

AVG 1500-1800	6: AS07 - Northern Access - 118@17.6 - 117@61.5	70.87	112.64	21	18	2	0	112.55	89.01	1.96	6	LOS F	129.89	196.19
AVG 1800-2100	6: AS07 - Northern Access - 118@17.6 - 117@61.5	72.40	117.29	25	22	2	0	132.11	106.29	2.27	6	LOS F	129.89	196.19
AVG 2100-2400	6: AS07 - Northern Access - 118@17.6 - 117@61.5	80.58	136.87	25	24	2	0	120.88	96.25	2.14	6	LOS F	129.89	196.19
AVG 2400-2700	6: AS07 - Northern Access - 118@17.6 - 117@61.5	78.08	122.20	22	20	2	0	138.89	112.61	2.34	6	LOS F	129.89	196.19
AVG 2700-3000	6: AS07 - Northern Access - 118@17.6 - 117@61.5	84.94	133.77	28	24	1	0	143.04	115.58	2.58	6	LOS F	129.89	196.19
AVG 3000-3300	6: AS07 - Northern Access - 118@17.6 - 117@61.5	104.64	152.28	25	23	2	0	163.66	132.62	2.84	6	LOS F	129.89	196.19
AVG 3300-3600	6: AS07 - Northern Access - 118@17.6 - 117@61.5	122.59	159.25	22	20	2	0	189.03	154.97	3.14	6	LOS F	129.89	196.19
AVG 3600-3900	6: AS07 - Northern Access - 118@17.6 - 117@61.5	108.82	153.09	25	24	2	0	153.69	132.7	3.27	6	LOS F	129.89	196.19
AVG 3900-4200	6: AS07 - Northern Access - 118@17.6 - 117@61.5	112.47	159.46	27	25	1	0	185.44	151.51	3.17	6	LOS F	129.89	196.19
AVG 4200-4500	6: AS07 - Northern Access - 118@17.6 - 117@61.5	121.59	166.82	22	20	2	0	194.50	155.16	3.43	6	LOS F	129.89	196.19
		130	241					341.02	315.47	2.1	6.8	LOS F	130	196

Northern Access (E) - Right Only - 20 sim runs (5 minute Segments) Average

SMOJ TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: AS07 - Northern Access - 121@369.8 - 107@69.0	1.88	11.09	3	3	0	0	27.29	22.12	0.70	3	LOS C	12.84	24.58
AVG 1200-1500	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.13	12.13	4	4	0	0	29.45	21.80	0.79	3	LOS C	12.84	24.58
AVG 1500-1800	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.56	14.34	4	4	0	0	29.88	23.97	0.79	3	LOS C	12.84	24.58
AVG 1800-2100	6: AS07 - Northern Access - 121@369.8 - 107@69.0	3.28	14.07	4	4	0	0	35.56	29.29	0.77	3	LOS C	12.84	24.58
AVG 2100-2400	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.28	12.03	5	5	0	0	33.81	31.87	0.83	4	LOS D	12.84	24.58
AVG 2400-2700	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.62	11.86	4	4	0	0	34.97	29.35	0.76	3	LOS C	12.84	24.58
AVG 2700-3000	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.76	12.01	4	4	0	0	38.38	32.23	0.88	4	LOS D	12.84	24.58
AVG 3000-3300	6: AS07 - Northern Access - 121@369.8 - 107@69.0	3.13	14.85	6	6	0	0	37.26	30.87	0.85	4	LOS D	12.84	24.58
AVG 3300-3600	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.94	14.26	5	5	0	0	30.25	24.38	0.71	3	LOS C	12.84	24.58
AVG 3600-3900	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.31	12.41	4	4	0	0	34.57	28.08	0.88	3	LOS C	12.84	24.58
AVG 3900-4200	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.93	15.29	5	5	0	0	31.85	25.91	0.77	3	LOS C	12.84	24.58
AVG 4200-4500	6: AS07 - Northern Access - 121@369.8 - 107@69.0	2.06	9.77	4	4	0	0	26.54	21.39	0.64	3	LOS C	12.84	24.58
		15	52					32.82	26.95	0.8	3.0	LOS C	13	28

Northern Access (E) - Left Only - 20 sim runs (5 minute Segments) Average

SMOJ TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: AS07 - Northern Access - 121@369.5 - 117@61.5	3.63	16.15	5	25	1	0	30.60	0.84	0	4	LOS D	17.00	29.33
AVG 1200-1500	6: AS07 - Northern Access - 121@369.5 - 117@61.5	4.13	16.33	7	7	0	0	40.18	30.61	1.20	4	LOS D	17.00	29.33
AVG 1500-1800	6: AS07 - Northern Access - 121@369.5 - 117@61.5	4.05	18.50	7	7	0	0	38.22	29.91	0.79	4	LOS D	17.00	29.33
AVG 1800-2100	6: AS07 - Northern Access - 121@369.5 - 117@61.5	4.03	16.16	6	6	0	0	36.15	28.52	0.81	4	LOS D	17.00	29.33
AVG 2100-2400	6: AS07 - Northern Access - 121@369.5 - 117@61.5	3.01	16.94	6	6	0	0	35.79	27.88	0.92	3	LOS C	17.00	29.33
AVG 2400-2700	6: AS07 - Northern Access - 121@369.5 - 117@61.5	4.10	17.20	6	6	0	0	40.39	32.00	0.90	4	LOS D	17.00	29.33
AVG 2700-3000	6: AS07 - Northern Access - 121@369.5 - 117@61.5	3.45	16.13	5	5	0	0	36.11	28.29	0.82	4	LOS D	17.00	29.33
AVG 3000-3300	6: AS07 - Northern Access - 121@369.5 - 117@61.5	3.95	16.89	6	6	0	0	41.71	31.95	1.20	4	LOS D	17.00	29.33
AVG 3300-3600	6: AS07 - Northern Access - 121@369.5 - 117@61.5	4.01	17.93	6	6	0	0	39.63	31.82	0.93	4	LOS D	17.00	29.33
AVG 3600-3900	6: AS07 - Northern Access - 121@369.5 - 117@61.5	3.62	17.31	5	5	0	0	40.70	31.76	0.93	4	LOS D	17.00	29.33
AVG 3900-4200	6: AS07 - Northern Access - 121@369.5 - 117@61.5	4.15	17.66	6	6	0	0	42.52	33.74	1.00	4	LOS D	17.00	29.33
AVG 4200-4500	6: AS07 - Northern Access - 121@369.5 - 117@61.5	3.44	16.40	7	7	0	0	36.71	29.03	0.90	4	LOS D	17.00	29.33
		17	74					38.48	29.92	0.9	4.0	LOS D	17	29

AS07 (S) - Ahead Only - 20 sim runs (5 minute Segments) Average

SMOJ TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: AS07 - Northern Access - 1@138.2 - 107@49.7	5.21	41.11	28	27	1	0	13.64	9.00	0.44	2	LOS B	45.42	76.11
AVG 1200-1500	6: AS07 - Northern Access - 1@138.2 - 107@49.7	8.89	46.05	27	26	1	0	14.93	10.28	0.44	2	LOS B	45.42	76.11
AVG 1500-1800	6: AS07 - Northern Access - 1@138.2 - 107@49.7	9.99	47.87	25	23	2	0	11.01	7.62	0.52	2	LOS B	45.42	76.11
AVG 1800-2100	6: AS07 - Northern Access - 1@138.2 - 107@49.7	5.83	41.63	30	29	1	0	12.61	8.22	0.40	2	LOS B	45.42	76.11
AVG 2100-2400	6: AS07 - Northern Access - 1@138.2 - 107@49.7	9.90	49.08	26	24	2	0	16.63	11.96	0.45	2	LOS B	45.42	76.11
AVG 2400-2700	6: AS07 - Northern Access - 1@138.2 - 107@49.7	7.26	41.81	26	25	1	0	10.98	6.28	0.47	2	LOS B	45.42	76.11
AVG 2700-3000	6: AS07 - Northern Access - 1@138.2 - 107@49.7	6.78	39.28	33	31	2	0	12.37	8.00	0.39	2	LOS B	45.42	76.11
AVG 3000-3300	6: AS07 - Northern Access - 1@138.2 - 107@49.7	12.61	57.70	30	28	2	0	19.05	13.40	0.55	2	LOS B	45.42	76.11
AVG 3300-3600	6: AS07 - Northern Access - 1@138.2 - 107@49.7	8.54	42.89	27	25	1	0	11.86	6.94	0.48	2	LOS B	45.42	76.11
AVG 3600-3900	6: AS07 - Northern Access - 1@138.2 - 107@49.7	5.75	38.90	33	31	2	0	10.69	6.70	0.37	2	LOS B	45.42	76.11
AVG 3900-4200	6: AS07 - Northern Access - 1@138.2 - 107@49.7	11.66	51.07	31	29	2	0	11.09	12.00	0.50	2	LOS B	45.42	76.11
AVG 4200-4500	6: AS07 - Northern Access - 1@138.2 - 107@49.7	9.02	47.61	25	23	2	0	11.94	6.96	0.45	2	LOS B	45.42	76.11
		45	342					11.73	8.96	0.5	2.0	LOS B	45	76

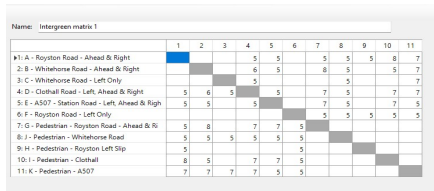
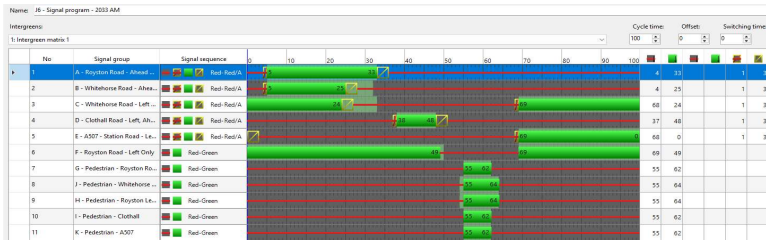
AS07 (S) - Right Only - 20 sim runs (5 minute Segments) Average

SMOJ TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(Avg,Max)
MAX 900-1200	6: AS07 - Northern Access - 1@138.2 - 120@94.2	5.21	41.11	28	27	1	0	54.55	45.41	1.17	4	LOS D	45.42	76.11
MAX 1200-1500	6: AS07 - Northern Access - 1@138.2 - 120@94.2	8.89	46.05	1	1	0	0	38.04	29.88	0.82	4	LOS D	45.42	76.11
MAX 1500-1800	6: AS07 - Northern Access - 1@138.2 - 120@94.2	9.99	47.87	4	3	0	0	58.18	41.16	1.06	4	LOS D	45.42	76.11
MAX 1800-2100	6: AS07 - Northern Access - 1@138.2 - 120@94.2	5.83	41.63	3	3	0	0	54.47	41.18	1.00	4	LOS E	45.42	76.11
MAX 2100-2400	6: AS07 - Northern Access - 1@138.2 - 120@94.2	9.90	49.08	2	2	0	0	50.95	49.54	1.17	5	LOS E	45.42	76.11
MAX 2400-2700	6: AS07 - Northern Access - 1@138.2 - 120@94.2	7.26	41.81	2	2	0	0	42.57	29.18	1.08	4	LOS D	45.42	76.11
MAX 2700-3000	6: AS07 - Northern Access - 1@138.2 - 120@94.2	6.78	39.28	3	3	0	0	48.59	41.25	1.00	4	LOS D	45.42	76.11
MAX 3000-3300	6: AS07 - Northern Access - 1@138.2 - 120@94.2	12.61	57.70	2	2	0	0	48.88	39.58	1.07	4	LOS D	45.42	76.11
MAX 3300-3600	6: AS07 - Northern Access - 1@138.2 - 120@94.2	8.54	42.89	1	1	0	0	47.99	41.12	1.04	4	LOS D	45.42	76.11
MAX 3600-3900	6: AS07 - Northern Access - 1@138.2 - 120@94.2	5.75	38.90	2	2	0	0	45.96	37.99	1.00	4	LOS D	45.42	76.11
MAX 3900-4200	6: AS07 - Northern Access - 1@138.2 - 120@94.2	11.66	51.07	2	2	0	0	53.03	43.94	1.10	4	LOS D	45.42	76.11
MAX 4200-4500	6: AS07 - Northern Access - 1@138.2 - 120@94.2	9.02	47.61	2	2	0	0	47.88	39.58	0.95	4	LOS D	45.42	76.11
		45	28					49.84	41.11	1.0	4.0	LOS D	45	76

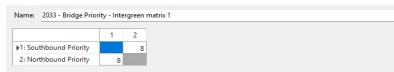
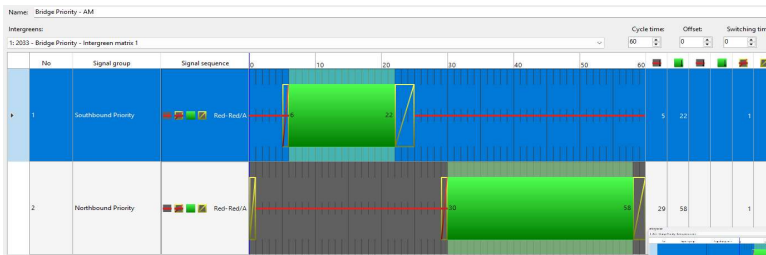
AS07 (N) - Bus Priority - 20 sim runs (5 minute Segments) Average

SMOJ TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.99	24.63	26	24	1	0	8.21	2.38	0.28	1	LOS A	30.92	73.47
AVG 1200-1500	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.41	37.90	30	28	1	0	12.96	5.10	0.39	2	LOS B	30.92	73.47
AVG 1500-1800	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.71	26.43	32	30	2	0	8.83	3.04	0.24	1	LOS A	30.92	73.47
AVG 1800-2100	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.82	34.64	30	28	2	0	12.44	4.55	0.47	2	LOS B	30.92	73.47
AVG 2100-2400	7: Bus Priority Junction - 1@7.9 - 1@71.4	0.75	16.49	28	26	2	0	8.77	2.62	0.21	1	LOS A	30.92	73.47
AVG 2400-2700	7: Bus Priority Junction - 1@7.9 - 1@71.4	3.79	37.22	30	29	1	0	14.83	6.60	0.53	2	LOS B	30.92	73.47
AVG 2700-3000	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.54	33.54	33	31	2	0	8.67	2.14	0.26	1	LOS A	30.92	73.47
AVG 3000-3300	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.08	31.74	33	31	2	0	9.93	3.31	0.27	1	LOS A	30.92	73.47
AVG 3300-3600	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.89	36.29	33	31	2	0	8.42	3.53	0.29	1	LOS A	30.92	73.47
AVG 3600-3900	7: Bus Priority Junction - 1@7.9 - 1@71.4	0.56	16.90	28	26	2	0	11.98	4.60	0.23	1	LOS A	30.92	73.47
AVG 3900-4200	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.44	19.96	33	31	2	0	10.01	6.12	0.32	1	LOS A	30.92	73.47
AVG 4200-4500	7: Bus Priority Junction - 1@7.9 - 1@71.4	3.73	37.30	33	28	3	0	14.92	6.72	0.51	2	LOS B	30.92	73.47
		31	37.96	33	28	3	0	15.01	6.74	0.51	2	LOS B	30.92	73.47

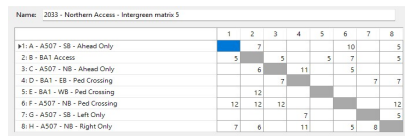
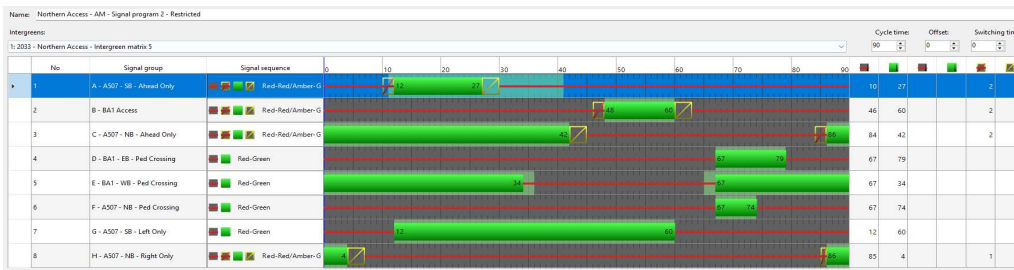
A507 / Whitehorse Road / Clothall Road / Royston Road



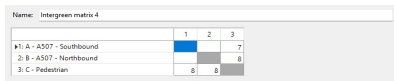
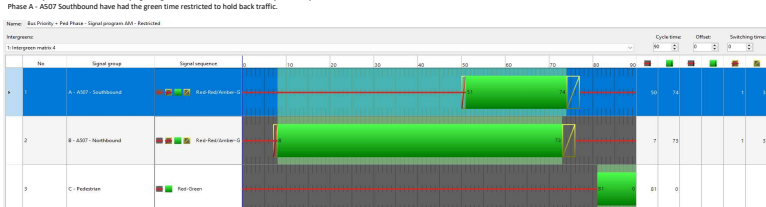
Bridge Priority



Northern Access Junction Phase A - A507 Southbound have had the green time restricted to hold back traffic.



Bus Priority - Red Phase - Bus Priority should work on Station, Clothall only when required.

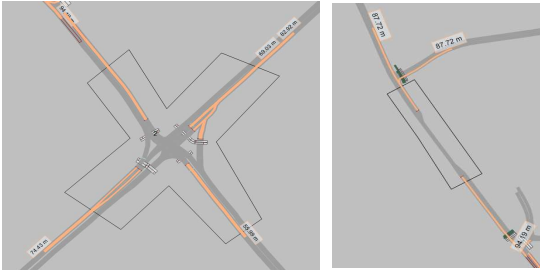


2033 Interim PM

Junction - 100 Sec Cycle Time	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road	24	61.96	123.13	48.13	1.1	LOS_D
Royston Road - Ahead	21	76.40	145.32	45.40	1.1	LOS_D
Royston Road - Left	21	69.03	139.03	29.80	0.9	LOS_C
Cathall Road	15	55.09	88.27	59.16	1.1	LOS_E
Whitehorse Street - Ahead & Left Turn	11	74.43	141.21	48.86	1.2	LOS_D
Whitehorse Street - Right Turn	11	74.43	141.21	51.11	1.4	LOS_D
Priority Working - 60 Sec Cycle Time	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
Railway Underpass - Southbound	31	87.72	138.79	57.44	1.78	LOS_D
Railway Underpass - Northbound	32	94.19	144.61	18.68	0.82	LOS_B
Northern Junction - 90 Sec Cycle Time	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road (N) - Left Turn	118	120.43	200.21	67.50	1.4	LOS_D
A507 - Station Road (N) - Ahead Only	118	120.43	200.21	160.38	2.6	LOS_F
BA1 - Access - Left Turn	121	10.26	18.51	37.64	0.8	LOS_D
BA1 - Access - Right Turn	121	7.81	15.72	42.82	1.1	LOS_C
A507 - Station Road (S) - Ahead	1	80.78	123.51	17.47	0.5	LOS_B
A507 - Station Road (S) - Right Turn	1	80.78	123.51	59.95	1.2	LOS_E
Bus Priority Working - 90 Sec Cycle Time 1 ped phase every cycle. Signals for Buses only called when resident	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Northbound	1	65.72	130.47	15.10	0.48	LOS_B
A507 - Southbound	117	71.71	124.83	10	1.07	LOS_D

Notes

20 Simulation Runs
Qlen Ave Max (every 5mins), (Qlen Max, Avg,Avg)
Time periods indicative
Vision 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.



- LOS_A
- LOS_B
- LOS_C
- LOS_D
- LOS_E
- LOS_F

Southbound - 20 sim runs (5 minute Segments) Average

SMD 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	16.63	65.04	24	24	0	0	34.57	21.82	1.12	3	LOS_C	87.72	138.79
AVG 1200-1500	2: Railway Bridge Priority - 31@2:1 - 31@108.9	11.34	72.86	19	17	0	1	35.36	20.25	1.26	4	LOS_D	87.72	138.79
AVG 1500-1800	2: Railway Bridge Priority - 31@2:1 - 31@108.9	34.72	88.16	31	30	0	0	50.53	33.69	1.62	4	LOS_D	87.72	138.79
AVG 1800-2100	2: Railway Bridge Priority - 31@2:1 - 31@108.9	48.03	95.16	31	29	1	1	71.03	50.54	2.05	5	LOS_E	87.72	138.79
AVG 2100-2400	2: Railway Bridge Priority - 31@2:1 - 31@108.9	38.86	83.69	31	30	0	0	63.74	45.73	1.79	5	LOS_E	87.72	138.79
AVG 2400-2700	2: Railway Bridge Priority - 31@2:1 - 31@108.9	25.38	74.17	28	27	0	1	44.35	29.02	1.41	4	LOS_D	87.72	138.79
AVG 2700-3000	2: Railway Bridge Priority - 31@2:1 - 31@108.9	27.30	70.55	30	29	1	0	43.46	29.08	1.31	4	LOS_D	87.72	138.79
AVG 3000-3300	2: Railway Bridge Priority - 31@2:1 - 31@108.9	13.08	71.93	19	18	0	1	38.32	23.24	1.44	4	LOS_D	87.72	138.79
AVG 3300-3600	2: Railway Bridge Priority - 31@2:1 - 31@108.9	36.58	92.46	32	31	1	0	50.38	33.43	1.56	4	LOS_D	87.72	138.79
AVG 3600-3900	2: Railway Bridge Priority - 31@2:1 - 31@108.9	61.31	123.83	32	30	0	1	82.28	59.24	2.47	6	LOS_F	87.72	138.79
AVG 3900-4200	2: Railway Bridge Priority - 31@2:1 - 31@108.9	68.01	115.42	31	29	1	1	99.30	71.34	2.99	5	LOS_E	87.72	138.79
AVG 4200-4500	2: Railway Bridge Priority - 31@2:1 - 31@108.9	52.49	98.37	30	29	0	1	75.73	53.89	2.37	5	LOS_E	87.72	138.79
			86	338				57.44	39.27	1.78	4.0	LOS_D	88	139

Northbound - 20 sim runs (5 minute Segments) Average

SMD 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	11.46	66.46	51	51	0	0	15.40	6.82	0.64	2	LOS_B	94.19	144.61
AVG 1200-1500	2: Railway Bridge Priority - 32@67.4 - 32@173.4	15.59	94.81	63	61	1	1	18.07	6.96	0.79	2	LOS_B	94.19	144.61
AVG 1500-1800	2: Railway Bridge Priority - 32@67.4 - 32@173.4	18.68	97.56	64	63	1	0	18.58	8.45	0.81	2	LOS_B	94.19	144.61
AVG 1800-2100	2: Railway Bridge Priority - 32@67.4 - 32@173.4	16.65	94.22	62	61	0	1	19.25	7.79	0.85	2	LOS_B	94.19	144.61
AVG 2100-2400	2: Railway Bridge Priority - 32@67.4 - 32@173.4	19.75	97.17	65	64	1	1	19.66	8.64	0.85	3	LOS_C	94.19	144.61
AVG 2400-2700	2: Railway Bridge Priority - 32@67.4 - 32@173.4	17.63	93.12	66	65	0	1	18.75	7.29	0.80	2	LOS_B	94.19	144.61
AVG 2700-3000	2: Railway Bridge Priority - 32@67.4 - 32@173.4	19.68	95.17	64	63	1	0	18.44	8.10	0.85	2	LOS_B	94.19	144.61
AVG 3000-3300	2: Railway Bridge Priority - 32@67.4 - 32@173.4	18.71	93.97	64	63	0	1	18.93	7.45	0.86	2	LOS_B	94.19	144.61
AVG 3300-3600	2: Railway Bridge Priority - 32@67.4 - 32@173.4	26.35	112.79	66	66	1	0	20.56	9.63	0.94	2	LOS_B	94.19	144.61
AVG 3600-3900	2: Railway Bridge Priority - 32@67.4 - 32@173.4	17.01	93.59	63	62	0	1	20.31	8.70	0.88	2	LOS_B	94.19	144.61
AVG 3900-4200	2: Railway Bridge Priority - 32@67.4 - 32@173.4	18.35	98.11	63	62	1	0	18.35	8.10	0.81	2	LOS_B	94.19	144.61
AVG 4200-4500	2: Railway Bridge Priority - 32@67.4 - 32@173.4	15.75	93.37	63	62	1	1	17.88	7.51	0.76	2	LOS_B	94.19	144.61
			94	754				18.68	7.95	0.82	2.0	LOS_B	94	145

A507 - 20 sim runs (5 minute Segments) Average

SMD 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@44.5 - 13@20.1	14.6	49.2	8	8	0	0	39.17	30.17	0.97	4	LOS_D	80.98	123.16
AVG 1200-1500	1: Whitehorse Junction - 24@44.5 - 13@20.1	22.0	63.3	10	9	0	1	45.55	33.68	0.91	4	LOS_D	80.98	123.16
AVG 1500-1800	1: Whitehorse Junction - 24@44.5 - 13@20.1	20.8	70.0	13	13	0	0	38.56	29.20	0.94	4	LOS_D	80.98	123.16
AVG 1800-2100	1: Whitehorse Junction - 24@44.5 - 13@20.1	35.2	96.2	14	13	0	1	54.64	41.26	1.26	5	LOS_E	80.98	123.16
AVG 2100-2400	1: Whitehorse Junction - 24@44.5 - 13@20.1	36.4	94.2	14	14	0	0	54.56	43.00	1.17	5	LOS_E	80.98	123.16
AVG 2400-2700	1: Whitehorse Junction - 24@44.5 - 13@20.1	31.3	94.1	14	13	0	1	51.96	39.14	1.10	4	LOS_D	80.98	123.16
AVG 2700-3000	1: Whitehorse Junction - 24@44.5 - 13@20.1	24.4	70.2	13	13	0	0	45.38	34.97	1.05	4	LOS_D	80.98	123.16
AVG 3000-3300	1: Whitehorse Junction - 24@44.5 - 13@20.1	21.5	63.4	11	10	0	1	44.53	33.07	0.89	4	LOS_D	80.98	123.16
AVG 3300-3600	1: Whitehorse Junction - 24@44.5 - 13@20.1	20.9	68.1	12	12	0	0	36.10	26.15	0.90	4	LOS_D	80.98	123.16

AVG 3600-3900	1: Whitehorse Junction - 24@44.5 - 13@20.1	42.1	102.6	13	12	0	1	56.86	43.62	1.20	4	LOS_D	80.98	123.16
AVG 3900-4200	1: Whitehorse Junction - 24@44.5 - 13@20.1	40.3	107.1	14	14	0	0	56.99	44.73	1.26	5	LOS_E	80.98	123.16
AVG 4200-4500	1: Whitehorse Junction - 24@44.5 - 13@20.1	36.7	93.4	13	12	0	1	55.61	43.78	1.21	5	LOS_E	80.98	123.16
			81	149				48.33	36.73	1.1	4.0	LOS_D	81	123

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEH(S)ALL	VEH(S)10	VEH(S)20	VEH(S)160	VEHDELA(Y)ALL	STOPDELA(Y)ALL	STOPS(ALL)	LOSVA(ALL)	LOS	QlenMax	QlenMax(Avg.Max)
AVG 900-1200	1: Whitehorse Junction - 21@62.5 - 13@19.3	10.50	58.86	13	13	0	0	34.88	20.42	0.79	3	LOS_C	78.40	145.32
AVG 1200-1500	1: Whitehorse Junction - 21@62.5 - 13@19.3	19.87	76.94	16	16	0	0	42.41	26.36	0.98	4	LOS_D	78.40	145.32
AVG 1500-1800	1: Whitehorse Junction - 21@62.5 - 13@19.3	19.03	77.21	14	14	0	0	48.43	30.40	1.19	4	LOS_D	78.40	145.32
AVG 1800-2100	1: Whitehorse Junction - 21@62.5 - 13@19.3	21.34	76.54	13	13	0	0	45.69	29.27	1.14	4	LOS_D	78.40	145.32
AVG 2100-2400	1: Whitehorse Junction - 21@62.5 - 13@19.3	24.93	85.51	15	15	0	0	50.78	32.12	1.32	4	LOS_D	78.40	145.32
AVG 2400-2700	1: Whitehorse Junction - 21@62.5 - 13@19.3	15.89	70.19	15	15	0	0	38.22	22.10	0.90	4	LOS_D	78.40	145.32
AVG 2700-3000	1: Whitehorse Junction - 21@62.5 - 13@19.3	17.30	72.03	14	14	0	0	44.40	27.73	1.08	4	LOS_D	78.40	145.32
AVG 3000-3300	1: Whitehorse Junction - 21@62.5 - 13@19.3	17.43	68.39	14	13	0	0	42.77	26.42	1.05	4	LOS_D	78.40	145.32
AVG 3300-3600	1: Whitehorse Junction - 21@62.5 - 13@19.3	22.77	82.63	15	15	0	0	48.74	30.57	1.20	4	LOS_D	78.40	145.32
AVG 3600-3900	1: Whitehorse Junction - 21@62.5 - 13@19.3	33.79	96.67	15	15	0	0	52.07	31.15	1.35	4	LOS_D	78.40	145.32
AVG 3900-4200	1: Whitehorse Junction - 21@62.5 - 13@19.3	23.82	87.94	16	16	0	0	49.40	31.43	1.13	4	LOS_D	78.40	145.32
AVG 4200-4500	1: Whitehorse Junction - 21@62.5 - 13@19.3	22.12	88.80	15	15	0	0	47.03	29.13	1.16	4	LOS_D	78.40	145.32
			78	175				45.49	28.25	1.1	4.0	LOS_D	78	145

