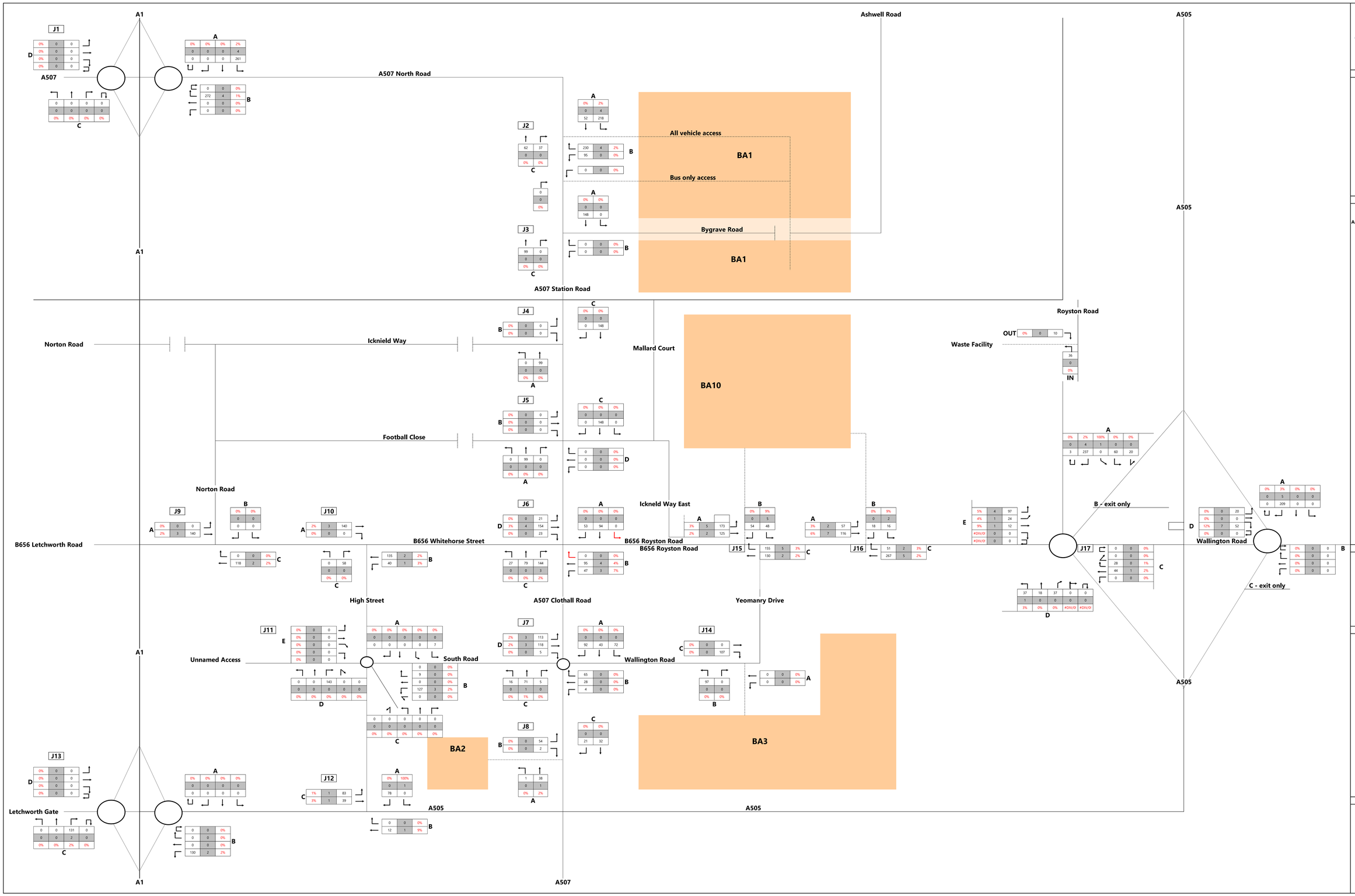


ITP
a company of Royal HaskoningDHV

ITP Project: 3712

Development 2040 Assign No School AM

Assumptions

DATE: 02/03/2023

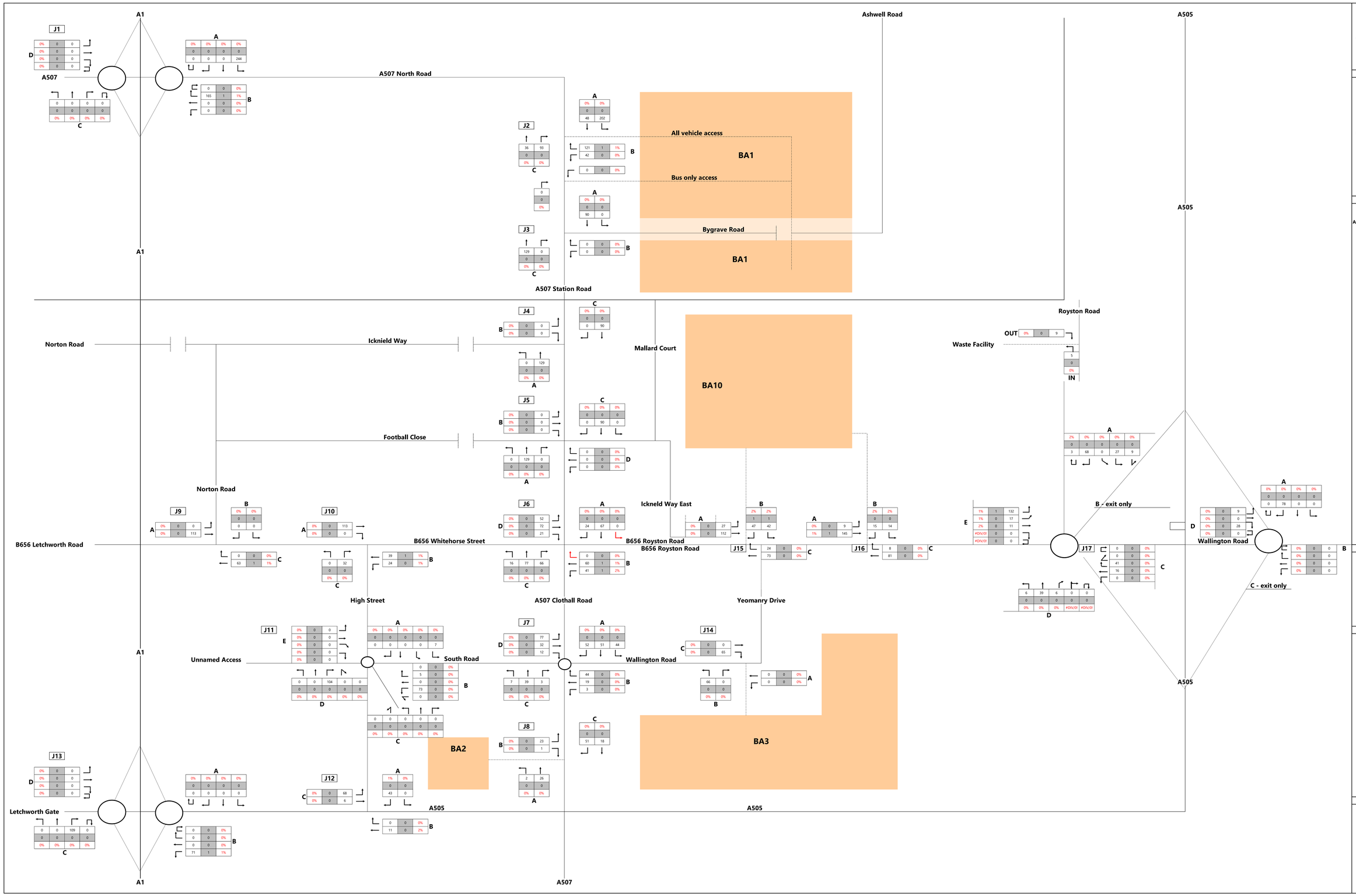
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

Development 2040 Assign No School PM

Assumptions

DATE: 02/03/2023

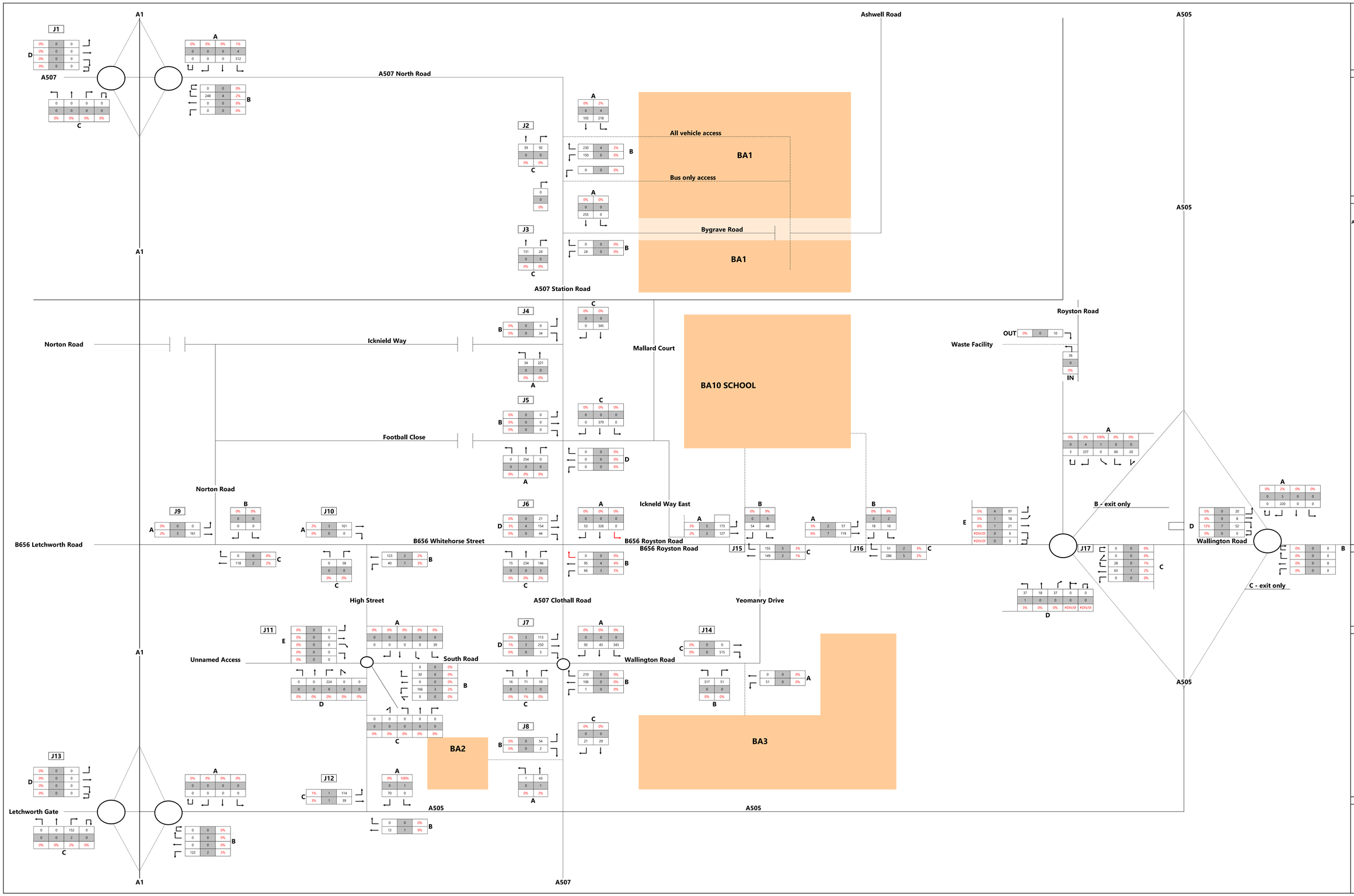
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

Development 2040 Assign w/School AM

Assumptions

DATE: 02/03/2023

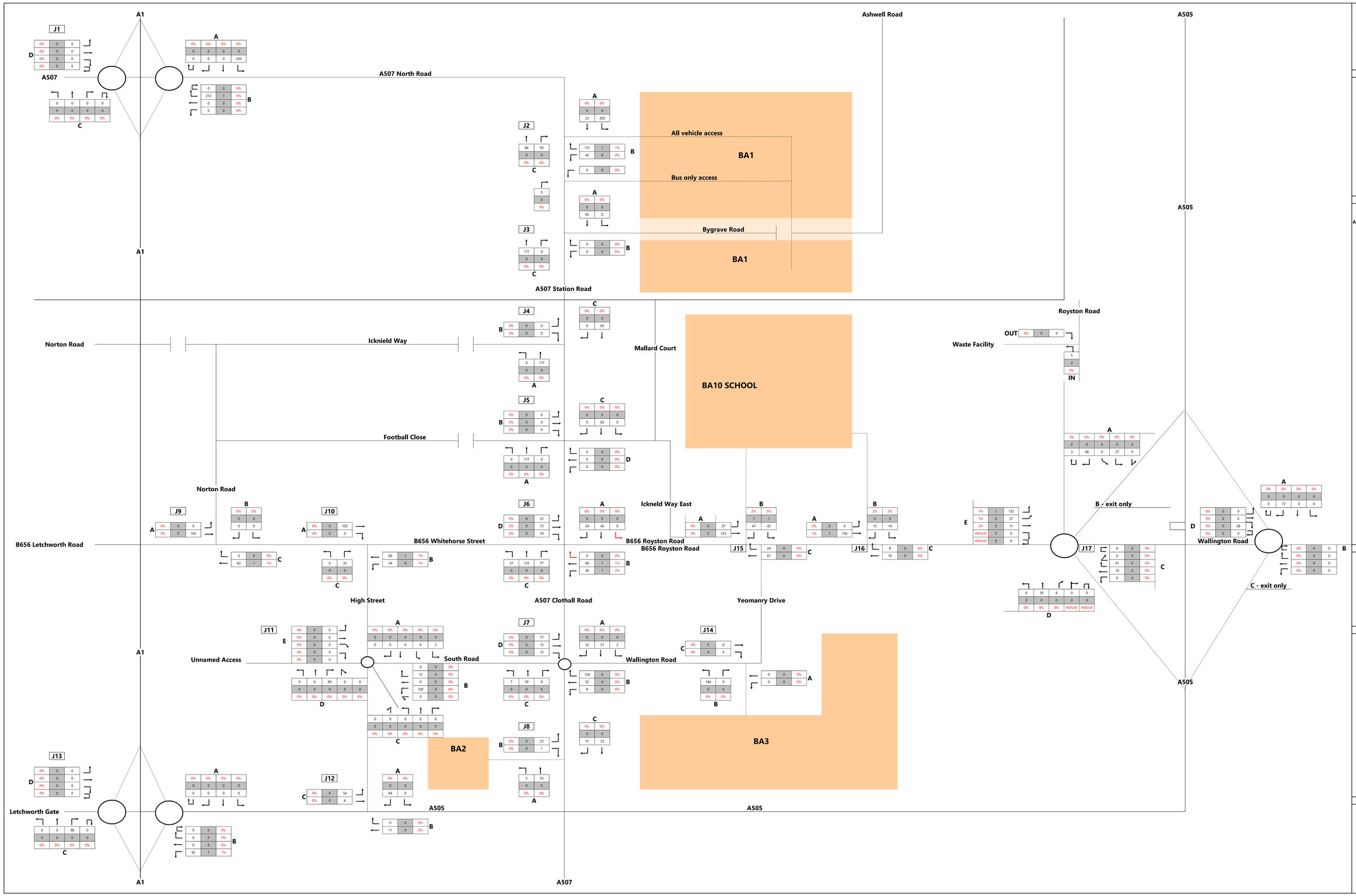
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

Development 2040 Assign w/School PM

Assumptions

DATE: 02/03/2023

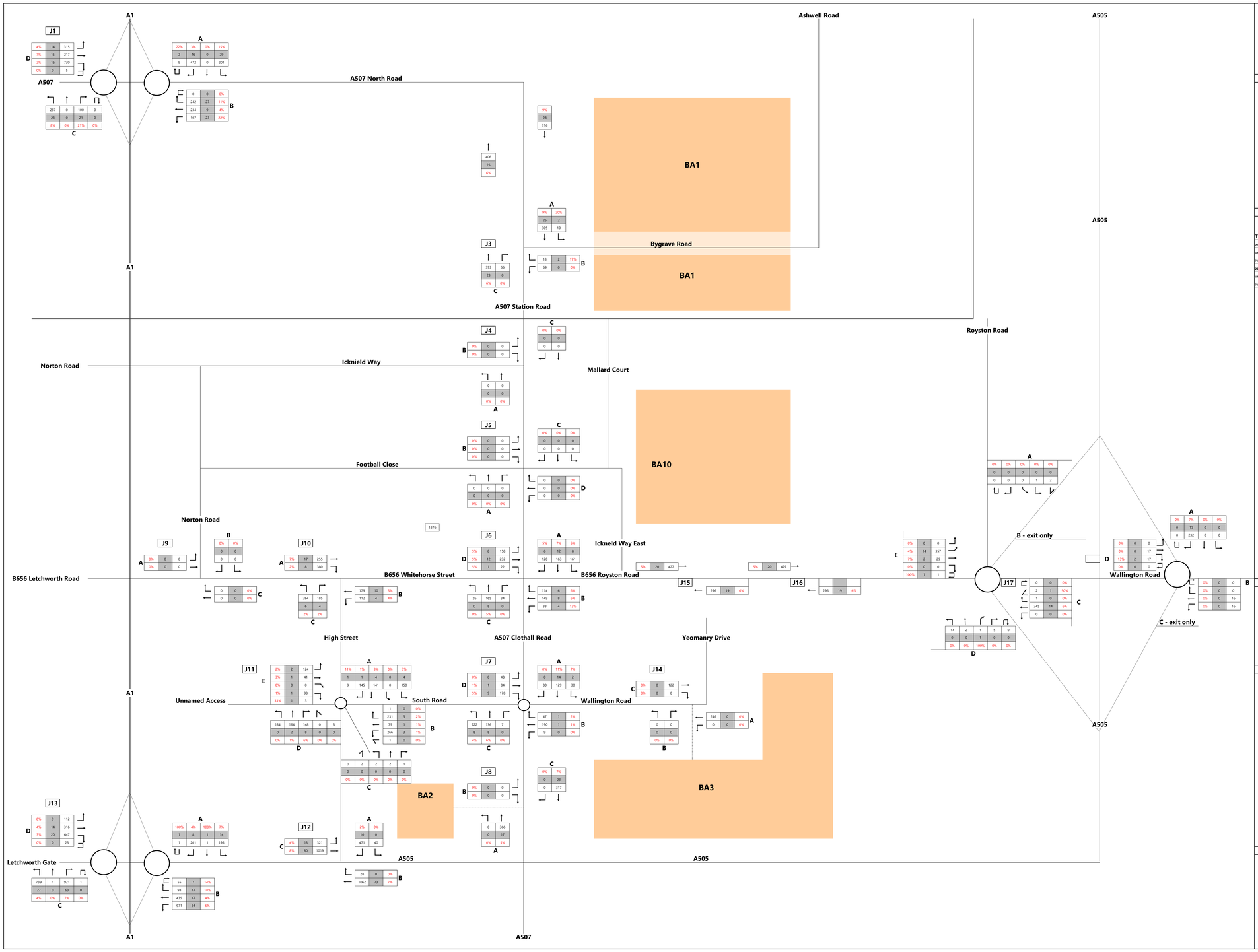
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP
a company of Royal HaskoningDHV

ITP Project: 3712

2028 Background AM

TEMPro growth factors

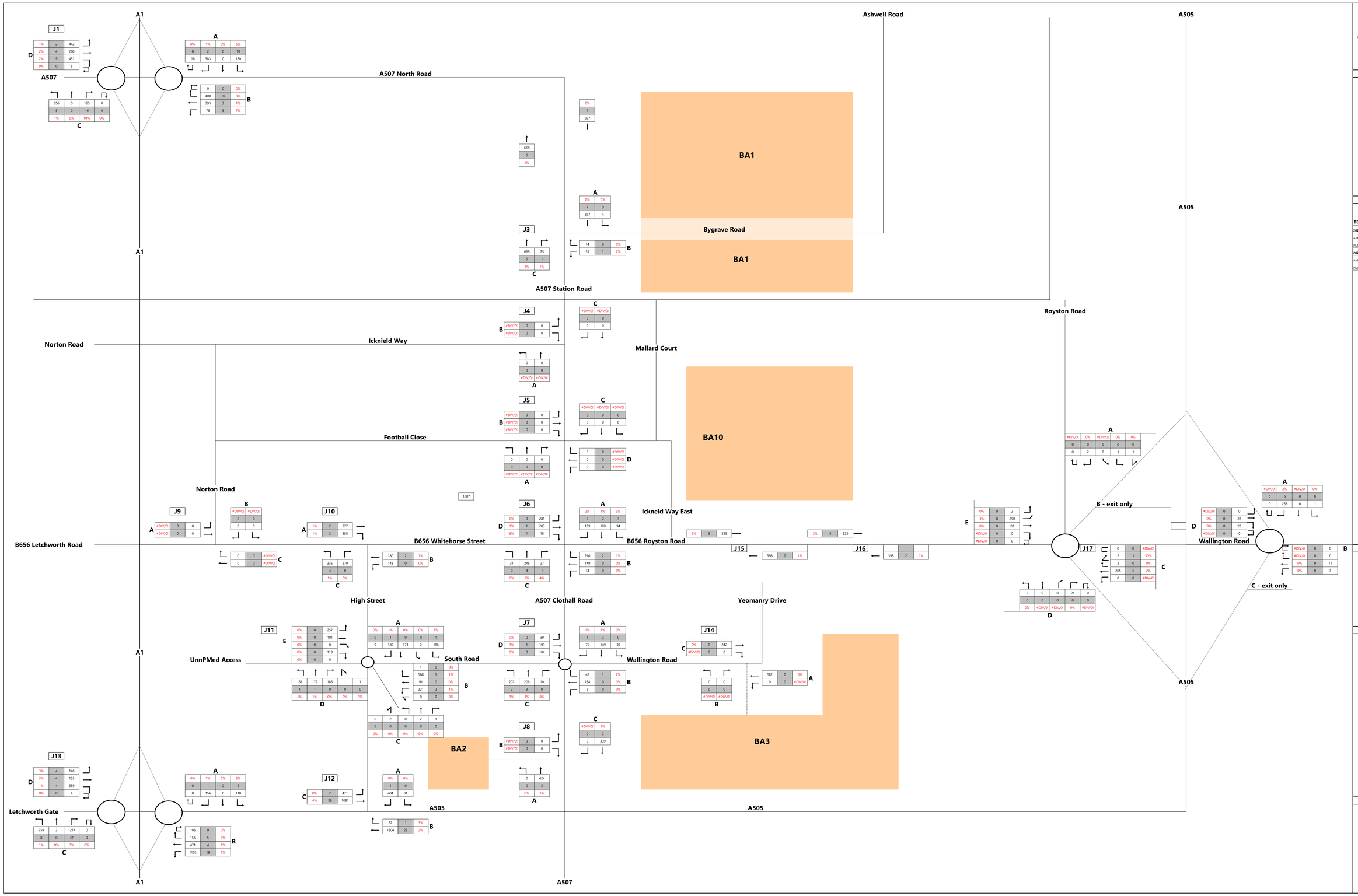
2022 to 2028	
AM	1.0486
PM	1.0470
2025 to 2028	
AM	1.02692
PM	1.02727

DATE: 02/03/2023

KEY:

