222		1375	0.733	1007	2.7	9.783	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	244	1003		933	0.262	244	0.4	5.225	A
2 - Tuddenham Rd (NB)	1138	214		1171	0.972	1131	20.7	68.855	F
3 - Valley Rd	239	1108	0.00	830	0.288	239	0.4	6.093	A
4 - Tuddenham Rd (SB)	1007	222		1375	0.733	1007	2.7	9.788	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	244	1003		933	0.262	244	0.4	5.225	A
2 - Tuddenham Rd (NB)	1138	214		1171	0.972	1133	22.1	73.015	F
3 - Valley Rd	239	1109	0.00	829	0.288	239	0.4	6.101	A
4 - Tuddenham Rd (SB)	1007	222		1375	0.733	1007	2.7	9.790	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	244	1003		933	0.262	244	0.4	5.225	A
2 - Tuddenham Rd (NB)	1138	214		1171	0.972	1134	23.1	76.284	F
3 - Valley Rd	239	1110	0.00	828	0.289	239	0.4	6.106	A
4 - Tuddenham Rd (SB)	1007	222		1375	0.733	1007	2.7	9.791	A

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	111.84	F

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2032 Baseline	PM	FLAT	16:15	17:45	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	273	100.000
2 - Tuddenham Rd (NB)		✓	1207	100.000
3 - Valley Rd		✓	292	100.000
4 - Tuddenham Rd (SB)		✓	1077	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
	1 - Colchester Rd	0	58	92	123
	2 - Tuddenham Rd (NB)	30	0	147	1030
	3 - Valley Rd	88	172	1	31
	4 - Tuddenham Rd (SB)	126	940	10	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.32	6.07	0.5	A
2 - Tuddenham Rd (NB)	1.04	248.47	83.6	F
3 - Valley Rd	0.36	6.95	0.6	A
4 - Tuddenham Rd (SB)	0.81	13.83	4.1	B

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	1109		875	0.312	271	0.4	5.945	A
2 - Tuddenham Rd (NB)	1207	225		1166	1.035	1116	22.6	47.984	E
3 - Valley Rd	292	1104	0.00	833	0.351	290	0.5	6.610	A
4 - Tuddenham Rd (SB)	1077	287		1339	0.805	1062	3.8	12.397	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	1123		867	0.315	273	0.5	6.063	A
2 - Tuddenham Rd (NB)	1207	227		1165	1.036	1152	36.4	102.841	F
3 - Valley Rd	292	1136	0.00	815	0.358	292	0.6	6.886	A
4 - Tuddenham Rd (SB)	1077	290		1337	0.806	1076	4.0	13.731	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	1124		866	0.315	273	0.5	6.065	A
2 - Tuddenham Rd (NB)	1207	227		1165	1.036	1157	48.9	141.763	F
3 - Valley Rd	292	1140	0.00	812	0.360	292	0.6	6.920	A
4 - Tuddenham Rd (SB)	1077	290		1337	0.806	1077	4.0	13.791	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	1124		866	0.315	273	0.5	6.066	A
2 - Tuddenham Rd (NB)	1207	227		1165	1.036	1159	60.8	178.322	F
3 - Valley Rd	292	1142	0.00	811	0.360	292	0.6	6.935	A
4 - Tuddenham Rd (SB)	1077	290		1337	0.806	1077	4.1	13.812	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	1124		866	0.315	273	0.5	6.066	A
2 - Tuddenham Rd (NB)	1207	227		1165	1.036	1161	72.3	213.737	F
3 - Valley Rd	292	1143	0.00	810	0.360	292	0.6	6.945	A
4 - Tuddenham Rd (SB)	1077	290		1337	0.806	1077	4.1	13.821	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	273	1124		866	0.315	273	0.5	6.066	A
2 - Tuddenham Rd (NB)	1207	227		1165	1.036	1162	83.6	248.469	F
3 - Valley Rd	292	1144	0.00	810	0.361	292	0.6	6.950	A
4 - Tuddenham Rd (SB)	1077	290		1337	0.806	1077	4.1	13.830	B

2032 Baseline + Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	68.60	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2032 Baseline + Dev	AM	FLAT	07:30	09:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	325	100.000
2 - Tuddenham Rd (NB)		✓	1138	100.000
3 - Valley Rd		✓	240	100.000
4 - Tuddenham Rd (SB)		✓	1032	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	40	90	195
	2 - Tuddenham Rd (NB)	22	1	143	972
	3 - Valley Rd	83	117	0	40
	4 - Tuddenham Rd (SB)	147	875	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	1	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.35	5.93	0.5	A
2 - Tuddenham Rd (NB)	1.01	152.27	47.5	F
3 - Valley Rd	0.30	6.51	0.4	A
4 - Tuddenham Rd (SB)	0.75	10.52	3.0	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	325	992		939	0.346	323	0.5	5.826	A
2 - Tuddenham Rd (NB)	1138	293		1131	1.007	1069	17.3	41.064	E
3 - Valley Rd	240	1128	0.00	818	0.293	238	0.4	6.189	A
4 - Tuddenham Rd (SB)	1032	220		1375	0.750	1021	2.9	9.848	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	325	1003		933	0.348	325	0.5	5.924	A
2 - Tuddenham Rd (NB)	1138	295		1130	1.008	1106	25.4	79.722	F