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEH(S)ALL	VEH(S)10	VEH(S)20	VEH(S)160	VEHDELA(Y)ALL	STOPDELA(Y)ALL	STOPS(ALL)	LOSVA(ALL)	LOS	QlenMax	QlenMax(Avg.Max)
AVG 900-1200	1: Whitehorse Junction - 21@62.5 - 17@8.3	7.78	56.94	5	5	0	0	19.90	7.36	0.50	2	LOS_B	69.03	139.03
AVG 1200-1500	1: Whitehorse Junction - 21@62.5 - 17@8.3	14.11	65.69	6	6	0	0	30.38	14.42	0.85	3	LOS_C	69.03	139.03
AVG 1500-1800	1: Whitehorse Junction - 21@62.5 - 17@8.3	11.60	69.39	5	5	0	0	32.37	16.82	0.84	3	LOS_C	69.03	139.03
AVG 1800-2100	1: Whitehorse Junction - 21@62.5 - 17@8.3	11.57	67.47	5	5	0	0	33.30	17.16	0.96	3	LOS_C	69.03	139.03
AVG 2100-2400	1: Whitehorse Junction - 21@62.5 - 17@8.3	23.46	60.20	5	19	0	0	34.66	18.71	1.04	3	LOS_C	69.03	139.03
AVG 2400-2700	1: Whitehorse Junction - 21@62.5 - 17@8.3	8.76	58.01	5	5	0	0	25.05	11.10	0.72	3	LOS_C	69.03	139.03
AVG 2700-3000	1: Whitehorse Junction - 21@62.5 - 17@8.3	10.57	62.77	5	5	0	0	25.07	10.53	0.72	3	LOS_C	69.03	139.03
AVG 3000-3300	1: Whitehorse Junction - 21@62.5 - 17@8.3	11.56	59.60	6	16	0	0	24.83	11.65	0.71	3	LOS_C	69.03	139.03
AVG 3300-3600	1: Whitehorse Junction - 21@62.5 - 17@8.3	17.37	74.66	5	5	0	0	32.84	16.33	0.88	3	LOS_C	69.03	139.03
AVG 3600-3900	1: Whitehorse Junction - 21@62.5 - 17@8.3	27.53	94.46	6	6	0	0	35.33	19.09	1.23	3	LOS_C	69.03	139.03
AVG 3900-4200	1: Whitehorse Junction - 21@62.5 - 17@8.3	17.11	83.80	6	11	0	0	31.80	17.06	0.82	3	LOS_C	69.03	139.03
AVG 4200-4500	1: Whitehorse Junction - 21@62.5 - 17@8.3	14.03	70.36	7	6	0	0	32.10	15.40	0.95	3	LOS_C	69.03	139.03
			69	66				29.80	14.64	0.9	3.0	LOS_C	69	139

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEH(S)ALL	VEH(S)10	VEH(S)20	VEH(S)160	VEHDELA(Y)ALL	STOPDELA(Y)ALL	STOPS(ALL)	LOSVA(ALL)	LOS	QlenMax	QlenMax(Avg.Max)
AVG 900-1200	1: Whitehorse Junction - 15@456.3 - 23@42.1	17.31	48.96	12	11	0	0	48.82	39.07	0.93	4	LOS_D	55.99	88.27
AVG 1200-1500	1: Whitehorse Junction - 15@456.3 - 23@42.1	21.49	54.58	13	12	0	0	54.82	44.89	1.01	4	LOS_D	55.99	88.27
AVG 1500-1800	1: Whitehorse Junction - 15@456.3 - 23@42.1	23.94	56.83	13	13	0	0	60.00	50.06	1.03	4	LOS_D	55.99	88.27
AVG 1800-2100	1: Whitehorse Junction - 15@456.3 - 23@42.1	22.01	52.97	13	12	0	1	58.77	47.53	1.03	5	LOS_E	55.99	88.27
AVG 2100-2400	1: Whitehorse Junction - 15@456.3 - 23@42.1	23.90	57.13	13	12	0	0	63.30	56.80	1.23	5	LOS_E	55.99	88.27
AVG 2400-2700	1: Whitehorse Junction - 15@456.3 - 23@42.1	21.72	55.81	14	14	0	0	54.43	44.25	1.03	4	LOS_D	55.99	88.27
AVG 2700-3000	1: Whitehorse Junction - 15@456.3 - 23@42.1	21.24	58.21	13	12	0	0	57.60	46.95	1.10	5	LOS_E	55.99	88.27
AVG 3000-3300	1: Whitehorse Junction - 15@456.3 - 23@42.1	24.48	58.00	14	14	0	0	58.08	49.13	1.09	5	LOS_E	55.99	88.27
AVG 3300-3600	1: Whitehorse Junction - 15@456.3 - 23@42.1	25.24	58.86	14	14	0	0	64.71	53.51	1.12	5	LOS_E	55.99	88.27
AVG 3600-3900	1: Whitehorse Junction - 15@456.3 - 23@42.1	22.94	55.96	11	11	0	0	65.12	54.04	1.11	5	LOS_E	55.99	88.27
AVG 3900-4200	1: Whitehorse Junction - 15@456.3 - 23@42.1	25.90	61.51	14	14	0	0	59.91	49.05	1.10	5	LOS_E	55.99	88.27
AVG 4200-4500	1: Whitehorse Junction - 15@456.3 - 23@42.1	21.23	55.03	13	12	1	0	57.60	47.93	1.08	5	LOS_E	55.99	88.27
			36	157				59.16	48.60	1.1	5.0	LOS_E	56	88

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEH(S)ALL	VEH(S)10	VEH(S)20	VEH(S)160	VEHDELA(Y)ALL	STOPDELA(Y)ALL	STOPS(ALL)	LOSVA(ALL)	LOS	QlenMax	QlenMax(Avg.Max)
AVG 900-1200	1: Whitehorse Junction - 11@281.7 - 19@52.5	20.38	65.12	15	14	0	0	46.12	36.62	0.91	4	LOS_D	74.43	141.21
AVG 1200-1500	1: Whitehorse Junction - 11@281.7 - 19@52.5	20.09	79.35	19	18	0	0	48.34	35.11	1.28	4	LOS_D	74.43	141.21
AVG 1500-1800	1: Whitehorse Junction - 11@281.7 - 19@52.5	21.18	80.46	19	19	0	0	52.30	46.41	1.11	4	LOS_D	74.43	141.21
AVG 1800-2100	1: Whitehorse Junction - 11@281.7 - 19@52.5	21.18	82.00	19	19	0	0	51.25	38.49	1.26	4	LOS_D	74.43	141.21
AVG 2100-2400	1: Whitehorse Junction - 11@281.7 - 19@52.5	22.76	77.67	19	18	0	0	48.39	37.37	1.13	4	LOS_D	74.43	141.21
AVG 2400-2700	1: Whitehorse Junction - 11@281.7 - 19@52.5	18.40	65.94	18	18	0	0	34.30	28.73	1.22	4	LOS_D	74.43	141.21
AVG 2700-3000	1: Whitehorse Junction - 11@281.7 - 19@52.5	17.82	64.13	17	16	0	0	45.56	35.58	0.98	4	LOS_D	74.43	141.21
AVG 3000-3300	1: Whitehorse Junction - 11@281.7 - 19@52.5	19.21	72.25	19	19	0	0	46.77	33.48	1.18	4	LOS_D	74.43	141.21
AVG 3300-3600	1: Whitehorse Junction - 11@281.7 - 19@52.5	28.29	82.41	19	18	0	0	54.46	42.16	1.17	4	LOS_D	74.43	141.21
AVG 3600-3900	1: Whitehorse Junction - 11@281.7 - 19@52.5	16.48	69.37	18	18	0	0	48.23	35.40	1.23	4	LOS_D	74.43	141.21
AVG 3900-4200	1: Whitehorse Junction - 11@281.7 - 19@52.5	20.18	76.96	17	17	0	0	46.46	36.52	1.01	4	LOS_D	74.43	141.21
AVG 4200-4500	1: Whitehorse Junction - 11@281.7 - 19@52.5	22.93	78.30	18	18	0	0	51.37	35.55	1.37	4	LOS_D	74.43	141.21
			74	217				48.86	36.68	1.2	4.0	LOS_D	74	141

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEH(S)ALL	VEH(S)10	VEH(S)20	VEH(S)160	VEHDELA(Y)ALL	STOPDELA(Y)ALL	STOPS(ALL)	LOSVA(ALL)	LOS	QlenMax	QlenMax(Avg.Max)
AVG 900-1200	1: Whitehorse Junction - 11@460.2 - 17@8.3	20.38	65.1	2	2	0	0	44.44	33.75	1.04	4	LOS_D	74.43	141.21
AVG 1200-1500	1: Whitehorse Junction - 11@460.2 - 17@8.3	20.09	79.35	2	2	0	0	49.40	33.27	1.75	4	LOS_D	74.43	141.21
AVG 1500-1800	1: Whitehorse Junction - 11@460.2 - 17@8.3	27.60	80.58	2	2	0	0	61.09	47.85	1.43	5	LOS_E	74.43	141.21
AVG 1800-2100	1: Whitehorse Junction - 11@460.2 - 17@8.3	22.18	82.00	2	2	0	0	60.37	46.41	1.55	5	LOS_E	74.43	141.21
AVG 2100-2400	1: Whitehorse Junction - 11@460.2 - 17@8.3	22.76	77.67	3	3	0	0	51.25	38.92	1.43	4	LOS_D	74.43	141.21
AVG 2400-2700	1: Whitehorse Junction - 11@460.2 - 17@8.3	15.73	65.04	2	2	0	0	40.03	24.95	1.35	4	LOS_D	74.43	141.21
AVG 2700-3000	1: Whitehorse Junction - 11@460.2 - 17@8.3	17.82	64.13	2	2	0	0	41.79	31.79	0.98	4	LOS_D	74.43	141.21
AVG 3000-3300	1: Whitehorse Junction - 11@460.2 - 17@8.3	19.21	72.25	3	3	0	0	52.49	36.81	1.38	4	LOS_D	74.43	141.21
AVG 3300-3600	1: Whitehorse Junction - 11@460.2 - 17@8.3	28.29	82.41	2	2	0	0	56.45	43.51	1.38	5	LOS_E	74.43	141.21
AVG 3600-3900	1: Whitehorse Junction - 11@460.2 - 17@8.3	16.48	69.37	2	2	0	0	52.71	38.62	1.42	4	LOS_D	74.43	141.21
AVG 3900-4200	1: Whitehorse Junction - 11@460.2 - 17@8.3	20.18	76.96	2	2	0	0	50.00	35.64	1.45	4	LOS_D	74.43	141.21
AVG 4200-4500	1: Whitehorse Junction - 11@460.2 - 17@8.3	22.93	78.30	2	2	0	0	53.27	34.75	1.79	4	LOS_D	74.43	141.21
			74	26				51.11	37.17	1.4	4.0	LOS_D	74	141

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEH(S)ALL	VEH(S)10	VEH(S)20	VEH(S)160	VEHDELA(Y)ALL	STOPDELA(Y)ALL	STOPS(ALL)	LOSVA(ALL)	LOS	QlenMax	QlenMax(Avg.Max)
AVG 900-1200	6: A507 - Northern Access - 118@17.6 - 120@94.2	22.60	56.05	4	4	0	0	17.03	10.47	0.54	2	LOS B	120.43	200.21
AVG 1200-1500	6: A507 - Northern Access - 118@17.6 - 120@94.2	33.92	70.59	5	5	0	0	15.78	10.87	0.58	2	LOS B	120.43	200.21
AVG 1500-1800	6: A507 - Northern Access - 118@17.6 - 120@94.2	46.69	81.01	4	4	0	0	27.92	17.10	0.67	3	LOS C	120.43	200.21

AVG 1800-2100	6: A507 - Northern Access - 118@17.6 - 120@94.2	55.01	92.48	4	4	0	0	36.74	25.93	0.93	3	LOS_C	120.43	200.21
AVG 2120-2400	6: A507 - Northern Access - 118@17.6 - 120@94.2	59.41	100.57	5	5	0	0	40.60	29.41	0.91	3	LOS_C	120.43	200.21
AVG 2400-2700	6: A507 - Northern Access - 118@17.6 - 120@94.2	70.12	105.96	4	4	0	0	54.68	41.97	1.14	3	LOS_D	120.43	200.21
AVG 2700-3000	6: A507 - Northern Access - 118@17.6 - 120@94.2	84.22	124.71	4	4	0	0	72.34	56.23	1.54	4	LOS_D	120.43	200.21
AVG 3000-3300	6: A507 - Northern Access - 118@17.6 - 120@94.2	108.16	155.07	5	5	0	0	91.83	71.57	1.87	5	LOS_E	120.43	200.21
AVG 3300-3600	6: A507 - Northern Access - 118@17.6 - 120@94.2	118.21	163.44	5	5	0	0	95.34	75.39	2.07	5	LOS_E	120.43	200.21
AVG 3600-3900	6: A507 - Northern Access - 118@17.6 - 120@94.2	112.48	151.37	5	5	0	0	104.55	82.73	1.91	5	LOS_E	120.43	200.21
AVG 3900-4200	6: A507 - Northern Access - 118@17.6 - 120@94.2	124.87	165.88	4	4	0	0	113.25	89.26	2.28	5	LOS_E	120.43	200.21
AVG 4200-4500	6: A507 - Northern Access - 118@17.6 - 120@94.2	136.53	177.99	5	5	0	0	103.56	82.29	2.43	5	LOS_F	120.43	200.21
		120	54					87.50	51.86	1.4	4.0	LOS_D	120	200

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

SMO 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	22.60	56.05	19	19	0	0	56.38	43.39	1.03	5	LOS_E	120.43	200.21
AVG 1200-1500	6: A507 - Northern Access - 118@17.6 - 117@61.5	22.60	70.09	16	16	0	0	69.81	49.37	1.60	5	LOS_E	120.43	200.21
AVG 1500-1800	6: A507 - Northern Access - 118@17.6 - 117@61.5	46.69	81.51	24	23	1	0	117.44	94.43	2.05	6	LOS_F	120.43	200.21
AVG 1800-2100	6: A507 - Northern Access - 118@17.6 - 117@61.5	55.01	92.48	22	21	1	0	117.66	95.81	1.95	6	LOS_F	120.43	200.21
AVG 2100-2400	6: A507 - Northern Access - 118@17.6 - 117@61.5	100.57	105.96	22	21	1	0	123.41	92.55	1.86	5	LOS_E	120.43	200.21
AVG 2400-2700	6: A507 - Northern Access - 118@17.6 - 117@61.5	70.12	105.96	19	19	0	0	138.41	113.39	2.25	6	LOS_F	120.43	200.21
AVG 2700-3000	6: A507 - Northern Access - 118@17.6 - 117@61.5	84.22	124.71	22	21	1	0	161.25	133.63	2.56	6	LOS_F	120.43	200.21
AVG 3000-3300	6: A507 - Northern Access - 118@17.6 - 117@61.5	108.16	155.07	15	15	1	0	233.71	160.58	3.18	6	LOS_F	120.43	200.21
AVG 3300-3600	6: A507 - Northern Access - 118@17.6 - 117@61.5	118.21	163.44	27	26	1	0	245.58	203.96	4.16	6	LOS_F	120.43	200.21
AVG 3600-3900	6: A507 - Northern Access - 118@17.6 - 117@61.5	112.48	151.37	22	21	1	0	231.09	193.63	3.66	6	LOS_F	120.43	200.21
AVG 3900-4200	6: A507 - Northern Access - 118@17.6 - 117@61.5	124.87	165.88	23	22	1	0	216.53	182.38	3.46	6	LOS_F	120.43	200.21
AVG 4200-4500	6: A507 - Northern Access - 118@17.6 - 117@61.5	136.53	177.99	20	19	0	0	239.72	201.13	3.84	6	LOS_F	120.43	200.21
		120	251					160.28	132.06	2.6	6.0	LOS_F	120	200

Northern Access (E) - Right Only - 20 sim runs (5 minute Segments) Average

SMO 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 - 121@369.8 - 107@69.0	0.94	6.64	2	2	0	0	29.96	24.73	0.79	3	LOS_C	7.81	15.72
AVG 1200-1500	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.43	8.97	3	3	0	0	35.27	28.67	0.77	3	LOS_C	7.81	15.72
AVG 1500-1800	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.43	7.88	3	3	0	0	31.24	26.25	0.66	3	LOS_C	7.81	15.72
AVG 1800-2100	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.37	8.68	2	2	0	0	31.92	26.39	0.77	3	LOS_C	7.81	15.72
AVG 2100-2400	6: A507 - Northern Access - 121@369.8 - 107@69.0	6.22	9.92	2	2	0	0	38.49	32.32	0.88	4	LOS_D	7.81	15.72
AVG 2400-2700	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.15	8.19	2	2	0	0	33.33	27.32	0.86	3	LOS_C	7.81	15.72
AVG 2700-3000	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.48	9.36	2	2	0	0	31.74	26.29	0.77	3	LOS_C	7.81	15.72
AVG 3000-3300	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.48	8.97	3	3	0	0	20.86	23.92	0.86	3	LOS_C	7.81	15.72
AVG 3300-3600	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.19	8.51	2	2	0	0	23.19	22.94	0.73	3	LOS_C	7.81	15.72
AVG 3600-3900	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.20	6.83	2	2	0	0	33.52	28.03	0.84	3	LOS_C	7.81	15.72
AVG 3900-4200	6: A507 - Northern Access - 121@369.8 - 107@69.0	6.98	6.41	2	2	0	0	30.75	24.95	0.77	3	LOS_C	7.81	15.72
AVG 4200-4500	6: A507 - Northern Access - 121@369.8 - 107@69.0	1.24	7.27	2	2	0	0	32.81	27.54	0.75	3	LOS_C	7.81	15.72
		8	27					32.64	27.12	0.8	3.0	LOS_C	8	16

Northern Access (E) - Left Only - 20 sim runs (5 minute Segments) Average

SMO 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 - 121@369.5 - 117@61.5	2.24	12.42	3	3	0	0	36.04	29.34	0.86	3	LOS_C	10.28	18.91
AVG 1200-1500	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.33	10.30	3	3	0	0	44.46	34.09	1.26	4	LOS_D	10.28	18.91
AVG 1500-1800	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.75	9.67	4	4	0	0	58.38	46.76	1.47	5	LOS_E	10.28	18.91
AVG 1800-2100	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.97	9.55	3	3	0	0	34.08	27.26	0.83	3	LOS_C	10.28	18.91
AVG 2100-2400	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.68	11.22	4	4	0	0	51.65	40.28	0.83	3	LOS_C	10.28	18.91
AVG 2400-2700	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.78	9.55	3	3	0	0	39.19	32.84	0.80	4	LOS_D	10.28	18.91
AVG 2700-3000	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.16	11.54	3	3	0	0	36.42	30.10	0.84	4	LOS_D	10.28	18.91
AVG 3000-3300	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.20	10.07	3	3	0	0	41.38	34.91	1.45	3	LOS_C	10.28	18.91
AVG 3300-3600	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.08	11.46	5	5	0	0	72.01	56.97	1.94	5	LOS_E	10.28	18.91
AVG 3600-3900	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.51	9.31	3	3	0	0	36.08	27.51	1.11	3	LOS_C	10.28	18.91
AVG 3900-4200	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.77	9.08	3	3	0	0	34.85	28.62	0.81	3	LOS_C	10.28	18.91
AVG 4200-4500	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.56	9.43	3	3	0	0	37.84	31.35	0.78	3	LOS_C	10.28	18.91
		10	40					42.82	34.26	1.1	4.0	LOS_D	10	19

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

SMO 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 - 1@138.2 - 107@49.7	12.21	59.23	44	44	0	0	16.85	11.59	0.52	2	LOS_B	80.78	123.51
AVG 1200-1500	6: A507 - Northern Access - 1@138.2 - 107@49.7	20.10	72.93	48	48	0	0	17.30	11.98	0.52	2	LOS_B	80.78	123.51
AVG 1500-1800	6: A507 - Northern Access - 1@138.2 - 107@49.7	26.00	86.07	49	49	0	0	19.15	13.80	0.53	2	LOS_B	80.78	123.51
AVG 1800-2100	6: A507 - Northern Access - 1@138.2 - 107@49.7	25.04	93.33	54	54	0	0	20.86	15.32	0.58	3	LOS_C	80.78	123.51
AVG 2100-2400	6: A507 - Northern Access - 1@138.2 - 107@49.7	20.65	77.01	52	52	0	0	15.31	10.82	0.42	2	LOS_B	80.78	123.51
AVG 2400-2700	6: A507 - Northern Access - 1@138.2 - 107@49.7	22.41	92.84	44	44	0	0	14.73	10.24	0.43	2	LOS_B	80.78	123.51
AVG 2700-3000	6: A507 - Northern Access - 1@138.2 - 107@49.7	25.69	94.31	62	61	1	0	21.55	15.85	0.60	3	LOS_C	80.78	123.51
AVG 3000-3300	6: A507 - Northern Access - 1@138.2 - 107@49.7	23.19	84.69	50	50	0	0	17.78	12.33	0.54	2	LOS_B	80.78	123.51
AVG 3300-3600	6: A507 - Northern Access - 1@138.2 - 107@49.7	25.04	76.24	50	50	0	0	18.40	13.26	0.51	2	LOS_B	80.78	123.51
AVG 3600-3900	6: A507 - Northern Access - 1@138.2 - 107@49.7	20.23	80.05	53	53	0	0	18.96	13.71	0.52	2	LOS_B	80.78	123.51
AVG 3900-4200	6: A507 - Northern Access - 1@138.2 - 107@49.7	20.49	75.72	51	51	0	0	15.67	10.84	0.45	2	LOS_B	80.78	123.51
AVG 4200-4500	6: A507 - Northern Access - 1@138.2 - 107@49.7	17.94	76.95	44	44	0	0	13.13	9.89	0.40	2	LOS_B	80.78	123.51
		81	601					17.47	12.38	0.5	2.0	LOS_B	81	124

A507 (S) - Right Only - 20 sim runs (5 minute Segments) Average

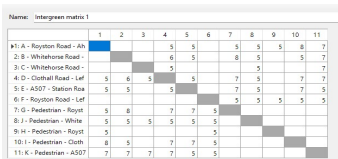
SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(Avg,Max)
MAX 900-1200	6: A507 - Northern Access - 1@138.2 - 120@94.2	12.21	59.23	7	7	0	0	49.56	40.62	1.02	4	LOS_D	80.78	123.51
MAX 1200-1500	6: A507 - Northern Access - 1@138.2 - 120@94.2	20.10	72.93	5	5	0	0	58.96	49.12	1.18	5	LOS_E	80.78	123.51
MAX 1500-1800	6: A507 - Northern Access - 1@138.2 - 120@94.2	26.00	86.07	6	6	0	0	62.57	52.37	1.23	5	LOS_E	80.78	123.51
MAX 1800-2100	6: A507 - Northern Access - 1@138.2 - 120@94.2	25.04	93.33	8	8	0	0	60.67	51.01	1.15	5	LOS_E	80.78	123.51
MAX 2100-2400	6: A507 - Northern Access - 1@138.2 - 120@94.2	20.65	77.01	5	5	0	0	65.97	55.51	1.28	5	LOS_E	80.78	123.51
MAX 2400-2700	6: A507 - Northern Access - 1@138.2 - 120@94.2	22.41	92.84	5	5	0	0	60.45	50.67	1.16	5	LOS_E	80.78	123.51
MAX 2700-3000	6: A507 - Northern Access - 1@138.2 - 120@94.2	25.69	94.31	9	9	0	0	61.63	51.92	1.18	5	LOS_E	80.78	123.51
MAX 3000-3300	6: A507 - Northern Access - 1@138.2 - 120@94.2	23.19	84.69	6	6	0	0	60.86	50.87	1.22				
MAX 3300-3600	6: A507 - Northern Access - 1@138.2 - 120@94.2	25.04	76.24	6	6	0	0	62.97	52.61	1.25	5	LOS_E	80.78	123.51
MAX 3600-3900	6: A507 - Northern Access - 1@138.2 - 120@94.2	20.65	80.02	5	5	0	0	60.12	48.58	1.14	5	LOS_E	80.78	123.51
MAX 3900-4200	6: A507 - Northern Access - 1@138.2 - 120@94.2	20.49	75.72	6	6	0	0	59.40	49.42	1.13	5	LOS_E	80.78	123.51
MAX 4200-4500	6: A507 - Northern Access - 1@138.2 - 120@94.2	17.94	76.76	4	4	0	0	59.95	50.18	1.11	5	LOS_E	80.78	123.51
			81	75				59.95	50.18	1.11	5	LOS_E	80.78	123.51

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

SMO' 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	7: Bus Priority Junction - 117@99.1 - 4@21.0	9.91	48.05	19	19	0	0	28.42	19.97	0.97	3	LOS_C	71.71	124.82
AVG 1200-1500	7: Bus Priority Junction - 117@99.1 - 4@21.0	52.83	103.46	12	12	0	0	91.50	82.03	1.36	6	LOS_F	71.71	124.82
AVG 1500-1800	7: Bus Priority Junction - 117@99.1 - 4@21.0	41.78	99.42	36	36	1	0	70.75	61.23	1.12	5	LOS_E	71.71	124.82
AVG 1800-2100	7: Bus Priority Junction - 117@99.1 - 4@21.0	15.50	55.64	23	22	1	0	33.99	25.25	1.02	3	LOS_C	71.71	124.82
AVG 2100-2400	7: Bus Priority Junction - 117@99.1 - 4@21.0	15.91	53.07	22	21	0	0	31.51	22.91	1.01	3	LOS_C	71.71	124.82
AVG 2400-2700	7: Bus Priority Junction - 117@99.1 - 4@21.0	12.76	50.20	29	29	0	0	29.83	21.23	1.00	3	LOS_C	71.71	124.82
AVG 2700-3000	7: Bus Priority Junction - 117@99.1 - 4@21.0	11.99	48.80	22	21	0	0	29.35	20.74	1.01	3	LOS_C	71.71	124.82
AVG 3000-3300	7: Bus Priority Junction - 117@99.1 - 4@21.0	61.09	117.79	12	11	0	0	97.83	88.61	1.23	6	LOS_F	71.71	124.82
AVG 3300-3600	7: Bus Priority Junction - 117@99.1 - 4@21.0	60.75	115.79	38	37	1	0	81.17	71.73	1.11	6	LOS_F	71.71	124.82
AVG 3600-3900	7: Bus Priority Junction - 117@99.1 - 4@21.0	21.71	65.36	25	24	1	0	41.92	33.12	1.02	4	LOS_D	71.71	124.82
AVG 3900-4200	7: Bus Priority Junction - 117@99.1 - 4@21.0	15.77	51.23	22	22	0	0	30.02	21.41	1.01	3	LOS_C	71.71	124.82
AVG 4200-4500	7: Bus Priority Junction - 117@99.1 - 4@21.0	13.90	51.67	30	29	1	0	30.97	22.19	1.02	3	LOS_C	71.71	124.82
			72	290				49.77	40.87	1.1	4.0	LOS_D	72	125

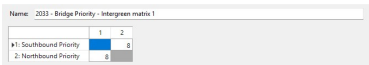
Name: A507 / White Horse Junction - Signal program - PM - Vissim Optimised

Name: A507 / White Horse Junction - Signal program - PM - Vissim Optimised



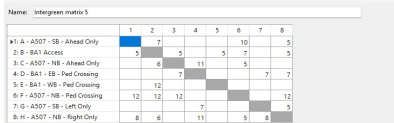
Name: Bridge Priority - P14

Name: Bridge Priority - P14



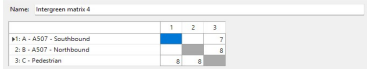
Phase A - A507 Southbound have had the green time restricted to hold back traffic.

Phase A - A507 Southbound have had the green time restricted to hold back traffic.



Phase A - A507 Southbound have had the green time restricted to hold back traffic.

Phase A - A507 Southbound have had the green time restricted to hold back traffic.