Total Vehicles	xx
HGVs	xx
HGV %	%

Baldock Masterplan



ITP
a company of Royal HaskoningDHV

ITP Project: 3712

2028 Background PM

TEMPro growth factors

2022 to 2028	
AM	1.0486
PM	1.0470
2025 to 2028	
AM	1.026916
PM	1.0277

DATE: 02/03/2023

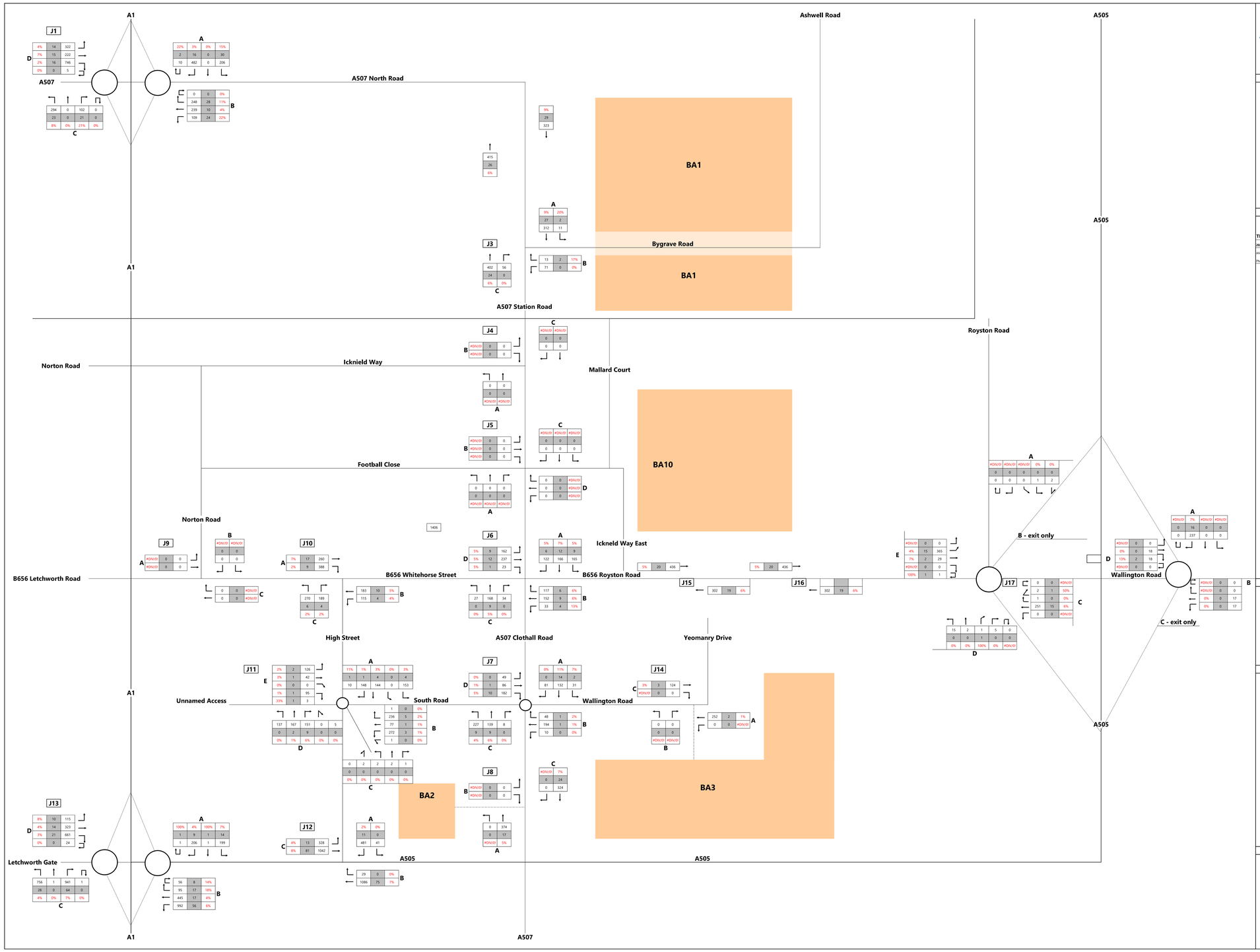
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



itp
a company of Royal HaskoningDHV

ITP Project: 3712

2033 Background AM

TEMPro growth factors

2020 to 2033	
AM	1.0227
PM	1.0217

DATE: 02/03/2023

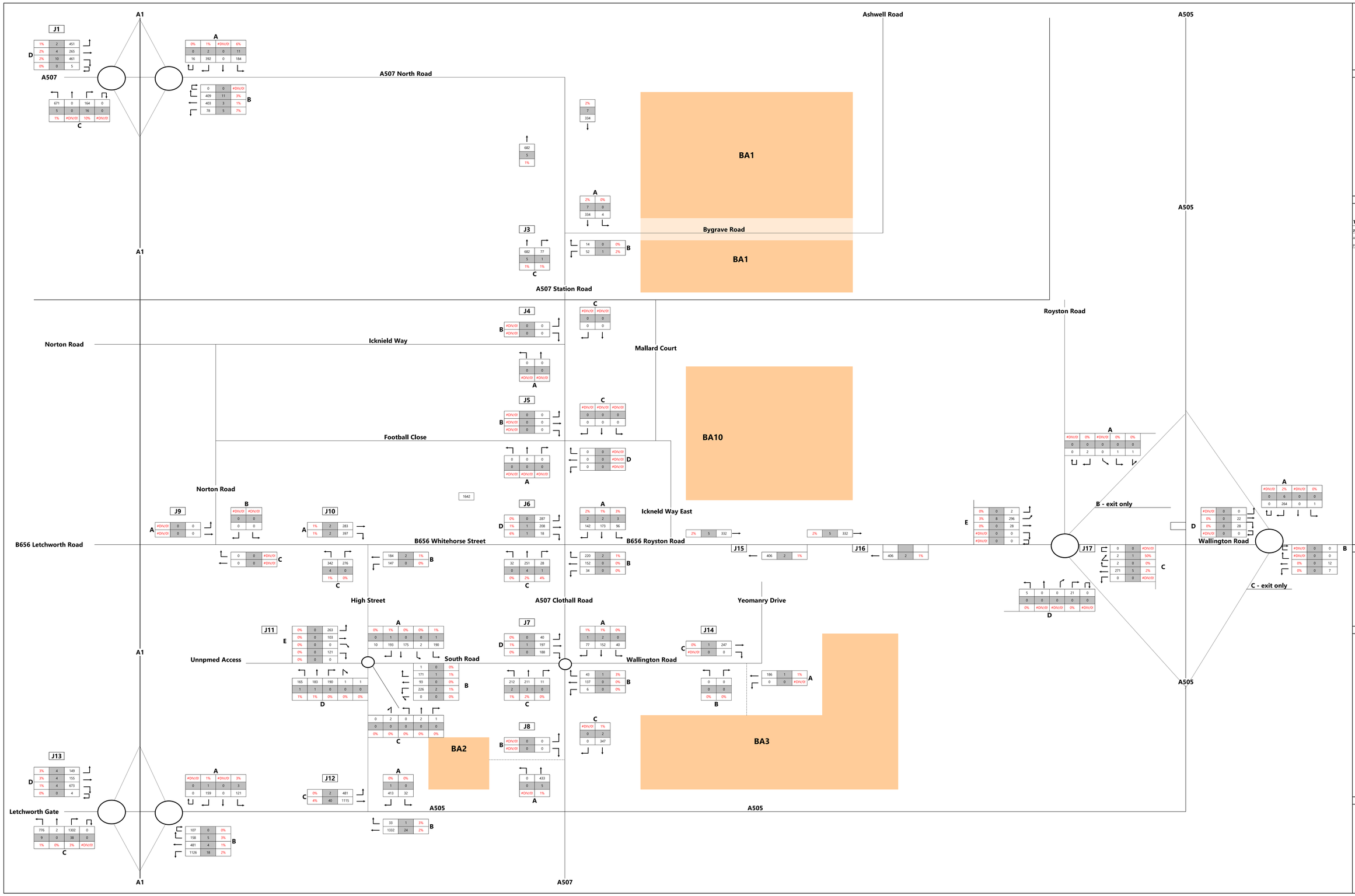
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP
a company of Royal HaskoningDHV

ITP Project: 3712

2033 Background PM

TEMPro growth factors

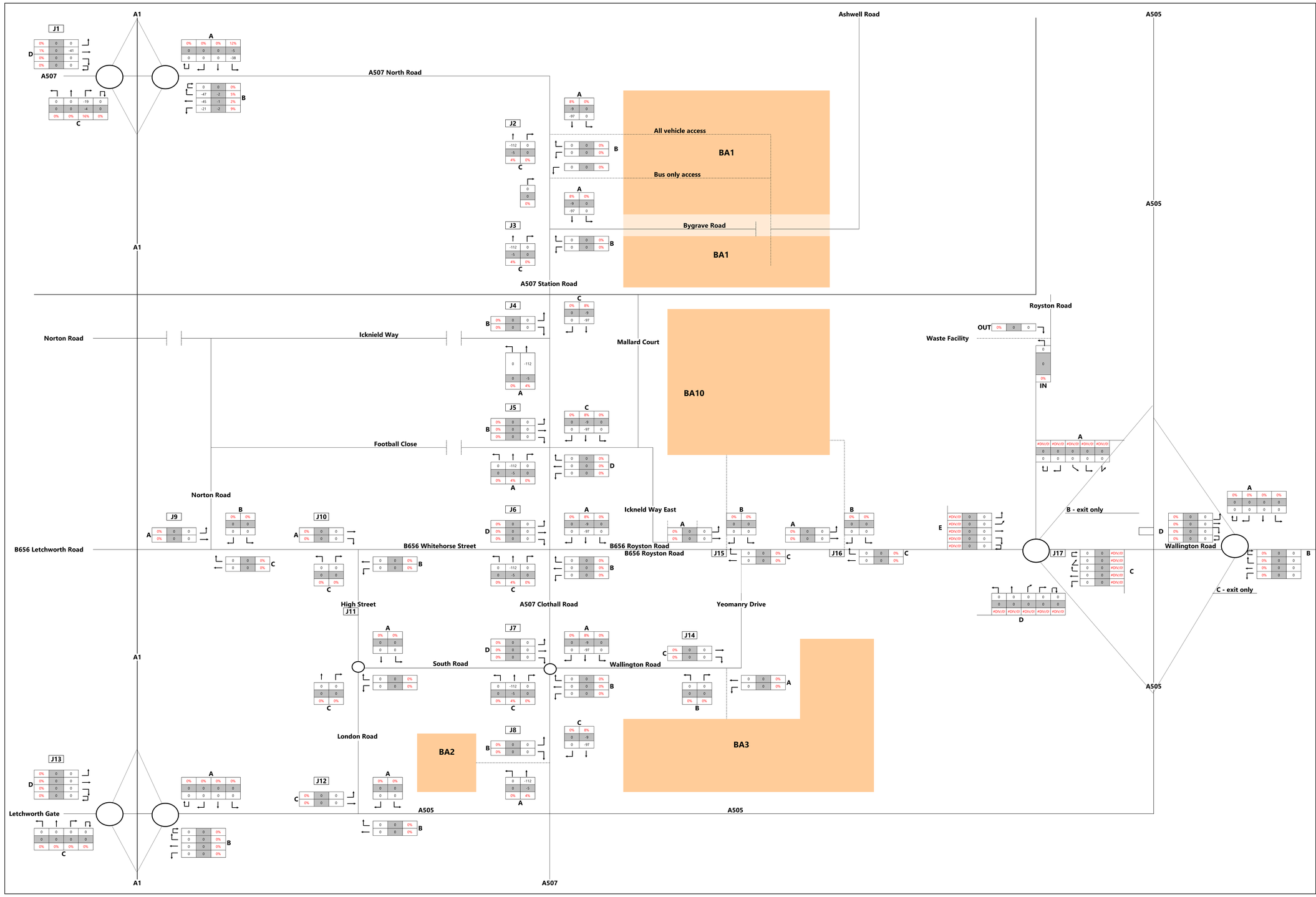
2028 to 2033	
AM	1.022
PM	1.0217

DATE: 02/03/2023

KEY:

Total Vehicles	xx
HGVs	xx
HGV %	%

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2033 A507 Reassign AM

Assumptions

Assume 30% of traffic on A507 evaporates

DATE: 02/03/2023

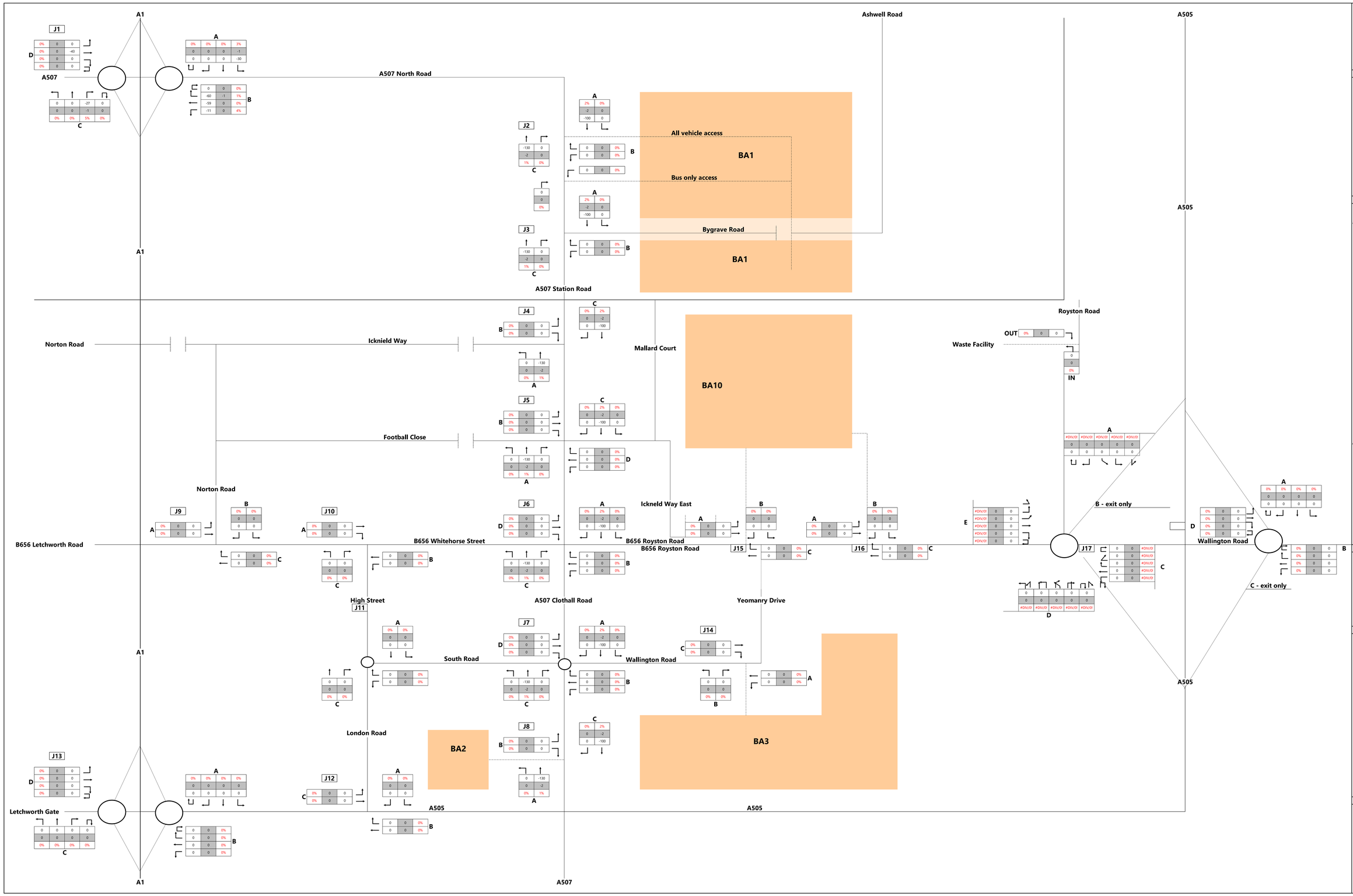
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



itp
a company of Royal HaskoningDHV

ITP Project: 3712

2033 A507 Reassign PM

Assumptions

Assume 30% of traffic on A507 evaporates

DATE: 02/03/2023

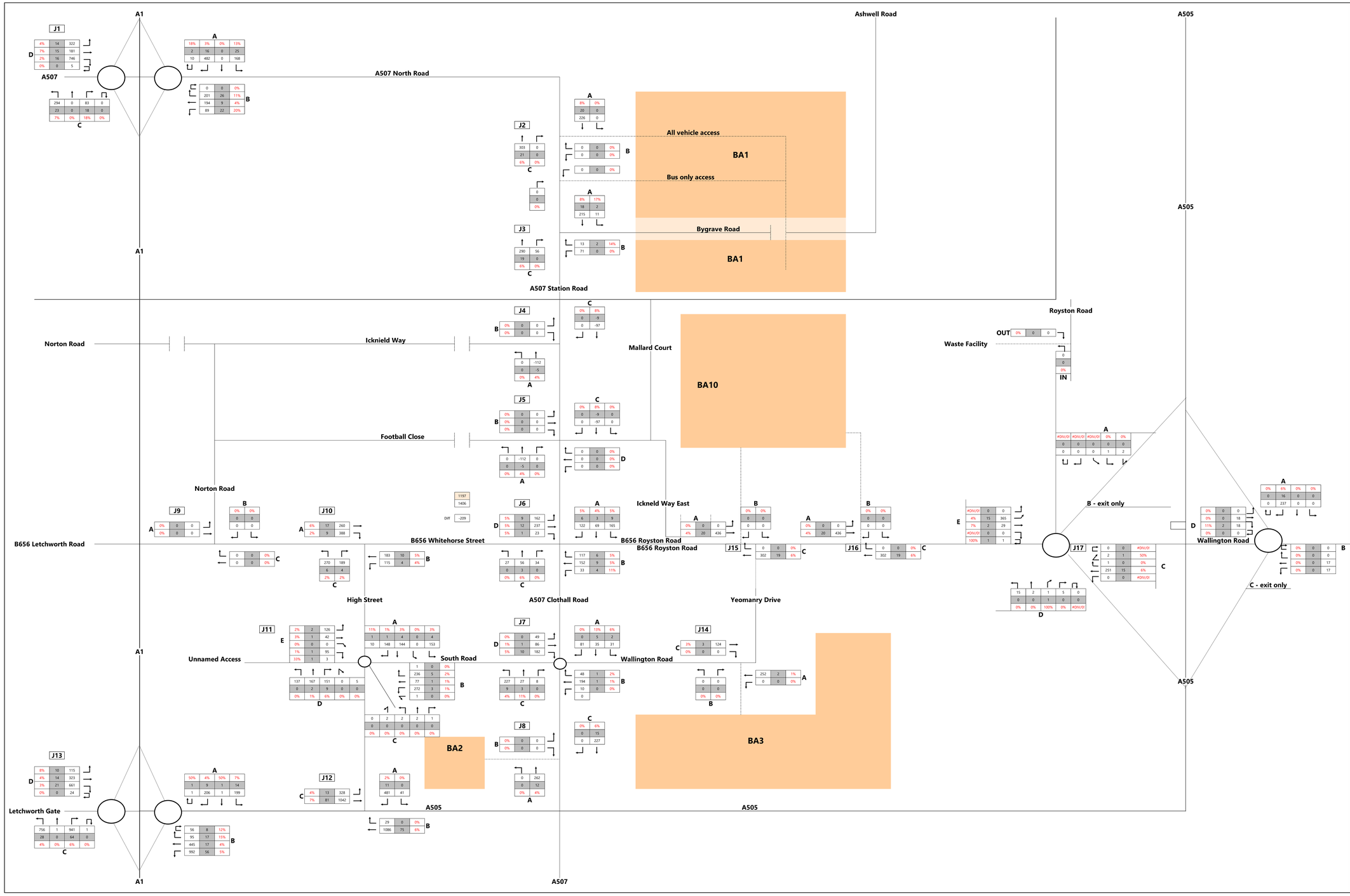
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP Project: 3712

2033 Background w/Rerouting AM

Assumptions

DATE: 02/03/2023

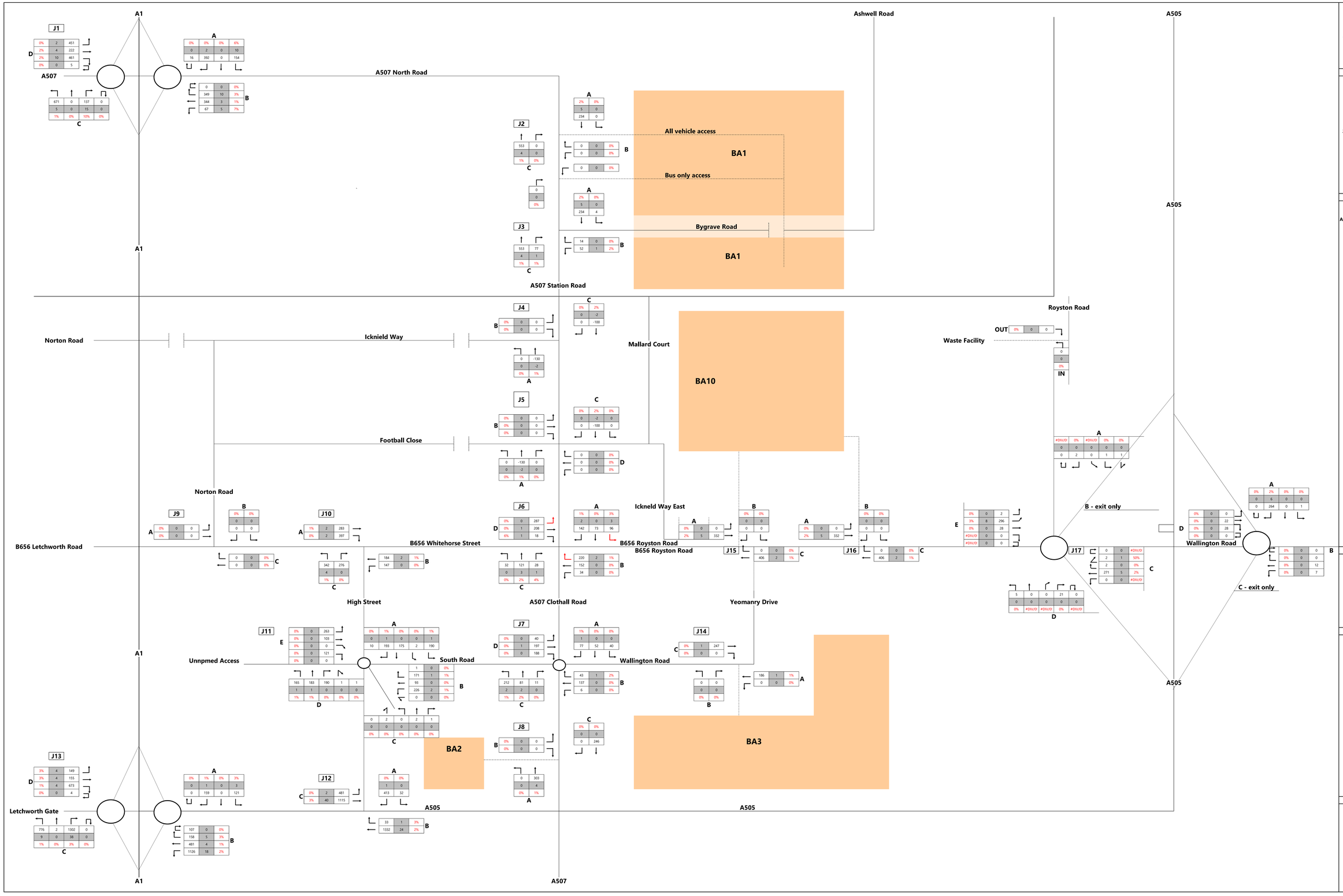
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP Project: 3712