3 - Valley Rd	240	1162	0.00	800	0.300	240	0.4	6.429	A
4 - Tuddenham Rd (SB)	1032	222		1374	0.751	1032	2.9	10.485	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	325	1003		932	0.349	325	0.5	5.925	A
2 - Tuddenham Rd (NB)	1138	295		1130	1.008	1112	31.9	101.730	F
3 - Valley Rd	240	1167	0.00	797	0.301	240	0.4	6.466	A
4 - Tuddenham Rd (SB)	1032	222		1374	0.751	1032	3.0	10.504	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	325	1003		932	0.349	325	0.5	5.925	A
2 - Tuddenham Rd (NB)	1138	295		1130	1.008	1115	37.6	120.287	F
3 - Valley Rd	240	1170	0.00	795	0.302	240	0.4	6.485	A
4 - Tuddenham Rd (SB)	1032	223		1374	0.751	1032	3.0	10.510	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	325	1003		932	0.349	325	0.5	5.925	A
2 - Tuddenham Rd (NB)	1138	295		1130	1.008	1117	42.8	136.921	F
3 - Valley Rd	240	1172	0.00	794	0.302	240	0.4	6.497	A
4 - Tuddenham Rd (SB)	1032	223		1374	0.751	1032	3.0	10.515	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	325	1003		932	0.349	325	0.5	5.925	A
2 - Tuddenham Rd (NB)	1138	295		1130	1.008	1119	47.5	152.267	F
3 - Valley Rd	240	1173	0.00	793	0.303	240	0.4	6.505	A
4 - Tuddenham Rd (SB)	1032	223		1374	0.751	1032	3.0	10.515	B

2032 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Valley Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tuddenham Rd/A1214	Standard Roundabout		1, 2, 3, 4	143.05	F

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2032 Baseline + Dev	PM	FLAT	16:15	17:45	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Colchester Rd		✓	315	100.000
2 - Tuddenham Rd (NB)		✓	1207	100.000
3 - Valley Rd		✓	296	100.000
4 - Tuddenham Rd (SB)		✓	1137	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Colchester Rd	
2 - Tuddenham Rd (NB)	
3 - Valley Rd	0.00
4 - Tuddenham Rd (SB)	

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	58	95	162
	2 - Tuddenham Rd (NB)	30	0	147	1030
	3 - Valley Rd	92	172	1	31
	4 - Tuddenham Rd (SB)	186	940	10	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Colchester Rd	2 - Tuddenham Rd (NB)	3 - Valley Rd	4 - Tuddenham Rd (SB)
From	1 - Colchester Rd	0	0	0	1
	2 - Tuddenham Rd (NB)	0	0	0	1
	3 - Valley Rd	1	0	0	0
	4 - Tuddenham Rd (SB)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Colchester Rd	0.36	6.53	0.6	A
2 - Tuddenham Rd (NB)	1.06	329.55	110.6	F
3 - Valley Rd	0.37	7.17	0.6	A
4 - Tuddenham Rd (SB)	0.85	18.10	5.6	C

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	315	1106		876	0.359	313	0.6	6.364	A
2 - Tuddenham Rd (NB)	1207	267		1144	1.055	1102	26.2	53.989	F
3 - Valley Rd	296	1130	0.00	818	0.362	294	0.6	6.841	A
4 - Tuddenham Rd (SB)	1137	290		1337	0.851	1117	5.1	15.207	C

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	315	1123		866	0.364	315	0.6	6.528	A
2 - Tuddenham Rd (NB)	1207	269		1143	1.056	1135	44.2	122.201	F
3 - Valley Rd	296	1160	0.00	801	0.369	296	0.6	7.124	A
4 - Tuddenham Rd (SB)	1137	293		1335	0.852	1136	5.4	17.802	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	315	1124		866	0.364	315	0.6	6.533	A
2 - Tuddenham Rd (NB)	1207	269		1143	1.056	1139	61.3	175.552	F
3 - Valley Rd	296	1163	0.00	799	0.370	296	0.6	7.152	A
4 - Tuddenham Rd (SB)	1137	293		1335	0.852	1137	5.5	17.979	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	315	1124		866	0.364	315	0.6	6.534	A
2 - Tuddenham Rd (NB)	1207	269		1143	1.056	1140	77.9	227.407	F
3 - Valley Rd	296	1165	0.00	798	0.371	296	0.6	7.163	A
4 - Tuddenham Rd (SB)	1137	293		1335	0.852	1137	5.6	18.047	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	315	1124		866	0.364	315	0.6	6.534	A
2 - Tuddenham Rd (NB)	1207	269		1143	1.056	1141	94.3	278.646	F
3 - Valley Rd	296	1165	0.00	798	0.371	296	0.6	7.169	A
4 - Tuddenham Rd (SB)	1137	293		1335	0.852	1137	5.6	18.082	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Colchester Rd	315	1124		866	0.364	315	0.6	6.535	A
2 - Tuddenham Rd (NB)	1207	269		1143	1.056	1142	110.6	329.554	F
3 - Valley Rd	296	1166	0.00	798	0.371	296	0.6	7.173	A
4 - Tuddenham Rd (SB)	1137	293		1335	0.852	1137	5.6	18.102	C

APPENDIX 16

RED HOUSE PARK: TUDDENHAM ROAD ROUNDBOUT IMPROVEMENT SCHEME

\\uk.wspgroup.com\central_data\projects\70024228 - IPSWICH GARDEN SUBURB - MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SKETCHES\4228-SK-01-04.DWG 02/12/2016 14:17:15 Midecki, Artur



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PROJECT:	IPSWICH GARDEN SUBURB
TITLE:	JUNCTION 3 - TUDDENHAM ROAD OPTION A: ROUNDABOUT IMPROVEMENT SCHEME

SCALE @ A2:	1:500	CHECKED:	AKM	APPROVED:	PC
CAD FILE:	4228-SK-01-04.DWG	DESIGN-DRAWN:	GW	DATE:	November 16
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