2040 AM - No School

Function - 100 Sec Cycle Time	Link	Qlen Ave Max (Smins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road	24	83.14	149.95	83.73	1.6	LOS E
Repton Road - Ahead	21	41.80	100.18	36.32	0.8	LOS D
Repton Road - Left	21	44.41	87.46	35.51	0.8	LOS D
Croftall Road	15	140.11	140.11	93.66	1.6	LOS E
Whitehorse Street - Ahead & Left Turn	11	146.56	270.12	60.05	1.5	LOS E
Whitehorse Street - Right Turn	11	11.31	46.45	65.41	2.0	LOS E
Priority Working - 60 Sec Cycle Time	Link	Qlen Ave Max (Smins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
Railway Underpass - Southbound	31	53.78	71.97	28.30	0.87	LOS C
Railway Underpass - Northbound	32	36.91	69.05	14.28	0.00	LOS B
Northern Junction - 90 sec Cycle Time	Link	Qlen Ave Max (Smins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road (N) - Left Turn	118	46.08	83.28	18.42	0.5	LOS B
A507 - Station Road (N) - Ahead Only	118	46.08	83.28	75.34	1.3	LOS C
BAL - Access - Left Turn	121	22.24	65.42	25.81	0.7	LOS D
BAL - Access - Right Turn	121	63.75	99.79	35.78	1.0	LOS C
A507 - Station Road (S) - Ahead	1	53.12	85.75	34.26	0.8	LOS D
A507 - Station Road (S) - Right Turn	1	53.12	85.75	50.60	1.0	LOS D
Bus Priority Working - 90 Sec Cycle Time 1 pnd phase every cycle. Signals for Buses only called when required.	Link	Qlen Ave Max (Smins) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Northbound	1	79.65	50.53	10.60	0.37	LOS B
A507 - Southbound	117	60.91	97.05	68	1.32	LOS E

Notes

30 Simulation Runs
Qlen Ave Max (Every 5mins), (Qlen Max, Avg)
Time periods indicative
Vision Qlen Ave MAX (Smins) to compare with Unsig 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

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(0)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	2: Railway Bridge Priority - 31@2.1 - 31@108.8	6.89	46.58	15	14	1	0	19.76	10.83	0.58	3	LOS C	53.78	73.97
AVG 1200-1500	2: Railway Bridge Priority - 31@2.1 - 31@108.8	8.52	53.18	19	17	1	1	30.35	17.98	0.86	3	LOS C	53.78	73.97
AVG 1500-1800	2: Railway Bridge Priority - 31@2.1 - 31@108.8	9.83	47.97	18	17	1	0	28.72	17.57	0.79	3	LOS C	53.78	73.97
AVG 1800-2100	2: Railway Bridge Priority - 31@2.1 - 31@108.8	8.93	61.59	19	17	1	1	29.72	13.39	1.20	3	LOS C	53.78	73.97
AVG 2100-2400	2: Railway Bridge Priority - 31@2.1 - 31@108.8	5.59	44.41	19	19	1	0	20.37	10.08	0.58	3	LOS C	53.78	73.97
AVG 2400-2700	2: Railway Bridge Priority - 31@2.1 - 31@108.8	14.57	59.36	21	19	1	1	35.65	21.44	1.06	4	LOS D	53.78	73.97
AVG 2700-3000	2: Railway Bridge Priority - 31@2.1 - 31@108.8	8.52	54.33	18	18	1	0	21.33	10.63	0.66	3	LOS C	53.78	73.97
AVG 3000-3300	2: Railway Bridge Priority - 31@2.1 - 31@108.8	9.22	52.95	20	18	1	1	31.69	18.86	0.89	3	LOS C	53.78	73.97
AVG 3300-3600	2: Railway Bridge Priority - 31@2.1 - 31@108.8	11.13	55.66	20	19	1	0	28.98	18.00	0.86	3	LOS C	53.78	73.97
AVG 3600-3900	2: Railway Bridge Priority - 31@2.1 - 31@108.8	11.29	61.85	21	18	1	2	31.57	14.44	1.20	3	LOS C	53.78	73.97
AVG 3900-4200	2: Railway Bridge Priority - 31@2.1 - 31@108.8	8.11	44.55	12	21	1	0	24.88	14.24	0.74	3	LOS C	53.78	73.97
AVG 4200-4500	2: Railway Bridge Priority - 31@2.1 - 31@108.8	14.50	59.36	20	18	1	1	36.59	21.72	1.08	4	LOS D	53.78	73.97
			54	232				28.30	15.76	0.87	9.0	LOS C	54	74

Northbound - 20 sim runs (5 minute Segments) Average

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(0)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	2: Railway Bridge Priority - 32@173.4 - 32@173.4	2.81	30.09	19	18	1	0	11.40	4.80	0.51	2	LOS B	36.31	69.05
AVG 1200-1500	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.22	31.42	24	21	1	1	14.06	6.34	0.54	2	LOS B	36.31	69.05
AVG 1500-1800	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.04	32.78	26	24	2	0	11.97	5.37	0.50	2	LOS B	36.31	69.05
AVG 1800-2100	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.55	34.65	25	23	1	1	15.55	6.73	0.62	2	LOS B	36.31	69.05
AVG 2100-2400	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.60	34.92	24	22	1	1	14.43	5.94	0.60	2	LOS B	36.31	69.05
AVG 2400-2700	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.41	36.10	24	22	1	1	15.37	6.49	0.65	2	LOS B	36.31	69.05
AVG 2700-3000	2: Railway Bridge Priority - 32@173.4 - 32@173.4	3.77	32.95	23	22	1	0	12.52	5.59	0.52	2	LOS B	36.31	69.05
AVG 3000-3300	2: Railway Bridge Priority - 32@173.4 - 32@173.4	5.95	43.66	26	23	2	1	17.31	8.05	0.70	2	LOS B	36.31	69.05
AVG 3300-3600	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.53	37.88	25	24	1	0	12.00	6.12	0.54	2	LOS B	36.31	69.05
AVG 3600-3900	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.96	42.72	24	22	1	1	16.86	7.89	0.65	2	LOS B	36.31	69.05
AVG 3900-4200	2: Railway Bridge Priority - 32@173.4 - 32@173.4	4.21	31.65	26	24	2	0	12.61	5.93	0.56	2	LOS B	36.31	69.05
AVG 4200-4500	2: Railway Bridge Priority - 32@173.4 - 32@173.4	5.22	45.37	24	22	1	1	16.24	6.96	0.67	2	LOS B	36.31	69.05
			74	280				14.08	6.34	0.59	2.0	LOS B	36	69

A507 - 20 sim runs (5 minute Segments) Average

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(0)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	1: Whitehorse Junction - 24@44.5 - 13@19.3	20.6	60.2	9	9	0	0	54.22	45.04	1.08	5	LOS E	93.14	149.95
AVG 1200-1500	1: Whitehorse Junction - 24@44.5 - 13@19.3	24.5	66.9	10	9	0	1	55.29	42.57	1.03	5	LOS E	93.14	149.95
AVG 1500-1800	1: Whitehorse Junction - 24@44.5 - 13@19.3	30.2	70.5	13	12	0	0	61.93	50.73	1.23	5	LOS E	93.14	149.95
AVG 1800-2100	1: Whitehorse Junction - 24@44.5 - 13@19.3	41.8	100.7	12	10	1	1	67.33	52.11	1.44	5	LOS E	93.14	149.95
AVG 2100-2400	1: Whitehorse Junction - 24@44.5 - 13@19.3	42.6	88.3	11	10	1	0	78.69	64.55	1.64	5	LOS E	93.14	149.95
AVG 2400-2700	1: Whitehorse Junction - 24@44.5 - 13@19.3	45.7	90.6	12	11	0	1	80.03	64.58	1.64	5	LOS E	93.14	149.95
AVG 2700-3000	1: Whitehorse Junction - 24@44.5 - 13@19.3	45.8	110.3	12	12	0	0	97.59	82.54	1.82	5	LOS E	93.14	149.95
AVG 3000-3300	1: Whitehorse Junction - 24@44.5 - 13@19.3	41.9	88.4	10	9	0	1	84.59	78.93	1.58	5	LOS E	93.14	149.95
AVG 3300-3600	1: Whitehorse Junction - 24@44.5 - 13@19.3	45.8	89.2	12	11	1	0	83.16	69.62	1.64	5	LOS E	93.14	149.95
AVG 3600-3900	1: Whitehorse Junction - 24@44.5 - 13@19.3	60.9	119.1	11	10	1	1	94.91	77.55	1.77	5	LOS E	93.14	149.95
AVG 3900-4200	1: Whitehorse Junction - 24@44.5 - 13@19.3	70.9	120.4	11	10	1	0	121.33	100.73	2.43	6	LOS F	93.14	149.95
AVG 4200-4500	1: Whitehorse Junction - 24@44.5 - 13@19.3	69.0	113.1	12	11	0	0	97.36	97.36	2.15	6	LOS F	93.14	149.95
			93	185				83.73	68.76	1.8	5.0	LOS E	93	150

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

SMO TIMEINT	Movement	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1: Whitehorse Junction - 21@62.5 - 13@19.3	13.79	56.72	20	19	1	0	36.12	24.66	0.78	4	LOS D	61.90	100.38
AVG 1200-1500	1: Whitehorse Junction - 21@62.5 - 13@19.3	16.76	66.44	23	21	1	0	36.79	24.33	0.77	4	LOS D	61.90	100.38
AVG 1500-1800	1: Whitehorse Junction - 21@62.5 - 13@19.3	14.68	60.56	23	22	1	0	37.91	24.80	0.76	4	LOS D	61.90	100.38
AVG 1800-2100	1: Whitehorse Junction - 21@62.5 - 13@19.3	11.72	57.46	24	23	1	0	35.14	22.61	0.71	3	LOS C	61.90	100.38
AVG 2100-2400	1: Whitehorse Junction - 21@62.5 - 13@19.3	12.58	59.09	20	19	1	0	34.16	22.94	0.72	3	LOS C	61.90	100.38
AVG 2400-2700	1: Whitehorse Junction - 21@62.5 - 13@19.3	15.19	58.88	23	22	1	0	37.48	25.05	0.78	4	LOS D	61.90	100.38
AVG 2700-3000	1: Whitehorse Junction - 21@62.5 - 13@19.3	14.74	66.49	22	21	1	0	35.50	23.21	0.76	3	LOS C	61.90	100.38
AVG 3000-3300	1: Whitehorse Junction - 21@62.5 - 13@19.3	16.24	65.35	22	21	1	0	37.79	25.17	0.79	4	LOS D	61.90	100.38
AVG 3300-3600	1: Whitehorse Junction - 21@62.5 - 13@19.3	17.50	63.12	23	22	1	0	38.13	25.56	0.80	4	LOS D	61.90	100.38
AVG 3600-3900	1: Whitehorse Junction - 21@62.5 - 13@19.3	15.70	63.12	23	22	1	0	37.70	25.27	0.75	4	LOS D	61.90	100.38
AVG 3900-4200	1: Whitehorse Junction - 21@62.5 - 13@19.3	14.50	64.09	23	22	1	0	33.15	21.65	0.74	3	LOS C	61.90	100.38
AVG 4200-4500	1: Whitehorse Junction - 21@62.5 - 13@19.3	16.44	68.63	24	23	1	0	35.99	23.21	0.74	3	LOS C	61.90	100.38
			62	270				36.32	24.64	0.8	4.0	LOS D	62	100

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

SMO TIMEINT	Movement	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1: Whitehorse Junction - 21@62.5 - 17@8.3	6.00	38.22	6	6	1	0	33.72	23.73	0.71	3	LOS C	44.63	87.46
AVG 1200-1500	1: Whitehorse Junction - 21@62.5 - 17@8.3	7.26	42.77	7	6	0	0	34.89	24.17	0.78	3	LOS C	44.63	87.46
AVG 1500-1800	1: Whitehorse Junction - 21@62.5 - 17@8.3	5.46	39.69	6	5	1	0	36.34	22.85	0.76	4	LOS D	44.63	87.46
AVG 1800-2100	1: Whitehorse Junction - 21@62.5 - 17@8.3	6.13	47.78	6	6	0	0	38.75	27.30	0.78	4	LOS D	44.63	87.46
AVG 2100-2400	1: Whitehorse Junction - 21@62.5 - 17@8.3	7.43	44.23	7	7	0	0	28.01	18.05	0.68	3	LOS C	44.63	87.46
AVG 2400-2700	1: Whitehorse Junction - 21@62.5 - 17@8.3	7.88	48.47	6	6	1	0	38.20	25.08	0.78	4	LOS D	44.63	87.46
AVG 2700-3000	1: Whitehorse Junction - 21@62.5 - 17@8.3	6.76	48.68	7	6	1	0	32.07	21.25	0.77	3	LOS C	44.63	87.46
AVG 3000-3300	1: Whitehorse Junction - 21@62.5 - 17@8.3	8.43	50.39	8	7	1	0	39.62	28.55	0.79	4	LOS D	44.63	87.46
AVG 3300-3600	1: Whitehorse Junction - 21@62.5 - 17@8.3	7.30	42.34	7	7	1	0	36.54	24.15	0.85	3	LOS C	44.63	87.46
AVG 3600-3900	1: Whitehorse Junction - 21@62.5 - 17@8.3	8.13	46.09	7	6	0	0	38.15	26.44	0.80	4	LOS D	44.63	87.46
AVG 3900-4200	1: Whitehorse Junction - 21@62.5 - 17@8.3	6.05	46.78	7	7	1	0	32.50	20.48	0.77	3	LOS C	44.63	87.46
AVG 4200-4500	1: Whitehorse Junction - 21@62.5 - 17@8.3	7.91	50.14	7	7	1	0	37.53	24.53	0.78	4	LOS D	44.63	87.46
			45	381				35.51	28.88	0.8	4.0	LOS D	45	89

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

SMO TIMEINT	Movement	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1: Whitehorse Junction - 15@456.3 - 23@57.7	29.99	79.98	10	10	0	0	50.11	40.03	0.97	4	LOS D	110.11	165.13
AVG 1200-1500	1: Whitehorse Junction - 15@456.3 - 23@57.7	48.29	99.29	10	10	0	0	76.23	25.17	0.31	5	LOS C	166.56	270.32
AVG 1500-1800	1: Whitehorse Junction - 15@456.3 - 23@57.7	62.59	111.19	12	11	0	0	91.32	76.39	1.55	6	LOS F	110.11	165.13
AVG 1800-2100	1: Whitehorse Junction - 15@456.3 - 23@57.7	62.17	112.40	12	11	0	1	99.30	82.06	1.63	5	LOS E	110.11	165.13
AVG 2100-2400	1: Whitehorse Junction - 15@456.3 - 23@57.7	69.46	115.36	11	10	1	0	87.87	82.07	1.97	5	LOS E	110.11	165.13
AVG 2400-2700	1: Whitehorse Junction - 15@456.3 - 23@57.7	71.20	125.55	11	11	0	0	107.43	90.39	1.75	5	LOS E	110.11	165.13
AVG 2700-3000	1: Whitehorse Junction - 15@456.3 - 23@57.7	67.40	115.28	11	10	1	0	86.89	80.21	1.77	6	LOS E	110.11	165.13
AVG 3000-3300	1: Whitehorse Junction - 15@456.3 - 23@57.7	67.66	112.86	11	10	0	0	101.22	85.32	1.68	5	LOS E	110.11	165.13
AVG 3300-3600	1: Whitehorse Junction - 15@456.3 - 23@57.7	63.45	111.96	10	10	0	0	101.49	85.55	1.65	5	LOS E	110.11	165.13
AVG 3600-3900	1: Whitehorse Junction - 15@456.3 - 23@57.7	57.28	107.41	10	10	0	0	93.11	78.67	1.62	5	LOS E	110.11	165.13
AVG 3900-4200	1: Whitehorse Junction - 15@456.3 - 23@57.7	66.29	114.40	12	11	1	0	92.82	77.51	1.52	5	LOS E	110.11	165.13
AVG 4200-4500	1: Whitehorse Junction - 15@456.3 - 23@57.7	63.12	114.18	11	10	0	0	81.56	83.56	1.67	5	LOS E	110.11	165.13
			110	132				93.66	78.12	1.6	5.0	LOS E	110	166

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

SMO TIMEINT	Movement	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1: Whitehorse Junction - 11@281.7 - 19@52.5	33.29	106.15	32	31	1	0	61.36	45.18	1.55	5	LOS E	166.56	270.32
AVG 1200-1500	1: Whitehorse Junction - 11@281.7 - 19@52.5	75.18	170.92	32	31	1	0	61.36	45.18	1.55	5	LOS E	166.56	270.32
AVG 1500-1800	1: Whitehorse Junction - 11@281.7 - 19@52.5	65.74	152.04	36	35	1	0	54.23	41.41	1.24	4	LOS D	166.56	270.32
AVG 1800-2100	1: Whitehorse Junction - 11@281.7 - 19@52.5	69.46	169.32	33	32	1	0	48.87	46.54	1.47	5	LOS E	166.56	270.32
AVG 2100-2400	1: Whitehorse Junction - 11@281.7 - 19@52.5	55.55	130.21	36	34	1	0	51.23	38.99	1.15	4	LOS D	166.56	270.32
AVG 2400-2700	1: Whitehorse Junction - 11@281.7 - 19@52.5	84.77	196.67	34	33	2	0	67.93	50.46	1.71	5	LOS E	166.56	270.32
AVG 2700-3000	1: Whitehorse Junction - 11@281.7 - 19@52.5	73.18	164.67	37	36	2	0	58.84	57.24	1.32	4	LOS D	166.56	270.32
AVG 3000-3300	1: Whitehorse Junction - 11@281.7 - 19@52.5	106.79	201.35	32	31	1	0	73.74	55.12	1.87	5	LOS E	166.56	270.32
AVG 3300-3600	1: Whitehorse Junction - 11@281.7 - 19@52.5	99.96	191.50	37	36	1	0	74.47	57.67	1.63	5	LOS E	166.56	270.32
AVG 3600-3900	1: Whitehorse Junction - 11@281.7 - 19@52.5	90.86	189.46	33	32	1	0	68.64	50.16	1.88	5	LOS E	166.56	270.32
AVG 3900-4200	1: Whitehorse Junction - 11@281.7 - 19@52.5	53.69	141.82	32	31	1	0	51.40	38.95	1.17	4	LOS D	166.56	270.32
AVG 4200-4500	1: Whitehorse Junction - 11@281.7 - 19@52.5	84.45	184.63	33	32	1	0	63.92	46.78	1.67	5	LOS E	166.56	270.32
			367	404				60.05	45.06	1.5	5.0	LOS E	167	270

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

SMO TIMEINT	Movement	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1: Whitehorse Junction - 11@469.2 - 17@8.3	1.15	6.40	3	3	0	0	44.71	32.20	1.56	4	LOS D	13.53	64.45
AVG 1200-1500	1: Whitehorse Junction - 11@469.2 - 17@8.3	1.58	19.87	4	4	0	0	68.27	49.20	2.35	5	LOS E	13.53	64.45
AVG 1500-1800	1: Whitehorse Junction - 11@469.2 - 17@8.3	0.98	5.88	3	3	0	0	59.08	43.94	1.77	4	LOS D	13.53	64.45
AVG 1800-2100	1: Whitehorse Junction - 11@469.2 - 17@8.3	2.84	17.11	3	3	0	0	65.99	50.35	2.13	5	LOS E	13.53	64.45
AVG 2100-2400	1: Whitehorse Junction - 11@469.2 - 17@8.3	1.37	6.53	3	3	0	0	56.63	43.07	1.65	4	LOS D	13.53	64.45
AVG 2400-2700	1: Whitehorse Junction - 11@469.2 - 17@8.3	2.59	12.95	4	4	0	0	65.33	47.50	2.15	5	LOS E	13.53	64.45
AVG 2700-3000	1: Whitehorse Junction - 11@469.2 - 17@8.3	1.37	9.77	4	4	0	0	58.13	43.79	1.77	5	LOS E	13.53	64.45
AVG 3000-3300	1: Whitehorse Junction - 11@469.2 - 17@8.3	1.37	7.26	4	4	0	0	73.82	55.44	2.19	5	LOS E	13.53	64.45
AVG 3300-3600	1: Whitehorse Junction - 11@469.2 - 17@8.3	4.06	20.84	4	4	0	0	83.77	68.15	2.22	5	LOS E	13.53	64.45
AVG 3600-3900	1: Whitehorse Junction - 11@469.2 - 17@8.3	1.94	10.59	4	4	0	0	57.59	46.07	1.93	4	LOS D	13.53	64.45
AVG 3900-4200	1: Whitehorse Junction - 11@469.2 - 17@8.3	6.45	22.77	4	4	0	0	54.18	40.26	1.76	4	LOS D	13.53	64.45
AVG 4200-4500	1: Whitehorse Junction - 11@469.2 - 17@8.3	2.33	12.33	4	4	0	0	54.89	35.29	1.75	4	LOS D	13.53	64.45
			14	34				65.41	48.83	2.2	5.0	LOS E	14	64

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

SMO TIMEINT	Movement	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	6: A507 - Northern Access - 11@817.6 - 12@894.2	14.88	42.46	28	27	1	0	19.79	11.69	0.57	3	43.17039	46.06	83.28
AVG 1200-1500	6: A507 - Northern Access - 11@817.6 - 12@894.2	16.88	48.18	9	8	1	0	17.88	9.93	0.53	2	43.17039	46.06	83.28
AVG 1500-1800	6: A507 - Northern Access - 11@817.6 - 12@894.2	18.80	51.07	30	29	1	0	18.41	9.95	0.58	2	43.17039	46.06	83.28
AVG 1800-2100	6: A507 - Northern Access - 11@817.6 - 12@894.2	15.95	42.83	32	30	1	0	19.08	10.66	0.56	2	43.17039	46.06	83.28
AVG 2100-2400	6: A507 - Northern Access - 11@817.6 - 12@894.2	12.78	38.21	36	35	1	0	17.32	9.56	0.54	2	43.17039	46.06	83.28
AVG 2400-2700	6: A507 - Northern Access - 11@817.6 - 12@894.2	16.46	47.52	30	29	1	0	18.01	9.67	0.50	2	43.17039	46.06	83.28
AVG 2700-3000	6: A507 - Northern Access - 11@817.6 - 12@894.2	17.32	49.12	32	31	1	0	18.70	10.70	0.50	2	43.17039	46.06	83.28
AVG 3000-3300	6: A507 - Northern Access - 11@817.6 - 12@894.2	17.12	47.13	32	31	1	0	17.90	10.59	0.50	2	43.17039	46.06	83.28
AVG 3300-3600	6: A507 - Northern Access - 11@817.6 - 12@894.2	18.52	49.13	29	28	1	0	15.78	8.48	0.40	2	43.17039	46.06	83.28
AVG 3600-3900	6: A507 - Northern Access - 11@817.6 - 12@894.2	18.42	49.13	29	28	1	0	15.78	8.48	0.41	2	43.17039	46.06	83.28
AVG 3900-4200	6: A507 - Northern Access - 11@817.6 - 12@894.2	17.38	47.63	34	33	1	0	17.13	9.18	0.52	2	43.17039	46.06	83.28
AVG 4200-4500	6: A507 - Northern Access - 11@817.6 - 12@894.2	16.75	45.02	40	39	1	0	18.41	10.32	0.55	2	43.17039	46.06	83.28
			66	378	30	30	1						46	83

AVG 4200-4500	6: A507 - Northern Access - 118@17.6 - 117@61.5	16.75	43.05	9	8	1	0	74.88	57.66	1.25	5	43.17039	46.06	83.28
			46	109				75.24	56.96	1.3	5.0	LOS E	46	81

Northern Access (E) - Right Only - 20 sim runs (5 minute Segments) Average

SMOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(50)	VEHSEL(60)	VEHSEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: A507 - Northern Access - 121@369.8 - 107@49.0	14.13	60.78	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(50)	VEHSEL(60)	VEHSEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 1200-1500	6: A507 - Northern Access - 121@369.8 - 107@49.0	17.01	71.72	35	34	2	0	23.80	20.74	0.78	3	LOS C	63.75	99.79	
AVG 1500-1800	6: A507 - Northern Access - 121@369.8 - 107@49.0	15.22	60.30	29	28	1	0	25.47	17.84	0.68	3	LOS C	63.75	99.79	
AVG 1800-2100	6: A507 - Northern Access - 121@369.8 - 107@49.0	14.90	56.80	25	24	1	0	24.25	17.18	0.66	3	LOS C	63.75	99.79	
AVG 2100-2400	6: A507 - Northern Access - 121@369.8 - 107@49.0	14.94	65.18	30	29	1	0	25.75	18.31	0.68	3	LOS C	63.75	99.79	
AVG 2400-2700	6: A507 - Northern Access - 121@369.8 - 107@49.0	15.86	69.54	27	26	1	0	27.33	19.30	0.76	3	LOS C	63.75	99.79	
AVG 2700-3000	6: A507 - Northern Access - 121@369.8 - 107@49.0	16.98	65.72	29	28	1	0	25.61	18.10	0.69	3	LOS C	63.75	99.79	
AVG 3000-3300	6: A507 - Northern Access - 121@369.8 - 107@49.0	13.89	65.99	34	31	1	0	25.98	18.41	0.72	3	LOS C	63.75	99.79	
AVG 3300-3600	6: A507 - Northern Access - 121@369.8 - 107@49.0	12.16	52.77	27	26	1	0	22.73	15.98	0.62	3	LOS C	63.75	99.79	
AVG 3600-3900	6: A507 - Northern Access - 121@369.8 - 107@49.0	13.68	55.00	24	24	1	0	25.01	17.61	0.68	3	LOS C	63.75	99.79	
AVG 3900-4200	6: A507 - Northern Access - 121@369.8 - 107@49.0	14.47	68.21	35	34	1	0	26.05	18.39	0.74	3	LOS C	63.75	99.79	
AVG 4200-4500	6: A507 - Northern Access - 121@369.8 - 107@49.0	15.43	64.04	27	26	1	0	26.38	18.60	0.72	3	LOS C	63.75	99.79	
			64	161				25.61	18.19	0.7	3.0	LOS C	64	106	

Northern Access (E) - Left Only - 20 sim runs (5 minute Segments) Average

SMOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(50)	VEHSEL(60)	VEHSEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.47	13.85	6	6	0	0	22.49	16.14	0.61	3	LOS C	22.24	65.42	
AVG 1200-1500	6: A507 - Northern Access - 121@369.5 - 117@61.5	3.56	26.61	8	8	0	0	39.33	27.83	1.15	4	LOS D	22.24	65.42	
AVG 1500-1800	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.58	26.70	9	9	0	0	43.04	31.34	1.18	4	LOS D	22.24	65.42	
AVG 1800-2100	6: A507 - Northern Access - 121@369.5 - 117@61.5	3.08	19.42	7	7	0	0	32.56	22.84	0.88	3	LOS C	22.24	65.42	
AVG 2100-2400	6: A507 - Northern Access - 121@369.5 - 117@61.5	3.22	28.54	8	8	0	0	48.60	36.39	1.21	4	LOS D	22.24	65.42	
AVG 2400-2700	6: A507 - Northern Access - 121@369.5 - 117@61.5	3.63	20.50	9	9	0	0	42.19	31.27	1.12	4	LOS D	22.24	65.42	
AVG 2700-3000	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.50	23.57	7	7	0	0	25.68	17.37	0.80	3	LOS C	22.24	65.42	
AVG 3000-3300	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.14	17.92	7	7	0	0	37.95	27.44	1.07	4	LOS D	22.24	65.42	
AVG 3300-3600	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.44	19.69	8	8	0	0	39.85	29.09	1.10	4	LOS D	22.24	65.42	
AVG 3600-3900	6: A507 - Northern Access - 121@369.5 - 117@61.5	3.65	22.87	7	7	0	0	27.13	18.62	0.75	3	LOS C	22.24	65.42	
AVG 3900-4200	6: A507 - Northern Access - 121@369.5 - 117@61.5	3.72	27.68	7	7	0	0	38.42	28.05	1.04	4	LOS D	22.24	65.42	
AVG 4200-4500	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.48	19.52	8	8	0	0	32.17	22.71	0.91	3	LOS C	22.24	65.42	
			22	51				35.78	25.67	1.0	4.0	LOS D	22	65	

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

SMOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(50)	VEHSEL(60)	VEHSEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: A507 - Northern Access - 1@138.2 - 107@49.7	11.15	44.19	20	19	1	0	35.09	27.16	0.81	4	LOS D	53.12	85.75	
AVG 1200-1500	6: A507 - Northern Access - 1@138.2 - 107@49.7	11.04	46.90	14	13	1	0	28.88	21.36	0.74	3	LOS C	53.12	85.75	
AVG 1500-1800	6: A507 - Northern Access - 1@138.2 - 107@49.7	19.72	62.57	21	19	2	0	34.64	26.63	0.83	4	LOS D	53.12	85.75	
AVG 1800-2100	6: A507 - Northern Access - 1@138.2 - 107@49.7	13.65	52.39	23	22	1	0	36.27	27.94	0.88	4	LOS D	53.12	85.75	
AVG 2100-2400	6: A507 - Northern Access - 1@138.2 - 107@49.7	12.96	48.43	18	17	1	0	29.61	22.61	0.81	3	LOS C	53.12	85.75	
AVG 2400-2700	6: A507 - Northern Access - 1@138.2 - 107@49.7	14.68	50.05	15	14	1	0	37.59	30.00	0.82	4	LOS D	53.12	85.75	
AVG 2700-3000	6: A507 - Northern Access - 1@138.2 - 107@49.7	12.22	54.71	25	24	1	0	37.34	28.75	0.91	4	LOS D	53.12	85.75	
AVG 3000-3300	6: A507 - Northern Access - 1@138.2 - 107@49.7	12.55	51.10	15	13	2	0	29.85	21.76	0.82	3	LOS C	53.12	85.75	
AVG 3300-3600	6: A507 - Northern Access - 1@138.2 - 107@49.7	19.87	65.51	21	20	2	0	38.44	30.55	0.87	4	LOS D	53.12	85.75	
AVG 3600-3900	6: A507 - Northern Access - 1@138.2 - 107@49.7	12.31	50.05	22	21	1	0	34.29	26.13	0.84	3	LOS C	53.12	85.75	
AVG 3900-4200	6: A507 - Northern Access - 1@138.2 - 107@49.7	15.41	54.91	20	18	2	0	30.68	23.05	0.78	3	LOS C	53.12	85.75	
AVG 4200-4500	6: A507 - Northern Access - 1@138.2 - 107@49.7	16.00	56.40	14	1	0	0	37.61	29.27	0.87	4	LOS D	53.12	85.75	
			53	229				34.26	26.20	0.8	4.0	LOS D	53	86	

A507 (S) - Right Only - 20 sim runs (5 minute Segments) Average

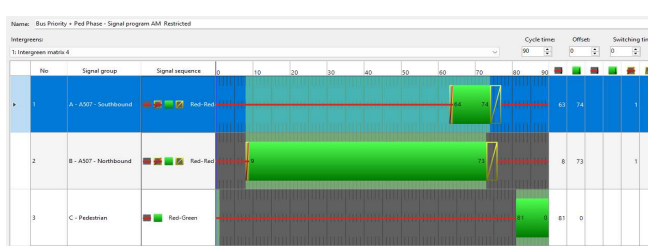
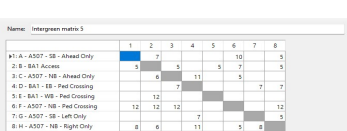
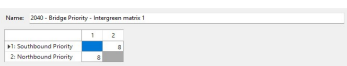
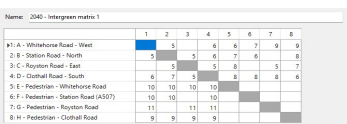
SMOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(50)	VEHSEL(60)	VEHSEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
MAX 900-1200	6: A507 - Northern Access - 1@138.2 - 120@94.2	11.15	44.19	3	3	0	0	55.84	46.95	1.08	4	LOS D	53.12	85.75	
MAX 1200-1500	6: A507 - Northern Access - 1@138.2 - 120@94.2	11.04	46.90	2	2	0	0	39.94	31.68	0.92	4	LOS D	53.12	85.75	
MAX 1500-1800	6: A507 - Northern Access - 1@138.2 - 120@94.2	19.72	62.57	3	3	0	0	45.87	40.87	1.08	4	LOS D	53.12	85.75	
MAX 1800-2100	6: A507 - Northern Access - 1@138.2 - 120@94.2	13.65	52.39	4	4	0	0	45.63	36.05	1.08	4	LOS D	53.12	85.75	
MAX 2100-2400	6: A507 - Northern Access - 1@138.2 - 120@94.2	12.96	48.43	3	3	0	0	43.80	35.48	1.05	4	LOS D	53.12	85.75	
MAX 2400-2700	6: A507 - Northern Access - 1@138.2 - 120@94.2	14.68	50.05	2	2	0	0	52.54	43.72	1.03	4	LOS D	53.12	85.75	
MAX 2700-3000	6: A507 - Northern Access - 1@138.2 - 120@94.2	12.22	54.71	2	2	0	0	37.83	27.93	0.9	4	LOS D	53.12	85.75	
MAX 3000-3300	6: A507 - Northern Access - 1@138.2 - 120@94.2	12.55	51.10	2	2	0	0	43.27	34.88	1.02	4	LOS D	53.12	85.75	
MAX 3300-3600	6: A507 - Northern Access - 1@138.2 - 120@94.2	19.87	65.51	3	3	0	0	51.51	42.12	1.12	5	LOS E	53.12	85.75	
MAX 3600-3900	6: A507 - Northern Access - 1@138.2 - 120@94.2	12.31	50.05	4	4	0	0	52.61	43.13	1.09	4	LOS D	53.12	85.75	
MAX 3900-4200	6: A507 - Northern Access - 1@138.2 - 120@94.2	15.41	54.91	3	3	0	0	51.74	43.17	1.05	4	LOS D	53.12	85.75	
MAX 4200-4500	6: A507 - Northern Access - 1@138.2 - 120@94.2	16.00	56.40	3	3	0	0	58.03	48.95	1.05	5	LOS E	53.12	85.75	
			53	36				50.60	41.72	1.0	4.0	LOS D	53	86	