2033 Background w/Rerouting PM

Assumptions

DATE: 02/03/2023

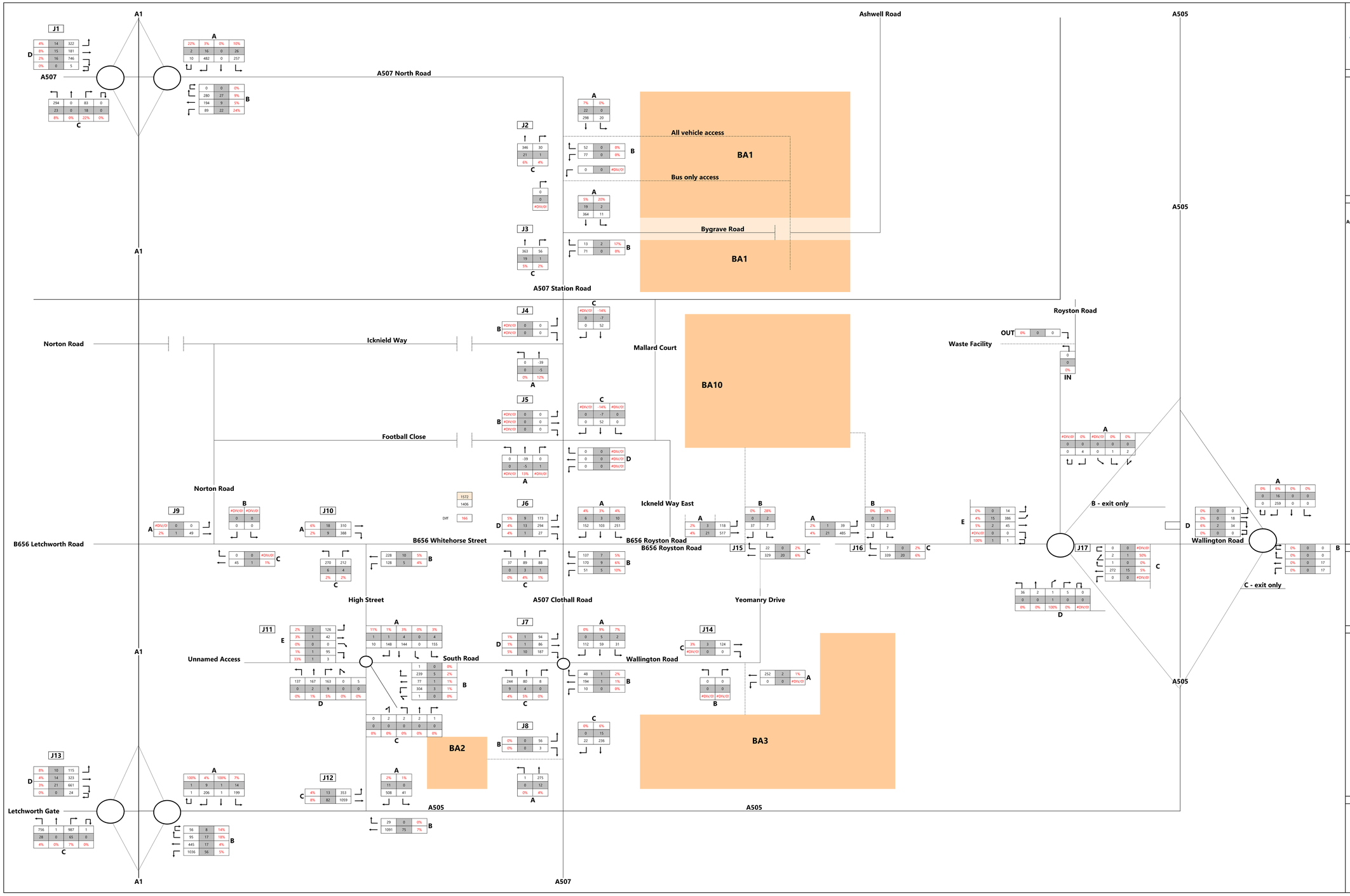
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2033 Background w/Development AM

Assumptions

DATE: 02/03/2023

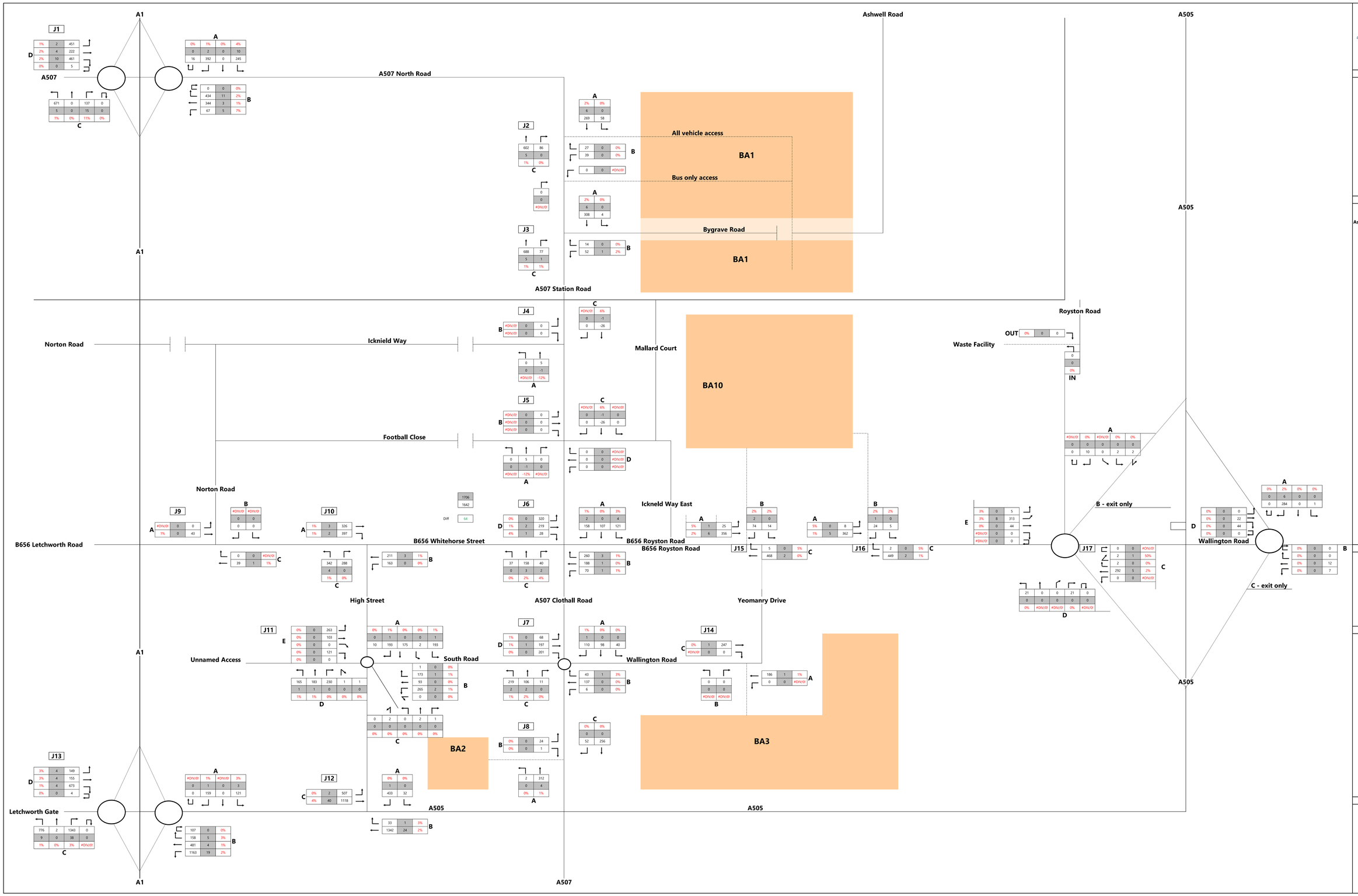
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP Project: 3712

2033 Background w/Development PM

Assumptions

DATE: 02/03/2023

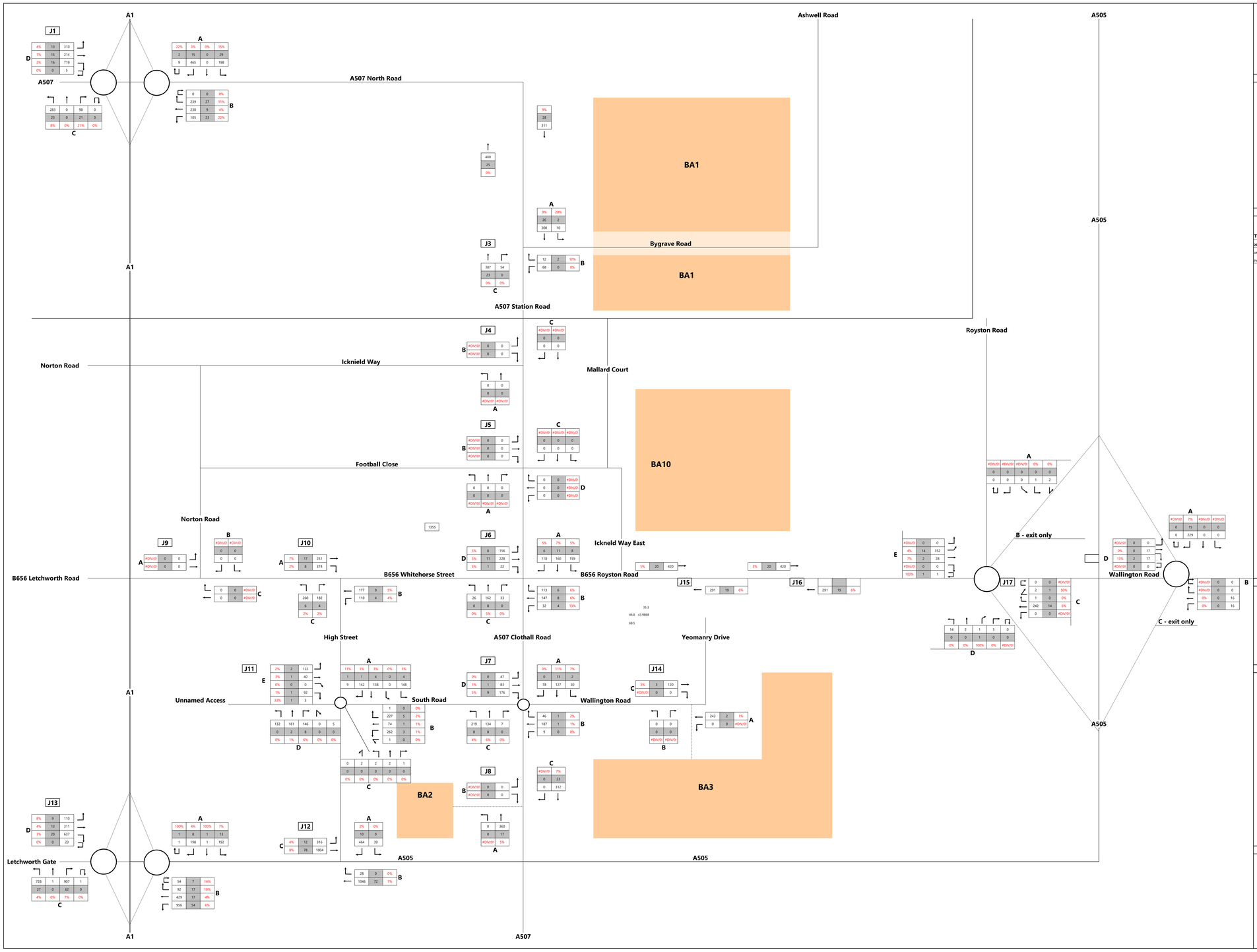
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background AM

TEMPro growth factors

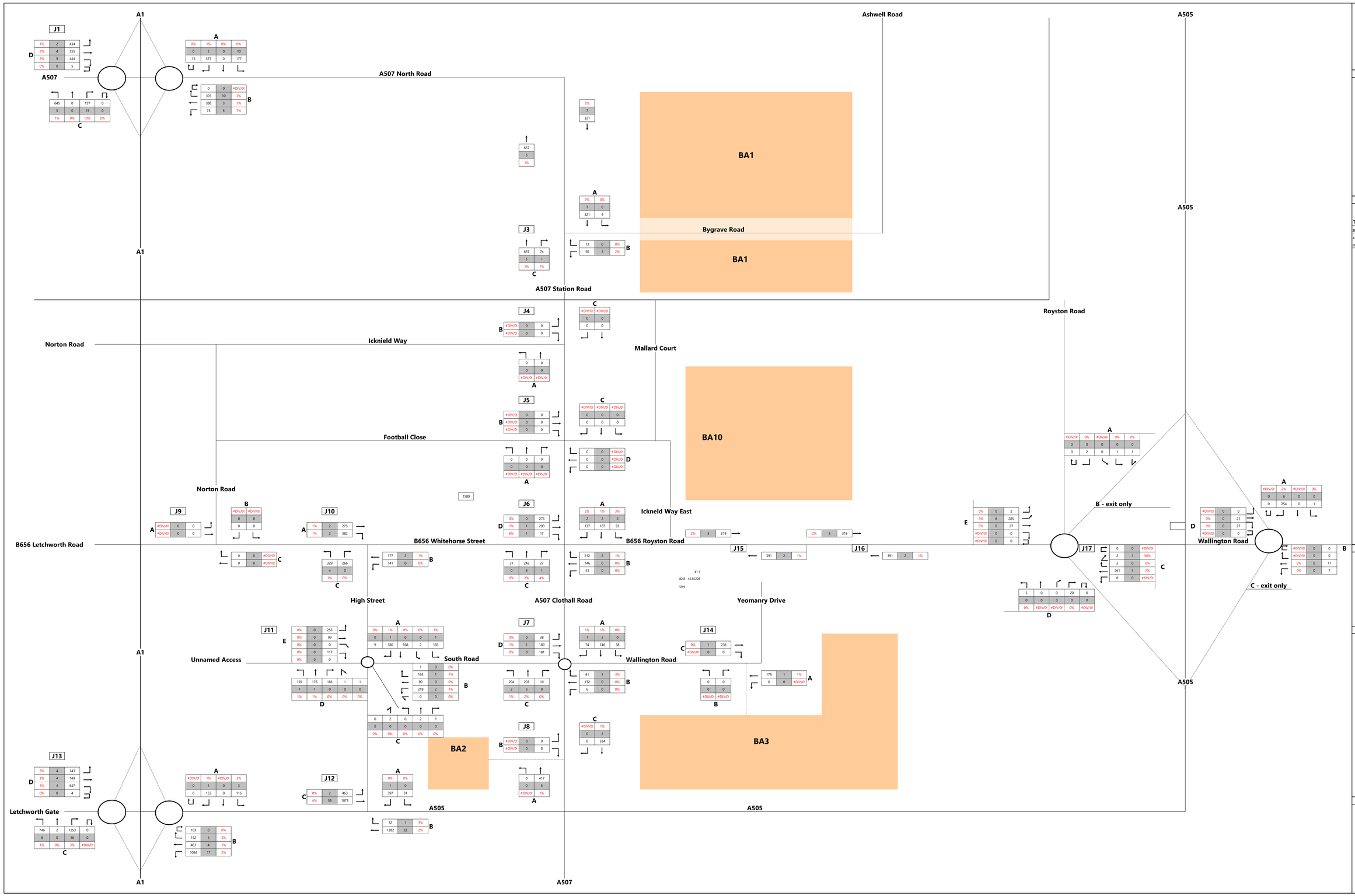
2033 to 2040	
AM	0.9635
PM	0.9623

DATE: 02/03/2023

KEY:

Total Vehicles	xx
HGVs	xx
HGV %	%

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background PM

TEMPro growth factors

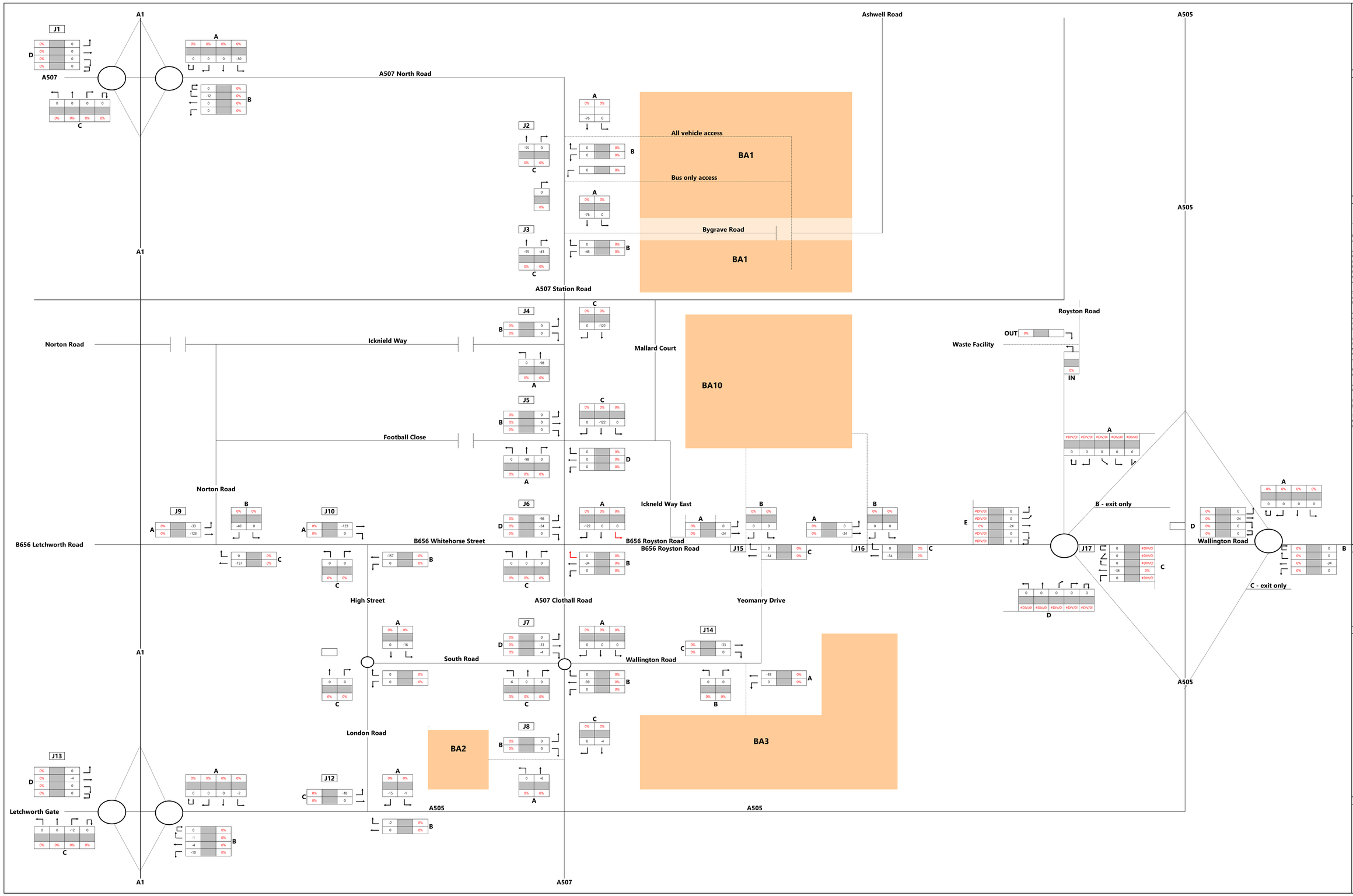
2033 to 2040	
AM	0.9635
PM	0.9623

DATE: 02/03/2023

KEY:

Total Vehicles	xx
HGVs	xx
HGV %	%

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 KT School Reassign AM

Assumptions

Bygrave Road is closed allowing only Salisbury Road and Larkins Close to access North Road

Assume 50% of trips originating / ending on Bygrave Road from Bygrave and Ashwell are instead rerouted through the site on the link road, then onto Royston Road. Assume 50% of those coming to/from Station Road are going to/from Letchworth/High Street, and those going to/from North Road are going to/from A1 J10

Some turns are banned at the Whitehorse Street crossroads. Assume left turns from B656 to Station Road reroute via Letchworth towards A1 J10

All BA1 traffic heading east on Royston Road to the A505 will use the eastern development access (as it can't turn left at the Whitehorse Street crossroad) and vice versa

All BA1 traffic coming from the B656 Whitehorse Street west and accesing the development will need to go straight ahead at the junction and access BA1 from the eastern development access (and vice versa)

BA2, BA3 and BA10 traffic shouldn't be affected by the Whitehorse Street crossroads intervention.

Access from BA3 northwards is only via Wallington Road - the northern access is a bus gate

Icknield Way and Football Close are closed at their junctions with Station Road

Traffic using Icknield Way or Football Close to access Norton Road would reroute to the south of Norton Road via Whitehorse Street

DATE: 02/03/2023

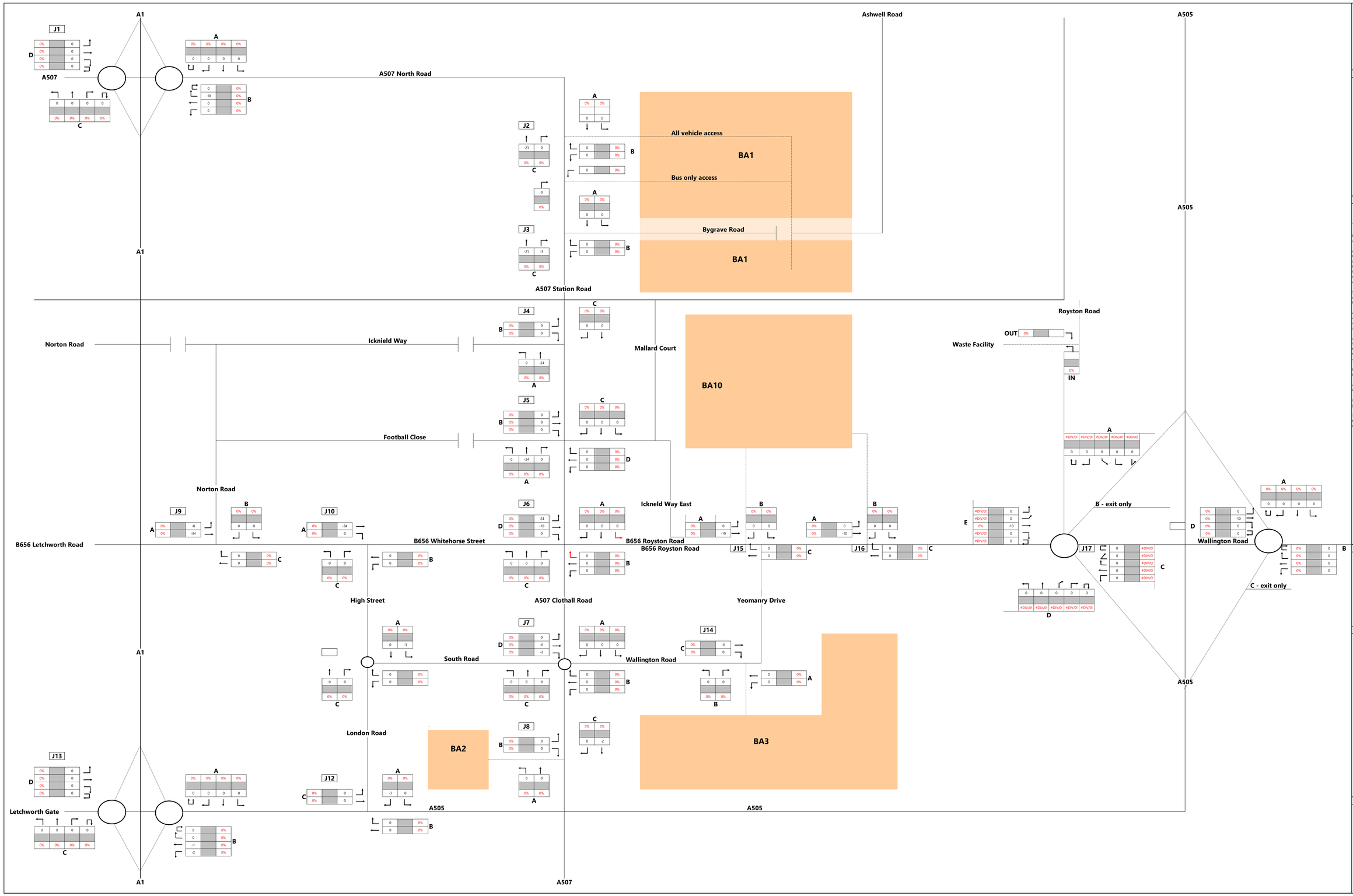
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 KT School Reassign PM

Assumptions

Bygrave Road is closed allowing only Salisbury Road and Larkins Close to access North Road

Assume 50% of trips originating / ending on Bygrave Road from Bygrave and Ashwell are instead rerouted through the site on the link road, then onto Royston Road. Assume 50% of those coming to/from Station Road are going to/from Letchworth/High Street, and those going to/from North Road are going to/from A1 J10

Some turns are banned at the Whitehorse Street crossroads. Assume left turns from B656 to Station Road reroute via Letchworth towards A1 J10

All BA1 traffic heading east on Royston Road to the A505 will use the eastern development access (as it can't turn left at the Whitehorse Street crossroad) and vice versa

All BA1 traffic coming from the B656 Whitehorse Street west and accesing the development will need to go straight ahead at the junction and access BA1 from the eastern development access (and vice versa)

BA2, BA3 and BA10 traffic shouldn't be affected by the Whitehorse Street crossroads intervention.