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

SMOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(50)	VEHSEL(60)	VEHSEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.19	20.93	19	18	1	0	7.50	2.25	0.28	1	LOS A	29.65	56.53	
AVG 1200-1500	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.93	31.61	20	19	2	0	12.35	4.46	0.48	2	LOS B	29.65	56.53	
AVG 1500-1800	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.85	40.79	24	22	2	0	9.53	3.20	0.32	1	LOS A	29.65	56.53	
AVG 1800-2100	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.16	30.65	24	22	1	0	13.41	5.29	0.47	2	LOS B	29.65	56.53	
AVG 2100-2400	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.51	28.44	22	21	1	0	10.63	3.58	0.35	2	LOS B	29.65	56.53	
AVG 2400-2700	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.34	24.79	20	19	1	0	11.74	4.17	0.42	2	LOS B	29.65	56.53	
AVG 2700-3000	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.20	24.21	24	23	1	0	6.78	1.34	0.20	1	LOS A	29.65	56.53	
AVG 3000-3300	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.04	37.72	22	20	2	0	12.41	4.04	0.49	2	LOS B	29.65	56.53	
AVG 3300-3600	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.78	33.75	23	22	1	0	10.05	3.51	0.37	2	LOS B	29.65	56.53	
AVG 3600-3900	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.32	26.61	23	22	1	0	12.84	5.16	0.44	2	LOS B	29.65	56.53	
AVG 3900-4200	7: Bus Priority Junction - 1@7.9 - 1@71.4	2.02	30.10	24	22	2	0	8.74	2.71	0.33	1	LOS A	29.65	56.53	
AVG 4200-4500	7: Bus Priority Junction - 1@7.9 - 1@71.4	1.54	28.21	21	20	2	0	11.18	3.76	0.35	2	LOS B	29.65	56.53	
			30	266				10.60	3.62	0.4	2.0	LOS B	30	57	

A507 (S) - Bus Priority - 20 sim runs (5 minute Segments) Average

SMOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(50)	VEHSEL(60)	VEHSEL(ALL)	STOPDEL(ALL)	STOP(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	7: Bus Priority Junction - 117@113.9 - 4@15.8	8.10	36.80	12	12	12	12	12	12	0	0	0.00	LOS F	0.00	0.00
AVG 1200-1500	7: Bus Priority Junction - 117@113.9 - 4@15.8	8.50	36.10	13	13	13	13	13	13	0	0	0.00	LOS F	0.00	0.00
AVG 1500-1800	7: Bus Priority Junction - 117@113.9 - 4@15.8	8.50	36.10	13	13	13	13	13	13	0	0	0.00	LOS F	0.00	0.00
AVG 1800-2100	7: Bus Priority Junction - 117@113.9 - 4@15.8	8.50	36.10	13	13	13	13	13	13	0	0	0.00	LOS F	0.00	0.00
AVG 2100-2400	7: Bus Priority Junction - 117@113.9 - 4@15.8	8.42	36.30	16	16	16	16	16	16	0	0	0.00	LOS F	0.00	0.00
AVG 2400-2700	7: Bus Priority Junction - 117@113.9 - 4@15.8	8.10	36.10	13	13	13	13	13	13	0	0	0.00	LOS F	0.00	0.00
AVG 2700-3000	7: Bus Priority Junction - 117@113.9 - 4@15.8	17.00	50.00	16	15	15	15	15	15	0	0	0.00	LOS D	0.00	0.00
AVG 3000-3300	7: Bus Priority Junction - 117@113.9 - 4@15.8	17.00	50.00	16	15	15	15	15	15	0	0	0.00	LOS D	0.00	0.00
AVG 3300-3600	7: Bus Priority Junction - 117@113.9 - 4@15.8	21.42	52.00	20	20	22	22	22	20	0	0	0.00	LOS D	0.00	0.00
AVG 3600-3900	7: Bus Priority Junction - 117@113.9 - 4@15.8	21.42	52.00	20	20	22	22	22	20	0	0	0.00	LOS D	0.00	0.00
AVG 3900-4200	7: Bus Priority Junction - 117@113.9 - 4@15.8	17.40	55.00	17	16	16	16	16	16	0	0	0.00	LOS D	0.00	0.00
AVG 4200-4500	7: Bus Priority Junction - 117@113.9 - 4@15.8	19.95	58.00	21	20	21	21	21	20	0	0	0.00	LOS D	0.00	0.00
			61.00	198										61.00	61.00

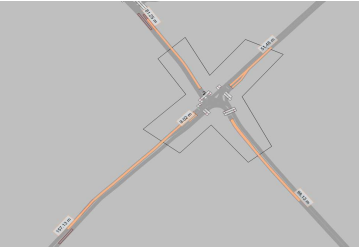


2040 PM - No School

Function - 100 Sec Cycle Time	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road	24	81.25	121.79	82.18	1.5	LOS E
Royston Road - Ahead	21	51.48	85.04	34.44	0.7	LOS D
Royston Road - Left	21	17.17	78.05	34.14	0.7	LOS C
Croftall Road	15	98.13	151.41	89.48	1.5	LOS E
Whitehorse Street - Ahead & Left Turn	11	117.13	201.28	54.77	1.4	LOS D
Whitehorse Street - Right Turn	11	9.02	34.05	56.77	1.0	LOS L
Priority Working - 60 Sec Cycle Time	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
Railway Underpass - Southbound	31	79.79	101.74	53.30	1.43	LOS D
Railway Underpass - Northbound	32	71.53	121.99	15.87	0.00	LOS B
Northern Junction - 90 sec Cycle Time	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Station Road (N) - Left Turn	118	44.76	79.48	14.86	0.5	LOS B
A507 - Station Road (N) - Ahead Only	118	44.76	79.48	54.89	1.1	LOS D
B41 - Access - Left Turn	121	12.37	40.38	31.52	0.8	LOS C
B41 - Access - Right Turn	121	65.86	93.73	35.65	1.0	LOS C
A507 - Station Road (S) - Ahead	1	69.39	120.21	24.56	0.6	LOS C
A507 - Station Road (S) - Right Turn	1	69.39	120.21	66.59	1.2	LOS E
Bus Priority Working - 90 Sec Cycle Time 1 p and phase every cycle. Signals for buses only called when required.	Link	Qlen Ave Max (Smin) (m) (Avg, Avg)	Qlen Maximum Queues (m) (Avg, Max)	Veh Delay (s)	Vehicle Stops	LOS
A507 - Northbound	1	55.07	118.59	16.78	0.58	LOS B
A507 - Southbound	1	58.86	89.97	46	1.01	LOS D

Notes

30 Simulation Runs
Qlen Ave Max (every 5mins), (Qlen Max, Avg)
Time periods indicative
Vision Qlen Ave MAX (Smin) to compare with Unsig 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

SAMD TRAVEL	MOVEMENT	QLEN	QLENMAX	VEH(SALL)	VEH(S10)	VEH(S20)	VEH(S160)	VEH(DELAYALL)	STOPDELAYALL	STOPS(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	2: Railway Bridge Priority - 31@2.1 - 31@108.8	15.10	59.96	18	18	0	0	39.49	26.70	1.17	4	LOS D	70.79	101.74
AVG 1200-1500	2: Railway Bridge Priority - 31@2.1 - 31@108.8	17.04	65.45	19	18	0	1	40.49	25.81	1.18	4	LOS D	70.79	101.74
AVG 1500-1800	2: Railway Bridge Priority - 31@2.1 - 31@108.8	26.59	73.37	26	26	0	0	55.24	38.87	1.44	4	LOS D	70.79	101.74
AVG 1800-2100	2: Railway Bridge Priority - 31@2.1 - 31@108.8	25.71	68.09	23	22	0	1	56.46	38.73	1.50	5	LOS E	70.79	101.74
AVG 2100-2400	2: Railway Bridge Priority - 31@2.1 - 31@108.8	21.61	64.82	23	23	0	0	49.62	34.64	1.32	4	LOS D	70.79	101.74
AVG 2400-2700	2: Railway Bridge Priority - 31@2.1 - 31@108.8	21.54	70.09	23	22	0	1	48.13	32.68	1.33	4	LOS D	70.79	101.74
AVG 2700-3000	2: Railway Bridge Priority - 31@2.1 - 31@108.8	22.39	74.04	21	21	0	0	48.11	33.35	1.31	4	LOS D	70.79	101.74
AVG 3000-3300	2: Railway Bridge Priority - 31@2.1 - 31@108.8	20.83	68.11	21	20	0	1	46.65	30.58	1.39	4	LOS D	70.79	101.74
AVG 3300-3600	2: Railway Bridge Priority - 31@2.1 - 31@108.8	31.61	81.50	27	27	0	0	62.22	45.10	1.60	5	LOS E	70.79	101.74
AVG 3600-3900	2: Railway Bridge Priority - 31@2.1 - 31@108.8	31.79	76.87	23	21	0	1	66.25	46.29	1.71	5	LOS E	70.79	101.74
AVG 3900-4200	2: Railway Bridge Priority - 31@2.1 - 31@108.8	31.45	74.06	24	24	0	1	65.85	47.37	1.64	5	LOS E	70.79	101.74
AVG 4200-4500	2: Railway Bridge Priority - 31@2.1 - 31@108.8	33.06	75.17	25	24	0	1	61.13	43.01	1.62	5	LOS E	70.79	101.74
		26	71	274				53.30	36.99	1.43	4.0	LOS D	71	102

Northbound - 20 sim runs (5 minute Segments) Average

SAMD TRAVEL	MOVEMENT	QLEN	QLENMAX	VEH(SALL)	VEH(S10)	VEH(S20)	VEH(S160)	VEH(DELAYALL)	STOPDELAYALL	STOPS(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	2: Railway Bridge Priority - 32@17.4 - 32@173.4	5.24	48.25	34	34	0	0	11.54	4.67	0.49	2	LOS B	71.53	121.99
AVG 1200-1500	2: Railway Bridge Priority - 32@17.4 - 32@173.4	11.89	93.13	39	38	0	1	18.34	6.07	0.88	2	LOS B	71.53	121.99
AVG 1500-1800	2: Railway Bridge Priority - 32@17.4 - 32@173.4	7.25	58.14	43	42	0	0	12.94	5.13	0.55	2	LOS B	71.53	121.99
AVG 1800-2100	2: Railway Bridge Priority - 32@17.4 - 32@173.4	10.58	86.63	41	40	0	1	18.07	5.69	0.89	2	LOS B	71.53	121.99
AVG 2100-2400	2: Railway Bridge Priority - 32@17.4 - 32@173.4	1.84	45.61	40	39	0	1	13.00	4.79	0.52	2	LOS B	71.53	121.99
AVG 2400-2700	2: Railway Bridge Priority - 32@17.4 - 32@173.4	10.16	86.01	39	38	0	1	19.62	5.95	0.99	3	LOS C	71.53	121.99
AVG 2700-3000	2: Railway Bridge Priority - 32@17.4 - 32@173.4	7.16	56.55	42	42	0	0	12.93	5.01	0.54	2	LOS B	71.53	121.99
AVG 3000-3300	2: Railway Bridge Priority - 32@17.4 - 32@173.4	9.23	78.37	41	40	0	1	18.30	5.31	0.89	2	LOS B	71.53	121.99
AVG 3300-3600	2: Railway Bridge Priority - 32@17.4 - 32@173.4	6.65	53.90	42	42	0	0	12.70	4.85	0.56	2	LOS B	71.53	121.99
AVG 3600-3900	2: Railway Bridge Priority - 32@17.4 - 32@173.4	11.72	95.19	41	39	0	1	18.10	6.02	0.93	2	LOS B	71.53	121.99
AVG 3900-4200	2: Railway Bridge Priority - 32@17.4 - 32@173.4	7.21	53.83	41	41	1	0	12.62	5.14	0.56	2	LOS B	71.53	121.99
AVG 4200-4500	2: Railway Bridge Priority - 32@17.4 - 32@173.4	11.72	97.73	41	39	0	1	18.85	6.07	0.92	2	LOS B	71.53	121.99
		9	72	484				15.87	5.46	0.71	2.0	LOS B	72	122

A507 - 20 sim runs (5 minute Segments) Average

SAMD TRAVEL	MOVEMENT	QLEN	QLENMAX	VEH(SALL)	VEH(S10)	VEH(S20)	VEH(S160)	VEH(DELAYALL)	STOPDELAYALL	STOPS(SALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	1: Whitehorse Junction - 24@44.5 - 13@19.3	19.4	57.4	8	8	0	0	61.49	51.86	1.08	5	LOS E	81.25	125.79
AVG 1200-1500	1: Whitehorse Junction - 24@44.5 - 13@19.3	12.4	32.4	10	9	0	1	52.33	39.48	1.11	4	LOS D	81.25	125.79
AVG 1500-1800	1: Whitehorse Junction - 24@44.5 - 13@19.3	30.1	68.4	13	13	0	0	59.15	48.66	1.16	5	LOS E	81.25	125.79
AVG 1800-2100	1: Whitehorse Junction - 24@44.5 - 13@19.3	35.0	75.8	11	10	0	1	73.59	59.53	1.40	5	LOS E	81.25	125.79
AVG 2100-2400	1: Whitehorse Junction - 24@44.5 - 13@19.3	43.0	88.0	12	12	0	0	83.81	70.12	1.51	5	LOS E	81.25	125.79
AVG 2400-2700	1: Whitehorse Junction - 24@44.5 - 13@19.3	39.0	78.4	11	10	0	1	79.36	64.28	1.43	5	LOS E	81.25	125.79
AVG 2700-3000	1: Whitehorse Junction - 24@44.5 - 13@19.3	34.9	78.7	10	10	0	0	87.83	73.33	1.55	5	LOS E	81.25	125.79
AVG 3000-3300	1: Whitehorse Junction - 24@44.5 - 13@19.3	36.4	85.7	11	10	0	1	80.72	65.63	1.50	5	LOS E	81.25	125.79
AVG 3300-3600	1: Whitehorse Junction - 24@44.5 - 13@19.3	41.2	95.19	12	12	0	0	78.62	65.84	1.43	5	LOS E	81.25	125.79
AVG 3600-3900	1: Whitehorse Junction - 24@44.5 - 13@19.3	51.1	88.2	12	11	0	1	94.26	78.62	1.60	6	LOS F	81.25	125.79
AVG 3900-4200	1: Whitehorse Junction - 24@44.5 - 13@19.3	60.3	102.2	10	10	0	0	113.62	95.37	2.04	6	LOS F	81.25	125.79
AVG 4200-4500	1: Whitehorse Junction - 24@44.5 - 13@19.3	64.5	109.9	12	12	0	0	121.13	103.63	2.01	6	LOS F	81.25	125.79
		81	132					82.18	68.03	1.5	5.0	LOS E	81	126

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	Qlen(Max)	Qlen(Med(Avg,Max))
AVG 900-1200	1 Whitehorse junction - 21@62.5 - 13@19.3	10.37	44.41	18	18	0	0	33.77	22.80	0.70	3	LOS C	51.48	85.04
AVG 1200-1500	1 Whitehorse junction - 21@62.5 - 13@19.3	12.05	51.64	21	21	0	0	34.83	22.94	1.14	4	LOS D	51.48	85.04
AVG 1500-1800	1 Whitehorse junction - 21@62.5 - 13@19.3	13.17	56.97	22	22	0	0	35.74	23.43	0.72	4	LOS D	51.48	85.04
AVG 1800-2100	1 Whitehorse junction - 21@62.5 - 13@19.3	13.37	52.80	20	20	0	0	38.97	26.89	0.79	4	LOS D	51.48	85.04
AVG 2100-2400	1 Whitehorse junction - 21@62.5 - 13@19.3	10.15	44.01	20	20	0	0	31.74	21.88	0.87	3	LOS C	51.48	85.04
AVG 2400-2700	1 Whitehorse junction - 21@62.5 - 13@19.3	11.84	51.87	21	20	0	0	33.12	21.88	0.69	3	LOS C	51.48	85.04
AVG 2700-3000	1 Whitehorse junction - 21@62.5 - 13@19.3	11.17	51.61	20	20	0	0	32.40	21.02	0.97	3	LOS C	51.48	85.04
AVG 3000-3300	1 Whitehorse junction - 21@62.5 - 13@19.3	12.78	53.48	21	21	0	0	36.69	25.09	0.74	4	LOS D	51.48	85.04
AVG 3300-3600	1 Whitehorse junction - 21@62.5 - 13@19.3	10.77	53.85	21	21	0	0	30.74	19.22	0.69	3	LOS C	51.48	85.04
AVG 3600-3900	1 Whitehorse junction - 21@62.5 - 13@19.3	12.78	49.81	20	20	0	0	35.46	23.59	0.75	4	LOS D	51.48	85.04
AVG 3900-4200	1 Whitehorse junction - 21@62.5 - 13@19.3	11.95	51.61	22	22	0	0	33.49	22.19	0.74	3	LOS C	51.48	85.04
AVG 4200-4500	1 Whitehorse junction - 21@62.5 - 13@19.3	14.27	55.67	23	21	0	0	35.87	24.04	0.75	4	LOS D	51.48	85.04
			51	248				34.44	22.92	0.7	4.0	LOS D	51	85

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	Qlen(Max)	Qlen(Med(Avg,Max))
AVG 900-1200	1 Whitehorse junction - 21@62.5 - 17@8.3	4.14	28.99	6	6	0	0	31.01	21.59	0.70	3	LOS C	37.57	78.05
AVG 1200-1500	1 Whitehorse junction - 21@62.5 - 17@8.3	4.97	36.20	7	6	0	0	31.41	20.97	0.70	3	LOS C	37.57	78.05
AVG 1500-1800	1 Whitehorse junction - 21@62.5 - 17@8.3	5.32	35.07	6	6	0	0	42.42	28.95	0.78	4	LOS D	37.57	78.05
AVG 1800-2100	1 Whitehorse junction - 21@62.5 - 17@8.3	5.54	42.37	6	5	0	0	30.81	21.78	0.69	3	LOS C	37.57	78.05
AVG 2100-2400	1 Whitehorse junction - 21@62.5 - 17@8.3	5.66	27.06	7	7	0	0	33.18	22.86	0.76	3	LOS C	37.57	78.05
AVG 2400-2700	1 Whitehorse junction - 21@62.5 - 17@8.3	4.72	35.21	6	6	0	0	34.23	21.75	0.71	3	LOS C	37.57	78.05
AVG 2700-3000	1 Whitehorse junction - 21@62.5 - 17@8.3	4.95	38.99	6	6	0	0	31.39	19.61	0.75	3	LOS C	37.57	78.05
AVG 3000-3300	1 Whitehorse junction - 21@62.5 - 17@8.3	7.27	46.15	7	7	0	0	33.81	24.27	0.73	3	LOS C	37.57	78.05
AVG 3300-3600	1 Whitehorse junction - 21@62.5 - 17@8.3	5.51	38.36	7	6	0	0	37.24	25.84	0.71	4	LOS D	37.57	78.05
AVG 3600-3900	1 Whitehorse junction - 21@62.5 - 17@8.3	6.88	39.91	7	7	0	0	32.26	21.88	0.67	3	LOS C	37.57	78.05
AVG 3900-4200	1 Whitehorse junction - 21@62.5 - 17@8.3	6.09	38.24	7	7	0	0	38.29	25.27	0.81	4	LOS D	37.57	78.05
AVG 4200-4500	1 Whitehorse junction - 21@62.5 - 17@8.3	5.05	34.34	7	7	0	0	34.66	23.86	0.80	3	LOS C	37.57	78.05
			38	79				34.14	23.32	0.7	3.0	LOS C	38	79

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	Qlen(Max)	Qlen(Med(Avg,Max))
AVG 900-1200	1 Whitehorse junction - 15@45.6 - 23@57.7	27.12	73.33	14	14	0	0	52.54	42.28	1.01	4	LOS D	98.13	151.41
AVG 1200-1500	1 Whitehorse junction - 15@45.6 - 23@57.7	43.37	88.36	23	23	0	0	54.03	44.23	1.25	5	LOS E	157.13	263.28
AVG 1500-1800	1 Whitehorse junction - 15@45.6 - 23@57.7	53.76	98.97	17	16	0	0	88.49	73.86	1.48	5	LOS E	98.13	151.41
AVG 1800-2100	1 Whitehorse junction - 15@45.6 - 23@57.7	48.23	97.48	15	15	0	1	89.03	72.89	1.51	5	LOS E	98.13	151.41
AVG 2100-2400	1 Whitehorse junction - 15@45.6 - 23@57.7	75.13	165.82	16	15	0	0	94.49	77.55	1.72	5	LOS E	98.13	151.41
AVG 2400-2700	1 Whitehorse junction - 15@45.6 - 23@57.7	50.88	99.11	17	16	0	0	89.77	74.51	1.51	5	LOS E	98.13	151.41
AVG 2700-3000	1 Whitehorse junction - 15@45.6 - 23@57.7	61.29	115.19	16	15	0	0	72.27	66.12	1.59	5	LOS E	98.13	151.41
AVG 3000-3300	1 Whitehorse junction - 15@45.6 - 23@57.7	58.41	104.88	17	16	0	0	93.27	78.26	1.58	5	LOS E	98.13	151.41
AVG 3300-3600	1 Whitehorse junction - 15@45.6 - 23@57.7	59.97	108.22	17	17	0	0	102.43	88.55	1.66	5	LOS E	98.13	151.41
AVG 3600-3900	1 Whitehorse junction - 15@45.6 - 23@57.7	54.51	102.00	18	15	0	0	88.54	82.77	1.64	5	LOS E	98.13	151.41
AVG 3900-4200	1 Whitehorse junction - 15@45.6 - 23@57.7	64.10	108.32	16	16	1	0	99.24	83.95	1.60	5	LOS E	98.13	151.41
AVG 4200-4500	1 Whitehorse junction - 15@45.6 - 23@57.7	59.73	105.32	16	0	0	0	88.13	104.37	1.71	5	LOS E	98.13	151.41
			38	181				89.48	74.62	1.5	5.0	LOS E	98.13	151

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	Qlen(Max)	Qlen(Med(Avg,Max))
AVG 900-1200	1 Whitehorse junction - 11@28.17 - 19@52.5	33.44	113.97	22	22	0	0	54.03	44.23	1.25	5	LOS E	157.13	263.28
AVG 1200-1500	1 Whitehorse junction - 11@28.17 - 19@52.5	71.56	174.21	24	24	0	0	57.29	41.16	1.56	5	LOS E	157.13	263.28
AVG 1500-1800	1 Whitehorse junction - 11@28.17 - 19@52.5	70.23	155.71	26	26	0	0	52.72	40.11	1.23	4	LOS D	157.13	263.28
AVG 1800-2100	1 Whitehorse junction - 11@28.17 - 19@52.5	55.18	169.89	15	15	0	0	45.94	40.49	1.18	4	LOS D	157.13	263.28
AVG 2100-2400	1 Whitehorse junction - 11@28.17 - 19@52.5	50.48	119.92	27	27	0	0	45.67	34.20	1.04	4	LOS D	157.13	263.28
AVG 2400-2700	1 Whitehorse junction - 11@28.17 - 19@52.5	76.65	178.36	28	28	0	0	46.84	49.20	1.70	5	LOS E	157.13	263.28
AVG 2700-3000	1 Whitehorse junction - 11@28.17 - 19@52.5	54.51	142.04	18	18	0	0	47.28	47.28	1.73	5	LOS E	157.13	263.28
AVG 3000-3300	1 Whitehorse junction - 11@28.17 - 19@52.5	79.14	173.73	24	24	0	0	59.58	43.55	1.56	5	LOS E	157.13	263.28
AVG 3300-3600	1 Whitehorse junction - 11@28.17 - 19@52.5	59.68	159.88	28	28	0	0	42.55	35.60	1.14	4	LOS D	157.13	263.28
AVG 3600-3900	1 Whitehorse junction - 11@28.17 - 19@52.5	75.14	169.39	25	24	0	0	58.27	42.92	1.58	5	LOS E	157.13	263.28
AVG 3900-4200	1 Whitehorse junction - 11@28.17 - 19@52.5	50.02	134.76	25	25	0	0	48.24	36.44	1.08	4	LOS D	157.13	263.28
AVG 4200-4500	1 Whitehorse junction - 11@28.17 - 19@52.5	88.13	193.72	25	24	0	0	66.44	48.85	1.81	5	LOS E	157.13	263.28
			157	305				54.27	40.32	1.4	4.0	LOS D	157	263

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	Qlen(Max)	Qlen(Med(Avg,Max))
AVG 900-1200	1 Whitehorse junction - 11@469.2 - 17@8.3	1.23	8.20	3	3	0	0	31.05	20.41	1.29	3	LOS C	9.02	34.05
AVG 1200-1500	1 Whitehorse junction - 11@469.2 - 17@8.3	2.85	15.53	3	3	0	0	62.45	44.46	2.25	5	LOS E	9.02	34.05
AVG 1500-1800	1 Whitehorse junction - 11@469.2 - 17@8.3	1.07	8.26	3	3	0	0	55.42	40.51	1.65	4	LOS D	9.02	34.05
AVG 1800-2100	1 Whitehorse junction - 11@469.2 - 17@8.3	1.59	12.15	3	3	0	0	68.11	49.10	2.16	5	LOS E	9.02	34.05
AVG 2100-2400	1 Whitehorse junction - 11@469.2 - 17@8.3	1.95	12.10	4	4	0	0	50.03	37.34	1.72	4	LOS D	9.02	34.05
AVG 2400-2700	1 Whitehorse junction - 11@469.2 - 17@8.3	0.63	4.48	3	3	0	0	68.04	50.05	2.19	5	LOS E	9.02	34.05
AVG 2700-3000	1 Whitehorse junction - 11@469.2 - 17@8.3	1.32	6.59	3	3	0	0	40.54	40.54	1.53	4	LOS B	9.02	34.05
AVG 3000-3300	1 Whitehorse junction - 11@469.2 - 17@8.3	1.57	10.93	3	3	0	0	59.62	42.41	2.27	5	LOS E	9.02	34.05
AVG 3300-3600	1 Whitehorse junction - 11@469.2 - 17@8.3	1.57	10.14	4	4	0	0	63.93	47.77	1.78	5	LOS E	9.02	34.05
AVG 3600-3900	1 Whitehorse junction - 11@469.2 - 17@8.3	1.19	8.78	3	3	0	0	64.59	47.67	2.18	5	LOS E	9.02	34.05
AVG 3900-4200	1 Whitehorse junction - 11@469.2 - 17@8.3	0.89	5.85	3	3	0	0	45.38	32.62	1.25	4	LOS D	9.02	34.05
AVG 4200-4500	1 Whitehorse junction - 11@469.2 - 17@8.3	0.90	3	3	3	0	0	61.65	43.86	2.07	5	LOS E	9.02	34.05
			9	38				56.77	41.39	1.9	5.0	LOS E	9	34

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	Qlen(Max)	Qlen(Med(Avg,Max))
AVG 900-1200	6 A507 - Northern Access - 11@817.6 - 120@94.2	12.8	38.7	20.0	20.0	0.0	0.0	16.4	9.5	0.5	2	LOS B	44.96	79.48
AVG 1200-1500	6 A507 - Northern Access - 11@817.6 - 120@94.2	14.3	41.4	21.0	21.0	0.0	0.0	14.7	8.0	0.5	2	LOS B	44.96	79.48
AVG 1500-1800	6 A507 - Northern Access - 11@817.6 - 120@94.2	14.6	42.1	21.0	21.0	0.0	0.0	15.6	8.3	0.5	2	LOS B	44.96	79.48
AVG 1800-2100	6 A507 - Northern Access - 11@817.6 - 120@94.2	15.9	39.9	22.0	21.0	1.0	0.0	16.4	9.5	0.5	2	LOS B	44.96	79.48
AVG 2100-2400	6 A507 - Northern Access - 11@817.6 - 120@94.2	14.8	43.5	24.0	24.0	0.0	0.0	12.3	5.9	0.4	2	LOS B	44.96	79.48
AVG 2400-2700	6 A507 - Northern Access - 11@817.6 - 120@94.2	17.6	40.0	22.0	21.0	0.0	0.0	15.4	8.4	0.4	2	LOS B	44.96	79.48
AVG 2700-3000	6 A507 - Northern Access - 11@817.6 - 120@94.2	17.4	47.4	21.0	21.0	0.0	0.0	15.6	8.4	0.5	2	LOS B	44.96	79.48
AVG 3000-3300	6 A507 - Northern Access - 11@817.6 - 120@94.2	17.6	42.1	21.0	21.0	0.0	0.0	15.6	8.3	0.5	2	LOS B	44.96	79.48
AVG 3300-3600	6 A507 - Northern Access - 11@817.6 - 120@94.2	17.6	46.4	21.0	21.0	0.0	0.0	12.7	6.3	0.4	2	LOS B	44.96	79.48
AVG 3600-3900	6 A507 - Northern Access - 11@817.6 - 120@94.2	17.6	40.0	22.0	21.0	0.0	0.0	15.4	8.4	0.4	2	LOS B	44.96	79.48
AVG 3900-4200	6 A507 - Northern Access - 11@817.6 - 120@94.2	17.6	40.0	22.0	21.0	0.0	0.0	15.4	8.4	0.4	2	LOS B	44.96	79.48
AVG 4200-4500	6 A507 - Northern Access - 11@817.6 - 120@94.2	17.7	48.5	24.0	23.0	0.0	0.0	14.0	7.1	0.4	2	LOS B	44.96	79.48
	6 A507 - Northern Access - 11@817.6 - 120@94.2	18.9	47.5	21.0	21.0	0.0	0.0	13.7	6.8	0.4	2	LOS B	44.96	79.48
	6 A507 - Northern Access - 11@817.6 - 120@94.2	19.6	46.8	24.0	24.0	0.0	0.0	14.6	7.5	0.5	2	LOS B	44.96	79.48

AVG 4200-4500	6: A507 - Northern Access - 118@17.6 - 117@61.5	18.7	47.7	17.0	17.0	0.0	0.0	53.5	36.8	1.0	4	LOS D	44.96	79.48
		40.8	209					34.89	38.72	1.1	4.0	LOS D	45	79

Northern Access (E) - Right Only - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: A507 - Northern Access - 121@369.8 - 107@49.0	14.9	51.9	23.0	23.0	0.0	0.0	29.1	22.0	0.7	3	LOS C	60.06	93.73
AVG 1200-1500	6: A507 - Northern Access - 121@369.8 - 107@49.0	18.7	62.9	33.0	32.0	0.0	0.0	34.5	26.5	0.8	3	LOS C	60.06	93.73
AVG 1500-1800	6: A507 - Northern Access - 121@369.8 - 107@49.0	17.5	61.0	28.0	28.0	0.0	0.0	31.0	23.1	0.8	3	LOS C	60.06	93.73
AVG 1800-2100	6: A507 - Northern Access - 121@369.8 - 107@49.0	16.8	56.1	24.0	24.0	0.0	0.0	30.6	23.2	0.8	3	LOS C	60.06	93.73
AVG 2100-2400	6: A507 - Northern Access - 121@369.8 - 107@49.0	19.2	65.0	32.0	32.0	1.0	0.0	34.4	26.2	0.8	4	LOS C	60.06	93.73
AVG 2400-2700	6: A507 - Northern Access - 121@369.8 - 107@49.0	18.3	64.7	28.0	28.0	0.0	0.0	33.4	25.2	0.8	3	LOS C	60.06	93.73
AVG 2700-3000	6: A507 - Northern Access - 121@369.8 - 107@49.0	16.9	58.4	27.0	26.0	0.0	0.0	29.7	21.9	0.8	3	LOS C	60.06	93.73
AVG 3000-3300	6: A507 - Northern Access - 121@369.8 - 107@49.0	17.7	63.7	31.0	31.0	0.0	0.0	34.6	26.6	0.8	3	LOS C	60.06	93.73
AVG 3300-3600	6: A507 - Northern Access - 121@369.8 - 107@49.0	14.2	56.3	28.0	28.0	0.0	0.0	28.6	20.9	0.7	3	LOS C	60.06	93.73
AVG 3600-3900	6: A507 - Northern Access - 121@369.8 - 107@49.0	18.3	60.8	24.0	24.0	0.0	0.0	30.8	23.1	0.8	3	LOS C	60.06	93.73
AVG 3900-4200	6: A507 - Northern Access - 121@369.8 - 107@49.0	18.3	61.8	31.0	31.0	0.0	0.0	33.9	25.3	0.8	4	LOS C	60.06	93.73
AVG 4200-4500	6: A507 - Northern Access - 121@369.8 - 107@49.0	15.7	58.9	29.0	29.0	0.0	0.0	29.7	22.0	0.8	3	LOS C	60.06	93.73
		60	348					31.52	23.79	0.8	3.0	LOS C	60	94

Northern Access (E) - Left Only - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.5	10.9	10.9	3	3	0	0	27.33208	19.849155	0.788333	3	LOS C	12.37
AVG 1200-1500	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.7	13.5	4.0	4.0	0.0	0.0	45.4	34.6	1.3	4	LOS D	12.37	40.38
AVG 1500-1800	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.3	17.3	4.0	4.0	0.0	0.0	34.0	25.2	0.9	3	LOS C	12.37	40.38
AVG 1800-2100	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.2	8.1	3.0	3.0	0.0	0.0	27.9	20.4	0.7	3	LOS C	12.37	40.38
AVG 2100-2400	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.9	12.7	4.0	4.0	0.0	0.0	32.0	23.6	0.9	3	LOS C	12.37	40.38
AVG 2400-2700	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.4	10.8	3.0	3.0	0.0	0.0	25.9	26.9	0.9	4	LOS D	12.37	40.38
AVG 2700-3000	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.5	17.6	4.0	4.0	0.0	0.0	48.8	37.0	1.4	4	LOS D	12.37	40.38
AVG 3000-3300	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.0	10.2	3.0	3.0	0.0	0.0	52.2	41.3	1.3	4	LOS D	12.37	40.38
AVG 3300-3600	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.1	9.3	4.0	4.0	0.0	0.0	31.1	23.9	1.0	3	LOS C	12.37	40.38
AVG 3600-3900	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.0	9.7	2.0	2.0	0.0	0.0	27.7	20.5	0.8	3	LOS C	12.37	40.38
AVG 3900-4200	6: A507 - Northern Access - 121@369.5 - 117@61.5	2.2	14.3	4.0	4.0	0.0	0.0	34.4	26.5	0.9	4	LOS D	12.37	40.38
AVG 4200-4500	6: A507 - Northern Access - 121@369.5 - 117@61.5	1.8	14.0	3.0	3.0	0.0	0.0	29.2	21.9	0.7	3	LOS C	12.37	40.38
		12	41					35.66	26.77	1.0	3.0	LOS C	12	40

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

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	6: A507 - Northern Access - 1@138.2 - 107@49.7	15.9	61.0	33	33	0	0	24.1	17.4	0.7	3	LOS C	69.39	120.21
AVG 1200-1500	6: A507 - Northern Access - 1@138.2 - 107@49.7	13.2	45.4	20	19	0	0	21.8	15.6	0.6	3	LOS C	69.39	120.21
AVG 1500-1800	6: A507 - Northern Access - 1@138.2 - 107@49.7	30.7	98.3	35	35	0	0	28.0	21.0	0.6	3	LOS C	69.39	120.21
AVG 1800-2100	6: A507 - Northern Access - 1@138.2 - 107@49.7	12.3	44.8	25	25	0	0	22.8	17.0	0.5	3	LOS C	69.39	120.21
AVG 2100-2400	6: A507 - Northern Access - 1@138.2 - 107@49.7	25.1	78.7	36	36	0	0	25.5	19.0	0.6	3	LOS C	69.39	120.21
AVG 2400-2700	6: A507 - Northern Access - 1@138.2 - 107@49.7	14.2	66.6	19	19	0	0	21.2	15.0	0.6	3	LOS C	69.39	120.21
AVG 2700-3000	6: A507 - Northern Access - 1@138.2 - 107@49.7	25.0	72.4	42	42	0	0	26.4	19.1	0.7	3	LOS C	69.39	120.21
AVG 3000-3300	6: A507 - Northern Access - 1@138.2 - 107@49.7	15.6	63.1	21	21	0	0	22.0	15.8	0.6	3	LOS C	69.39	120.21
AVG 3300-3600	6: A507 - Northern Access - 1@138.2 - 107@49.7	12.1	59.9	36	35	0	0	29.4	22.1	0.7	3	LOS C	69.39	120.21
AVG 3600-3900	6: A507 - Northern Access - 1@138.2 - 107@49.7	10.7	47.2	35	34	0	0	29.5	19.1	0.6	3	LOS C	69.39	120.21
AVG 3900-4200	6: A507 - Northern Access - 1@138.2 - 107@49.7	28.6	86.7	37	36	0	0	26.4	19.6	0.6	3	LOS C	69.39	120.21
AVG 4200-4500	6: A507 - Northern Access - 1@138.2 - 107@49.7	13.0	45.7	20	20	0	0	21.6	15.4	0.6	3	LOS C	69.39	120.21
		69	349					24.56	18.00	0.6	3.0	LOS C	69	120

A507 (S) - Right Only - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
MAX 900-1200	6: A507 - Northern Access - 1@138.2 - 120@94.2	15.9	61.0	7	7	0	0	55.0	45.7	1.1	4	LOS D	69.39	120.21
MAX 1200-1500	6: A507 - Northern Access - 1@138.2 - 120@94.2	13.2	45.4	6	6	0	0	61.8	51.6	1.2	5	LOS E	69.39	120.21
MAX 1500-1800	6: A507 - Northern Access - 1@138.2 - 120@94.2	30.7	98.3	8	8	0	0	76.5	64.8	1.4	5	LOS E	69.39	120.21
MAX 1800-2100	6: A507 - Northern Access - 1@138.2 - 120@94.2	12.3	44.8	9	9	0	0	64.7	55.0	1.2	5	LOS E	69.39	120.21
MAX 2100-2400	6: A507 - Northern Access - 1@138.2 - 120@94.2	25.1	74.7	8	8	0	0	70.9	59.7	1.3	5	LOS E	69.39	120.21
MAX 2400-2700	6: A507 - Northern Access - 1@138.2 - 120@94.2	14.2	66.6	7	7	0	0	61.3	51.6	1.1	5	LOS E	69.39	120.21
MAX 2700-3000	6: A507 - Northern Access - 1@138.2 - 120@94.2	25.0	72.4	10	10	0	0	52.0	41.1	0.9	5	LOS E	69.39	120.21
MAX 3000-3300	6: A507 - Northern Access - 1@138.2 - 120@94.2	15.6	63.1	7	7	0	0	71.9	60.6	1.4	5	LOS E	69.39	120.21
MAX 3300-3600	6: A507 - Northern Access - 1@138.2 - 120@94.2	12.1	59.9	8	8	0	0	75.1	63.5	1.3	5	LOS E	69.39	120.21
MAX 3600-3900	6: A507 - Northern Access - 1@138.2 - 120@94.2	10.7	47.2	8	8	0	0	63.4	53.6	1.1	5	LOS E	69.39	120.21
MAX 3900-4200	6: A507 - Northern Access - 1@138.2 - 120@94.2	28.6	86.7	9	9	0	0	76.0	64.7	1.3	5	LOS E	69.39	120.21
MAX 4200-4500	6: A507 - Northern Access - 1@138.2 - 120@94.2	13.0	45.7	7	7	0	0	55.4	45.7	1.1	5	LOS E	69.39	120.21
		69	344					66.59	56.08	1.2	5.0	LOS E	69	120

A507 (S) - Northbound - Bus Priority - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	7: Bus Priority Junction - 1@37.7 - 1@101.2	3.0	40.0	24	34	0	0	11.5	4.6	0.4	2	LOS B	55.07	118.59
AVG 1200-1500	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.4	18.3	35	35	0	0	17.6	9.4	0.6	2	LOS B	55.07	118.59
AVG 1500-1800	7: Bus Priority Junction - 1@37.7 - 1@101.2	4.3	47.6	38	38	0	0	12.3	4.5	0.3	2	LOS B	55.07	118.59
AVG 1800-2100	7: Bus Priority Junction - 1@37.7 - 1@101.2	8.8	18.9	34	33	0	0	22.3	11.6	0.8	3	LOS C	55.07	118.59
AVG 2100-2400	7: Bus Priority Junction - 1@37.7 - 1@101.2	5.9	72.0	43	42	0	0	17.7	8.2	0.6	2	LOS B	55.07	118.59
AVG 2400-2700	7: Bus Priority Junction - 1@37.7 - 1@101.2	3.2	44.3	42	42	0	0	21.0	11.0	0.7	3	LOS C	55.07	118.59
AVG 2700-3000	7: Bus Priority Junction - 1@37.7 - 1@101.2	4.9	54.7	44	44	0	0	12.3	4.6	0.4	2	LOS B	55.07	118.59
AVG 3000-3300	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.3	15.8	37	37	0	0	16.7	8.3	0.5	2	LOS B	55.07	118.59
AVG 3300-3600	7: Bus Priority Junction - 1@37.7 - 1@101.2	4.9	48.9	39	39	0	0	11.8	4.2	0.3	2	LOS B	55.07	118.59
AVG 3600-3900	7: Bus Priority Junction - 1@37.7 - 1@101.2	8.9	99.3	32	32	0	0	22.8	11.8	0.9	3	LOS C	55.07	118.59
AVG 3900-4200	7: Bus Priority Junction - 1@37.7 - 1@101.2	6.3	51.1	44	44	0	0	15.9	7.3	0.6	2	LOS B	55.07	118.59
AVG 4200-4500	7: Bus Priority Junction - 1@37.7 - 1@101.2	3.0	18.0	32	32	0	0	15.4	10.2	0.7	2	LOS B	55.07	118.59
		55	444					16.78	7.96	0.6	2.0	LOS B	55	119

A507 (N) Southbound - Bus Priority - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(60)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(A)	LOS	QlenMax	QlenMax(Avg,Max)
AVG 900-1200	7: Bus Priority Junction - 117@99.1 - 4@21.0	14.5	49.5	19	19	0	0	47.0	38.5	1.0	4	LOS D	58.00	89.97
AVG 1200-1500	7: Bus Priority Junction - 117@99.1 - 4@21.0	35.7	75.5	17	17	0	0	81.1	72.1	1.1	6	LOS F	58.00	89.97
AVG 1500-1800	7: Bus Priority Junction - 117@99.1 - 4@21.0	13.4	56.5	17	26	0	0	35.6	27.0	1.0	4	LOS D	58.00	89.97
AVG 1800-2100	7: Bus Priority Junction - 117@99.1 - 4@21.0	10.3	44.4	19	0	0	0	30.6	22.3	1.0	3	LOS C	58.00	89.97
AVG 2100-2400	7: Bus Priority Junction - 117@99.1 - 4@21.0	14.7	53.6	18	0	0	0	29.4	22.0	1.0	3	LOS C	58.00	89.97
AVG 2400-2700	7: Bus Priority Junction - 117@99.1 - 4@21.0	11.9	41.1	19	0	0	0	26.0	20.0	1.0	3	LOS C	58.00	89.97
AVG 2700-3000	7: Bus Priority Junction - 117@99.1 - 4@21.0	38.8	78.0	25	25	0	0	68.2	59.0	1.1	5	LOS E	58.00	89.97
AVG 3000-3300	7: Bus Priority Junction - 117@99.1 - 4@21.0	16.8	61.8	17	17	0	0	76.6	61.1	1.1	5	LOS E	58.00	89.97
AVG 3300-3600	7: Bus Priority Junction - 117@99.1 - 4@21.0	18.7	62.9	29	29	0	0	42.2	38.6	1.0	4	LOS D	58.00	89.97
AVG 3600-3900	7: Bus Priority Junction - 117@99.1 - 4@21.0	17.4	62.9	17	17	0	0	21.2	19.2	1.0	3	LOS C	58.00	89.97
AVG 3900-4200	7: Bus Priority Junction - 117@99.1 - 4@21.0	13.4	47.2	20	0	0	0	29.5	21.2	1.0	3	LOS C	58.00	89.97
AVG 4200-4500	7: Bus Priority Junction - 117@99.1 - 4@21.0	14.3	49.6	21	21	0	0	29.6	23.3	1.0	3	LOS C	58.00	89.97
AVG 4500-4800	7: Bus Priority Junction - 117@99.1 - 4@21.0	14.4	46.8	21	21	0	0	29.7	23.3	1.0	3	LOS C	58.00	89.97

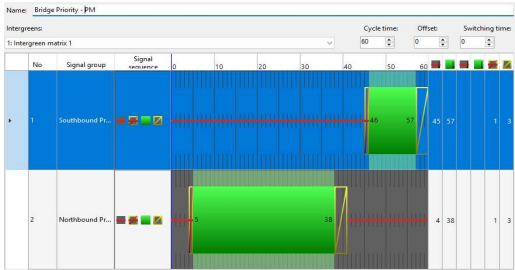
AS07 / Whitehorse Road / Cloathall Road / Royston Road



Name: 2040 - Intergreen matrix 1

	1	2	3	4	5	6	7	8
1: A - Whitehorse Road - West	1	5	6	6	7	9	9	
2: B - Station Road - North	5	1	6	7	6	8		
3: C - Royston Road - East	6	6	1	5	8	5	7	
4: D - Cloathall Road - South	6	7	5	1	8	8	6	
5: E - Pedestrian - Whitehorse Road	10	10	10					
6: F - Pedestrian - Station Road (AS07)	10	10	10					
7: G - Pedestrian - Royston Road	11	11	11					
8: H - Pedestrian - Cloathall Road	9	9	9	9				

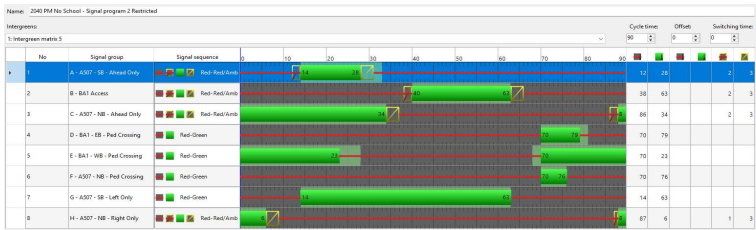
Bridge Priority



Name: 2040 - Bridge Priority - Intergreen matrix 1

	1	2
1: Southbound Priority	1	8
2: Northbound Priority	8	1

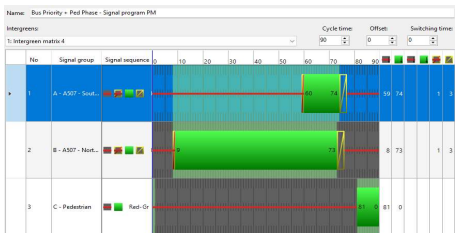
Northern Access Junction



Name: Intergreen matrix 3

	1	2	3	4	5	6	7	8
1: A - AS07 - SB - Ahead Only	1	7			10			3
2: B - BA1 Access	8	1	5		5	7		3
3: C - AS07 - NB - Ahead Only	6		11		5			7
4: D - BA1 - SB - Ped Crossing	7					7		7
5: E - BA1 - NB - Ped Crossing	12	12	12					12
6: F - AS07 - NB - Ped Crossing			7					3
7: G - AS07 - SB - Left Only	8	6	11	5	8			
8: H - AS07 - NB - Right Only								

Bus Priority - Ped Phase - Bus Priority signals work on detectors. Called only when required.



2040 AM - With School

Junction - 150 Sec Cycle Time	Link	Qlen Ave Max [Secs] [m] (Avg. Max)	Qlen Maximum Queues [m] (Avg. Max)	Veh Delay (s)	Vehicle Stops	LDS
A507 - Station Road	24	120.74	162.97	64.69	1.2	LDS_E
Rayburn Road - Ahead	21	73.35	124.76	55.25	1.0	LDS_D
Rayburn Road - Left	25	46.76	120.86	57.05	1.1	LDS_E
Clothall Road	15	145.42	145.42	280.83	4.7	LDS_F
Whitehorse Street - Ahead & Left Turn	11	121.25	141.30	205.25	4.3	LDS_F
Whitehorse Street - Right Turn	11	194.46	256.35	221.87	5.1	LDS_F

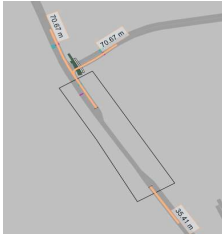
Priority Working - 60 Sec Cycle Time	Link	Qlen Ave Max [Secs] [m] (Avg. Max)	Qlen Maximum Queues [m] (Avg. Max)	Veh Delay (s)	Vehicle Stops	LDS
Railway Underpass - Southbound	31	70.67	105.16	33.25	1.22	LDS_C
Railway Underpass - Northbound	32	36.41	68.48	17.12	0.90	LDS_B

Northern Junction - 90 sec Cycle Time	Link	Qlen Ave Max [Secs] [m] (Avg. Max)	Qlen Maximum Queues [m] (Avg. Max)	Veh Delay (s)	Vehicle Stops	LDS
A507 - Station Road (N) - Left Turn	118	37.35	54.27	15.45	0.5	LDS_B
A507 - Station Road (N) - Ahead Only	119	37.35	54.27	48.36	1.0	LDS_D
B&L Access - Left Turn	122	35.51	75.96	26.11	0.7	LDS_C
B&L Access - Right Turn	125	63.15	100.09	25.36	0.8	LDS_C
A507 - Station Road (S) - Ahead	1	44.29	75.74	38.27	0.9	LDS_D
A507 - Station Road (S) - Right Turn	1	44.29	75.74	61.89	1.2	LDS_E

Real Priority Working - 90 sec Cycle Time 1 ped phase every cycle. Signals for Buses only unless when required.	Link	Qlen Ave Max [Secs] [m] (Avg. Max)	Qlen Maximum Queues [m] (Avg. Max)	Veh Delay (s)	Vehicle Stops	LDS
A507 - Northbound	1	15.86	14.40	11.95	0.41	LDS_B
A507 - Southbound	117	54.26	92.08	31	0.91	LDS_C

Notes

20 Simulation Runs
Qlen Ave Max (every 5mins), (Qlen Max, Avg)
Time periods indicative
Visum Qlen Ave Max (Secs) to compare with Living MFG 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 LDS_A
- 2 LDS_B
- 3 LDS_C
- 4 LDS_D
- 5 LDS_E
- 6 LDS_F

Southbound - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LDSVAL(ALL)	LDS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1. Railway Bridge Priority - 31@2.1 - 31@108.8	10.70	59.51	20	0	0	0	22.79	23.37	0.89	3	LDS_C	70.67	101.56
AVG 1200-1500	2. Railway Bridge Priority - 31@2.1 - 31@108.8	18.05	73.88	28	26	1	1	35.07	21.57	1.07	4	LDS_D	70.67	101.56
AVG 1500-1800	2. Railway Bridge Priority - 31@2.1 - 31@108.8	14.87	70.16	20	22	1	0	30.48	18.67	1.09	3	LDS_C	70.67	101.56
AVG 1800-2100	2. Railway Bridge Priority - 31@2.1 - 31@108.8	16.69	76.76	26	24	1	1	36.35	19.18	1.59	3	LDS_C	70.67	101.56
AVG 2100-2400	2. Railway Bridge Priority - 31@2.1 - 31@108.8	15.55	66.25	28	28	1	0	33.27	20.42	1.26	3	LDS_C	70.67	101.56
AVG 2400-2700	2. Railway Bridge Priority - 31@2.1 - 31@108.8	22.26	78.41	27	25	1	1	38.80	24.02	1.29	4	LDS_D	70.67	101.56
AVG 2700-3000	2. Railway Bridge Priority - 31@2.1 - 31@108.8	12.80	65.29	24	23	0	0	26.87	15.41	1.15	3	LDS_C	70.67	101.56
AVG 3000-3300	2. Railway Bridge Priority - 31@2.1 - 31@108.8	16.68	70.00	27	25	1	1	34.30	21.33	1.09	3	LDS_C	70.67	101.56
AVG 3300-3600	2. Railway Bridge Priority - 31@2.1 - 31@108.8	15.14	66.52	25	24	1	0	31.40	19.38	1.10	3	LDS_C	70.67	101.56
AVG 3600-3900	2. Railway Bridge Priority - 31@2.1 - 31@108.8	17.33	73.12	27	24	1	2	33.54	18.30	1.45	3	LDS_C	70.67	101.56
AVG 3900-4200	2. Railway Bridge Priority - 31@2.1 - 31@108.8	17.46	69.02	28	18	0	0	34.27	21.84	1.38	3	LDS_C	70.67	101.56
AVG 4200-4500	2. Railway Bridge Priority - 31@2.1 - 31@108.8	23.16	79.17	26	25	1	1	41.87	26.40	1.43	4	LDS_D	70.67	101.56
			74	108				33.26	19.68	1.22	3.6	LDS_C	71	101

Northbound - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LDSVAL(ALL)	LDS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1. Railway Bridge Priority - 32@2.1 A - 32@173.4	3.08	31.47	16	15	1	0	13.36	6.61	0.94	2	LDS_B	35.41	58.44
AVG 1200-1500	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	6.42	48.20	20	18	1	1	19.83	9.73	0.68	2	LDS_B	35.41	58.44
AVG 1500-1800	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	4.06	33.84	20	19	1	0	15.62	7.61	0.62	2	LDS_B	35.41	58.44
AVG 1800-2100	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	5.29	44.20	20	18	1	1	19.28	8.00	0.77	2	LDS_B	35.41	58.44
AVG 2100-2400	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	4.51	31.06	19	17	1	1	18.67	8.48	0.77	2	LDS_B	35.41	58.44
AVG 2400-2700	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	5.14	36.40	20	18	1	1	19.00	8.34	0.78	2	LDS_B	35.41	58.44
AVG 2700-3000	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	4.33	35.77	19	18	1	0	16.59	8.01	0.62	2	LDS_B	35.41	58.44
AVG 3000-3300	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	3.34	27.60	18	16	1	0	14.88	6.99	0.50	2	LDS_B	35.41	58.44
AVG 3300-3600	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	4.08	30.53	20	18	1	1	17.10	7.24	0.63	2	LDS_B	35.41	58.44
AVG 3600-3900	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	3.82	32.67	19	19	1	0	15.39	7.43	0.61	2	LDS_B	35.41	58.44
AVG 3900-4200	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	5.09	37.84	20	18	1	1	19.60	8.99	0.73	2	LDS_B	35.41	58.44
AVG 4200-4500	2. Railway Bridge Priority - 32@2.1 A - 32@173.4	4.56	35.37	20	19	1	0	16.07	8.03	0.64	2	LDS_B	35.41	58.44
			36	101				17.12	7.95	0.66	2.2	LDS_B	36	101

A507 - Station Road - 20 sim runs (5 minute Segments) Average

SMO TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LDSVAL(ALL)	LDS	QlenMax	QlenMax(Avg/Max)
AVG 900-1200	1. Whitehorse Junction - 24@44.5 - 13@19.3	22.0	81.7	1	0	0	0	41.26	49.23	1.27	4	LDS_D	110.74	162.97
AVG 1200-1500	1. Whitehorse Junction - 24@44.5 - 13@19.3	31.9	97.6	2	0	0	0	56.90	33.77	1.05	5	LDS_E	110.74	162.97
AVG 1500-1800	1. Whitehorse Junction - 24@44.5 - 13@19.3	42.4	108.7	1	0	0	0	63.40	49.23	1.27	5	LDS_E	110.74	162.97
AVG 1800-2100	1. Whitehorse Junction - 24@44.5 - 13@19.3	48.2	121.2	2	1	1	1	61.80	37.88	1.10	5	LDS_E	110.74	162.97
AVG 2100-2400	1. Whitehorse Junction - 24@44.5 - 13@19.3	50.3	114.8	1	1	1	0	79.39	64.54	1.58	5	LDS_E	110.74	162.97
AVG 2400-2700	1. Whitehorse Junction - 24@44.5 - 13@19.3	41.7	117.0	2	1	0	1	64.89	41.75	1.34	5	LDS_E	110.74	162.97
AVG 2700-3000	1. Whitehorse Junction - 24@44.5 - 13@19.3	49.7	118.7	1	1	0	0	71.89	58.50	1.31	5	LDS_E	110.74	162.97
AVG 3000-3300	1. Whitehorse Junction - 24@44.5 - 13@19.3	34.1	96.1	2	1	0	1	56.19	33.84	1.03	5	LDS_E	110.74	162.97
AVG 3300-3600	1. Whitehorse Junction - 24@44.5 - 13@19.3	47.2	113.1	1	1	1	0	69.95	57.93	1.25	5	LDS_E	110.74	162.97
AVG 3600-3900	1. Whitehorse Junction - 24@44.5 - 13@19.3	31.5	126.6	2	1	1	1	65.85	42.80	1.26	5	LDS_E	110.74	162.97
AVG 3900-4200	1. Whitehorse Junction - 24@44.5 - 13@19.3	50.3	114.8	1	1	1	0	73.81	59.96	1.55	5	LDS_E	110.74	162.97
AVG 4200-4500	1. Whitehorse Junction - 24@44.5 - 13@19.3	46.0	115.4	2	0	0	1	69.86	45.30	1.39	5	LDS_E	110.74	162.97
			114	18				64.68	46.16	1.2	5.2	LDS_E	111	161

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

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	1. Whitehouse Junction - 21@62.5 - 13@19.3	17.25	26.33	16	16	1	0	43.93	33.91	0.89	4	LOS_D	73.10	128.74
AVG 1200-1500	1. Whitehouse Junction - 21@62.5 - 13@19.3	26.44	26.33	20	19	1	0	37.87	43.50	1.06	4	LOS_D	73.10	128.74
AVG 1500-1800	1. Whitehouse Junction - 21@62.5 - 13@19.3	26.35	72.54	20	19	1	0	56.86	42.96	1.04	4	LOS_D	73.10	128.74
AVG 1800-2100	1. Whitehouse Junction - 21@62.5 - 13@19.3	20.34	48.19	30	19	1	0	50.33	46.39	0.94	4	LOS_D	73.10	128.74
AVG 2100-2400	1. Whitehouse Junction - 21@62.5 - 13@19.3	19.29	63.71	19	18	1	0	49.25	36.48	0.95	4	LOS_D	73.10	128.74
AVG 2400-2700	1. Whitehouse Junction - 21@62.5 - 13@19.3	20.34	65.71	19	18	1	0	48.62	35.39	0.89	4	LOS_D	73.10	128.74
AVG 2700-3000	1. Whitehouse Junction - 21@62.5 - 13@19.3	28.52	75.07	19	18	1	0	57.47	43.42	1.05	4	LOS_D	73.10	128.74
AVG 3000-3300	1. Whitehouse Junction - 21@62.5 - 13@19.3	29.10	72.74	19	18	1	0	61.87	48.10	1.06	5	LOS_E	73.10	128.74
AVG 3300-3600	1. Whitehouse Junction - 21@62.5 - 13@19.3	37.61	93.79	21	20	1	0	68.84	53.61	1.20	5	LOS_E	73.10	128.74
AVG 3600-3900	1. Whitehouse Junction - 21@62.5 - 13@19.3	27.39	80.75	19	18	1	0	60.46	46.20	1.08	5	LOS_E	73.10	128.74
AVG 3900-4200	1. Whitehouse Junction - 21@62.5 - 13@19.3	27.57	74.36	19	18	1	0	54.36	41.20	1.01	4	LOS_D	73.10	128.74
AVG 4200-4500	1. Whitehouse Junction - 21@62.5 - 13@19.3	27.55	79.60	20	19	1	0	56.05	41.86	1.01	4	LOS_D	73.10	128.74
			79	231				55.24	41.18	1.0	4.0	LOS_D	73	129