Access from BA3 northwards is only via Wallington Road - the northern access is a bus gate

Icknield Way and Football Close are closed at their junctions with Station Road

Traffic using Icknield Way or Football Close to access Norton Road would reroute to the south of Norton Road via Whitehorse Street

DATE: 02/03/2023

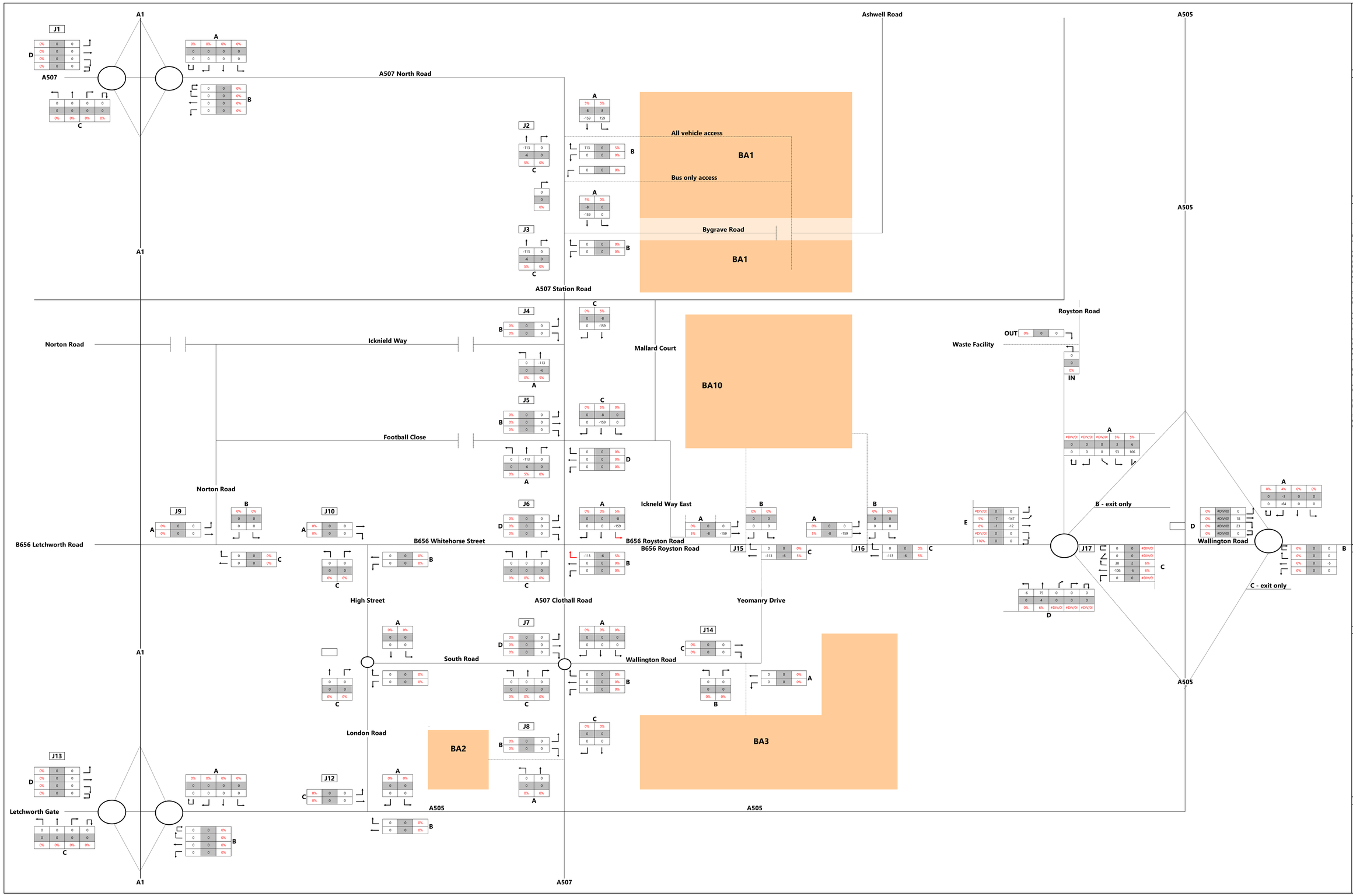
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Whitehorse Crossroad Reassign AM

Assumptions

Bygrave Road is closed allowing only Salisbury Road and Larkins Close to access North Road

Assume 50% of trips originating / ending on Bygrave Road from Bygrave and Ashwell are instead rerouted through the site on the link road, then onto Royston Road. Assume 50% of those coming to/from Station Road are going to/from Letchworth/High Street, and those going to/from North Road are going to/from A1 J10

Some turns are banned at the Whitehorse Street crossroads. Assume left turns from B656 to Station Road reroute via Letchworth towards A1 J10

All BA1 traffic heading east on Royston Road to the A505 will use the eastern development access (as it can't turn left at the Whitehorse Street crossroad) and vice versa

All BA1 traffic coming from the B656 Whitehorse Street west and accesing the development will need to go straight ahead at the junction and access BA1 from the eastern development access (and vice versa)

BA2, BA3 and BA10 traffic shouldn't be affected by the Whitehorse Street crossroads intervention.

Access from BA3 northwards is only via Wallington Road - the northern access is a bus gate

Icknield Way and Football Close are closed at their junctions with Station Road

Traffic using Icknield Way or Football Close to access Norton Road would reroute to the south of Norton Road via Whitehorse Street

DATE: 02/03/2023

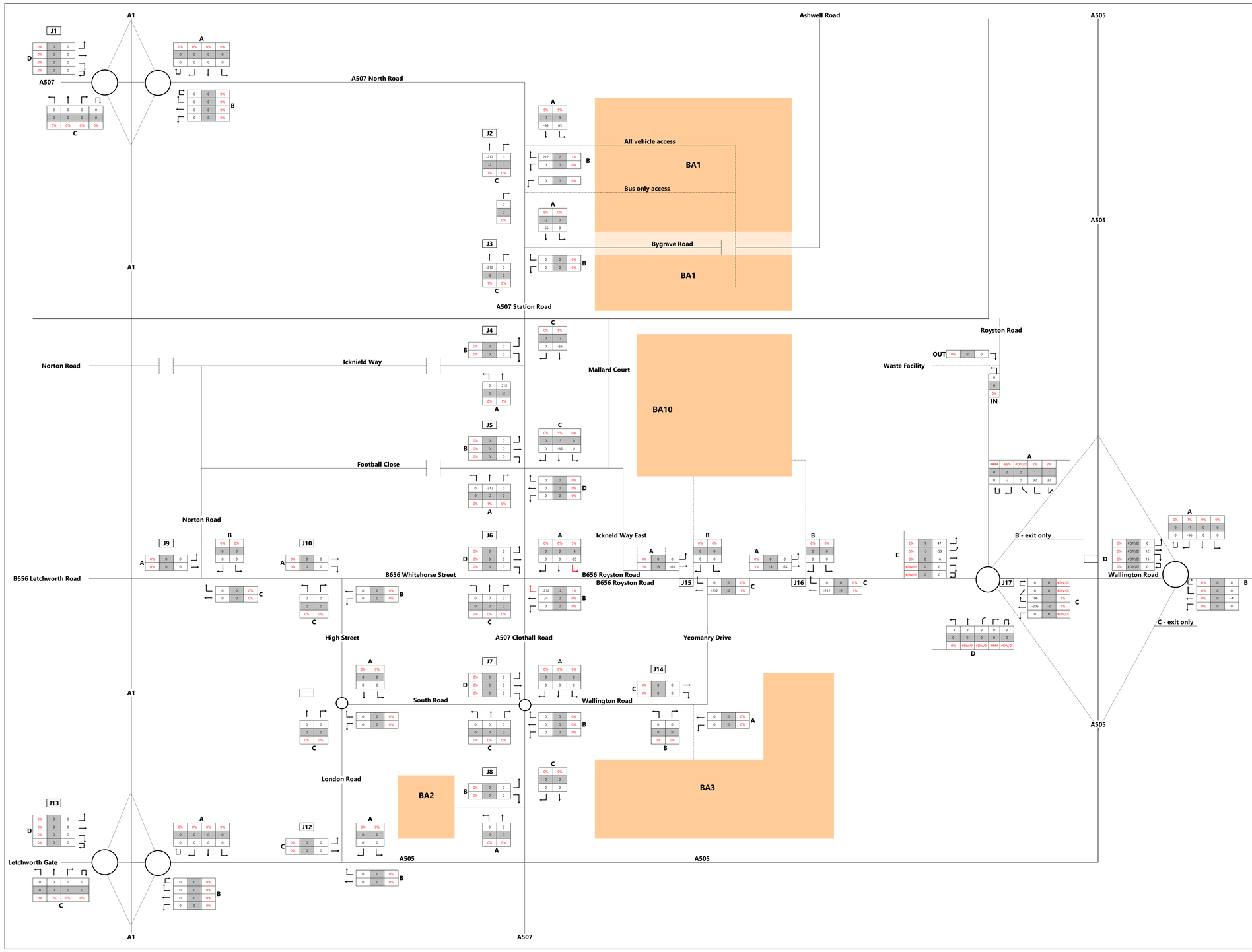
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDH

ITP Project: 3712

2040 Whitehorse Crossroad Reassign PM

Assumptions

Bygrave Road is closed allowing only Salisbury Road and Larkins Close to access North Road

Assume 50% of trips originating / ending on Bygrave Road from Bygrave and Ashwell are instead rerouted through the site on the link road, then onto Royston Road. Assume 50% of those coming to/from Station Road are going to/from Letchworth/High Street, and those going to/from North Road are going to/from A1 /10

Some turns are banned at the Whitehorse Street crossroads. Assume left turns from B656 to Station Road reroute via Letchworth towards A1 /10

All BA1 traffic heading east on Royston Road to the A505 will use the eastern development access (as it can't turn left at the Whitehorse Street crossroad) and vice versa

All BA1 traffic coming from the B656 Whitehorse Street west and accessing the development will need to go straight ahead at the junction and access BA1 from the eastern development access (and vice versa)

BA2, BA3 and BA10 traffic shouldn't be affected by the Whitehorse Street crossroads intervention.

Access from BA3 northwards is only via Wallington Road - the northern access is a bus gate

Icknield Way and Football Close are closed at their junctions with Station Road

Traffic using Icknield Way or Football Close to access Norton Road would reroute to the south of Norton Road via Whitehorse Street

Assume 50% of BA1 traffic uses each access junction

Assume 30% of traffic diverted onto the link road decides not to use it altogether

Assume 20% of traffic unable to turn left at Whitehorse Street crossroads no longer passes through the junction

DATE: 02/03/2023

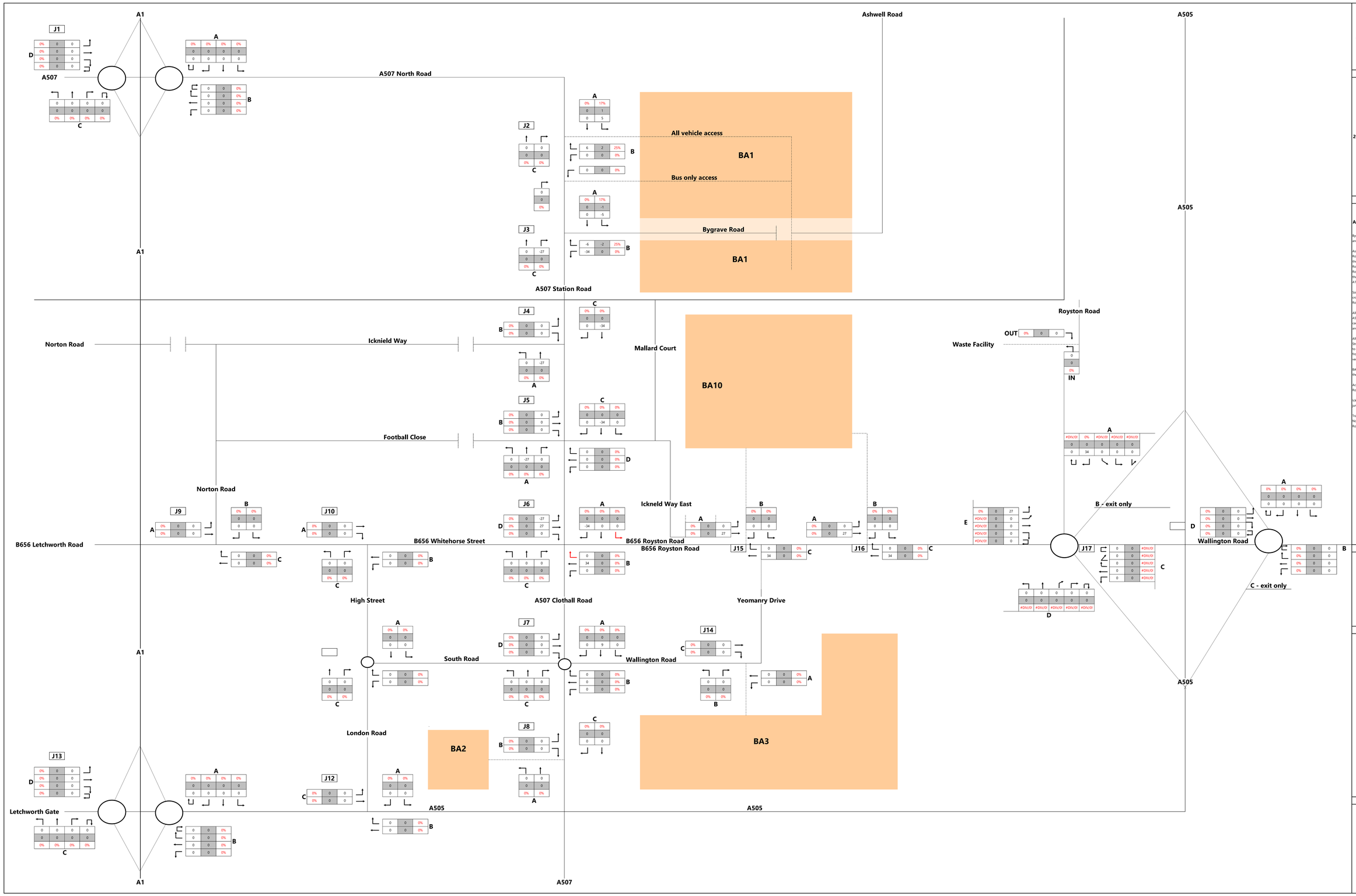
KEY:

Total Vehicles | xx

HGVs | xx

HGV % | %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Bygrave Road Reassign AM

Assumptions

Bygrave Road is closed allowing only Salisbury Road and Larkins Close to access North Road

Assume 50% of trips originating / ending on Bygrave Road from Bygrave and Ashwell are instead rerouted through the site on the link road, then onto Royston Road. Assume 50% of those coming to/from Station Road are going to/from Letchworth/High Street, and those going to/from North Road are going to/from A1 J10

Some turns are banned at the Whitehorse Street crossroads. Assume left turns from B656 to Station Road reroute via Letchworth towards A1 J10

All BA1 traffic heading east on Royston Road to the A505 will use the eastern development access (as it can't turn left at the Whitehorse Street crossroad) and vice versa

All BA1 traffic coming from the B656 Whitehorse Street west and accesing the development will need to go straight ahead at the junction and access BA1 from the eastern development access (and vice versa)

BA2, BA3 and BA10 traffic shouldn't be affected by the Whitehorse Street crossroads intervention.

Access from BA3 northwards is only via Wallington Road - the northern access is a bus gate

Icknield Way and Football Close are closed at their junctions with Station Road

Traffic using Icknield Way or Football Close to access Norton Road would reroute to the south of Norton Road via Whitehorse Street

DATE: 02/03/2023

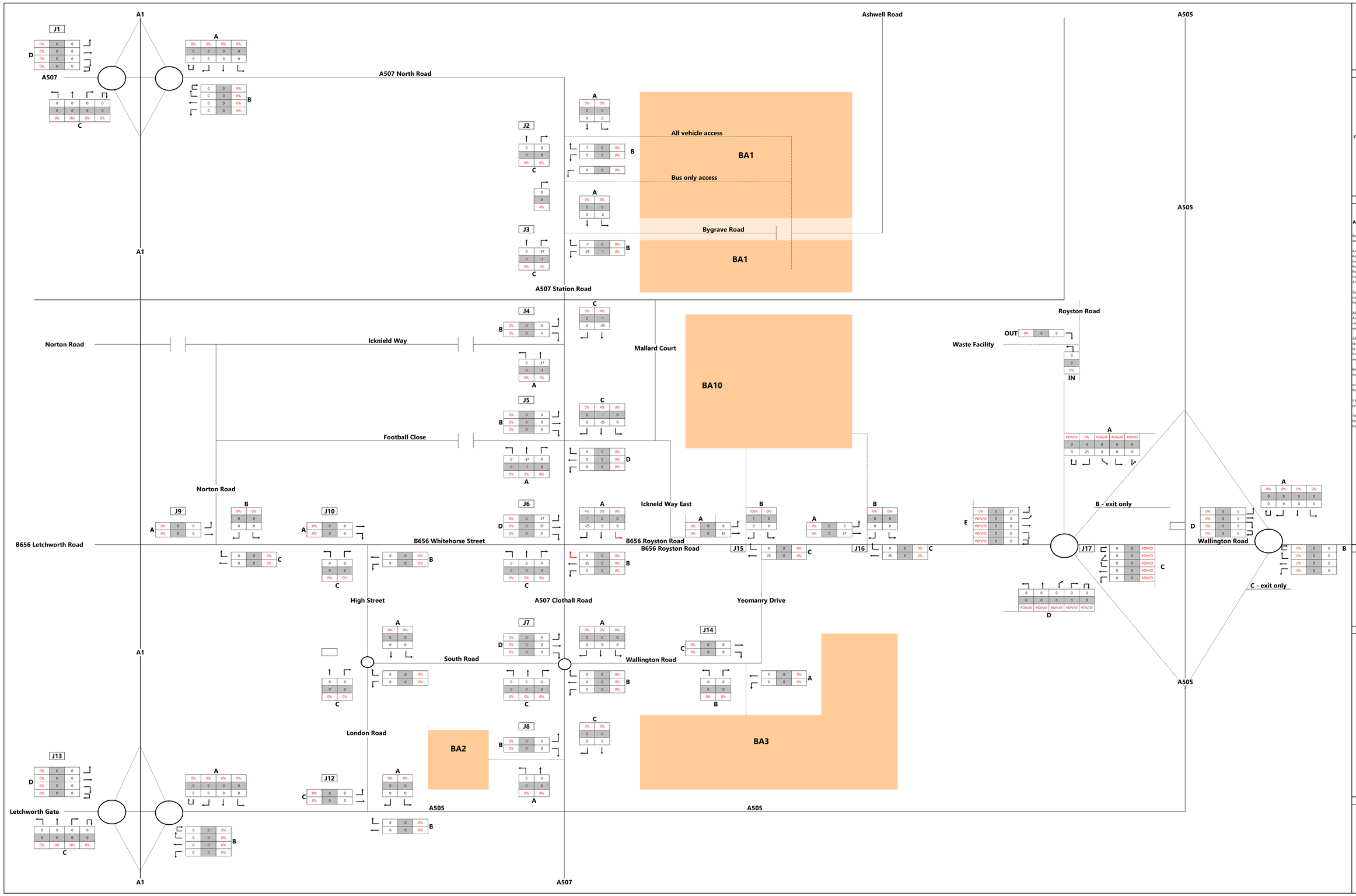
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Bygrave Road Reassign PM

Assumptions

Bygrave Road is closed allowing only Salisbury Road and Larkins Close to access North Road

Assume 50% of trips originating / ending on Bygrave Road from Bygrave and Ashwell are instead rerouted through the site on the link road, then onto Royston Road. Assume 50% of those coming to/from Station Road are going to/from Letchworth/High Street, and those going to/from North Road are going to/from A1 J10

Some turns are banned at the Whitehorse Street crossroads. Assume left turns from B656 to Station Road reroute via Letchworth towards A1 J10

All BA1 traffic heading east on Royston Road to the A505 will use the eastern development access (as it can't turn left at the Whitehorse Street crossroad) and vice versa

All BA1 traffic coming from the B656 Whitehorse Street west and accesing the development will need to go straight ahead at the junction and access BA1 from the eastern development access (and vice versa)

BA2, BA3 and BA10 traffic shouldn't be affected by the Whitehorse Street crossroads intervention.

Access from BA3 northwards is only via Wallington Road - the northern access is a bus gate

Icknield Way and Football Close are closed at their junctions with Station Road

Traffic using Icknield Way or Football Close to access Norton Road would reroute to the south of Norton Road via Whitehorse Street

DATE: 02/03/2023

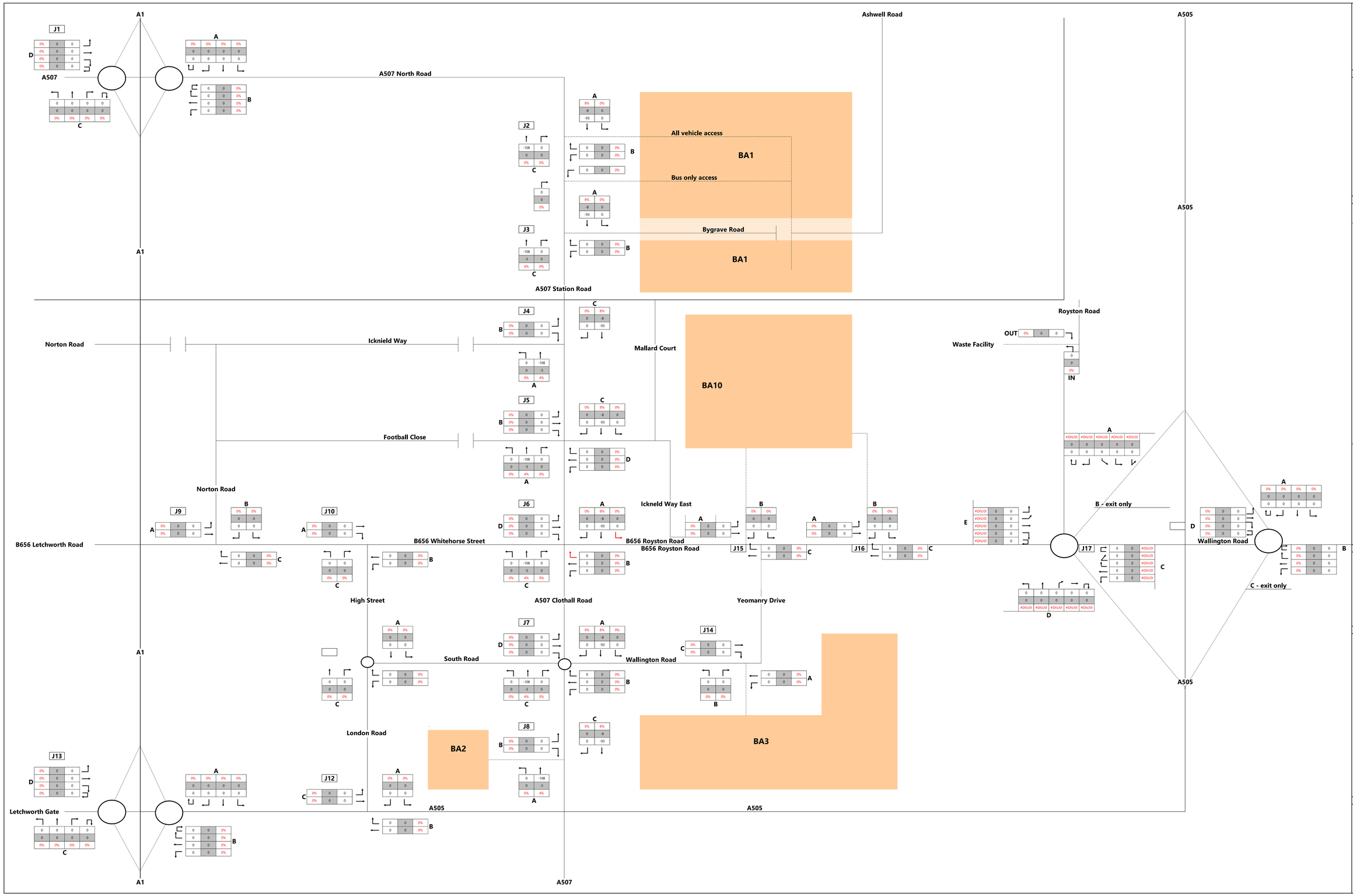
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP Project: 3712