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

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(AvgMax)
MAX 900-1200	1. Whitehouse Junction - 21@62.5 - 17@8.3	10.84	51.03	7	7	0	0	47.03	38.63	0.82	4	LOS_D	64.3643	120.8798
MAX 1200-1500	1. Whitehouse Junction - 21@62.5 - 17@8.3	17.99	68.05	9	8	1	0	56.80	44.04	1.08	4	LOS_D	64.3643	120.8798
MAX 1500-1800	1. Whitehouse Junction - 21@62.5 - 17@8.3	13.03	58.48	8	7	0	0	59.42	45.69	1.07	5	LOS_E	64.3643	120.8798
MAX 1800-2100	1. Whitehouse Junction - 21@62.5 - 17@8.3	14.24	61.46	7	7	0	0	52.98	41.69	0.99	4	LOS_D	64.3643	120.8798
MAX 2100-2400	1. Whitehouse Junction - 21@62.5 - 17@8.3	13.00	55.76	8	8	0	0	52.85	40.80	0.98	4	LOS_D	64.3643	120.8798
MAX 2400-2700	1. Whitehouse Junction - 21@62.5 - 17@8.3	12.52	60.29	8	8	0	0	51.53	37.82	0.94	4	LOS_D	64.3643	120.8798
MAX 2700-3000	1. Whitehouse Junction - 21@62.5 - 17@8.3	14.94	58.76	9	8	1	0	60.20	45.22	1.12	5	LOS_E	64.3643	120.8798
MAX 3000-3300	1. Whitehouse Junction - 21@62.5 - 17@8.3	22.73	67.37	9	8	1	0	60.26	47.42	1.03	5	LOS_E	64.3643	120.8798
MAX 3300-3600	1. Whitehouse Junction - 21@62.5 - 17@8.3	21.55	77.30	9	8	1	0	67.87	51.72	1.20	5	LOS_E	64.3643	120.8798
MAX 3600-3900	1. Whitehouse Junction - 21@62.5 - 17@8.3	21.73	73.72	9	8	1	0	63.44	50.21	1.10	5	LOS_E	64.3643	120.8798
MAX 3900-4200	1. Whitehouse Junction - 21@62.5 - 17@8.3	18.73	72.05	8	8	1	0	59.83	44.82	1.13	5	LOS_E	64.3643	120.8798
MAX 4200-4500	1. Whitehouse Junction - 21@62.5 - 17@8.3	18.72	68.05	9	9	1	0	59.31	45.13	1.12	5	LOS_E	64.3643	120.8798
			64	200				57.62	44.35	1.1	5.0	LOS_E	64	121

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

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	1. Whitehouse Junction - 15@456.3 - 23@57.7	42.31	114.73	19	19	0	0	58.33	45.66	1.11	5	LOS_E	145.42	505.42
AVG 1200-1500	1. Whitehouse Junction - 15@456.3 - 23@57.7	99.39	168.83	21	20	0	0	106.79	88.20	1.69	6	LOS_F	145.42	505.42
AVG 1500-1800	1. Whitehouse Junction - 15@456.3 - 23@57.7	147.13	212.76	22	20	0	0	114.23	99.48	2.21	6	LOS_F	145.42	505.42
AVG 1800-2100	1. Whitehouse Junction - 15@456.3 - 23@57.7	193.86	261.88	21	21	0	0	189.80	160.04	3.14	6	LOS_F	145.42	505.42
AVG 2100-2400	1. Whitehouse Junction - 15@456.3 - 23@57.7	201.84	280.59	19	20	0	0	188.92	149.63	2.93	6	LOS_F	145.42	505.42
AVG 2400-2700	1. Whitehouse Junction - 15@456.3 - 23@57.7	280.02	348.00	22	22	0	0	264.37	224.82	4.62	6	LOS_F	145.42	505.42
AVG 2700-3000	1. Whitehouse Junction - 15@456.3 - 23@57.7	323.39	361.11	31	31	0	0	305.09	261.09	5.62	6	LOS_F	145.42	505.42
AVG 3000-3300	1. Whitehouse Junction - 15@456.3 - 23@57.7	359.83	413.11	20	20	0	0	338.80	290.50	5.49	6	LOS_F	145.42	505.42
AVG 3300-3600	1. Whitehouse Junction - 15@456.3 - 23@57.7	399.35	458.28	21	20	0	0	380.67	325.36	6.32	6	LOS_F	145.42	505.42
AVG 3600-3900	1. Whitehouse Junction - 15@456.3 - 23@57.7	486.39	552.42	22	22	0	0	430.96	352.42	6.79	6	LOS_F	145.42	505.42
AVG 3900-4200	1. Whitehouse Junction - 15@456.3 - 23@57.7	464.85	502.16	21	21	0	0	400.54	385.30	7.47	6	LOS_F	145.42	505.42
AVG 4200-4500	1. Whitehouse Junction - 15@456.3 - 23@57.7	479.40	539.61	20	20	0	0	444.63	414.42	7.95	6	LOS_F	145.42	505.42
			345	249				280.63	218.37	4.7	6.0	LOS_F	345	506

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

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	1. Whitehouse Junction - 11@281.7 - 19@52.5	49.70	116.44	30	29	1	0	57.36	46.76	1.14	5	LOS_E	321.25	481.30
AVG 1200-1500	1. Whitehouse Junction - 11@281.7 - 19@52.5	104.38	185.16	28	27	1	0	89.45	79.41	1.89	5	LOS_F	321.25	481.30
AVG 1500-1800	1. Whitehouse Junction - 11@281.7 - 19@52.5	186.13	316.65	31	30	1	0	121.06	108.48	2.21	6	LOS_F	321.25	481.30
AVG 1800-2100	1. Whitehouse Junction - 11@281.7 - 19@52.5	171.41	252.85	30	29	1	0	145.07	118.58	2.88	6	LOS_F	321.25	481.30
AVG 2100-2400	1. Whitehouse Junction - 11@281.7 - 19@52.5	201.84	274.09	32	31	1	0	168.97	148.26	3.49	6	LOS_F	321.25	481.30
AVG 2400-2700	1. Whitehouse Junction - 11@281.7 - 19@52.5	242.25	320.15	30	29	1	0	192.33	158.08	3.99	6	LOS_F	321.25	481.30
AVG 2700-3000	1. Whitehouse Junction - 11@281.7 - 19@52.5	323.39	361.11	31	31	0	0	251.09	211.09	5.62	6	LOS_F	321.25	481.30
AVG 3000-3300	1. Whitehouse Junction - 11@281.7 - 19@52.5	323.80	389.66	32	31	1	0	243.69	202.47	4.82	6	LOS_F	321.25	481.30
AVG 3300-3600	1. Whitehouse Junction - 11@281.7 - 19@52.5	345.34	409.17	32	31	1	0	272.68	219.82	6.00	6	LOS_F	321.25	481.30
AVG 3600-3900	1. Whitehouse Junction - 11@281.7 - 19@52.5	486.39	552.42	31	30	1	0	397.84	327.18	5.89	6	LOS_F	321.25	481.30
AVG 3900-4200	1. Whitehouse Junction - 11@281.7 - 19@52.5	375.30	417.18	30	29	1	0	326.03	295.15	6.02	6	LOS_F	321.25	481.30
AVG 4200-4500	1. Whitehouse Junction - 11@281.7 - 19@52.5	411.19	479.61	30	31	1	0	470.93	412.80	6.42	6	LOS_F	321.25	481.30
			321	371				295.25	196.18	4.1	6.0	LOS_F	321	481

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

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	1. Whitehouse Junction - 11@555.6 - 17@8.3	4.23	21.36	5	5	0	0	66.31	52.37	1.74	5	LOS_E	196.46	456.15
AVG 1200-1500	1. Whitehouse Junction - 11@555.6 - 17@8.3	14.29	41.13	5	5	0	0	105.31	81.68	2.69	6	LOS_F	196.46	456.15
AVG 1500-1800	1. Whitehouse Junction - 11@555.6 - 17@8.3	34.31	68.08	6	6	0	0	138.57	113.29	3.01	6	LOS_F	196.46	456.15
AVG 1800-2100	1. Whitehouse Junction - 11@555.6 - 17@8.3	40.32	74.54	4	4	0	0	152.31	122.80	3.50	6	LOS_F	196.46	456.15
AVG 2100-2400	1. Whitehouse Junction - 11@555.6 - 17@8.3	52.12	81.96	5	5	0	0	174.57	142.14	3.95	6	LOS_F	196.46	456.15
AVG 2400-2700	1. Whitehouse Junction - 11@555.6 - 17@8.3	67.88	122.76	4	4	0	0	199.42	161.21	4.55	6	LOS_F	196.46	456.15
AVG 2700-3000	1. Whitehouse Junction - 11@555.6 - 17@8.3	137.56	209.61	5	5	0	0	245.84	201.56	5.52	6	LOS_F	196.46	456.15
AVG 3000-3300	1. Whitehouse Junction - 11@555.6 - 17@8.3	187.97	239.71	5	5	0	0	259.14	213.56	5.46	6	LOS_F	196.46	456.15
AVG 3300-3600	1. Whitehouse Junction - 11@555.6 - 17@8.3	212.58	275.20	5	5	0	0	297.67	240.30	7.12	6	LOS_F	196.46	456.15
AVG 3600-3900	1. Whitehouse Junction - 11@555.6 - 17@8.3	280.35	377.19	6	6	0	0	371.52	301.68	8.44	6	LOS_F	196.46	456.15
AVG 3900-4200	1. Whitehouse Junction - 11@555.6 - 17@8.3	332.56	395.62	6	5	0	0	349.36	279.99	9.00	6	LOS_F	196.46	456.15
AVG 4200-4500	1. Whitehouse Junction - 11@555.6 - 17@8.3	388.90	448.72	6	6	0	0	452.63	386.97	9.26	6	LOS_F	196.46	456.15
			196	61				221.87	180.07	5.1	6.0	LOS_F	196	456

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

SMO-TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVAL(ALL)	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	6.A507 - Northern Access - 11@817.6 - 12@894.2	9.31	36.20	31	31	0	0	51.51	0.52	0	1	LOS_D	37.31	54.27
AVG 1200-1500	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.91	37.54	32	31	1	0	16.48	8.82	0.49	2	LOS_B	37.31	54.27
AVG 1500-1800	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.29	38.53	30	29	2	0	15.11	7.92	0.47	2	LOS_B	37.31	54.27
AVG 1800-2100	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.31	39.40	31	31	0	0	15.47	8.01	0.51	2	LOS_B	37.31	54.27
AVG 2100-2400	6.A507 - Northern Access - 11@817.6 - 12@894.2	8.76	34.56	34	33	1	0	13.59	6.35	0.42	2	LOS_B	37.31	54.27
AVG 2400-2700	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.31	39.40	31	31	0	0	15.47	8.01	0.51	2	LOS_B	37.31	54.27
AVG 2700-3000	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.76	38.88	34	32	1	0	15.72	9.65	0.56	2	LOS_B	37.31	54.27
AVG 3000-3300	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.31	39.40	31	31	0	0	15.47	8.01	0.51	2	LOS_B	37.31	54.27
AVG 3300-3600	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.99	37.13	30	29	1	0	14.58	7.22	0.43	2	LOS_B	37.31	54.27
AVG 3600-3900	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.24	41.63	32	30	1	0	16.46	8.81	0.52	2	LOS_B	37.31	54.27
AVG 3900-4200	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.35	36.13	31	31	0	0	15.51	8.09	0.52	2	LOS_B	37.31	54.27
AVG 4200-4500	6.A507 - Northern Access - 11@817.6 - 12@894.2	10.71	38.50	31	30	1	0	16.04	8.23	0.48	2	LOS_B	37.31	54.27

AVG 2400-2700	6 A507 - Northern Access - 121@960.5 - 107@40.7	16.47	68.21	29	28	1	0	25.86	17.88	0.73	3	LOS_C	63.15	100.09
AVG 2700-3000	6 A507 - Northern Access - 121@960.5 - 107@40.7	16.49	67.08	28	27	1	0	23.72	16.38	0.67	3	LOS_C	63.15	100.09
AVG 3000-3300	6 A507 - Northern Access - 121@960.5 - 107@40.7	12.38	61.64	33	31	0	0	28.57	17.37	0.68	3	LOS_C	63.15	100.09
AVG 3300-3600	6 A507 - Northern Access - 121@960.5 - 107@40.7	11.35	54.83	27	26	1	0	22.12	15.05	0.62	3	LOS_C	63.15	100.09
AVG 3600-3900	6 A507 - Northern Access - 121@960.5 - 107@40.7	13.96	56.15	25	25	1	0	23.78	16.87	0.66	3	LOS_C	63.15	100.09
AVG 3900-4200	6 A507 - Northern Access - 121@960.5 - 107@40.7	13.62	63.16	34	33	1	0	25.22	17.59	0.69	3	LOS_C	63.15	100.09
AVG 4200-4500	6 A507 - Northern Access - 121@960.5 - 107@40.7	14.35	60.66	27	26	1	0	24.67	17.50	0.67	3	LOS_C	63.15	100.09
			63	300				24.51	16.82	0.7	3.0	LOS_C	63	101

B&I Access (E) - Left Turn - 20 sim runs (5 minute Segments) Average

SAOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVALUAI	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	6 A507 - Northern Access - 121@960.5 - 117@61.5	4.47	25.72	9	0	0	0	23.29	16.09	0.87	3	LOS_C	35.51	75.86
AVG 1200-1500	6 A507 - Northern Access - 121@960.5 - 117@61.5	5.24	42.08	14	14	0	0	28.91	19.89	0.87	3	LOS_C	35.51	75.86
AVG 1500-1800	6 A507 - Northern Access - 121@960.5 - 117@61.5	5.09	37.81	12	12	0	0	28.36	19.05	0.89	3	LOS_C	35.51	75.86
AVG 1800-2100	6 A507 - Northern Access - 121@960.5 - 117@61.5	5.17	31.06	11	11	0	0	25.58	16.53	0.67	3	LOS_C	35.51	75.86
AVG 2100-2400	6 A507 - Northern Access - 121@960.5 - 117@61.5	4.80	30.26	15	15	0	0	24.38	16.36	0.75	3	LOS_C	35.51	75.86
AVG 2400-2700	6 A507 - Northern Access - 121@960.5 - 117@61.5	5.08	36.88	12	12	0	0	27.78	17.88	0.87	3	LOS_C	35.51	75.86
AVG 2700-3000	6 A507 - Northern Access - 121@960.5 - 117@61.5	4.91	36.13	11	11	0	0	23.27	15.89	0.69	3	LOS_C	35.51	75.86
AVG 3000-3300	6 A507 - Northern Access - 121@960.5 - 117@61.5	4.71	37.17	14	14	0	0	28.55	19.94	0.88	3	LOS_C	35.51	75.86
AVG 3300-3600	6 A507 - Northern Access - 121@960.5 - 117@61.5	4.98	34.64	13	13	0	0	25.72	17.40	0.78	3	LOS_C	35.51	75.86
AVG 3600-3900	6 A507 - Northern Access - 121@960.5 - 117@61.5	4.17	29.72	9	9	0	0	21.22	14.14	0.63	3	LOS_C	35.51	75.86
AVG 3900-4200	6 A507 - Northern Access - 121@960.5 - 117@61.5	5.53	44.55	15	15	0	0	25.54	17.35	0.76	3	LOS_C	35.51	75.86
AVG 4200-4500	6 A507 - Northern Access - 121@960.5 - 117@61.5	4.23	30.10	12	12	0	0	25.30	17.37	0.73	3	LOS_C	35.51	75.86
			36	247				25.36	17.32	0.8	3.0	LOS_C	36	76

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

SAOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVALUAI	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	6 A507 - Northern Access - 1@138.2 - 107@40.7	14.13	44.93	12	10	2	0	37.86	28.87	0.92	4	LOS_D	44.29	75.74
AVG 1200-1500	6 A507 - Northern Access - 1@138.2 - 107@40.7	8.62	32.42	9	8	1	0	30.44	22.34	0.77	3	LOS_C	44.29	75.74
AVG 1500-1800	6 A507 - Northern Access - 1@138.2 - 107@40.7	17.51	48.55	13	11	2	0	40.62	32.10	0.87	4	LOS_D	44.29	75.74
AVG 1800-2100	6 A507 - Northern Access - 1@138.2 - 107@40.7	12.09	44.28	15	13	2	0	34.25	25.96	0.85	3	LOS_C	44.29	75.74
AVG 2100-2400	6 A507 - Northern Access - 1@138.2 - 107@40.7	15.59	47.26	12	10	1	0	42.48	33.68	0.92	4	LOS_D	44.29	75.74
AVG 2400-2700	6 A507 - Northern Access - 1@138.2 - 107@40.7	17.89	48.61	11	10	2	0	44.80	36.02	0.90	4	LOS_D	44.29	75.74
AVG 2700-3000	6 A507 - Northern Access - 1@138.2 - 107@40.7	13.66	47.03	15	14	1	0	35.48	26.80	0.90	4	LOS_D	44.29	75.74
AVG 3000-3300	6 A507 - Northern Access - 1@138.2 - 107@40.7	11.64	38.07	10	9	1	0	33.83	26.03	0.77	3	LOS_C	44.29	75.74
AVG 3300-3600	6 A507 - Northern Access - 1@138.2 - 107@40.7	17.30	48.73	11	9	1	0	47.52	37.87	0.98	4	LOS_D	44.29	75.74
AVG 3600-3900	6 A507 - Northern Access - 1@138.2 - 107@40.7	17.16	47.16	15	14	1	0	45.07	36.72	0.96	4	LOS_D	44.29	75.74
AVG 3900-4200	6 A507 - Northern Access - 1@138.2 - 107@40.7	11.63	38.66	10	9	1	0	35.98	28.41	0.76	4	LOS_D	44.29	75.74
AVG 4200-4500	6 A507 - Northern Access - 1@138.2 - 107@40.7	16.05	45.78	10	1	0	0	49.15	37.31	0.95	4	LOS_D	44	76
			44	244				38.27	28.74	0.9	4.0	LOS_D	44	76

A507 (S) - Right Turn - 20 sim runs (5 minute Segments) Maximum

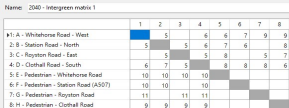
SAOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVALUAI	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	6 A507 - Northern Access - 1@138.2 - 120@94.2	14.13	44.93	7	5	0	0	36.16	28.87	1.13	4	LOS_D	44.29	75.74
AVG 1200-1500	6 A507 - Northern Access - 1@138.2 - 120@94.2	8.62	32.42	5	5	0	0	38.22	48.70	1.14	5	LOS_F	44.29	75.74
AVG 1500-1800	6 A507 - Northern Access - 1@138.2 - 120@94.2	17.51	48.55	7	7	0	0	56.51	46.92	1.12	5	LOS_F	44.29	75.74
AVG 1800-2100	6 A507 - Northern Access - 1@138.2 - 120@94.2	12.09	44.28	7	7	0	0	44.59	34.59	1.00	4	LOS_E	44.29	75.74
AVG 2100-2400	6 A507 - Northern Access - 1@138.2 - 120@94.2	15.59	47.26	7	7	0	0	66.79	56.68	1.22	5	LOS_F	44.29	75.74
AVG 2400-2700	6 A507 - Northern Access - 1@138.2 - 120@94.2	17.89	48.61	6	6	0	0	65.58	48.61	1.17	5	LOS_F	44.29	75.74
AVG 2700-3000	6 A507 - Northern Access - 1@138.2 - 120@94.2	13.66	47.03	8	8	0	0	67.42	56.62	1.32	5	LOS_F	44.29	75.74
AVG 3000-3300	6 A507 - Northern Access - 1@138.2 - 120@94.2	11.64	38.07	6	6	0	0	57.82	48.10	1.13	5	LOS_F	44.29	75.74
AVG 3300-3600	6 A507 - Northern Access - 1@138.2 - 120@94.2	17.30	48.73	6	6	0	0	64.53	54.62	1.18	5	LOS_F	44.29	75.74
AVG 3600-3900	6 A507 - Northern Access - 1@138.2 - 120@94.2	12.49	47.16	9	9	0	0	60.70	50.08	1.24	5	LOS_F	44.29	75.74
AVG 3900-4200	6 A507 - Northern Access - 1@138.2 - 120@94.2	11.63	38.66	5	5	0	0	63.62	53.72	1.21	5	LOS_F	44.29	75.74
AVG 4200-4500	6 A507 - Northern Access - 1@138.2 - 120@94.2	16.05	45.78	7	7	0	0	60.64	51.46	1.09	5	LOS_F	44.29	75.74
			44	80				61.98	51.93	1.2	5.0	LOS_F	44	76

A507 (S) - Northbound - Bus Priority - 20 sim runs (5 minute Segments) Average

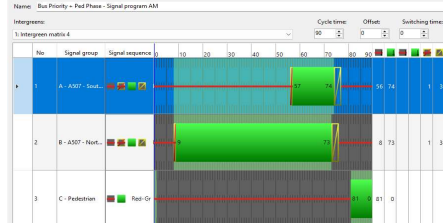
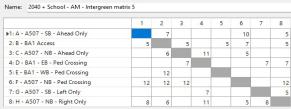
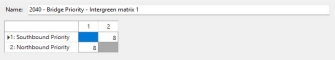
SAOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVALUAI	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.80	28.18	20	18	2	0	14.02	7.10	0.53	2	LOS_B	23.38	54.20
AVG 1200-1500	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.12	20.25	17	16	1	0	14.68	6.87	0.53	2	LOS_B	23.38	54.20
AVG 1500-1800	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.72	26.96	21	19	2	0	30.46	3.95	0.35	2	LOS_B	23.38	54.20
AVG 1800-2100	7: Bus Priority Junction - 1@37.7 - 1@101.2	0.89	19.02	19	18	2	0	11.17	4.51	0.39	2	LOS_B	23.38	54.20
AVG 2100-2400	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.59	24.39	20	18	1	0	15.55	7.23	0.50	2	LOS_B	23.38	54.20
AVG 2400-2700	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.82	28.96	18	16	1	0	9.20	3.21	0.33	1	LOS_A	23.38	54.20
AVG 2700-3000	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.80	26.22	20	19	1	0	32.36	7.76	0.40	2	LOS_B	23.38	54.20
AVG 3000-3300	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.89	26.08	18	17	2	0	10.20	3.62	0.41	1	LOS_A	23.38	54.20
AVG 3300-3600	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.13	19.66	19	17	1	0	13.57	5.76	0.44	2	LOS_B	23.38	54.20
AVG 3600-3900	7: Bus Priority Junction - 1@37.7 - 1@101.2	0.85	15.03	20	19	1	0	6.39	1.68	0.13	1	LOS_A	23.38	54.20
AVG 3900-4200	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.12	21.58	19	18	1	0	13.65	5.54	0.50	2	LOS_B	23.38	54.20
AVG 4200-4500	7: Bus Priority Junction - 1@37.7 - 1@101.2	1.47	24.28	20	18	2	0	8.74	2.71	0.20	1	LOS_A	23.38	54.20
			23	221				11.95	4.99	0.4	2.0	LOS_B	23	54

A507 (N) Southbound - Bus Priority - 20 sim runs (5 minute Segments) Average

SAOY TIMEINT	MOVEMENT	QLEN	QLENMAX	VEHS(ALL)	VEHS(10)	VEHS(20)	VEHS(160)	VEHDELAY(ALL)	STOPDELAY(ALL)	STOPS(ALL)	LOSVALUAI	LOS	QlenMax	QlenMax(AvgMax)
AVG 900-1200	7: Bus Priority Junction - 117@99.1 - 4@21.0	6.87	42.16	15	14	1	0	23.90	15.73	0.90	3	LOS_C	54.20	92.09
AVG 1200-1500	7: Bus Priority Junction - 117@99.1 - 4@21.0	22.48	60.77	18	17	1	0	49.81	40.27	1.12	4	LOS_D	54.20	92.09
AVG 1500-1800	7: Bus Priority Junction - 117@99.1 - 4@21.0	18.31	68.02	23	21	2	0	38.31	29.91	0.96	4	LOS_D	54.20	92.09
AVG 1800-2100	7: Bus Priority Junction - 117@99.1 - 4@21.0	8.73	47.20	18	17	1	0	23.00	15.01	0.87	3	LOS_C	54.20	92.09
AVG 2100-2400	7: Bus Priority Junction - 117@99.1 - 4@21.0	10.53	48.57	18	17	1	0	25.07	16.95	0.90	3	LOS_C	54.20	92.09
AVG 2400-2700	7: Bus Priority Junction - 117@99.1 - 4@21.0	10.10	54.36	24	23	1	0	27.06	18.82	0.89	3	LOS_C	54.20	92.09
AVG 2700-3000	7: Bus Priority Junction - 117@99.1 - 4@21.0	9.03	48.58	17	17	0	0	28.80	19.88	0.91	3	LOS_C	54.20	92.09
AVG 3000-3300	7: Bus Priority Junction - 117@99.1 - 4@21.0	19.79	60.79	17	15	1	0	44.10	34.87	1.07	4	LOS_D	54.20	92.09
AVG 3300-3600	7: Bus Priority Junction - 117@99.1 - 4@21.0	13.85	62.05	25	24	1	0	32.14	23.70	0.96	3	LOS_C	54.20	92.09
AVG 3600-3900	7: Bus Priority Junction - 117@99.1 - 4@21.0	7.09	41.93	15	14	1	0	23.87	15.91	0.88	3	LOS_C	54.20	92.09
AVG 3900-4200	7: Bus Priority Junction - 117@99.1 - 4@21.0	11.45	52.41	19	18	1	0	23.77	15.80	0.90	3	LOS_C	54.20	92.09
AVG 4200-4500	7: Bus Priority Junction - 117@99.1 - 4@21.0	13.59	59.01	24	23	1	0	30.81	22.61	0.92	3	LOS_C	54.20	92.09

Abbas, H. *Global warming*. 550.144 - *Fish*

Masson Bridge



Junction - 100 Sec Cycle Time	Link	Qlen Ave Max (Sec/mi) (m) (Avg. Max)	Qlen Minimum Current (m) (Avg. Max)	Yeh Delay (s)	Vehicle Steps	LOS
A507 - Station Road	24	73.58	109.33	92.24	1.5	(LOS E)
Raydon Road - Ahead	21	53.34	86.42	56.83	0.8	(LOS D)
Raydon Road - Left	21	40.07	85.54	37.74	0.8	(LOS D)
Castell Road	15	107.39	165.77	73.68	1.3	(LOS E)
Whitehouse Street - Ahead & Left Turn	11	140.35	226.89	52.87	1.3	(LOS D)
Whitehouse Street - Right Turn	11	8.42	43.08	55.11	1.7	(LOS F)

Northern Junction - 90 sec Cycle Time		Link	Qlen Ave Max (5mins) [m] (Avg, Max)	Qlen Maximum Queue [m] (Avg, Max)	Veh Delay (s)	Vehicle Steps	LOS
A507 - Station Road (N) - Left Turn	118		58.03	121.86	20.09	0.6	I,OS B
A507 - Station Road (N) - Ahead Only	118		59.01	121.86	86.48	1.5	I,OS E
B45 - Access - Left Turn	121		72.31	41.40	0.8	0.8	I,OS C
B45 - Access - Right Turn	122		65.63	92.20	35.69	0.9	I,OS C
A507 - Station Road (S) - Ahead	1		75.66	126.22	26.66	0.7	I,OS C
A507 - Station Road (S) - Right Turn	1		75.66	126.22	62.57	1.2	I,OS E

Notes:

20 Simulation Runs
Qlen Ave Max (every 5mins), (Qlen Max, Avg)
Time periods indicative
Visum Qlen Ave MAX (5mins) to compare with Linsig MMQ Outputs
Var 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.

[illegible][illegible]

AVG	1000-1200	1200-1400	1400-1600	1600-1800	1800-2100	2100-2300	2300-2600	2600-2900	2900-3200	3200-3500	3500-4000	4000-4200
1	1: Whitefisher Junction - 244845 - 110913	18.9	54.4	9	0	0	0	0	0	0	0	0
2	1: Whitefisher Junction - 244845 - 110913	23.0	58.1	10	0	0	0	0	0	0	0	0
3	1: Whitefisher Junction - 244845 - 110913	38.0	63.0	12	9	0	0	0	0	0	0	0
4	1: Whitefisher Junction - 244845 - 110913	32.0	61.7	11	10	0	0	1	89.9	53.5	1.46	5
5	1: Whitefisher Junction - 244845 - 110913	75.0	69.0	10	0	0	0	0	81.9	56.0	0	0
6	1: Whitefisher Junction - 244845 - 110913	38.4	71.7	11	10	0	0	0	88.31	74.51	1.49	5
7	1: Whitefisher Junction - 244845 - 110913	42.7	79.2	11	10	0	0	0	101.8	91.41	1.73	6
8	1: Whitefisher Junction - 244845 - 110913	78.9	83.7	12	10	0	0	0	79.32	83.7	0	0
9	1: Whitefisher Junction - 244845 - 110913	44.1	79.0	11	11	0	0	0	98.89	82.89	1.66	5
10	1: Whitefisher Junction - 244845 - 110913	82.7	86.6	10	0	0	0	0	86.6	86.6	0	0
11	1: Whitefisher Junction - 244845 - 110913	52.7	88.6	10	0	0	0	0	116.04	97.67	2.02	6
12	1: Whitefisher Junction - 244845 - 110913	60.9	93.2	11	11	0	0	0	121.33	128.27	1.88	6
13	1: Whitefisher Junction - 244845 - 110913	88.6	98.8	10	0	0	0	0	124.4	124.4	0	0

BA2 Site Access

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462							
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Report generation date: 08/09/2025 17:21:56

- »2033 + Dev, AM
- »2033 + Dev, PM
- »2040 + Dev, AM
- »2040 + Dev, PM
- »2040 + Dev + School, AM
- »2040 + Dev + School, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC
2033 + Dev								
Stream B-AC	0.1	0.5	5.84	0.10	0.0	0.5	5.57	0.04
Stream C-AB	0.1	0.5	4.82	0.05	0.2	0.9	4.99	0.11
Stream A-BC	0.2	0.5	2.35	0.17	0.2	0.5	2.33	0.18
2040 + Dev								
Stream B-AC	0.1	0.5	5.82	0.09	0.0	0.5	5.58	0.04
Stream C-AB	0.1	0.5	4.79	0.04	0.2	0.9	4.99	0.11
Stream A-BC	0.2	0.5	2.37	0.17	0.2	0.5	2.34	0.19
2040 + Dev + School								
Stream B-AC	0.1	0.5	5.82	0.09	0.0	0.5	5.57	0.04
Stream C-AB	0.1	0.5	4.81	0.04	0.2	0.9	4.97	0.11
Stream A-BC	0.2	0.5	2.37	0.17	0.2	0.5	2.33	0.18

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.