2040 A507 Reassign AM

Assumptions

Assume 30% of traffic on A507 evaporates

DATE: 02/03/2023

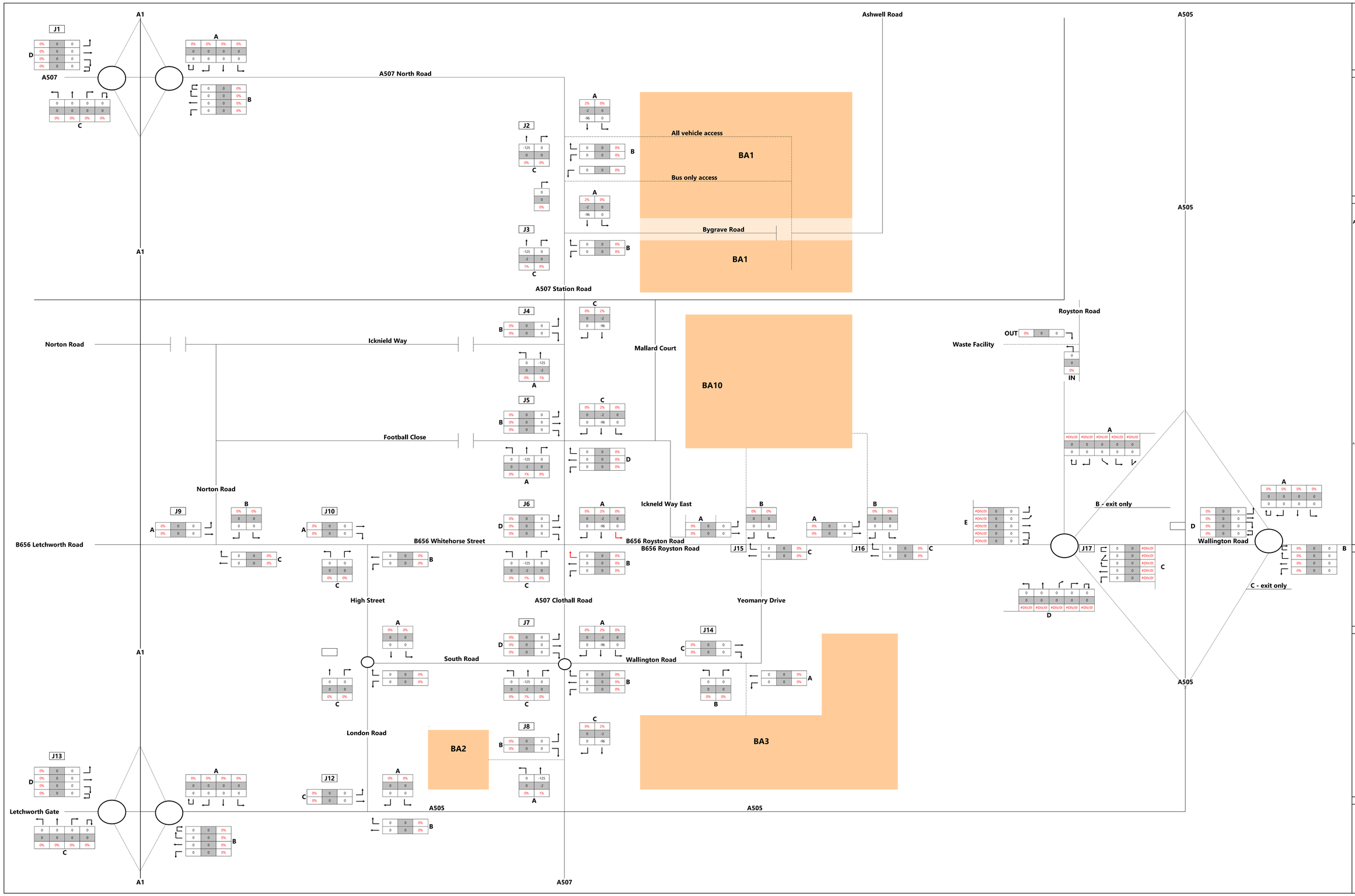
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 A507 Reassign PM

Assumptions

Assume 30% of traffic on A507 evaporates 0.3

DATE: 02/03/2023

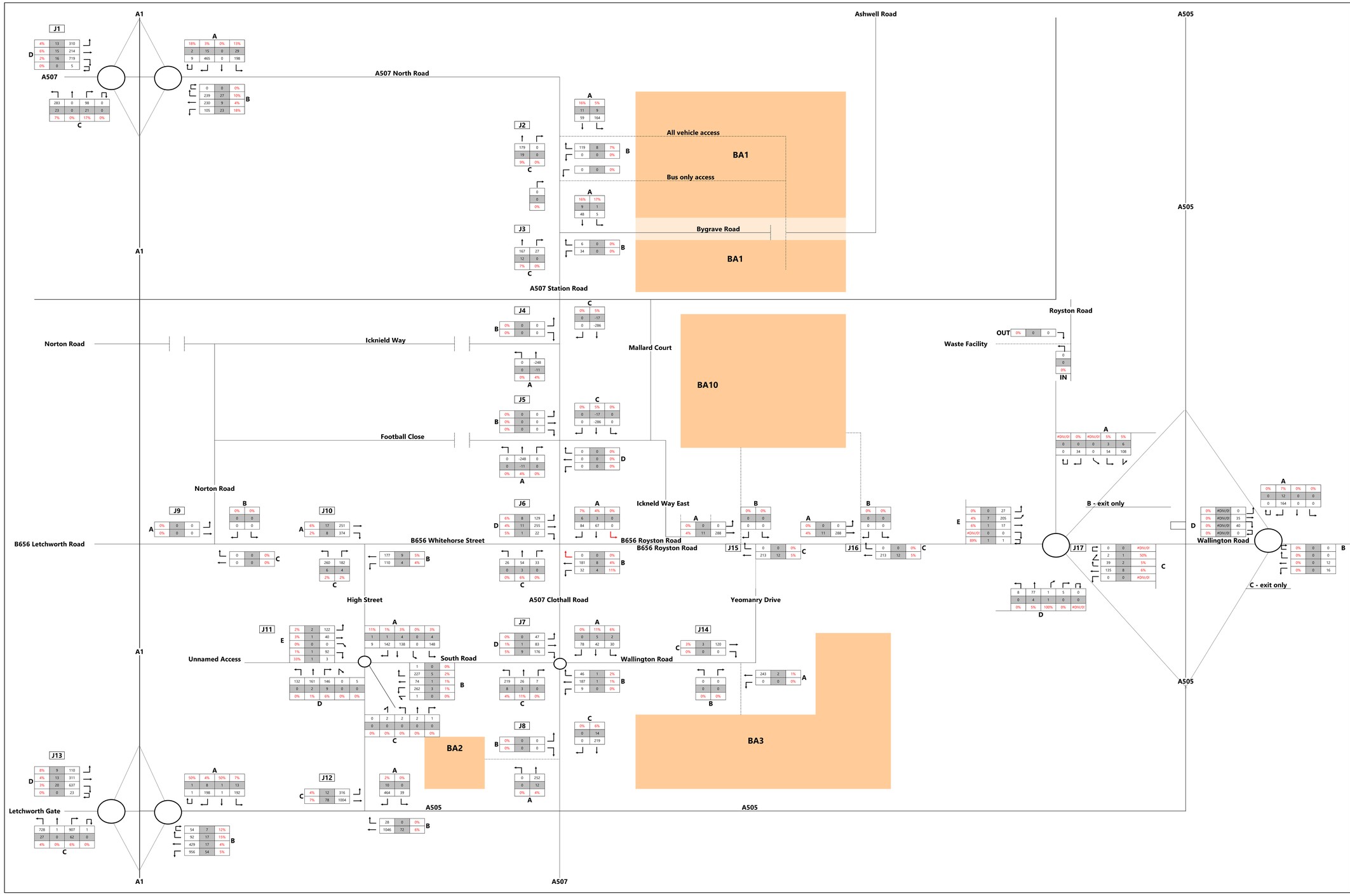
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background w/Rerouting AM

Assumptions

DATE: 02/03/2023

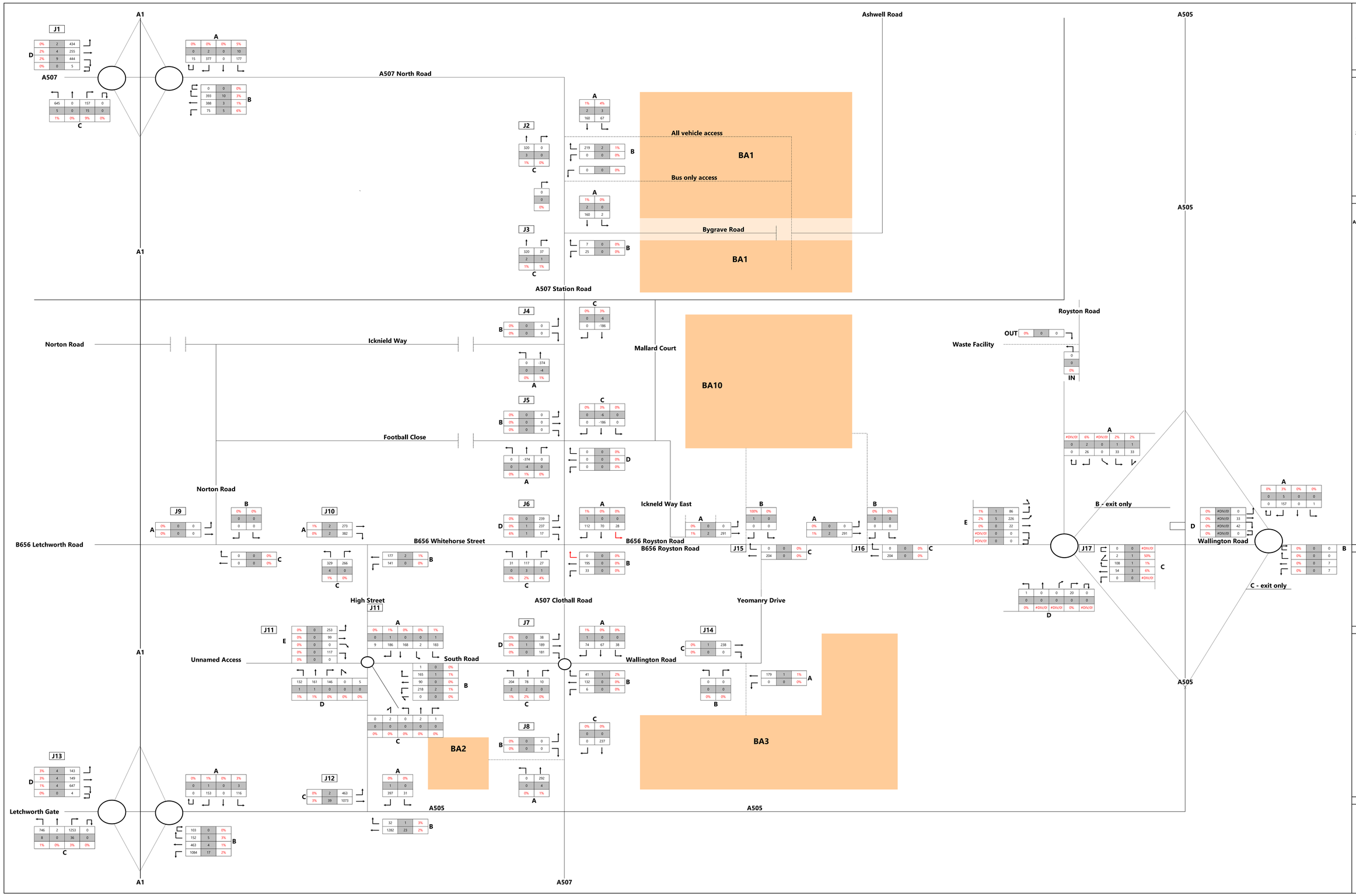
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background w/Rerouting PM

Assumptions

DATE: 02/03/2023

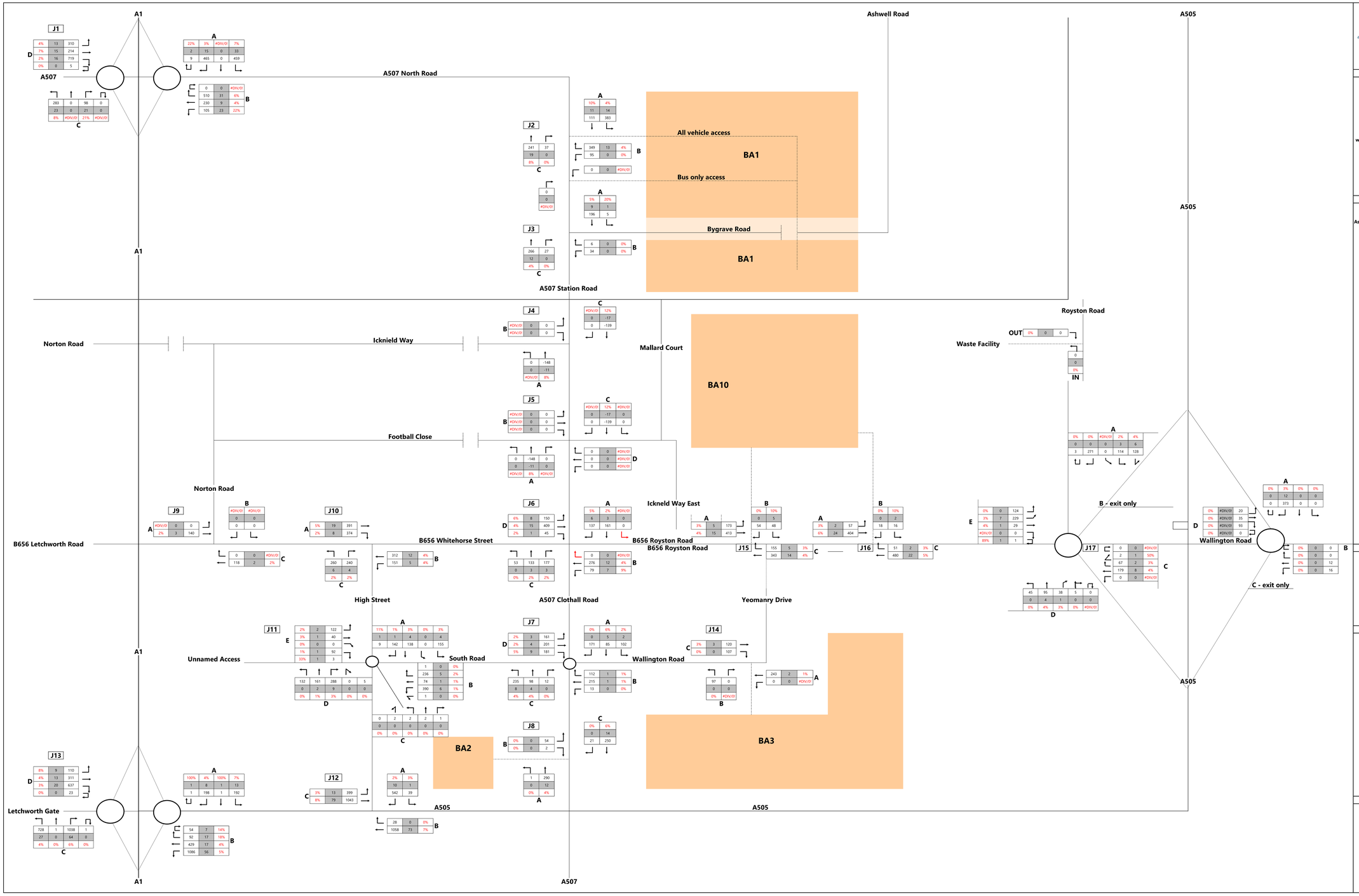
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background
w/Development No School AM

Assumptions

DATE: 02/03/2023

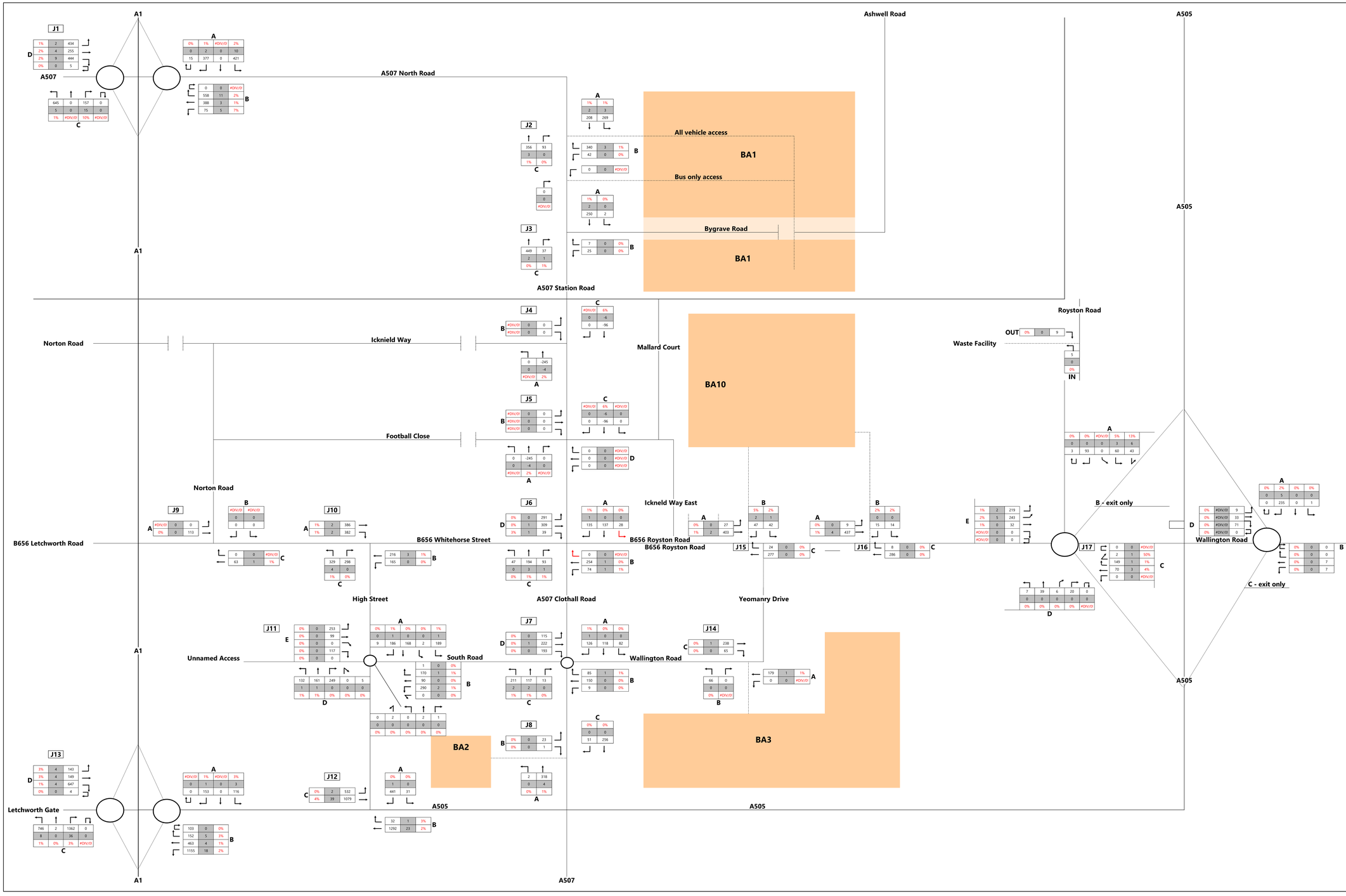
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP Project: 3712

2040 Background
w/Development No School PM

Assumptions

DATE: 02/03/2023

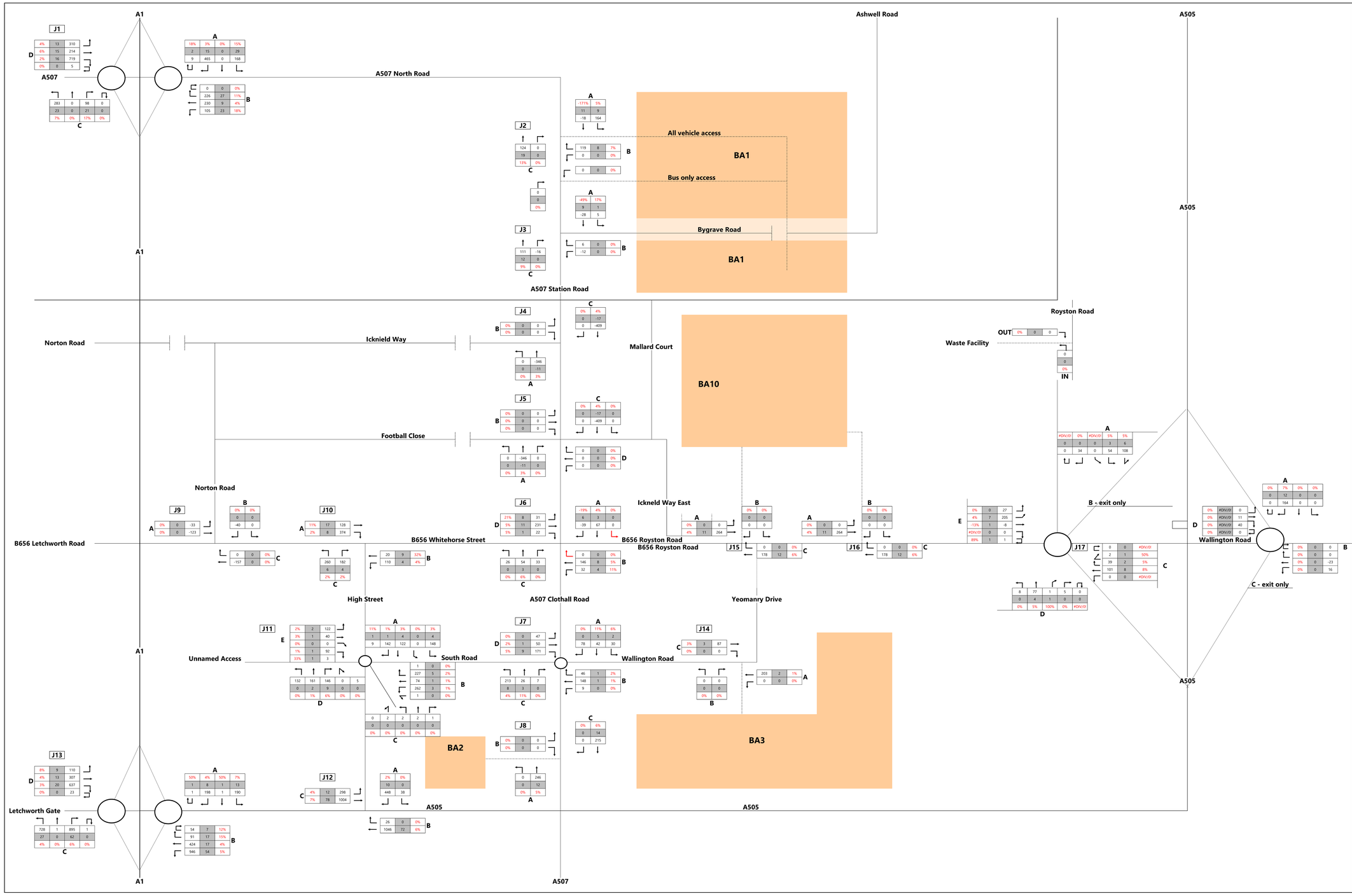
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