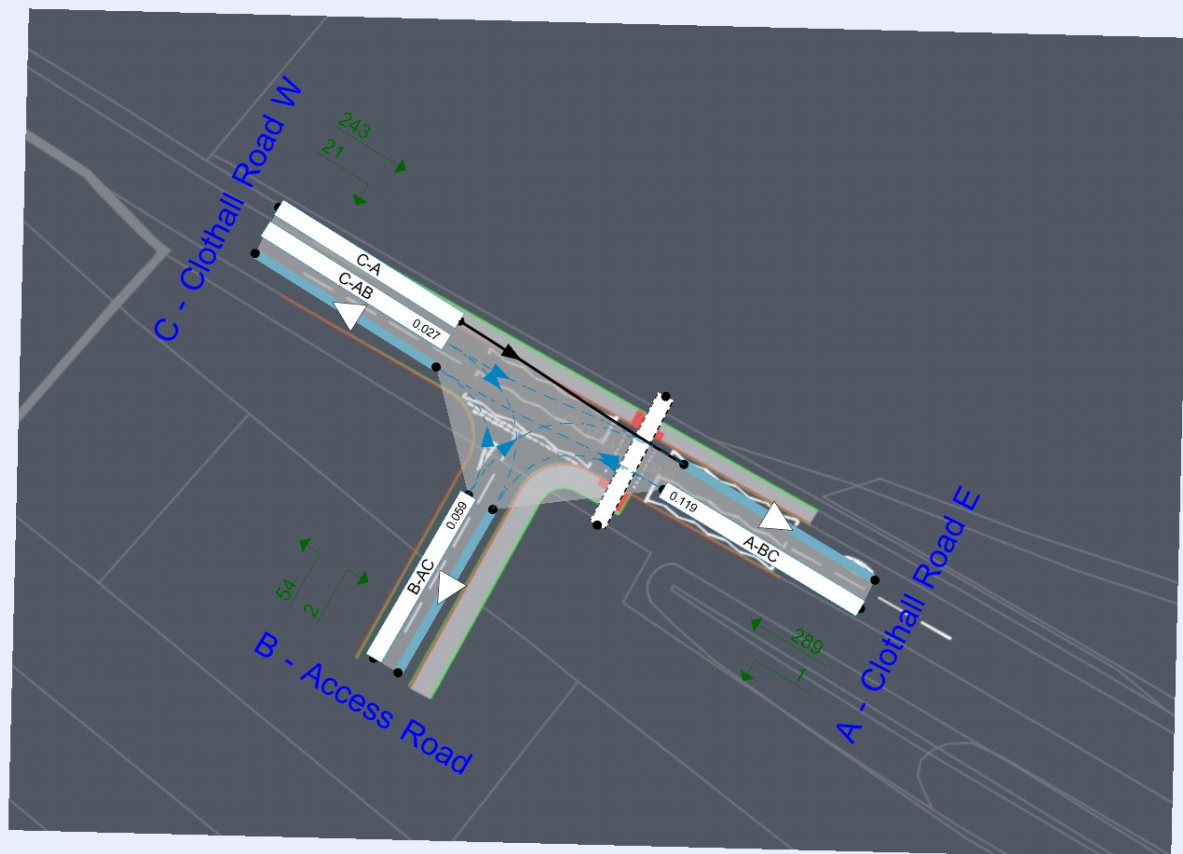
File summary

File Description

Title	BA2 Access - Clothall Road
Location	Baldock, SG7 6RB
Site number	J8
Date	23/07/2025
Version	1
Status	Draft
Identifier	
Client	Urban & Civic
Jobnumber	PC7029
Enumerator	CORPORATEROOT\926654
Description	Junction 8 - Proposed BA2 Access Junction

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (l)

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)
D7	2033 + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2033 + Dev	PM	ONE HOUR	16:45	18:15	15
D11	2040 + Dev	AM	ONE HOUR	07:45	09:15	15
D12	2040 + Dev	PM	ONE HOUR	16:45	18:15	15
D13	2040 + Dev + School	AM	ONE HOUR	07:45	09:15	15
D14	2040 + Dev + School	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2033 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Clothall Road E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA2 Access	T-Junction	Two-way		1.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Clothall Road E		Major
B	Access Road		Minor
C	Clothall Road W		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 - Clothall Road W	7.30			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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access Road	One lane	4.87	216	57

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)
A - Clothall Road E	1.00	3.00	2.90	1.00	6.00	6.00	7.00

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	685	0.118	0.298	0.187	0.425
B-C	783	0.113	0.286	-	-
C-B	719	0.263	0.263	-	-

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)
D7	2033 + Dev	AM	ONE HOUR	07:45	09:15	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 - Clothall Road E		✓	276	100.000
B - Access Road		✓	59	100.000
C - Clothall Road W		✓	258	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Clothall Road E	0.00
B - Access Road	
C - Clothall Road W	

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
From	A - Clothall Road E	0	1	275
	B - Access Road	3	0	56
	C - Clothall Road W	236	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
From	A - Clothall Road E	0	0	4
	B - Access Road	0	0	0
	C - Clothall Road W	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.10	5.84	0.1	0.5	A
C-AB	0.05	4.82	0.1	0.5	A
C-A					
A-BC	0.17	2.35	0.2	0.5	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44		712	0.062	44	0.1	5.384	A
C-AB	22		770	0.028	21	0.0	4.806	A
C-A	173				173			
A-BC	208	0.00	1837	0.113	207	0.1	2.209	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53		699	0.076	53	0.1	5.568	A
C-AB	27		782	0.035	27	0.0	4.765	A
C-A	205				205			
A-BC	248	0.00	1837	0.135	248	0.2	2.265	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65		682	0.095	65	0.1	5.835	A
C-AB	36		798	0.045	36	0.1	4.716	A
C-A	248				248			
A-BC	304	0.00	1837	0.165	304	0.2	2.347	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65		682	0.095	65	0.1	5.836	A
C-AB	36		798	0.045	36	0.1	4.724	A
C-A	248				248			
A-BC	304	0.00	1837	0.165	304	0.2	2.347	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53		699	0.076	53	0.1	5.571	A
C-AB	27		782	0.035	27	0.0	4.782	A
C-A	205				205			
A-BC	248	0.00	1837	0.135	248	0.2	2.267	A

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44		712	0.062	44	0.1	5.394	A
C-AB	22		770	0.028	22	0.0	4.817	A
C-A	173				173			
A-BC	208	0.00	1837	0.113	208	0.1	2.211	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A
A-BC	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A
A-BC	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A
A-BC	0.20	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A
A-BC	0.20	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A
A-BC	0.16	0.00	0.00	0.16	0.16			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A
A-BC	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2033 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Clothall Road E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA2 Access	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)
D8	2033 + 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 - Clothall Road E		✓	314	100.000
B - Access Road		✓	25	100.000
C - Clothall Road W		✓	308	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Clothall Road E	0.00
B - Access Road	
C - Clothall Road W	

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
From	A - Clothall Road E	0	2	312
	B - Access Road	1	0	24
	C - Clothall Road W	256	52	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
	A - Clothall Road E	0	0	1
	B - Access Road	0	0	0
	C - Clothall Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.04	5.57	0.0	0.5	A
C-AB	0.11	4.99	0.2	0.9	A
C-A					
A-BC	0.18	2.33	0.2	0.5	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19		707	0.027	19	0.0	5.229	A
C-AB	52		779	0.067	52	0.1	4.953	A
C-A	180				180			
A-BC	236	0.00	1891	0.125	236	0.1	2.174	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22		693	0.032	22	0.0	5.368	A
C-AB	66		792	0.083	66	0.1	4.963	A
C-A	211				211			
A-BC	282	0.00	1891	0.149	282	0.2	2.236	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28		674	0.041	27	0.0	5.571	A
C-AB	88		811	0.109	88	0.2	4.981	A
C-A	251				251			
A-BC	346	0.00	1891	0.183	346	0.2	2.328	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28		674	0.041	28	0.0	5.571	A
C-AB	88		811	0.109	88	0.2	4.986	A
C-A	251				251			
A-BC	346	0.00	1891	0.183	346	0.2	2.328	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22		693	0.032	23	0.0	5.371	A
C-AB	66		792	0.084	66	0.1	4.968	A
C-A	211				211			
A-BC	282	0.00	1891	0.149	282	0.2	2.237	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19		707	0.027	19	0.0	5.233	A
C-AB	52		778	0.067	52	0.1	4.959	A
C-A	180				180			
A-BC	236	0.00	1891	0.125	237	0.1	2.176	A

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BC	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A
A-BC	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.19	0.03	0.27	0.48	0.87			N/A	N/A
A-BC	0.22	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A
A-BC	0.22	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-BC	0.18	0.00	0.00	0.18	0.18			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BC	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2040 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Clothall Road E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA2 Access	T-Junction	Two-way		1.85	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	2040 + Dev	AM	ONE HOUR	07:45	09:15	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 - Clothall Road E		✓	291	100.000
B - Access Road		✓	56	100.000
C - Clothall Road W		✓	271	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Clothall Road E	0.00
B - Access Road	
C - Clothall Road W	

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
From	A - Clothall Road E	0	1	290
	B - Access Road	2	0	54
	C - Clothall Road W	250	21	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
	A - Clothall Road E	0	0	4
	B - Access Road	0	0	0
	C - Clothall Road W	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.09	5.82	0.1	0.5	A
C-AB	0.04	4.79	0.1	0.5	A
C-A					
A-BC	0.17	2.37	0.2	0.5	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42		711	0.059	42	0.1	5.376	A
C-AB	21		774	0.027	21	0.0	4.779	A
C-A	183				183			
A-BC	219	0.00	1837	0.119	219	0.1	2.224	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50		698	0.072	50	0.1	5.556	A
C-AB	26		786	0.034	26	0.0	4.732	A
C-A	217				217			
A-BC	262	0.00	1837	0.142	261	0.2	2.284	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62		680	0.091	62	0.1	5.822	A
C-AB	35		804	0.044	35	0.1	4.675	A
C-A	263				263			
A-BC	320	0.00	1837	0.174	320	0.2	2.373	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62		680	0.091	62	0.1	5.823	A
C-AB	35		804	0.044	35	0.1	4.685	A
C-A	263				263			
A-BC	320	0.00	1837	0.174	320	0.2	2.373	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50		698	0.072	50	0.1	5.559	A
C-AB	27		786	0.034	27	0.0	4.751	A
C-A	217				217			
A-BC	262	0.00	1837	0.142	262	0.2	2.285	A

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42		711	0.059	42	0.1	5.380	A
C-AB	21		774	0.027	21	0.0	4.790	A
C-A	183				183			
A-BC	219	0.00	1837	0.119	219	0.1	2.225	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BC	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A
A-BC	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.06	0.03	0.25	0.46	0.48			N/A	N/A
A-BC	0.21	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A
A-BC	0.21	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A
A-BC	0.17	0.00	0.00	0.17	0.17			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BC	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2040 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Clothall Road E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA2 Access	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)
D12	2040 + 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 - Clothall Road E		✓	320	100.000
B - Access Road		✓	24	100.000
C - Clothall Road W		✓	307	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Clothall Road E	0.00
B - Access Road	
C - Clothall Road W	

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
From	A - Clothall Road E	0	2	318
	B - Access Road	1	0	23
	C - Clothall Road W	256	51	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
	A - Clothall Road E	0	0	1
	B - Access Road	0	0	0
	C - Clothall Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.04	5.58	0.0	0.5	A
C-AB	0.11	4.99	0.2	0.9	A
C-A					
A-BC	0.19	2.34	0.2	0.5	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18		706	0.026	18	0.0	5.236	A
C-AB	51		777	0.066	51	0.1	4.954	A
C-A	180				180			
A-BC	241	0.00	1891	0.127	240	0.1	2.180	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22		691	0.031	22	0.0	5.376	A
C-AB	65		790	0.082	65	0.1	4.963	A
C-A	211				211			
A-BC	288	0.00	1891	0.152	288	0.2	2.244	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26		671	0.039	26	0.0	5.581	A
C-AB	86		809	0.107	86	0.2	4.981	A
C-A	252				252			
A-BC	352	0.00	1891	0.186	352	0.2	2.338	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26		671	0.039	26	0.0	5.582	A
C-AB	86		809	0.107	86	0.2	4.986	A
C-A	252				252			
A-BC	352	0.00	1891	0.186	352	0.2	2.338	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22		691	0.031	22	0.0	5.377	A
C-AB	65		790	0.082	65	0.1	4.968	A
C-A	211				211			
A-BC	288	0.00	1891	0.152	288	0.2	2.246	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18		705	0.026	18	0.0	5.238	A
C-AB	51		777	0.066	51	0.1	4.962	A
C-A	180				180			
A-BC	241	0.00	1891	0.127	241	0.1	2.182	A

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BC	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A
A-BC	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.03	0.27	0.48	0.89			N/A	N/A
A-BC	0.23	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A
A-BC	0.23	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A
A-BC	0.18	0.00	0.00	0.18	0.18			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BC	0.15	0.00	0.00	0.15	0.15			N/A	N/A

2040 + Dev + School, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Clothall Road E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA2 Access	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)
D13	2040 + Dev + School	AM	ONE HOUR	07:45	09:15	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 - Clothall Road E		✓	290	100.000
B - Access Road		✓	56	100.000
C - Clothall Road W		✓	264	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Clothall Road E	0.00
B - Access Road	
C - Clothall Road W	

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
From	A - Clothall Road E	0	1	289
	B - Access Road	2	0	54
	C - Clothall Road W	243	21	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
	A - Clothall Road E	0	0	4
	B - Access Road	0	0	0
	C - Clothall Road W	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.09	5.82	0.1	0.5	A
C-AB	0.04	4.81	0.1	0.5	A
C-A					
A-BC	0.17	2.37	0.2	0.5	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42		712	0.059	42	0.1	5.373	A
C-AB	21		771	0.027	21	0.0	4.797	A
C-A	178				178			
A-BC	218	0.00	1837	0.119	218	0.1	2.223	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50		698	0.072	50	0.1	5.553	A
C-AB	26		783	0.034	26	0.0	4.754	A
C-A	211				211			
A-BC	261	0.00	1837	0.142	261	0.2	2.283	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62		680	0.091	62	0.1	5.818	A
C-AB	35		799	0.044	35	0.1	4.701	A
C-A	256				256			
A-BC	319	0.00	1837	0.174	319	0.2	2.371	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62		680	0.091	62	0.1	5.819	A
C-AB	35		799	0.044	35	0.1	4.711	A
C-A	256				256			
A-BC	319	0.00	1837	0.174	319	0.2	2.371	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50		698	0.072	50	0.1	5.558	A
C-AB	26		782	0.034	26	0.0	4.770	A
C-A	211				211			
A-BC	261	0.00	1837	0.142	261	0.2	2.284	A

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42		712	0.059	42	0.1	5.380	A
C-AB	21		771	0.027	21	0.0	4.808	A
C-A	178				178			
A-BC	218	0.00	1837	0.119	218	0.1	2.224	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BC	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A
A-BC	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.06	0.03	0.25	0.46	0.48			N/A	N/A
A-BC	0.21	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A
A-BC	0.21	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A
A-BC	0.17	0.00	0.00	0.17	0.17			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A
A-BC	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2040 + Dev + School, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Clothall Road E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA2 Access	T-Junction	Two-way		1.91	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)
D14	2040 + Dev + School	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 - Clothall Road E		✓	317	100.000
B - Access Road		✓	24	100.000
C - Clothall Road W		✓	310	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Clothall Road E	0.00
B - Access Road	
C - Clothall Road W	

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
From	A - Clothall Road E	0	2	315
	B - Access Road	1	0	23
	C - Clothall Road W	259	51	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Clothall Road E	B - Access Road	C - Clothall Road W
	A - Clothall Road E	0	0	1
	B - Access Road	0	0	0
	C - Clothall Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.04	5.57	0.0	0.5	A
C-AB	0.11	4.97	0.2	0.9	A
C-A					
A-BC	0.18	2.33	0.2	0.5	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18		706	0.026	18	0.0	5.231	A
C-AB	51		779	0.066	51	0.1	4.942	A
C-A	182				182			
A-BC	239	0.00	1891	0.126	238	0.1	2.177	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22		692	0.031	22	0.0	5.370	A
C-AB	65		793	0.082	65	0.1	4.949	A
C-A	214				214			
A-BC	285	0.00	1891	0.151	285	0.2	2.240	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26		672	0.039	26	0.0	5.573	A
C-AB	87		812	0.107	87	0.2	4.963	A
C-A	255				255			
A-BC	349	0.00	1891	0.185	349	0.2	2.333	A

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26		672	0.039	26	0.0	5.574	A
C-AB	87		812	0.107	87	0.2	4.966	A
C-A	254				254			
A-BC	349	0.00	1891	0.185	349	0.2	2.333	A

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22		692	0.031	22	0.0	5.373	A
C-AB	65		793	0.082	65	0.1	4.954	A
C-A	214				214			
A-BC	285	0.00	1891	0.151	285	0.2	2.242	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18		706	0.026	18	0.0	5.233	A
C-AB	51		779	0.066	51	0.1	4.949	A
C-A	182				182			
A-BC	239	0.00	1891	0.126	239	0.1	2.179	A

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BC	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A
A-BC	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.19	0.03	0.27	0.48	0.90			N/A	N/A
A-BC	0.23	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A
A-BC	0.23	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-BC	0.18	0.00	0.00	0.18	0.18			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BC	0.14	0.00	0.00	0.14	0.14			N/A	N/A

BA3 Site Access

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.1.7462											
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Filename: Import of J14_BA3 Access_Proposed.j9

Path: C:\Users\923595\Royal HaskoningDHV\PC7029-Baldock-OPA - Team\WIP\02 Calculations\Junction Modelling\Models

Report generation date: 08/09/2025 17:19:18

»2033 + Dev, AM
 »2033 + Dev, PM
 »2040 + Dev, AM
 »2040 + Dev, PM
 »2040 + Dev + School, AM
 »2040 + Dev + School, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2033 + Dev											
Stream B-AC	0.0	~1	0.00	0.00	A	0.00	0.0	~1	0.00	0.00	A	0.00
Stream C-B	0.0	~1	0.00	0.00	A		0.0	~1	0.00	0.00	A	
	2040 + Dev											
Stream B-AC	0.2	0.5	5.90	0.15	A	2.34	0.1	0.5	5.42	0.10	A	1.40
Stream C-B	0.2	1.1	7.16	0.19	A		0.1	0.5	6.35	0.11	A	
	2040 + Dev + School											
Stream B-AC	1.7	5.9	15.86	0.64	C	28.49	0.4	1.4	6.73	0.27	A	2.10
Stream C-B	8.3	42.5	56.64	0.92	F		0.0	0.5	5.68	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. Junction LOS and Junction Delay are demand-weighted averages.

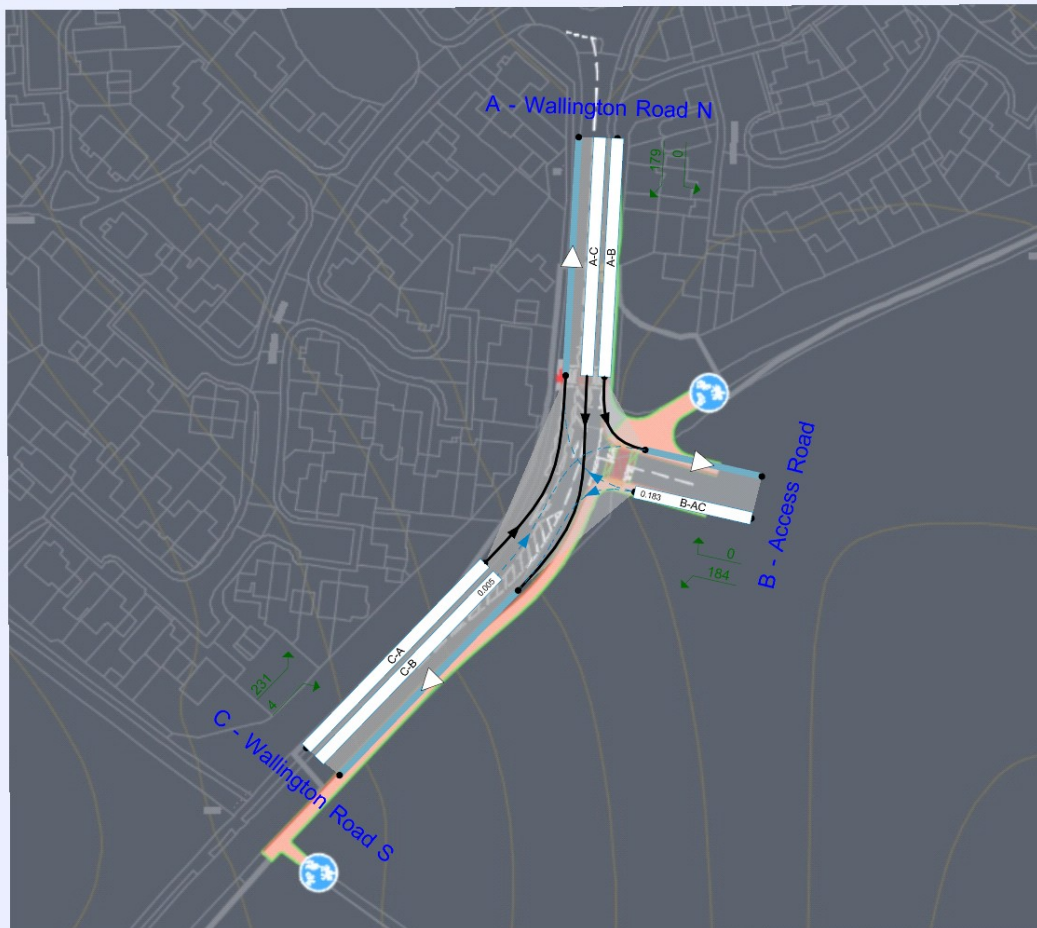
File summary

File Description

Title	BA3 Access - Wallington Road
Location	Baldock, SG7 6RY
Site number	J14
Date	23/07/2025
Version	1
Status	Draft
Identifier	
Client	Urban & Civic
Jobnumber	PC7029
Enumerator	CORPORATEROOT\926654
Description	Junction 14 - Proposed BA3 Access Junction

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (I)

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)
D7	2033 + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2033 + Dev	PM	ONE HOUR	16:45	18:15	15
D11	2040 + Dev	AM	ONE HOUR	07:45	09:15	15
D12	2040 + Dev	PM	ONE HOUR	16:45	18:15	15
D13	2040 + Dev + School	AM	ONE HOUR	07:45	09:15	15
D14	2040 + Dev + School	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2033 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA3 Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wallington Road N		Major
B	Access Road		Minor
C	Wallington Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wallington Road S	7.38		✓	2.75	130.3		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access Road	One lane	4.75	250	83

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	709	0.121	0.307	0.193	0.438
B-C	795	0.115	0.290	-	-
C-B	688	0.251	0.251	-	-

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)
D7	2033 + Dev	AM	ONE HOUR	07:45	09:15	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 - Wallington Road N		✓	252	100.000
B - Access Road		✓	0	100.000
C - Wallington Road S		✓	124	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	252
	B - Access Road	0	0	0
	C - Wallington Road S	124	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	1
	B - Access Road	0	0	0
	C - Wallington Road S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-A					
C-B	0.00	0.00	0.0	~1	A
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	681	0.000	0	0.0	0.000	A
C-A	93			93			
C-B	0	640	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	190			190			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	668	0.000	0	0.0	0.000	A
C-A	111			111			
C-B	0	631	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	227			227			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	650	0.000	0	0.0	0.000	A
C-A	137			137			
C-B	0	618	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	277			277			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	650	0.000	0	0.0	0.000	A
C-A	137			137			
C-B	0	618	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	277			277			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	668	0.000	0	0.0	0.000	A
C-A	111			111			
C-B	0	631	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	227			227			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	681	0.000	0	0.0	0.000	A
C-A	93			93			
C-B	0	640	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	190			190			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA3 Access	T-Junction	Two-way		0.00	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	2033 + 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 - Wallington Road N		✓	186	100.000
B - Access Road		✓	0	100.000
C - Wallington Road S		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	186
	B - Access Road	0	0	0
	C - Wallington Road S	247	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	1
	B - Access Road	0	0	0
	C - Wallington Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-A					
C-B	0.00	0.00	0.0	~1	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-AC	0	686	0.000	0	0.0	0.000	A
C-A	186			186			
C-B	0	653	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	140			140			

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-AC	0	674	0.000	0	0.0	0.000	A
C-A	222			222			
C-B	0	646	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	167			167			

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-AC	0	657	0.000	0	0.0	0.000	A
C-A	272			272			
C-B	0	636	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	205			205			

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-AC	0	657	0.000	0	0.0	0.000	A
C-A	272			272			
C-B	0	636	0.000	0	0.0	0.000	A
A-B	0			0			
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-AC	0	674	0.000	0	0.0	0.000	A
C-A	222			222			
C-B	0	646	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	167			167			

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-AC	0	686	0.000	0	0.0	0.000	A
C-A	186			186			
C-B	0	653	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	140			140			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2040 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA3 Access	T-Junction	Two-way		2.34	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	2040 + Dev	AM	ONE HOUR	07:45	09:15	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 - Wallington Road N		✓	243	100.000
B - Access Road		✓	97	100.000
C - Wallington Road S		✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	243
	B - Access Road	0	0	97
	C - Wallington Road S	120	107	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	1
	B - Access Road	0	0	0
	C - Wallington Road S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.15	5.90	0.2	0.5	A
C-A					
C-B	0.19	7.16	0.2	1.1	A
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	741	0.099	73	0.1	5.379	A
C-A	90			90			
C-B	81	642	0.126	80	0.1	6.401	A
A-B	0			0			
A-C	183			183			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	731	0.119	87	0.1	5.590	A
C-A	108			108			
C-B	96	633	0.152	96	0.2	6.705	A
A-B	0			0			
A-C	218			218			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	717	0.149	107	0.2	5.899	A
C-A	132			132			
C-B	118	620	0.190	118	0.2	7.156	A
A-B	0			0			
A-C	268			268			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	717	0.149	107	0.2	5.902	A
C-A	132			132			
C-B	118	620	0.190	118	0.2	7.162	A
A-B	0			0			
A-C	268			268			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	731	0.119	87	0.1	5.593	A
C-A	108			108			
C-B	96	633	0.152	96	0.2	6.716	A
A-B	0			0			
A-C	218			218			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	741	0.099	73	0.1	5.387	A
C-A	90			90			
C-B	81	642	0.126	81	0.1	6.419	A
A-B	0			0			
A-C	183			183			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-B	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.23	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.23	0.03	0.28	0.62	1.07			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-B	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2040 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA3 Access	T-Junction	Two-way		1.40	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)
D12	2040 + 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 - Wallington Road N		✓	179	100.000
B - Access Road		✓	66	100.000
C - Wallington Road S		✓	303	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	179
	B - Access Road	0	0	66
	C - Wallington Road S	238	65	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	1
	B - Access Road	0	0	0
	C - Wallington Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.10	5.42	0.1	0.5	A
C-A					
C-B	0.11	6.35	0.1	0.5	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-AC	50	756	0.066	49	0.1	5.094	A
C-A	179			179			
C-B	49	654	0.075	49	0.1	5.944	A
A-B	0			0			
A-C	135			135			

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-AC	59	748	0.079	59	0.1	5.228	A
C-A	214			214			
C-B	58	647	0.090	58	0.1	6.112	A
A-B	0			0			
A-C	161			161			

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-AC	73	737	0.099	73	0.1	5.416	A
C-A	262			262			
C-B	72	638	0.112	71	0.1	6.352	A
A-B	0			0			
A-C	197			197			

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-AC	73	737	0.099	73	0.1	5.416	A
C-A	262			262			
C-B	72	638	0.112	72	0.1	6.352	A
A-B	0			0			
A-C	197			197			

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-AC	59	748	0.079	59	0.1	5.229	A
C-A	214			214			
C-B	58	647	0.090	59	0.1	6.116	A
A-B	0			0			
A-C	161			161			

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-AC	50	756	0.066	50	0.1	5.100	A
C-A	179			179			
C-B	49	654	0.075	49	0.1	5.953	A
A-B	0			0			
A-C	135			135			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-B	0.10	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.13	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-B	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-B	0.10	0.00	0.00	0.10	0.10			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-B	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2040 + Dev + School, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA3 Access	T-Junction	Two-way		28.49	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)
D13	2040 + Dev + School	AM	ONE HOUR	07:45	09:15	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 - Wallington Road N		✓	254	100.000
B - Access Road		✓	368	100.000
C - Wallington Road S		✓	602	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	51	203
	B - Access Road	51	0	317
	C - Wallington Road S	87	515	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	1
	B - Access Road	0	0	0
	C - Wallington Road S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.64	15.86	1.7	5.9	C
C-A					
C-B	0.92	56.64	8.3	42.5	F
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	277	691	0.401	274	0.7	8.590	A
C-A	65			65			
C-B	388	640	0.606	382	1.5	13.660	B
A-B	38			38			
A-C	153			153			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	331	669	0.495	330	1.0	10.577	B
C-A	78			78			
C-B	463	630	0.734	459	2.6	20.430	C
A-B	46			46			
A-C	182			182			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	405	635	0.638	402	1.7	15.283	C
C-A	96			96			
C-B	567	617	0.918	549	7.1	43.855	E
A-B	56			56			
A-C	224			224			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	405	631	0.642	405	1.7	15.862	C
C-A	96			96			
C-B	567	617	0.918	562	8.3	56.637	F
A-B	56			56			
A-C	224			224			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	331	665	0.498	334	1.0	10.977	B
C-A	78			78			
C-B	463	630	0.734	484	3.0	27.404	D
A-B	46			46			
A-C	182			182			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	277	689	0.402	278	0.7	8.788	A
C-A	65			65			
C-B	388	640	0.606	393	1.6	14.925	B
A-B	38			38			
A-C	153			153			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.55	1.00	1.40	1.45			N/A	N/A
C-B	1.48	0.59	1.40	1.79	1.90			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.96	0.12	0.95	1.41	1.77			N/A	N/A
C-B	2.56	0.09	1.42	6.10	8.59			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.69	0.03	0.28	1.69	5.94			N/A	N/A
C-B	7.07	0.08	1.54	19.95	30.55			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.74	0.03	0.28	1.74	4.99			N/A	N/A
C-B	8.31	0.05	0.62	24.01	42.51			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.01	0.06	0.79	1.89	2.66			N/A	N/A
C-B	3.00	0.04	0.42	8.24	15.20			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.04	0.43	1.37	1.95			N/A	N/A
C-B	1.60	0.03	0.32	3.14	8.33			N/A	N/A