ITP Project: 3712

2040 Background w/Rerouting AM

Assumptions

DATE: 02/03/2023

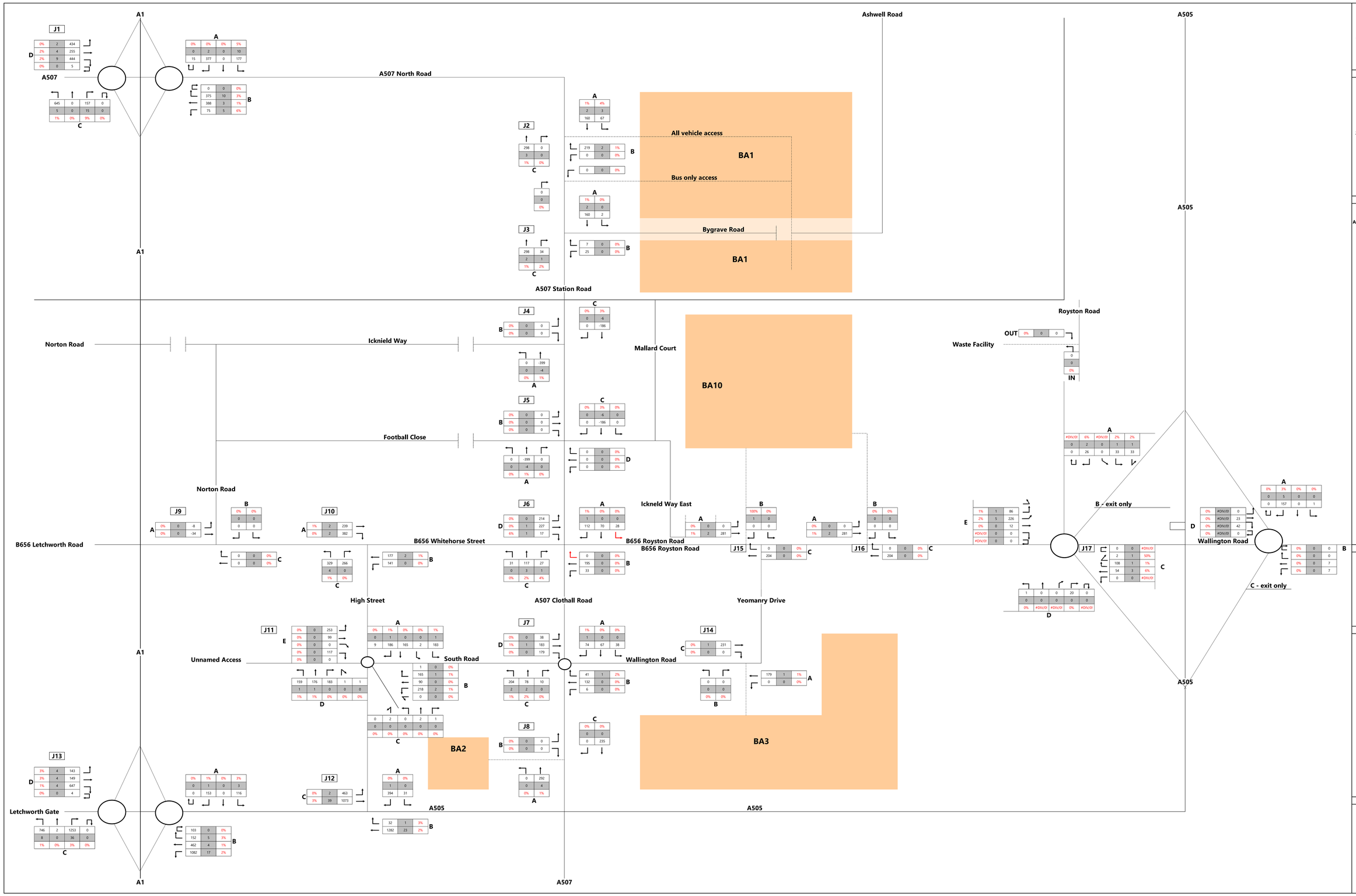
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background w/Rerouting PM

Assumptions

DATE: 02/03/2023

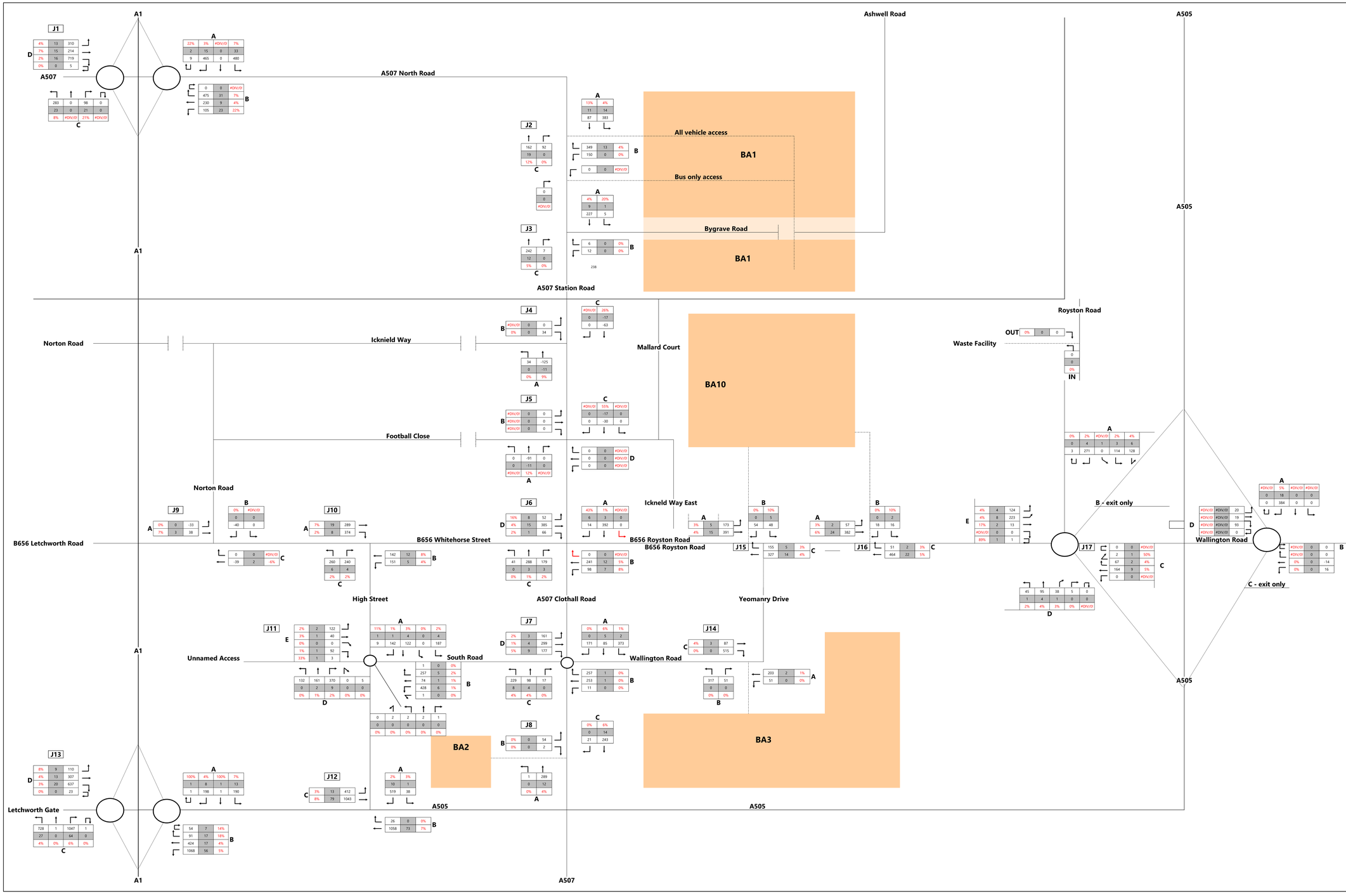
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background w/Development w/School AM

Assumptions

DATE: 02/03/2023

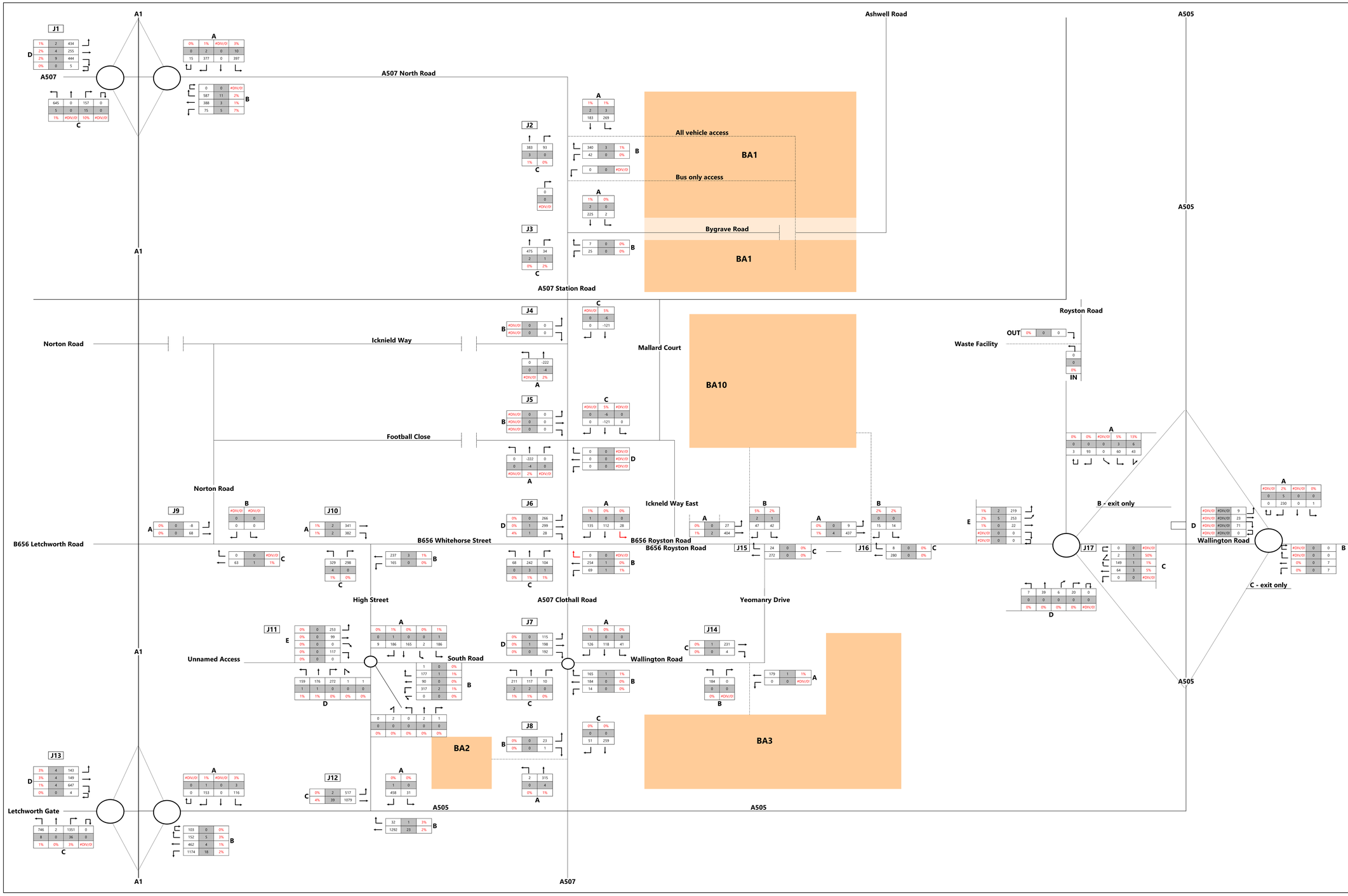
KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan



a company of Royal HaskoningDHV

ITP Project: 3712

2040 Background w/Development w/School PM

Assumptions

DATE: 02/03/2023

KEY:

Total Vehicles xx

HGVs xx

HGV % %

Baldock Masterplan

Appendix L – Junction Model Reports

A507 Corridor

2025 Base AM

Junction - 90 Sec Cycle Time	Link	Qlen Ave Max (5mins) (m)	Qlen Maximum (Avg, Max) Queues (m)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road	24	203.85	392	102.63	1.9	LOS_F
Royston Road	21	57.94	122	65.46	1.4	LOS_D
Clothall Road	15	48.75	79	32.16	0.8	LOS_C
Whitehorse Street	11	38.75	74	35.99	0.8	LOS_D

Max Observed Average Peak Queues Per 60 min period (m)	Max Observed Peak Queues Per 15 min period (m)
273	402
96	150
68	69
73	90

Notes

20 Simulation Runs
Qlen Ave Max (every 5mins), (Qlen Max, Avg)
Time periods indicative
Vissim Qlen Ave MAX (5mins) to compare with Linsig MMQ Outputs
Veh Delay (Delay of all vehicles. The delay of a vehicle in leaving a travel time measurement is obtained by subtracting the theoretical (ideal) travel time from the actual travel time. The theoretical travel time is the travel time which could be achieved if there were no other vehicles and/or no signal controls or other reasons for stops.

1 LOS_A
2 LOS_B
3 LOS_C
4 LOS_D
5 LOS_E
6 LOS_F

A507 - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 24@44.4 - 19@50.5	41.3	107.9	9	9	1	0	48.89	37.92	1.14	4	LOS_D	203.85	275.94
AVG	1200-1500	1: Whitehorse Junction - 24@44.4 - 19@50.5	72.3	140.4	9	9	1	0	65.42	52.65	1.36	5	LOS_E	203.85	275.94
AVG	1500-1800	1: Whitehorse Junction - 24@44.4 - 19@50.5	94.4	169.0	12	11	1	0	87.07	72.14	1.66	5	LOS_E	203.85	275.94
AVG	1800-2100	1: Whitehorse Junction - 24@44.4 - 19@50.5	121.1	191.7	11	10	1	0	94.98	78.65	1.86	6	LOS_F	203.85	275.94
AVG	2100-2400	1: Whitehorse Junction - 24@44.4 - 19@50.5	134.3	196.0	9	9	1	0	99.21	83.20	1.81	5	LOS_E	203.85	275.94
AVG	2400-2700	1: Whitehorse Junction - 24@44.4 - 19@50.5	143.4	205.3	12	11	1	0	110.28	92.68	2.00	6	LOS_F	203.85	275.94
AVG	2700-3000	1: Whitehorse Junction - 24@44.4 - 19@50.5	155.5	219.3	11	11	1	0	111.53	93.72	2.10	6	LOS_F	203.85	275.94
AVG	3000-3300	1: Whitehorse Junction - 24@44.4 - 19@50.5	168.8	229.6	10	9	1	0	113.54	95.40	2.13	6	LOS_F	203.85	275.94
AVG	3300-3600	1: Whitehorse Junction - 24@44.4 - 19@50.5	187.1	241.3	12	12	1	0	121.80	102.95	2.14	6	LOS_F	203.85	275.94
AVG	3600-3900	1: Whitehorse Junction - 24@44.4 - 19@50.5	178.8	239.6	11	11	1	0	123.10	104.49	2.15	6	LOS_F	203.85	275.94
AVG	3900-4200	1: Whitehorse Junction - 24@44.4 - 19@50.5	187.0	247.3	10	10	1	0	122.35	103.38	2.20	6	LOS_F	203.85	275.94
AVG	4200-4500	1: Whitehorse Junction - 24@44.4 - 19@50.5	206.7	258.9	12	12	1	0	133.38	113.95	2.32	6	LOS_F	203.85	275.94
				204	128				102.63	85.93	1.9	6.0	LOS_F	204	276

A507 - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)			
MAX	900-1200	1: Whitehorse Junction - 24@44.4 - 19@50.5	80.24	164.96	15	14	2	0	80.51	66.31	2.00
MAX	1200-1500	1: Whitehorse Junction - 24@44.4 - 19@50.5	152.16	231.47	12	12	3	0	104.29	87.29	2.17
MAX	1500-1800	1: Whitehorse Junction - 24@44.4 - 19@50.5	213.23	276.61	19	19	3	0	136.60	117.75	2.53
MAX	1800-2100	1: Whitehorse Junction - 24@44.4 - 19@50.5	257.27	277.54	17	16	3	0	128.44	109.80	2.58
MAX	2100-2400	1: Whitehorse Junction - 24@44.4 - 19@50.5	251.63	277.54	12	12	3	0	144.04	124.78	2.64
MAX	2400-2700	1: Whitehorse Junction - 24@44.4 - 19@50.5	251.02	277.57	17	17	2	0	146.18	124.21	2.47
MAX	2700-3000	1: Whitehorse Junction - 24@44.4 - 19@50.5	257.13	277.36	16	15	4	0	144.28	125.21	2.64
MAX	3000-3300	1: Whitehorse Junction - 24@44.4 - 19@50.5	253.69	277.67	15	15	3	0	150.39	130.25	2.83
MAX	3300-3600	1: Whitehorse Junction - 24@44.4 - 19@50.5	256.53	277.67	18	17	2	0	146.91	126.11	2.67
MAX	3600-3900	1: Whitehorse Junction - 24@44.4 - 19@50.5	255.84	277.44	17	17	2	0	146.64	128.19	2.60
MAX	3900-4200	1: Whitehorse Junction - 24@44.4 - 19@50.5	254.48	277.46	15	14	2	0	146.04	126.83	2.79
MAX	4200-4500	1: Whitehorse Junction - 24@44.4 - 19@50.5	256.26	277.60	18	18	2	0	148.33	127.31	2.70
				264	191				135.22	116.17	2.6

Royston Road - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 21@63.2 - 13@20.1	10.21	47.27	10	10	1	0	46.98	34.85	0.94	4	LOS_D	57.94	121.85
AVG	1200-1500	1: Whitehorse Junction - 21@63.2 - 13@20.1	15.44	53.46	9	8	1	0	57.62	42.82	1.21	4	LOS_D	57.94	121.85
AVG	1500-1800	1: Whitehorse Junction - 21@63.2 - 13@20.1	20.34	61.89	9	8	1	0	66.27	51.16	1.38	5	LOS_E	57.94	121.85
AVG	1800-2100	1: Whitehorse Junction - 21@63.2 - 13@20.1	20.31	59.26	12	12	1	0	74.17	57.34	1.64	4	LOS_D	57.94	121.85
AVG	2100-2400	1: Whitehorse Junction - 21@63.2 - 13@20.1	13.78	50.78	10	10	1	0	60.30	46.56	1.25	4	LOS_D	57.94	121.85
AVG	2400-2700	1: Whitehorse Junction - 21@63.2 - 13@20.1	13.54	47.92	10	9	1	0	47.24	34.83	0.95	4	LOS_D	57.94	121.85
AVG	2700-3000	1: Whitehorse Junction - 21@63.2 - 13@20.1	14.66	57.10	13	12	1	0	57.77	43.89	1.18	4	LOS_D	57.94	121.85
AVG	3000-3300	1: Whitehorse Junction - 21@63.2 - 13@20.1	22.07	65.82	8	7	0	0	67.64	50.86	1.51	4	LOS_D	57.94	121.85
AVG	3300-3600	1: Whitehorse Junction - 21@63.2 - 13@20.1	38.21	79.44	10	9	0	0	94.01	73.17	2.01	5	LOS_E	57.94	121.85
AVG	3600-3900	1: Whitehorse Junction - 21@63.2 - 13@20.1	22.91	62.11	12	11	1	0	77.24	58.44	1.65	5	LOS_E	57.94	121.85
AVG	3900-4200	1: Whitehorse Junction - 21@63.2 - 13@20.1	23.47	58.25	10	9	1	0	74.27	57.00	1.54	5	LOS_E	57.94	121.85

AVG	4200-4500	1: Whitehorse Junction - 21@63.2 - 13@20.1	14.82	52.00	9	9	1	0	62.02	46.81	1.26	4	LOS_D	57.94	121.85
				58	122				65.46	49.81	1.4	4.0	LOS_D	58	122

Royston Road - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)
MAX	900-1200	1: Whitehorse Junction - 21@62.7 - 23@42.7	41.68	109.33	16	15	2	0	127.49	102.13	3.22
MAX	1200-1500	1: Whitehorse Junction - 21@62.7 - 23@42.7	110.84	150.27	11	11	2	0	232.67	189.84	5.13
MAX	1500-1800	1: Whitehorse Junction - 21@62.7 - 23@42.7	120.71	193.93	14	12	2	0	224.07	178.58	5.57
MAX	1800-2100	1: Whitehorse Junction - 21@62.7 - 23@42.7	143.38	187.17	12	12	3	0	295.95	237.21	8.09
MAX	2100-2400	1: Whitehorse Junction - 21@62.7 - 23@42.7	63.61	152.21	13	13	1	0	201.49	167.84	4.29
MAX	2400-2700	1: Whitehorse Junction - 21@62.7 - 23@42.7	65.11	131.87	12	12	2	0	153.62	121.49	4.13
MAX	2700-3000	1: Whitehorse Junction - 21@62.7 - 23@42.7	132.19	195.72	13	13	3	0	209.64	163.85	5.89
MAX	3000-3300	1: Whitehorse Junction - 21@62.7 - 23@42.7	201.30	255.25	10	10	2	0	376.66	304.62	8.88
MAX	3300-3600	1: Whitehorse Junction - 21@62.7 - 23@42.7	206.65	261.05	10	9	2	0	428.03	345.69	10.33
MAX	3600-3900	1: Whitehorse Junction - 21@62.7 - 23@42.7	111.37	137.47	14	14	3	0	330.27	275.46	7.45
MAX	3900-4200	1: Whitehorse Junction - 21@62.7 - 23@42.7	132.97	194.74	11	11	2	0	291.59	239.67	7.43
MAX	4200-4500	1: Whitehorse Junction - 21@62.7 - 23@42.7	60.27	154.80	12	11	3	0	194.85	156.14	5.80
				177	148				255.53	206.88	6.4

Clothall Road - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 15@456.3 - 23@42.1	15.46	51.84	15	14	1	0	31.20	23.49	0.78	3	LOS_C	48.75	78.98
AVG	1200-1500	1: Whitehorse Junction - 15@456.3 - 23@42.1	11.69	52.45	20	18	1	0	32.20	24.02	0.78	3	LOS_C	48.75	78.98
AVG	1500-1800	1: Whitehorse Junction - 15@456.3 - 23@42.1	11.62	43.57	15	14	1	0	31.35	23.03	0.72	3	LOS_C	48.75	78.98
AVG	1800-2100	1: Whitehorse Junction - 15@456.3 - 23@42.1	13.73	49.88	14	14	1	0	30.00	21.76	0.75	3	LOS_C	48.75	78.98
AVG	2100-2400	1: Whitehorse Junction - 15@456.3 - 23@42.1	9.61	38.61	17	16	1	0	31.16	23.50	0.73	3	LOS_C	48.75	78.98
AVG	2400-2700	1: Whitehorse Junction - 15@456.3 - 23@42.1	13.85	49.34	15	14	1	0	32.24	24.34	0.76	3	LOS_C	48.75	78.98
AVG	2700-3000	1: Whitehorse Junction - 15@456.3 - 23@42.1	14.04	49.56	14	14	0	0	32.09	23.95	0.78	3	LOS_C	48.75	78.98
AVG	3000-3300	1: Whitehorse Junction - 15@456.3 - 23@42.1	14.18	54.65	21	20	1	0	33.80	25.12	0.82	3	LOS_C	48.75	78.98
AVG	3300-3600	1: Whitehorse Junction - 15@456.3 - 23@42.1	14.13	47.92	13	13	1	0	33.26	24.86	0.76	3	LOS_C	48.75	78.98
AVG	3600-3900	1: Whitehorse Junction - 15@456.3 - 23@42.1	14.70	51.65	14	14	1	0	35.01	26.45	0.82	3	LOS_C	48.75	78.98
AVG	3900-4200	1: Whitehorse Junction - 15@456.3 - 23@42.1	12.65	52.32	19	18	1	0	32.93	24.73	0.78	3	LOS_C	48.75	78.98
AVG	4200-4500	1: Whitehorse Junction - 15@456.3 - 23@42.1	12.04	43.22	14	13	1	0	30.74	22.81	0.77	3	LOS_C	48.75	78.98
				49	191				32.16	24.00	0.8	3.0	LOS_C	49	79

Clothall Road - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)			
MAX	900-1200	1: Whitehorse Junction - 15@456.3 - 23@42.1	24.45	80.59	20	20	3	0	41.95	33.48	1.00
MAX	1200-1500	1: Whitehorse Junction - 15@456.3 - 23@42.1	23.35	88.63	28	25	3	0	42.65	34.15	1.00
MAX	1500-1800	1: Whitehorse Junction - 15@456.3 - 23@42.1	20.53	74.43	22	22	2	0	44.39	32.77	0.86
MAX	1800-2100	1: Whitehorse Junction - 15@456.3 - 23@42.1	23.54	82.19	21	21	2	0	42.88	31.95	1.00
MAX	2100-2400	1: Whitehorse Junction - 15@456.3 - 23@42.1	16.62	63.30	27	26	3	0	43.32	33.45	0.95
MAX	2400-2700	1: Whitehorse Junction - 15@456.3 - 23@42.1	22.38	68.92	23	23	3	0	42.58	34.72	0.96
MAX	2700-3000	1: Whitehorse Junction - 15@456.3 - 23@42.1	24.72	76.05	21	20	1	0	43.42	33.74	0.94
MAX	3000-3300	1: Whitehorse Junction - 15@456.3 - 23@42.1	37.49	103.32	31	28	3	0	57.06	45.34	1.10
MAX	3300-3600	1: Whitehorse Junction - 15@456.3 - 23@42.1	19.98	92.63	18	18	2	0	47.98	37.66	0.94
MAX	3600-3900	1: Whitehorse Junction - 15@456.3 - 23@42.1	28.46	82.70	25	24	2	0	50.89	41.74	1.06
MAX	3900-4200	1: Whitehorse Junction - 15@456.3 - 23@42.1	20.20	80.37	30	28	4	0	42.16	34.84	1.00
MAX	4200-4500	1: Whitehorse Junction - 15@456.3 - 23@42.1	21.47	58.58	20	20	2	0	44.67	33.16	1.00
				79	286				45.33	35.58	1.0

Whitehorse Road - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	8.61	32.63	15	14	1	0	36.50	29.10	0.82	4	LOS_D	38.75	73.67
AVG	1200-1500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	10.08	41.89	12	12	1	0	35.88	28.17	0.86	3	LOS_C	38.75	73.67
AVG	1500-1800	1: Whitehorse Junction - 10046@3.7 - 19@50.5	9.81	35.67	12	11	1	0	34.25	26.99	0.83	3	LOS_C	38.75	73.67
AVG	1800-2100	1: Whitehorse Junction - 10046@3.7 - 19@50.5	10.04	34.91	15	14	1	0	36.56	28.92	0.83	4	LOS_D	38.75	73.67
AVG	2100-2400	1: Whitehorse Junction - 10046@3.7 - 19@50.5	8.93	36.50	11	11	0	0	35.42	28.01	0.81	4	LOS_D	38.75	73.67
AVG	2400-2700	1: Whitehorse Junction - 10046@3.7 - 19@50.5	12.01	40.04	13	13	1	0	38.04	30.38	0.84	4	LOS_D	38.75	73.67
AVG	2700-3000	1: Whitehorse Junction - 10046@3.7 - 19@50.5	10.30	47.59	16	15	1	0	35.35	27.79	0.83	3	LOS_C	38.75	73.67
AVG	3000-3300	1: Whitehorse Junction - 10046@3.7 - 19@50.5	11.54	42.49	13	12	1	0	40.17	31.88	0.90	4	LOS_D	38.75	73.67
AVG	3300-3600	1: Whitehorse Junction - 10046@3.7 - 19@50.5	10.08	38.26	12	11	1	0	33.62	26.46	0.78	3	LOS_C	38.75	73.67
AVG	3600-3900	1: Whitehorse Junction - 10046@3.7 - 19@50.5	9.72	36.32	15	15	1	0	35.32	27.65	0.84	4	LOS_D	38.75	73.67
AVG	3900-4200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	9.74	38.22	11	11	1	0	34.92	27.48	0.83	4	LOS_D	38.75	73.67
AVG	4200-4500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	10.77	40.50	11	10	1	0	35.78	27.96	0.87	4	LOS_D	38.75	73.67
				39	156				35.99	28.40	0.8	4.0	LOS_D	39	74

Whitehorse Road - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)
MAX	900-1200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	20.10	74.94	27	25	2	0	53.99	46.21	1.00
MAX	1200-1500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	24.94	87.59	20	19	3	0	53.32	43.80	1.11

MAX	1500-1800	1: Whitehorse Junction - 10046@3.7 - 19@50.5	15.37	53.41	18	18	2	0	54.74	45.96	1.06
MAX	1800-2100	1: Whitehorse Junction - 10046@3.7 - 19@50.5	39.17	97.74	20	19	2	0	63.92	50.58	1.05
MAX	2100-2400	1: Whitehorse Junction - 10046@3.7 - 19@50.5	14.07	58.64	17	15	2	0	50.19	40.86	1.07
MAX	2400-2700	1: Whitehorse Junction - 10046@3.7 - 19@50.5	20.81	75.99	18	17	3	0	58.49	51.88	1.00
MAX	2700-3000	1: Whitehorse Junction - 10046@3.7 - 19@50.5	24.45	91.68	26	26	2	0	53.17	44.41	1.00
MAX	3000-3300	1: Whitehorse Junction - 10046@3.7 - 19@50.5	20.40	85.71	18	17	2	0	60.66	51.18	1.13
MAX	3300-3600	1: Whitehorse Junction - 10046@3.7 - 19@50.5	14.86	64.20	16	16	3	0	51.21	42.81	1.19
MAX	3600-3900	1: Whitehorse Junction - 10046@3.7 - 19@50.5	15.51	63.05	22	22	3	0	41.85	33.62	1.09
MAX	3900-4200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	25.98	85.25	18	18	4	0	60.03	48.51	1.08
MAX	4200-4500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	35.35	98.91	19	17	2	0	77.93	62.43	1.83
				78	239				56.62	46.85	1.1

2025 Base PM

Junction - 90 Sec Cycle Time	Link	Qlen Ave Max (5mins) (m)	Qlen Maximum (Avg, Max) Queues (m)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road	24	173.80	248	115.26	2.0	LOS_F
Royston Road	21	65.71	133	101.68	3.0	LOS_E
Clothall Road	15	60.95	86	32.46	0.8	LOS_C
Whitehorse Street	11	42.83	80	36.60	0.8	LOS_D

Max Observed Average Peak Queues Per 60 min period (m)	Max Observed Peak Queues Per 15 min period (m)
296	324
125	153
73	78
95	117

Notes

20 Simulation Runs
Qlen Ave Max (every 5mins), (Qlen Max, Avg)
Time periods indicative
Vissim Qlen Ave MAX (5mins) to compare with Linsig MMQ Outputs
Veh Delay (Delay of all vehicles. The delay of a vehicle in leaving a travel time measurement is obtained by subtracting the theoretical (ideal) travel time from the actual travel time. The theoretical travel time is the travel time which could be achieved if there were no other vehicles and/or no signal controls or other reasons for stops.

1 LOS_A
2 LOS_B
3 LOS_C
4 LOS_D
5 LOS_E
6 LOS_F

A507 - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 24@44.4 - 19@50.5	53.5	114.3	7	7	0	0	67.47	55.20	1.40	5	LOS_E	173.80	248.08
AVG	1200-1500	1: Whitehorse Junction - 24@44.4 - 19@50.5	75.3	135.7	8	8	0	0	80.29	66.17	1.55	5	LOS_E	173.80	248.08
AVG	1500-1800	1: Whitehorse Junction - 24@44.4 - 19@50.5	86.0	150.5	9	9	0	0	98.57	84.01	1.73	6	LOS_F	173.80	248.08
AVG	1800-2100	1: Whitehorse Junction - 24@44.4 - 19@50.5	100.9	163.0	7	7	0	0	104.62	88.84	1.92	5	LOS_E	173.80	248.08
AVG	2100-2400	1: Whitehorse Junction - 24@44.4 - 19@50.5	105.4	162.9	7	7	0	0	110.78	94.34	1.99	6	LOS_F	173.80	248.08
AVG	2400-2700	1: Whitehorse Junction - 24@44.4 - 19@50.5	114.9	174.4	9	9	0	0	120.33	102.34	2.14	6	LOS_F	173.80	248.08
AVG	2700-3000	1: Whitehorse Junction - 24@44.4 - 19@50.5	116.7	177.8	8	8	0	0	116.13	98.61	2.05	6	LOS_F	173.80	248.08
AVG	3000-3300	1: Whitehorse Junction - 24@44.4 - 19@50.5	133.2	189.5	7	7	0	0	120.46	102.53	2.15	6	LOS_F	173.80	248.08
AVG	3300-3600	1: Whitehorse Junction - 24@44.4 - 19@50.5	142.2	197.8	9	9	0	0	132.93	113.47	2.30	6	LOS_F	173.80	248.08
AVG	3600-3900	1: Whitehorse Junction - 24@44.4 - 19@50.5	139.4	195.4	8	8	0	0	138.89	118.85	2.41	6	LOS_F	173.80	248.08
AVG	3900-4200	1: Whitehorse Junction - 24@44.4 - 19@50.5	148.2	209.5	8	8	0	0	142.63	122.06	2.43	6	LOS_F	173.80	248.08
AVG	4200-4500	1: Whitehorse Junction - 24@44.4 - 19@50.5	162.2	214.9	10	10	0	0	150.05	128.62	2.51	6	LOS_F	173.80	248.08
				174	97				115.26	97.92	2.0	6.0	LOS_F	174	248

A507 - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)			
MAX	900-1200	1: Whitehorse Junction - 24@44.4 - 19@50.5	125.02	190.44	13	13	0	0	129.35	110.56	2.63
MAX	1200-1500	1: Whitehorse Junction - 24@44.4 - 19@50.5	207.90	265.49	10	10	0	0	154.86	132.06	2.80
MAX	1500-1800	1: Whitehorse Junction - 24@44.4 - 19@50.5	188.10	252.16	14	14	0	0	165.91	143.02	2.80
MAX	1800-2100	1: Whitehorse Junction - 24@44.4 - 19@50.5	237.40	276.28	11	11	0	0	174.25	151.67	3.11
MAX	2100-2400	1: Whitehorse Junction - 24@44.4 - 19@50.5	242.56	277.36	11	11	0	0	196.48	171.02	3.36
MAX	2400-2700	1: Whitehorse Junction - 24@44.4 - 19@50.5	249.43	277.66	15	15	0	0	183.43	159.33	3.07
MAX	2700-3000	1: Whitehorse Junction - 24@44.4 - 19@50.5	245.30	277.37	15	15	0	0	184.78	162.93	3.67
MAX	3000-3300	1: Whitehorse Junction - 24@44.4 - 19@50.5	249.09	277.49	9	9	0	0	191.75	167.90	3.33
MAX	3300-3600	1: Whitehorse Junction - 24@44.4 - 19@50.5	252.39	277.59	15	15	0	0	194.34	169.50	3.38
MAX	3600-3900	1: Whitehorse Junction - 24@44.4 - 19@50.5	253.58	274.37	12	12	0	0	208.20	182.08	3.44
MAX	3900-4200	1: Whitehorse Junction - 24@44.4 - 19@50.5	249.58	277.52	15	15	0	0	190.81	165.99	3.50
MAX	4200-4500	1: Whitehorse Junction - 24@44.4 - 19@50.5	257.38	277.40	14	14	0	0	203.25	175.06	3.50
				267	154				181.45	157.59	3.2

Royston Road - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 21@62.7 - 23@42.7	14.34	48.36	12	12	0	0	64.62	45.89	2.21	5	LOS_E	65.71	133.34
AVG	1200-1500	1: Whitehorse Junction - 21@62.7 - 23@42.7	29.14	57.96	9	9	0	0	92.63	68.33	2.84	5	LOS_E	65.71	133.34
AVG	1500-1800	1: Whitehorse Junction - 21@62.7 - 23@42.7	38.51	74.13	10	9	0	0	123.35	92.97	3.54	5	LOS_E	65.71	133.34
AVG	1800-2100	1: Whitehorse Junction - 21@62.7 - 23@42.7	32.91	73.99	13	13	0	0	113.42	85.71	3.27	5	LOS_E	65.71	133.34
AVG	2100-2400	1: Whitehorse Junction - 21@62.7 - 23@42.7	26.75	58.09	9	9	0	0	92.64	67.54	2.72	5	LOS_E	65.71	133.34
AVG	2400-2700	1: Whitehorse Junction - 21@62.7 - 23@42.7	31.02	66.10	10	10	0	0	105.47	79.27	3.13	5	LOS_E	65.71	133.34
AVG	2700-3000	1: Whitehorse Junction - 21@62.7 - 23@42.7	29.13	64.77	14	14	0	0	101.02	73.81	2.93	5	LOS_E	65.71	133.34
AVG	3000-3300	1: Whitehorse Junction - 21@62.7 - 23@42.7	25.72	58.68	10	10	0	0	87.74	63.42	2.74	5	LOS_E	65.71	133.34
AVG	3300-3600	1: Whitehorse Junction - 21@62.7 - 23@42.7	37.15	71.92	10	10	0	0	111.45	83.54	3.27	5	LOS_E	65.71	133.34
AVG	3600-3900	1: Whitehorse Junction - 21@62.7 - 23@42.7	36.46	78.09	14	14	1	0	116.11	87.06	3.16	6	LOS_F	65.71	133.34
AVG	3900-4200	1: Whitehorse Junction - 21@62.7 - 23@42.7	31.53	64.09	11	11	0	0	102.60	75.91	2.94	5	LOS_E	65.71	133.34

AVG	4200-4500	1: Whitehorse Junction - 21@62.7 - 23@42.7	37.56	72.27	10	10	0	0	109.10	81.59	3.29	5	LOS_E	65.71	133.34
				66	132				101.68	75.42	3.0	5.0	LOS_E	66	133

Royston Road - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)
MAX	900-1200	1: Whitehorse Junction - 21@62.7 - 23@42.7	45.34	125.70	22	22	1	0	115.48	92.71	3.67
MAX	1200-1500	1: Whitehorse Junction - 21@62.7 - 23@42.7	114.23	150.14	12	12	1	0	268.73	210.43	8.00
MAX	1500-1800	1: Whitehorse Junction - 21@62.7 - 23@42.7	125.13	184.97	14	14	1	0	356.24	280.83	10.50
MAX	1800-2100	1: Whitehorse Junction - 21@62.7 - 23@42.7	166.53	204.58	16	16	1	0	375.29	303.01	10.07
MAX	2100-2400	1: Whitehorse Junction - 21@62.7 - 23@42.7	139.94	173.02	12	12	1	0	268.96	203.83	7.00
MAX	2400-2700	1: Whitehorse Junction - 21@62.7 - 23@42.7	131.80	167.22	15	15	1	0	356.96	282.99	8.42
MAX	2700-3000	1: Whitehorse Junction - 21@62.7 - 23@42.7	146.33	207.83	19	19	1	0	225.77	174.74	6.33
MAX	3000-3300	1: Whitehorse Junction - 21@62.7 - 23@42.7	112.79	207.09	14	14	2	0	268.49	213.84	6.55
MAX	3300-3600	1: Whitehorse Junction - 21@62.7 - 23@42.7	114.67	150.00	15	15	2	0	263.63	206.89	7.50
MAX	3600-3900	1: Whitehorse Junction - 21@62.7 - 23@42.7	121.51	174.55	22	22	2	0	212.23	167.74	5.44
MAX	3900-4200	1: Whitehorse Junction - 21@62.7 - 23@42.7	122.78	162.07	16	16	1	0	274.50	218.62	6.56
MAX	4200-4500	1: Whitehorse Junction - 21@62.7 - 23@42.7	97.70	168.81	16	16	1	0	255.38	203.01	7.75
				173	193				270.14	213.22	7.3

Clothall Road - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 15@456.3 - 23@42.1	18.06	56.54	20	20	0	0	31.05	22.82	0.73	3	LOS_C	60.95	86.20
AVG	1200-1500	1: Whitehorse Junction - 15@456.3 - 23@42.1	16.84	67.10	28	27	0	0	33.43	24.18	0.80	3	LOS_C	60.95	86.20
AVG	1500-1800	1: Whitehorse Junction - 15@456.3 - 23@42.1	17.88	61.76	22	22	0	0	31.92	23.24	0.78	3	LOS_C	60.95	86.20
AVG	1800-2100	1: Whitehorse Junction - 15@456.3 - 23@42.1	17.27	61.86	20	20	0	0	31.68	23.03	0.76	3	LOS_C	60.95	86.20
AVG	2100-2400	1: Whitehorse Junction - 15@456.3 - 23@42.1	15.14	59.85	26	26	0	0	33.33	23.93	0.79	3	LOS_C	60.95	86.20
AVG	2400-2700	1: Whitehorse Junction - 15@456.3 - 23@42.1	16.39	61.60	20	20	0	0	30.83	22.08	0.80	3	LOS_C	60.95	86.20
AVG	2700-3000	1: Whitehorse Junction - 15@456.3 - 23@42.1	18.50	61.67	21	20	0	0	32.30	23.13	0.77	3	LOS_C	60.95	86.20
AVG	3000-3300	1: Whitehorse Junction - 15@456.3 - 23@42.1	16.39	64.17	28	28	0	0	33.48	24.62	0.79	3	LOS_C	60.95	86.20
AVG	3300-3600	1: Whitehorse Junction - 15@456.3 - 23@42.1	15.84	55.71	19	19	0	0	32.79	23.75	0.80	3	LOS_C	60.95	86.20
AVG	3600-3900	1: Whitehorse Junction - 15@456.3 - 23@42.1	18.63	63.02	21	20	0	0	34.14	25.36	0.83	4	LOS_D	60.95	86.20
AVG	3900-4200	1: Whitehorse Junction - 15@456.3 - 23@42.1	17.17	62.78	27	27	1	0	32.72	23.60	0.77	3	LOS_C	60.95	86.20
AVG	4200-4500	1: Whitehorse Junction - 15@456.3 - 23@42.1	16.41	55.33	20	19	1	0	31.88	23.14	0.79	3	LOS_C	60.95	86.20
				61	272				32.46	23.57	0.8	3.0	LOS_C	61	86

Clothall Road - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)			
MAX	900-1200	1: Whitehorse Junction - 15@456.3 - 23@42.1	24.89	81.73	24	24	1	0	39.93	30.11	0.90
MAX	1200-1500	1: Whitehorse Junction - 15@456.3 - 23@42.1	32.33	90.91	41	41	1	0	43.67	34.39	0.92
MAX	1500-1800	1: Whitehorse Junction - 15@456.3 - 23@42.1	29.90	94.65	29	29	1	0	41.25	32.80	0.92
MAX	1800-2100	1: Whitehorse Junction - 15@456.3 - 23@42.1	28.86	99.24	27	27	1	0	41.44	31.75	0.91
MAX	2100-2400	1: Whitehorse Junction - 15@456.3 - 23@42.1	25.21	82.42	34	34	2	0	44.95	35.43	0.93
MAX	2400-2700	1: Whitehorse Junction - 15@456.3 - 23@42.1	25.49	93.15	26	25	1	0	41.98	31.22	1.00
MAX	2700-3000	1: Whitehorse Junction - 15@456.3 - 23@42.1	29.75	94.60	28	28	2	0	46.01	33.46	1.00
MAX	3000-3300	1: Whitehorse Junction - 15@456.3 - 23@42.1	28.81	114.75	36	36	2	0	43.53	34.15	0.93
MAX	3300-3600	1: Whitehorse Junction - 15@456.3 - 23@42.1	24.08	86.03	23	23	1	0	49.59	40.76	1.00
MAX	3600-3900	1: Whitehorse Junction - 15@456.3 - 23@42.1	29.31	97.57	32	32	1	0	42.93	34.89	0.95
MAX	3900-4200	1: Whitehorse Junction - 15@456.3 - 23@42.1	24.64	96.79	35	33	2	0	44.21	31.28	1.00
MAX	4200-4500	1: Whitehorse Junction - 15@456.3 - 23@42.1	29.73	91.80	29	29	2	0	45.69	37.44	1.00
				94	364				43.76	33.97	1.0

Whitehorse Road - 20 sim runs (5 minute Segments) Average

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(Avg,Avg)	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	11.11	44.29	17	17	0	0	38.37	30.54	0.85	4	LOS_D	42.83	80.34
AVG	1200-1500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	11.26	43.00	14	14	0	0	36.72	28.39	0.86	4	LOS_D	42.83	80.34
AVG	1500-1800	1: Whitehorse Junction - 10046@3.7 - 19@50.5	13.05	43.11	14	14	0	0	36.42	28.33	0.82	4	LOS_D	42.83	80.34
AVG	1800-2100	1: Whitehorse Junction - 10046@3.7 - 19@50.5	10.73	48.04	19	18	0	0	35.04	27.20	0.83	4	LOS_D	42.83	80.34
AVG	2100-2400	1: Whitehorse Junction - 10046@3.7 - 19@50.5	11.54	43.72	13	13	0	0	35.15	27.43	0.82	4	LOS_D	42.83	80.34
AVG	2400-2700	1: Whitehorse Junction - 10046@3.7 - 19@50.5	11.71	41.50	13	13	0	0	38.36	30.29	0.84	4	LOS_D	42.83	80.34
AVG	2700-3000	1: Whitehorse Junction - 10046@3.7 - 19@50.5	8.79	34.20	17	17	0	0	33.53	25.83	0.82	4	LOS_D	42.83	80.34
AVG	3000-3300	1: Whitehorse Junction - 10046@3.7 - 19@50.5	12.26	47.64	14	13	0	0	37.72	29.75	0.86	4	LOS_D	42.83	80.34
AVG	3300-3600	1: Whitehorse Junction - 10046@3.7 - 19@50.5	13.92	46.54	13	13	0	0	37.80	29.95	0.86	4	LOS_D	42.83	80.34
AVG	3600-3900	1: Whitehorse Junction - 10046@3.7 - 19@50.5	9.47	41.86	17	17	0	0	35.89	28.01	0.85	4	LOS_D	42.83	80.34
AVG	3900-4200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	10.36	37.96	13	12	0	0	38.30	30.38	0.87	4	LOS_D	42.83	80.34
AVG	4200-4500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	12.12	42.06	14	14	0	0	35.89	28.10	0.81	4	LOS_D	42.83	80.34
				43	178				36.60	28.68	0.8	4.0	LOS_D	43	80

Whitehorse Road - 20 sim runs (5 minute Segments) Maximum

$MO\	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)
MAX	900-1200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	28.40	90.89	29	28	2	0	51.32	41.58	1.06
MAX	1200-1500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	20.65	76.97	21	21	1	0	51.35	39.93	1.19

MAX	1500-1800	1: Whitehorse Junction - 10046@3.7 - 19@50.5	40.38	100.73	21	21	1	0	60.09	49.51	1.14
MAX	1800-2100	1: Whitehorse Junction - 10046@3.7 - 19@50.5	17.66	87.65	24	24	1	0	46.40	38.56	1.17
MAX	2100-2400	1: Whitehorse Junction - 10046@3.7 - 19@50.5	36.11	111.75	20	20	1	0	61.27	50.04	1.25
MAX	2400-2700	1: Whitehorse Junction - 10046@3.7 - 19@50.5	22.98	75.81	21	21	1	0	55.41	47.45	1.12
MAX	2700-3000	1: Whitehorse Junction - 10046@3.7 - 19@50.5	15.72	50.89	26	26	1	0	44.10	36.25	1.00
MAX	3000-3300	1: Whitehorse Junction - 10046@3.7 - 19@50.5	31.99	92.49	19	19	1	0	62.14	54.01	1.11
MAX	3300-3600	1: Whitehorse Junction - 10046@3.7 - 19@50.5	42.56	112.93	25	25	1	0	70.02	59.20	1.29
MAX	3600-3900	1: Whitehorse Junction - 10046@3.7 - 19@50.5	17.58	71.40	23	23	1	0	48.15	39.52	1.00
MAX	3900-4200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	15.66	74.69	17	17	1	0	46.72	38.66	1.18
MAX	4200-4500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	22.61	81.53	21	21	1	0	48.85	40.93	1.00
				86	267				53.82	44.64	1.1

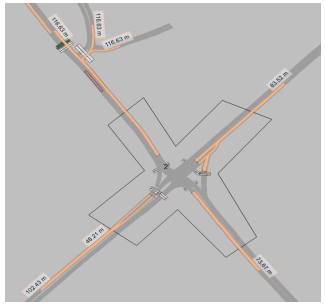
2033 Interim AM

Junction - 100 Sec Cycle Time	Link	Qlen Ave Max (5mins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
AS07 - Station Road	24	116.63	148.95	41.80	1.1	LOS D
Royston Road - Ahead	21	83.52	156.71	59.37	1.4	LOS D
Royston Road - Left	21	77.15	150.63	42.42	1.1	LOS C
Clothall Road	15	73.67	115.58	115.89	1.7	LOS F
Whitehorse Street - Ahead & LeftTurn	11	102.43	184.59	56.14	1.3	LOS D
Whitehorse Street - Right Turn	11	102.43	184.59	55.83	1.4	LOS D

Priority Working - 60 Sec Cycle Time	Link	Qlen Ave Max (5mins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
Railway Underpass - Southbound	31	95.15	126.53	47.75	1.59	LOS D
Railway Underpass - Northbound	32	56.28	98.19	17.65	0.73	LOS B

Northern Junction - 90 sec Cycle Time	Link	Qlen Ave Max (5mins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
AS07 - Station Road (N) - Left Turn	118	129.89	196.19	67.68	1.5	LOS D
AS07 - Station Road (N) - Ahead Only	118	129.89	196.19	143.02	2.5	LOS F
BA1 - Access - Left Turn	121	17.00	29.33	32.82	0.8	LOS D
BA1 - Access - Right Turn	121	12.84	24.58	38.48	0.9	LOS C
AS07 - Station Road (S) - Ahead	1	45.42	76.11	13.73	0.5	LOS B
AS07 - Station Road (S) - Right Turn	1	45.42	76.11	49.84	1.0	LOS D

Bus Priority Working - 90 Sec Cycle Time 1 ped phase every cycle. Signals for Buses only called when required.	Link	Qlen Ave Max (5mins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
AS07 - Northbound	1	30.92	73.47	10.59	0.33	LOS A
AS07 - Southbound	117	66.47	104.53	26	0.88	LOS C



Notes

20 Simulation Runs
Qlen Ave Max (every 5mins), (Qlen Max, Avg)
Time periods indicative
Vissim Qlen Ave MAX (5mins) to compare with Linsig MMQ Outputs
Veh Delay (Delay of all vehicles. The delay of a vehicle in leaving a travel time measurement is obtained by subtracting the theoretical (ideal) travel time from the actual travel time. The theoretical travel time is the travel time which could be achieved if there were no other vehicles and/or no signal controls or other reasons for stops.

1 LOS A
2 LOS B
3 LOS C
4 LOS D
5 LOS E
6 LOS F

Southbound - 20 sim runs (5 minute Segments) Average

$MO*	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	2: Railway Bridge Priority - 31#2.1 - 31#108.9	23.32	83.28	30	29	1	0	31.31	18.74	1.14	3	LOS C	95.15	126.53
AVG	1200-1500	2: Railway Bridge Priority - 31#2.1 - 31#108.9	33.55	90.11	35	32	2	1	45.09	30.02	1.27	4	LOS D	95.15	126.53
AVG	1500-1800	2: Railway Bridge Priority - 31#2.1 - 31#108.9	31.07	87.77	34	32	2	0	47.16	31.41	1.50	4	LOS D	95.15	126.53
AVG	1800-2100	2: Railway Bridge Priority - 31@2.1 - 31@108.9	42.76	108.94	35	32	2	1	55.69	34.91	2.04	5	LOS E	95.15	126.53
AVG	2100-2400	2: Railway Bridge Priority - 31@2.1 - 31@108.9	34.82	95.26	38	36	2	0	46.73	30.92	1.63	4	LOS D	95.15	126.53
AVG	2400-2700	2: Railway Bridge Priority - 31@2.1 - 31@108.9	35.73	98.57	33	31	1	1	48.26	30.64	1.59	4	LOS D	95.15	126.53
AVG	2700-3000	2: Railway Bridge Priority - 31@2.1 - 31@108.9	31.70	90.47	36	35	1	0	40.39	25.50	1.41	4	LOS D	95.15	126.53
AVG	3000-3300	2: Railway Bridge Priority - 31@2.1 - 31@108.9	31.31	88.20	36	33	2	1	41.13	26.66	1.20	4	LOS D	95.15	126.53
AVG	3300-3600	2: Railway Bridge Priority - 31@2.1 - 31@108.9	33.92	90.82	36	34	2	0	45.61	29.95	1.39	4	LOS D	95.15	126.53
AVG	3600-3900	2: Railway Bridge Priority - 31@2.1 - 31@108.9	40.33	100.55	35	33	1	1	60.62	38.84	2.24	5	LOS E	95.15	126.53
AVG	3900-4200	2: Railway Bridge Priority - 31@2.1 - 31@108.9	46.26	106.50	38	36	2	1	55.85	35.93	1.92	5	LOS E	95.15	126.53
AVG	4200-4500	2: Railway Bridge Priority - 31@2.1 - 31@108.9	41.21	101.33	35	33	1	1	55.13	36.75	1.73	4	LOS D	95.15	126.53
				95	421				47.75	30.86	1.59	4.0	LOS D	95	127

Northbound - 20 sim runs (5 minute Segments) Average

$MO*	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	2: Railway Bridge Priority - 32@67.4 - 32@173.4	6.10	44.23	31	29	1	0	15.34	7.46	0.67	2	LOS B	56.28	98.19
AVG	1200-1500	2: Railway Bridge Priority - 32@67.4 - 32@173.4	9.26	52.20	35	32	1	1	18.88	8.84	0.77	2	LOS B	56.28	98.19
AVG	1500-1800	2: Railway Bridge Priority - 32@67.4 - 32@173.4	7.49	54.08	34	32	2	0	15.73	7.65	0.65	2	LOS B	56.28	98.19
AVG	1800-2100	2: Railway Bridge Priority - 32@67.4 - 32@173.4	9.10	58.13	35	33	1	1	18.46	8.86	0.74	2	LOS B	56.28	98.19
AVG	2100-2400	2: Railway Bridge Priority - 32@67.4 - 32@173.4	7.40	47.07	34	32	1	1	16.82	7.09	0.72	2	LOS B	56.28	98.19
AVG	2400-2700	2: Railway Bridge Priority - 32@67.4 - 32@173.4	9.54	62.15	33	30	1	1	18.34	8.49	0.74	2	LOS B	56.28	98.19
AVG	2700-3000	2: Railway Bridge Priority - 32@67.4 - 32@173.4	9.07	54.82	38	36	2	0	18.49	9.25	0.78	2	LOS B	56.28	98.19
AVG	3000-3300	2: Railway Bridge Priority - 32@67.4 - 32@173.4	9.95	58.84	37	34	1	1	18.34	8.65	0.76	2	LOS B	56.28	98.19
AVG	3300-3600	2: Railway Bridge Priority - 32@67.4 - 32@173.4	8.55	54.27	36	35	1	0	16.00	8.05	0.61	2	LOS B	56.28	98.19
AVG	3600-3900	2: Railway Bridge Priority - 32@67.4 - 32@173.4	9.61	61.96	37	34	2	1	18.69	8.58	0.76	2	LOS B	56.28	98.19
AVG	3900-4200	2: Railway Bridge Priority - 32@67.4 - 32@173.4	8.61	56.53	38	36	2	0	16.26	7.28	0.69	2	LOS B	56.28	98.19
AVG	4200-4500	2: Railway Bridge Priority - 32@67.4 - 32@173.4	12.31	71.07	35	31	2	1	20.46	10.16	0.85	3	LOS C	56.28	98.19
				56	421				17.65	8.37	0.73	2.0	LOS B	56	98

AS07 - 20 sim runs (5 minute Segments) Average

$MO*	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 24@44.4 - 19@50.5	26.4	83.9	10	9	0	0	40.50	30.54	1.01	4	LOS D	116.63	148.95
AVG	1200-1500	1: Whitehorse Junction - 24@44.4 - 19@50.5	35.0	129.8	12	10	1	1	41.28	29.07	0.98	4	LOS D	116.63	148.95
AVG	1500-1800	1: Whitehorse Junction - 24@44.4 - 19@50.5	37.5	114.6	14	13	1	0	43.87	32.23	1.11	4	LOS D	116.63	148.95
AVG	1800-2100	1: Whitehorse Junction - 24@44.4 - 19@50.5	31.4	114.3	13	12	0	1	40.92	28.04	1.01	4	LOS D	116.63	148.95
AVG	2100-2400	1: Whitehorse Junction - 24@44.4 - 19@50.5	43.1	125.4	14	13	1	0	44.25	33.05	1.15	4	LOS D	116.63	148.95
AVG	2400-2700	1: Whitehorse Junction - 24@44.4 - 19@50.5	35.1	120.8	13	12	0	1	38.17	25.16	1.13	4	LOS D	116.63	148.95
AVG	2700-3000	1: Whitehorse Junction - 24@44.4 - 19@50.5	36.8	105.7	13	13	0	0	43.48	32.65	1.08	4	LOS D	116.63	148.95
AVG	3000-3300	1: Whitehorse Junction - 24@44.4 - 19@50.5	33.7	128.8	13	12	0	1	40.13	26.74	1.10	4	LOS D	116.63	148.95
AVG	3300-3600	1: Whitehorse Junction - 24@44.4 - 19@50.5	40.1	121.1	12	12	0	0	41.63	30.88	1.13	4	LOS D	116.63	148.95
AVG	3600-3900	1: Whitehorse Junction - 24@44.4 - 19@50.5	32.6	115.0	12	11	0	1	40.76	27.00	1.18	4	LOS D	116.63	148.95
AVG	3900-4200	1: Whitehorse Junction - 24@44.4 - 19@50.5	38.8	124.7	12	11	0	0	44.33	31.70	1.26	4	LOS D	116.63	148.95
AVG	4200-4500	1: Whitehorse Junction - 24@44.4 - 19@50.5	34.1	115.6	15	13	0	1	42.33	29.36	1.02	4	LOS D	116.63	148.95
				117	153				41.80	29.70	1.1	4.0	LOS D	117	149

Royston Road - Ahead Only - 20 sim runs (5 minute Segments) Average

$MO!	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 21@62.5 - 13@19.3	14.94	61.35	12	11	1	0	42.04	28.97	0.95	4	LOS D	83.52	156.71
AVG	1200-1500	1: Whitehorse Junction - 21@62.5 - 13@19.3	20.25	71.31	14	13	1	0	43.20	29.30	1.04	4	LOS D	83.52	156.71
AVG	1500-1800	1: Whitehorse Junction - 21@62.5 - 13@19.3	20.86	79.32	15	14	1	0	55.39	39.10	1.32	4	LOS D	83.52	156.71
AVG	1800-2100	1: Whitehorse Junction - 21@62.5 - 13@19.3	26.23	81.11	13	13	1	0	58.50	40.91	1.27	4	LOS D	83.52	156.71
AVG	2100-2400	1: Whitehorse Junction - 21@62.5 - 13@19.3	18.45	75.40	14	13	1	0	54.86	39.28	1.19	4	LOS D	83.52	156.71
AVG	2400-2700	1: Whitehorse Junction - 21@62.5 - 13@19.3	23.13	74.84	13	12	1	0	50.14	35.36	1.17	4	LOS D	83.52	156.71
AVG	2700-3000	1: Whitehorse Junction - 21@62.5 - 13@19.3	26.04	79.43	13	13	1	0	63.23	45.43	1.47	4	LOS D	83.52	156.71
AVG	3000-3300	1: Whitehorse Junction - 21@62.5 - 13@19.3	22.43	75.54	13	13	0	0	57.04	39.81	1.28	4	LOS D	83.52	156.71
AVG	3300-3600	1: Whitehorse Junction - 21@62.5 - 13@19.3	36.34	92.98	13	12	1	0	67.96	49.33	1.51	5	LOS E	83.52	156.71
AVG	3600-3900	1: Whitehorse Junction - 21@62.5 - 13@19.3	44.44	103.62	15	14	1	0	80.37	58.40	1.96	5	LOS E	83.52	156.71
AVG	3900-4200	1: Whitehorse Junction - 21@62.5 - 13@19.3	37.33	97.85	14	13	1	0	70.59	51.21	1.65	4	LOS D	83.52	156.71
AVG	4200-4500	1: Whitehorse Junction - 21@62.5 - 13@19.3	41.68	109.48	14	13	1	0	69.14	50.01	1.59	5	LOS E	83.52	156.71
				84	163				59.37	42.26	1.4	4.0	LOS D	84	157

Royston Road - Left Only - 20 sim runs (5 minute Segments) Average

$MO!	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 21@62.5 - 17@8.3	8.70	55.89	3	3	0	0	18.36	9.79	0.55	2	LOS B	77.15	150.63
AVG	1200-1500	1: Whitehorse Junction - 21@62.5 - 17@8.3	15.82	67.41	3	3	0	0	24.73	13.13	0.69	2	LOS B	77.15	150.63
AVG	1500-1800	1: Whitehorse Junction - 21@62.5 - 17@8.3	13.28	70.13	4	4	0	0	37.48	25.47	0.95	3	LOS C	77.15	150.63
AVG	1800-2100	1: Whitehorse Junction - 21@62.5 - 17@8.3	16.33	75.05	3	3	0	0	39.84	25.96	1.15	3	LOS C	77.15	150.63
AVG	2100-2400	1: Whitehorse Junction - 21@62.5 - 17@8.3	13.60	72.11	4	4	0	0	41.84	27.13	1.02	3	LOS C	77.15	150.63
AVG	2400-2700	1: Whitehorse Junction - 21@62.5 - 17@8.3	17.92	76.19	4	4	0	0	33.41	21.64	0.85	3	LOS C	77.15	150.63
AVG	2700-3000	1: Whitehorse Junction - 21@62.5 - 17@8.3	18.77	77.34	4	4	0	0	43.99	28.83	1.36	3	LOS C	77.15	150.63
AVG	3000-3300	1: Whitehorse Junction - 21@62.5 - 17@8.3	15.92	67.53	5	4	1	0	35.56	22.77	0.94	3	LOS C	77.15	150.63
AVG	3300-3600	1: Whitehorse Junction - 21@62.5 - 17@8.3	23.19	84.48	4	3	1	0	56.15	39.31	1.31	4	LOS D	77.15	150.63
AVG	3600-3900	1: Whitehorse Junction - 21@62.5 - 17@8.3	28.09	89.69	4	3	0	0	63.78	45.28	1.63	4	LOS D	77.15	150.63
AVG	3900-4200	1: Whitehorse Junction - 21@62.5 - 17@8.3	28.28	89.04	4	3	0	0	59.10	40.75	1.42	4	LOS D	77.15	150.63
AVG	4200-4500	1: Whitehorse Junction - 21@62.5 - 17@8.3	34.69	100.91	4	4	0	0	54.77	36.35	1.52	4	LOS D	77.15	150.63
				77	46				42.42	28.03	1.1	3.0	LOS C	77	151

Clothall Road - 20 sim runs (5 minute Segments) Average

$MO!	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 15@456.3 - 23@42.1	21.60	49.21	6	6	0	0	60.57	50.75	1.06	5	LOS E	73.67	115.58
AVG	1200-1500	1: Whitehorse Junction - 15@456.3 - 23@42.1	28.64	57.46	6	6	0	0	74.69	63.44	1.25	5	LOS E	73.67	115.58
AVG	1500-1800	1: Whitehorse Junction - 15@456.3 - 23@42.1	36.63	65.59	7	7	0	0	92.00	79.71	1.39	5	LOS E	73.67	115.58
AVG	1800-2100	1: Whitehorse Junction - 15@456.3 - 23@42.1	36.33	67.78	7	7	0	0	106.30	92.99	1.59	5	LOS E	73.67	115.58
AVG	2100-2400	1: Whitehorse Junction - 15@456.3 - 23@42.1	47.08	74.61	8	6	0	1	134.56	112.61	1.91	6	LOS F	73.67	115.58
AVG	2400-2700	1: Whitehorse Junction - 15@456.3 - 23@42.1	48.06	78.76	8	7	0	0	119.87	103.81	1.80	6	LOS F	73.67	115.58
AVG	2700-3000	1: Whitehorse Junction - 15@456.3 - 23@42.1	47.95	80.67	8	7	0	0	129.10	112.80	1.90	6	LOS F	73.67	115.58
AVG	3000-3300	1: Whitehorse Junction - 15@456.3 - 23@42.1	51.44	84.12	7	7	0	0	133.32	116.55	1.99	6	LOS F	73.67	115.58
AVG	3300-3600	1: Whitehorse Junction - 15@456.3 - 23@42.1	51.48	81.28	8	8	0	0	133.54	116.53	1.92	6	LOS F	73.67	115.58
AVG	3600-3900	1: Whitehorse Junction - 15@456.3 - 23@42.1	48.34	78.99	8	7	0	0	134.60	117.89	1.92	6	LOS F	73.67	115.58
AVG	3900-4200	1: Whitehorse Junction - 15@456.3 - 23@42.1	53.95	86.85	7	7	0	0	134.88	117.24	1.91	6	LOS F	73.67	115.58
AVG	4200-4500	1: Whitehorse Junction - 15@456.3 - 23@42.1	47.75	78.66	8	7	1	0	137.23	118.69	2.11	6	LOS F	73.67	115.58
				74	88				115.89	100.25	1.7	6.0	LOS F	74	116

Whitehorse Road - Ahead & Left Turn - 20 sim runs (5 minute Segments) Average

$MO!	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	24.71	79.39	21	20	1	0	42.54	33.81	0.87	4	LOS D	102.43	184.59
AVG	1200-1500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	30.98	90.06	24	23	1	0	49.80	36.61	1.29	4	LOS D	102.43	184.59
AVG	1500-1800	1: Whitehorse Junction - 10046@3.7 - 19@50.5	33.41	96.70	24	23	1	0	52.45	41.37	1.09	4	LOS D	102.43	184.59
AVG	1800-2100	1: Whitehorse Junction - 10046@3.7 - 19@50.5	30.43	94.96	25	24	1	0	48.56	36.29	1.16	4	LOS D	102.43	184.59
AVG	2100-2400	1: Whitehorse Junction - 10046@3.7 - 19@50.5	37.04	99.49	25	24	1	0	55.77	44.93	1.12	5	LOS E	102.43	184.59
AVG	2400-2700	1: Whitehorse Junction - 10046@3.7 - 19@50.5	39.39	110.64	27	25	1	0	58.83	44.25	1.39	4	LOS D	102.43	184.59
AVG	2700-3000	1: Whitehorse Junction - 10046@3.7 - 19@50.5	42.94	108.53	23	22	1	0	61.09	48.87	1.25	5	LOS E	102.43	184.59
AVG	3000-3300	1: Whitehorse Junction - 10046@3.7 - 19@50.5	53.76	119.44	24	24	1	0	65.23	49.59	1.51	5	LOS E	102.43	184.59
AVG	3300-3600	1: Whitehorse Junction - 10046@3.7 - 19@50.5	61.07	131.09	26	25	2	0	74.07	58.72	1.58	5	LOS E	102.43	184.59
AVG	3600-3900	1: Whitehorse Junction - 10046@3.7 - 19@50.5	41.47	116.75	25	24	1	0	66.35	51.27	1.50	5	LOS E	102.43	184.59
AVG	3900-4200	1: Whitehorse Junction - 10046@3.7 - 19@50.5	26.25	89.13	24	23	1	0	50.86	40.42	1.06	4	LOS D	102.43	184.59
AVG	4200-4500	1: Whitehorse Junction - 10046@3.7 - 19@50.5	30.18	92.98	24	23	1	0	48.19	35.30	1.22	4	LOS D	102.43	184.59
				102	292				56.14	43.45	1.3	4.0	LOS D	102	185

Whitehorse Road - Right Turn - 20 sim runs (5 minute Segments) Average

$MO!	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	1: Whitehorse Junction - 10046@3.7 - 17@8.4	24.71	79.39	2	2	0	0	46.23	36.99	1.15	4	LOS D	102.43	184.59
AVG	1200-1500	1: Whitehorse Junction - 10046@3.7 - 17@8.4	30.98	90.06	2	2	0	0	50.68	35.04	1.54	4	LOS D	102.43	184.59
AVG	1500-1800	1: Whitehorse Junction - 10046@3.7 - 17@8.4	33.41	96.70	2	2	0	0	56.60	44.79	1.38	4	LOS D	102.43	184.59
AVG	1800-2100	1: Whitehorse Junction - 10046@3.7 - 17@8.4	30.43	94.96	2	2	0	0	48.44	36.62	1.26	4	LOS D	102.43	184.59
AVG	2100-2400	1: Whitehorse Junction - 10046@3.7 - 17@8.4	37.04	99.49	2	2	0	0	63.99	51.03	1.42	5	LOS E	102.43	184.59
AVG	2400-2700	1: Whitehorse Junction - 10046@3.7 - 17@8.4	39.39	110.64	2	2	0	0	58.56	44.22	1.52	5	LOS E	102.43	184.59
AVG	2700-3000	1: Whitehorse Junction - 10046@3.7 - 17@8.4	42.94	108.53	3	2	0	0	59.49	46.35	1.35	4	LOS D	102.43	184.59
AVG	3000-3300	1: Whitehorse Junction - 10046@3.7 - 17@8.4	53.76	119.44	2	2	0	0	65.78	51.41	1.52	4	LOS D	102.43	184.59
AVG	3300-3600	1: Whitehorse Junction - 10046@3.7 - 17@8.4	61.07	131.09	2	2	0	0	69.95	56.88	1.57	5	LOS E	102.43	184.59
AVG	3600-3900	1: Whitehorse Junction - 10046@3.7 - 17@8.4	41.47	116.75	2	2	0	0	49.67	37.87	1.36	4	LOS D	102.43	184.59
AVG	3900-4200	1: Whitehorse Junction - 10046@3.7 - 17@8.4	26.25	89.13	2	2	0	0	53.06	41.74	1.37	4	LOS D	102.43	184.59
AVG	4200-4500	1: Whitehorse Junction - 10046@3.7 - 17@8.4	30.18	92.98	3	2	0	0	47.51	31.95	1.67	4	LOS D	102.43	184.59
				102	26				55.83	42.91	1.4	4.0	LOS D	102	185

A507 (N) - Left Turn - 20 sim runs (5 minute Segments) Average

$MO!	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	6: A507 - Northern Access - 118@17.6 - 120@94.2	27.11	68.99	1	1	0	0	14.38	7.76	0.56	2	LOS B	129.89	196.19
AVG	1200-1500	6: A507 - Northern Access - 118@17.6 - 120@94.2	47.04	96.23	1	1	0	0	18.10	11.83	0.56	2	LOS B	129.89	196.19
AVG	1500-1800	6: A507 - Northern Access - 118@17.6 - 120@94.2	70.87	112.64	2	2	0	0	55.93	40.50	1.26	4	LOS D	129.89	196.19
AVG	1800-2100	6: A507 - Northern Access - 118@17.6 - 120@94.2	72.40	117.29	2	2	0	0	43.60	30.70	1.09	3	LOS C	129.89	196.19
AVG	2100-2400	6: A507 - Northern Access - 118@17.6 - 120@94.2	69.58	116.87	2	2	0	0	51.77	37.25	1.27	4	LOS D	129.89	196.19
AVG	2400-2700	6: A507 - Northern Access - 118@17.6 - 120@94.2	78.08	122.20	1	1	0	0	53.67	39.20	1.07	4	LOS D	129.89	196.19
AVG	2700-3000	6: A507 - Northern Access - 118@17.6 - 120@94.2	84.94	133.77	1	1	0	0	81.06	62.19	1.98	4	LOS D	129.89	196.19
AVG	3000-3300	6: A507 - Northern Access - 118@17.6 - 120@94.2	104.64	152.28	2	2	0	0	79.88	62.16	1.81	5	LOS E	129.89	196.19
AVG	3300-3600	6: A507 - Northern Access - 118@17.6 - 120@94.2	112.59	159.25	2	2	0	0	101.77	76.22	2.19	5	LOS E	129.89	196.19
AVG	3600-3900	6: A507 - Northern Access - 118@17.6 - 120@94.2	108.92	153.09	1	1	0	0	104.94	80.92	2.16	5	LOS E	129.89	196.19
AVG	3900-4200	6: A507 - Northern Access - 118@17.6 - 120@94.2	112.47	159.46	2	2	0	0	102.17	80.79	1.93	5	LOS E	129.89	196.19
AVG	4200-4500	6: A507 - Northern Access - 118@17.6 - 120@94.2	121.59	166.62	1	1	0	0	104.85	82.24	1.95	5	LOS E	129.89	196.19
				130	18				67.68	50.98	1.5	4.0	LOS D	130	196

A507 (N) - Ahead - 20 sim runs (5 minute Segments) Average

$MO!	TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QLenMax(	QLenMax(Avg,Max)
AVG	900-1200	6: A507 - Northern Access - 118@17.6 - 117@61.5	27.11	68.99	23	21	2	0	57.12	42.72	1.07	5	LOS E	129.89	196.19
AVG	1200-1500	6: A507 - Northern Access - 118@17.6 - 117@61.5	47.04	96.23	24	22	2	0	83.81	64.27	1.53	5	LOS E	129.89	196.19