2040 + Dev + School, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA3 Access	T-Junction	Two-way		2.10	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)
D14	2040 + Dev + School	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 - Wallington Road N		✓	179	100.000
B - Access Road		✓	184	100.000
C - Wallington Road S		✓	235	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	179
	B - Access Road	0	0	184
	C - Wallington Road S	231	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wallington Road N	B - Access Road	C - Wallington Road S
From	A - Wallington Road N	0	0	1
	B - Access Road	0	0	0
	C - Wallington Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.27	6.73	0.4	1.4	A
C-A					
C-B	0.01	5.68	0.0	0.5	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-AC	139	756	0.183	138	0.2	5.818	A
C-A	174			174			
C-B	3	654	0.005	3	0.0	5.529	A
A-B	0			0			
A-C	135			135			

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-AC	165	748	0.221	165	0.3	6.175	A
C-A	208			208			
C-B	4	647	0.006	4	0.0	5.591	A
A-B	0			0			
A-C	161			161			

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-AC	203	737	0.275	202	0.4	6.724	A
C-A	254			254			
C-B	4	638	0.007	4	0.0	5.679	A
A-B	0			0			
A-C	197			197			

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-AC	203	737	0.275	203	0.4	6.731	A
C-A	254			254			
C-B	4	638	0.007	4	0.0	5.679	A
A-B	0			0			
A-C	197			197			

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-AC	165	748	0.221	166	0.3	6.187	A
C-A	208			208			
C-B	4	647	0.006	4	0.0	5.593	A
A-B	0			0			
A-C	161			161			

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-AC	139	756	0.183	139	0.2	5.841	A
C-A	174			174			
C-B	3	654	0.005	3	0.0	5.531	A
A-B	0			0			
A-C	135			135			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-B	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.25	0.46	0.48			N/A	N/A
C-B	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.31	1.25	1.43			N/A	N/A
C-B	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-B	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

BA10 Site Access

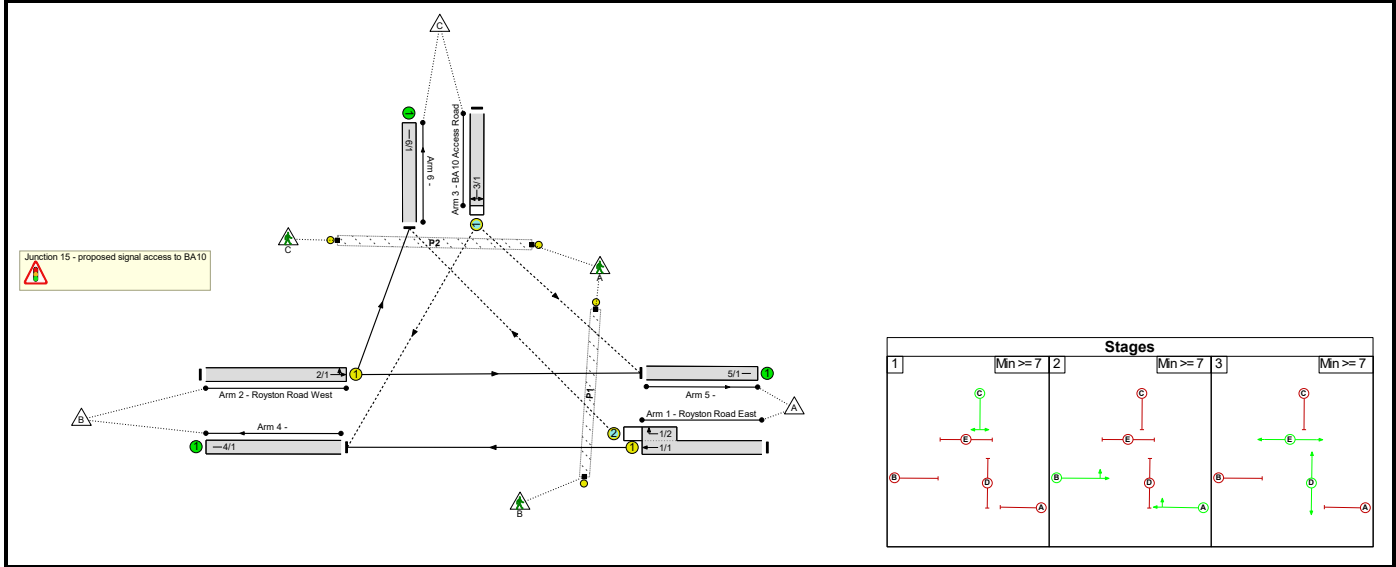
Detailed Input Data And Results

Detailed Input Data And Results

User and Project Details

Project:	BA10 Access - Royston Road (signalised)
Title:	Growing Baldock
Location:	Baldock, SG7 6QZ
Client:	Urban & Civic
Site Ref(s):	J15
Design Layout Ref:	PC7209-RHD-CE-GB-DR-D-0113
Date Started:	20/03/2025
Date Completed:	-
Checked By:	ZT
Checked By Date:	-
Additional detail:	
File name:	J15_BA10 Access_Proposed_AllRed.lsg3x
Author:	Jay James
Company:	ITP by Haskoning
Address:	B
Linsig Version:	3, 3, 0, 6

Network Layout Diagram

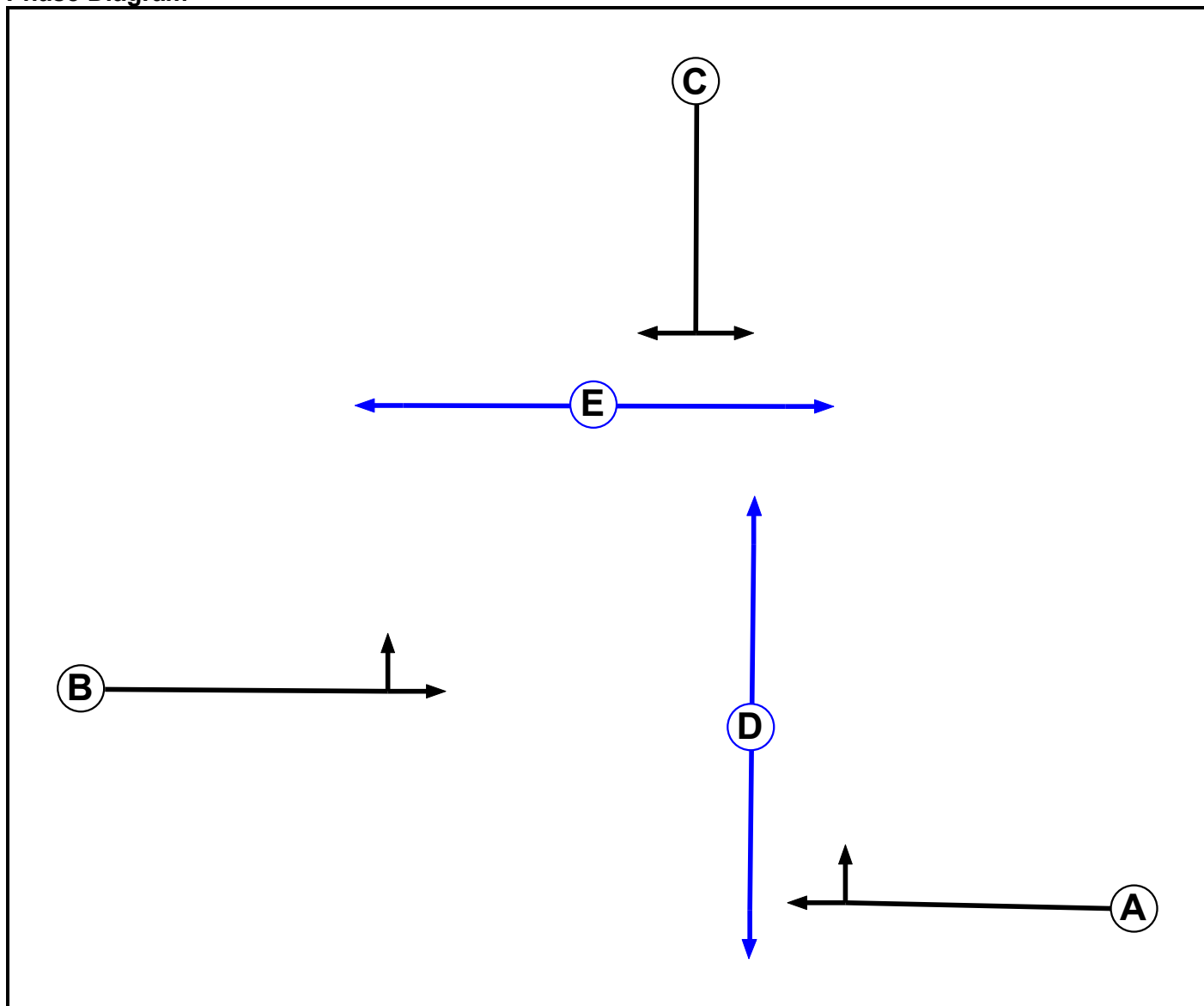


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2033 Interim Year AM	2033 Rerouted+Development AM	With Pedestrians	08:00 - 09:00	90	74.8	3.75
2	2033 Interim Year PM	2033 Rerouted+Development PM	With Pedestrians	17:00 - 18:00	90	123.9	3.87
3	2040 No School AM	2040 Rerouted+Development NO SCHOOL AM	With Pedestrians	08:00 - 09:00	90	117.7	4.97
4	2040 No School PM	2040 Rerouted+Development NO SCHOOL PM	With Pedestrians	17:00 - 18:00	90	147.7	3.46
5	2040 With School AM	2040 Rerouted+Development WITH SCHOOL AM	With Pedestrians	08:00 - 09:00	90	87.7	5.28
6	2040 With School PM	2040 Rerouted+Development WITH SCHOOL PM	With Pedestrians	17:00 - 18:00	90	147.7	3.44

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	5	3	Junction 15 - proposed signal access to BA10	

Phase Diagram**Phase Input Data**

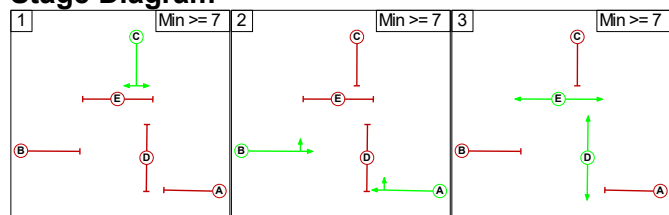
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	6	6	7
	B	-		6	7	-
	C	6	6		6	5
	D	6	7	6		-
	E	7	-	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	C
2	A B
3	D E

Stage Diagram**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
	1	6	6
	2	6	7
	3	6	7

Lane Input Data

Junction: Junction 15 - proposed signal access to BA10												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Royston Road East)	U	A	2	3	60.0	Geom	-	3.08	0.00	Y	Arm 4 Ahead	Inf
1/2 (Royston Road East)	O	A	2	3	3.8	Geom	-	2.99	0.00	N	Arm 6 Right	Inf
2/1 (Royston Road West)	U	B	2	3	60.0	Geom	-	3.71	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	Inf
3/1 (BA10 Access Road)	O	C	2	3	60.0	Geom	-	3.93	0.00	Y	Arm 4 Right	Inf
											Arm 5 Left	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Junction 15 - proposed signal access to BA10											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Royston Road East)	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00
3/1 (BA10 Access Road)	4/1 (Right)	1439	0	1/1	1.09	To 4/1 (Ahead)	1.00	-	0.50	1	1.00
	5/1 (Left)	1439	0	2/1	1.09	To 5/1 (Ahead)					

Lane Connector Input Data

Junction: Junction 15 - proposed signal access to BA10				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	4/1	Internal	5	35
1/2	6/1	Internal	5	35
2/1	5/1	Internal	5	35
2/1	6/1	Internal	5	35
3/1	4/1	Internal	5	35
3/1	5/1	Internal	5	35

Scenario 1: '2033 Interim Year AM' (FG1: '2033 Rerouted+Development AM', Plan 2: 'With Pedestrians')**Lane Saturation Flows**

Junction: Junction 15 - proposed signal access to BA10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Royston Road East)	3.08	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1923	1923
1/2 (Royston Road East)	2.99	0.00	N	Arm 6 Right	Inf	100.0 %	2054	2054
2/1 (Royston Road West)	3.71	0.00	Y	Arm 5 Ahead Arm 6 Left	Inf Inf	81.6 % 18.4 %	1986	1986
3/1 (BA10 Access Road)	3.93	0.00	Y	Arm 4 Right Arm 5 Left	Inf Inf	80.4 % 19.6 %	2008	2008
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2033 Interim Year PM' (FG2: '2033 Rerouted+Development PM', Plan 2: 'With Pedestrians')**Lane Saturation Flows**

Junction: Junction 15 - proposed signal access to BA10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Royston Road East)	3.08	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1923	1923
1/2 (Royston Road East)	2.99	0.00	N	Arm 6 Right	Inf	100.0 %	2054	2054
2/1 (Royston Road West)	3.71	0.00	Y	Arm 5 Ahead Arm 6 Left	Inf Inf	93.3 % 6.7 %	1986	1986
3/1 (BA10 Access Road)	3.93	0.00	Y	Arm 4 Right Arm 5 Left	Inf Inf	84.4 % 15.6 %	2008	2008
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2040 No School AM' (FG3: '2040 Rerouted+Development NO SCHOOL AM', Plan 2: 'With Pedestrians')**Lane Saturation Flows**

Junction: Junction 15 - proposed signal access to BA10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Royston Road East)	3.08	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1923	1923
1/2 (Royston Road East)	2.99	0.00	N	Arm 6 Right	Inf	100.0 %	2054	2054
2/1 (Royston Road West)	3.71	0.00	Y	Arm 5 Ahead Arm 6 Left	Inf Inf	87.0 % 13.0 %	1986	1986
3/1 (BA10 Access Road)	3.93	0.00	Y	Arm 4 Right Arm 5 Left	Inf Inf	50.5 % 49.5 %	2008	2008
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2040 No School PM' (FG4: '2040 Rerouted+Development NO SCHOOL PM', Plan 2: 'With Pedestrians')
Lane Saturation Flows

Junction: Junction 15 - proposed signal access to BA10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Royston Road East)	3.08	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1923	1923
1/2 (Royston Road East)	2.99	0.00	N	Arm 6 Right	Inf	100.0 %	2054	2054
2/1 (Royston Road West)	3.71	0.00	Y	Arm 5 Ahead Arm 6 Left	Inf Inf	93.8 % 6.2 %	1986	1986
3/1 (BA10 Access Road)	3.93	0.00	Y	Arm 4 Right Arm 5 Left	Inf Inf	53.3 % 46.7 %	2008	2008
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2040 With School AM' (FG5: '2040 Rerouted+Development WITH SCHOOL AM', Plan 2: 'With Pedestrians')**Lane Saturation Flows**

Junction: Junction 15 - proposed signal access to BA10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Royston Road East)	3.08	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1923	1923
1/2 (Royston Road East)	2.99	0.00	N	Arm 6 Right	Inf	100.0 %	2054	2054
2/1 (Royston Road West)	3.71	0.00	Y	Arm 5 Ahead Arm 6 Left	Inf Inf	69.5 % 30.5 %	1986	1986
3/1 (BA10 Access Road)	3.93	0.00	Y	Arm 4 Right Arm 5 Left	Inf Inf	50.5 % 49.5 %	2008	2008
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2040 With School PM' (FG6: '2040 Rerouted+Development WITH SCHOOL PM', Plan 2: 'With Pedestrians')

Lane Saturation Flows

Junction: Junction 15 - proposed signal access to BA10									
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Royston Road East)	3.08	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1923	1923	
1/2 (Royston Road East)	2.99	0.00	N	Arm 6 Right	Inf	100.0 %	2054	2054	
2/1 (Royston Road West)	3.71	0.00	Y	Arm 5 Ahead	Inf	93.8 %	1986	1986	
				Arm 6 Left	Inf	6.2 %			
3/1 (BA10 Access Road)	3.93	0.00	Y	Arm 4 Right	Inf	53.3 %	2008	2008	
				Arm 5 Left	Inf	46.7 %			
4/1	Infinite Saturation Flow						Inf	Inf	
5/1	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2033 Rerouted+Development AM'	08:00	09:00	01:00	
2: '2033 Rerouted+Development PM'	17:00	18:00	01:00	
3: '2040 Rerouted+Development NO SCHOOL AM'	08:00	09:00	01:00	
4: '2040 Rerouted+Development NO SCHOOL PM'	17:00	18:00	01:00	
5: '2040 Rerouted+Development WITH SCHOOL AM'	08:00	09:00	01:00	
6: '2040 Rerouted+Development WITH SCHOOL PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2033 Rerouted+Development AM'

Desired Flow :

	Destination				
Origin	A	0	349	29	378
	B	538	0	121	659
	C	9	37	0	46
	Tot.	547	386	150	1083

Detailed Input Data And Results

FG2: '2033 Rerouted+Development PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	471	5	476
	B	362	0	26	388
	C	14	76	0	90
	Tot.	376	547	31	954

FG3: '2040 Rerouted+Development NO SCHOOL AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	357	160	517
	B	428	178	64	670
	C	53	54	0	107
	Tot.	481	589	224	1294

FG4: '2040 Rerouted+Development NO SCHOOL PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	277	24	301
	B	406	0	27	433
	C	43	49	0	92
	Tot.	449	326	51	826

FG5: '2040 Rerouted+Development WITH SCHOOL AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	342	160	502
	B	406	0	178	584
	C	53	54	0	107
	Tot.	459	396	338	1193

FG6: '2040 Rerouted+Development WITH SCHOOL PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	272	24	296
	B	406	0	27	433
	C	43	49	0	92
	Tot.	449	321	51	821

Detailed Input Data And Results

Scenario 1: '2033 Interim Year AM' (FG1: '2033 Rerouted+Development AM', Plan 2: 'With Pedestrians')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	349	29	378
	B	538	0	121	659
	C	9	37	0	46
	Tot.	547	386	150	1083

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2033 Interim Year PM' (FG2: '2033 Rerouted+Development PM', Plan 2: 'With Pedestrians')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	471	5	476
	B	362	0	26	388
	C	14	76	0	90
	Tot.	376	547	31	954

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2040 No School AM' (FG3: '2040 Rerouted+Development NO SCHOOL AM', Plan 2: 'With Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	357	160	517
	B	428	0	64	492
	C	53	54	0	107
	Tot.	481	411	224	1116

Traffic Flows, Difference**Difference :**

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	-178	0	-178
	C	0	0	0	0
	Tot.	0	-178	0	-178

Scenario 4: '2040 No School PM' (FG4: '2040 Rerouted+Development NO SCHOOL PM', Plan 2: 'With Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	277	24	301
	B	406	0	27	433
	C	43	49	0	92
	Tot.	449	326	51	826

Traffic Flows, Difference**Difference :**

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Detailed Input Data And Results

Scenario 5: '2040 With School AM' (FG5: '2040 Rerouted+Development WITH SCHOOL AM', Plan 2: 'With Pedestrians')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	342	160	502
	B	406	0	178	584
	C	53	54	0	107
	Tot.	459	396	338	1193

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 6: '2040 With School PM' (FG6: '2040 Rerouted+Development WITH SCHOOL PM', Plan 2: 'With Pedestrians')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	272	24	296
	B	406	0	27	433
	C	43	49	0	92
	Tot.	449	321	51	821

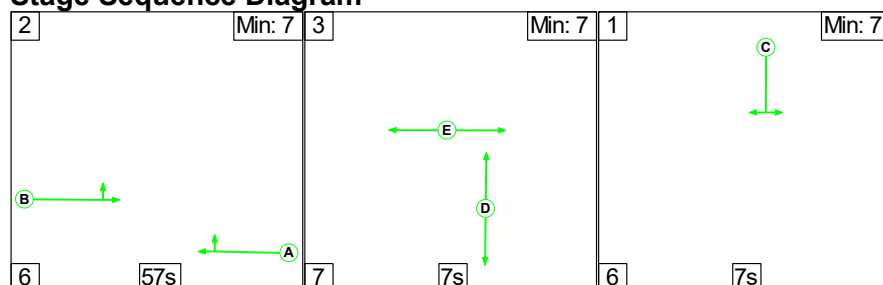
Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

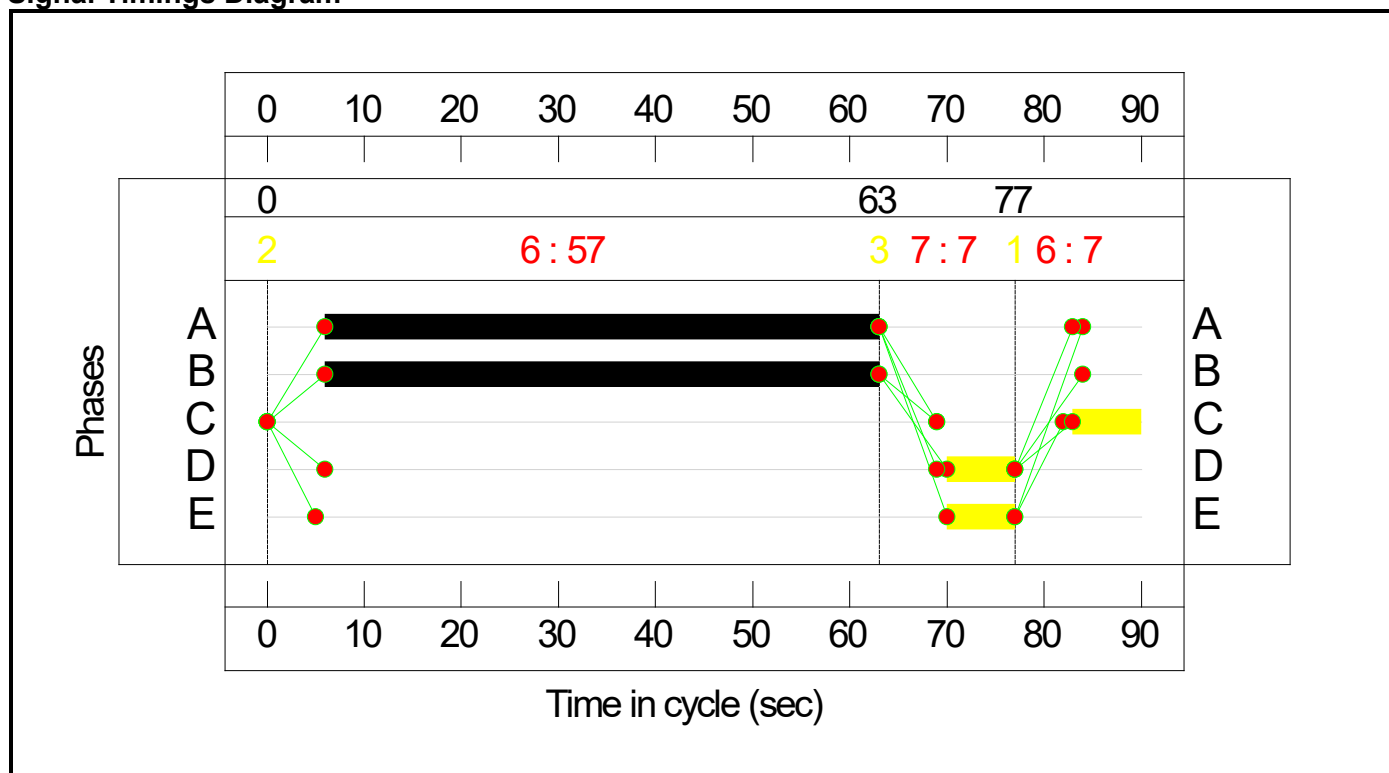
Lane	Scenario 1: 2033 Interim Year AM	Scenario 2: 2033 Interim Year PM	Scenario 3: 2040 No School AM	Scenario 4: 2040 No School PM	Scenario 5: 2040 With School AM	Scenario 6: 2040 With School PM
Junction: Junction 15 - proposed signal access to BA10						
1/1 (with short)	378(In) 349(Out)	476(In) 471(Out)	517(In) 357(Out)	301(In) 277(Out)	502(In) 342(Out)	296(In) 272(Out)
1/2 (short)	29	5	160	24	160	24
2/1	659	388	492	433	584	433
3/1	46	90	107	92	107	92
4/1	386	547	411	326	396	321
5/1	547	376	481	449	459	449
6/1	150	31	224	51	338	51

Scenario 1: '2033 Interim Year AM' (FG1: '2033 Rerouted+Development AM', Plan 2: 'With Pedestrians')**Stage Sequence Diagram****Stage Timings**

Stage	2	3	1
Duration	57	7	7
Change Point	0	63	77

Phase Timings

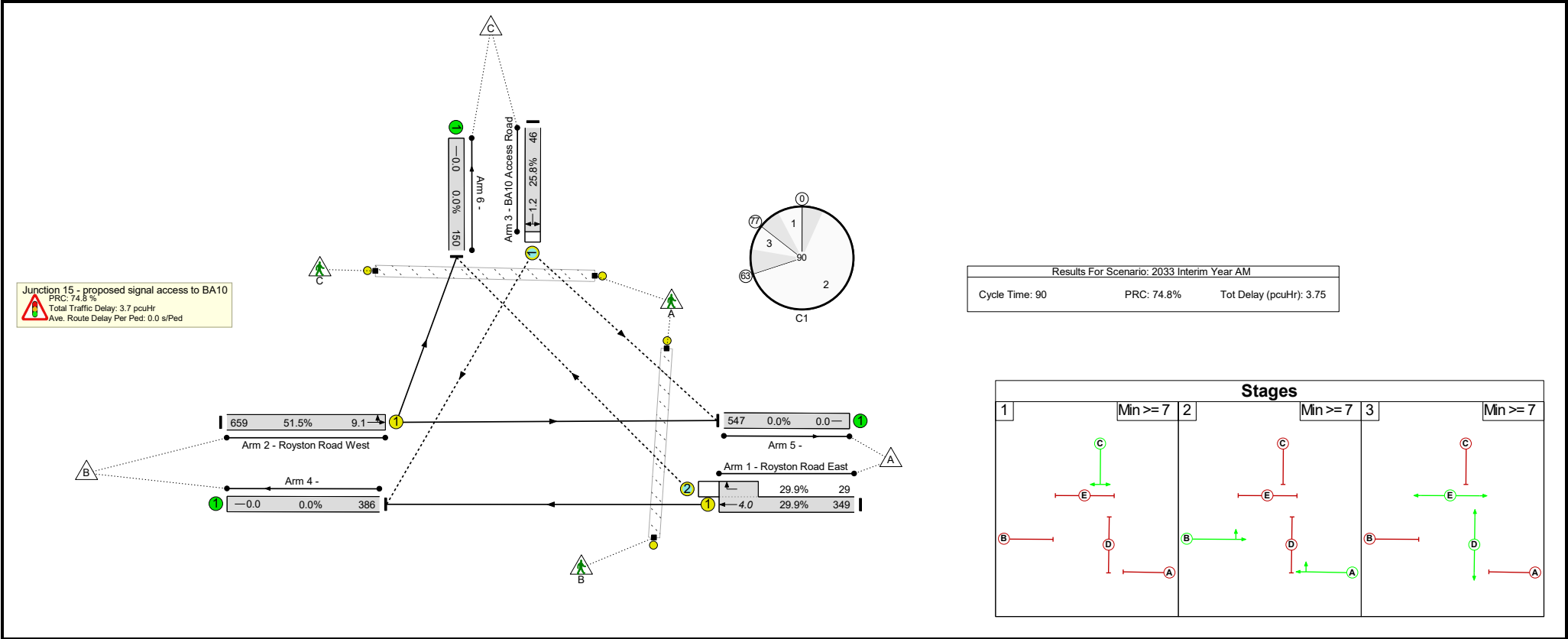
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Royston Road East Ahead Right	Traffic	57	6	63
B	Royston Road West Ahead Left	Traffic	57	6	63
C	BA10 Access Road Right Left	Traffic	7	83	0
D	Pedestrians across	Pedestrian	7	70	77
E	Pedestrians across	Pedestrian	7	70	77

Signal Timings Diagram**Lane Green Times**

Junction: Junction 15 - proposed signal access to BA10					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Royston Road East Ahead	U	A	6	63
1/2	Royston Road East Right	O	A	6	63
2/1	Royston Road West Ahead Left	U	B	6	63
3/1	BA10 Access Road Right Left	O	C	83	0

Detailed Input Data And Results

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Growing Baldock	-	-	N/A	-	-		-	-	-	-	-	-	-	51.5%
Junction 15 - proposed signal access to BA10	-	-	N/A	-	-		-	-	-	-	-	-	-	51.5%
1/1+1/2	Royston Road East Ahead Right	U+O	N/A	N/A	A		1	57	-	-	378	1923:2054	1167+97	29.9 : 29.9%
2/1	Royston Road West Ahead Left	U	N/A	N/A	B		1	57	-	-	659	1986	1280	51.5%
3/1	BA10 Access Road Right Left	O	N/A	N/A	C		1	7	-	-	46	2008	178	25.8%
4/1		U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	547	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	150	Inf	Inf	0.0%
Ped Link: P1	North Crossing	-	N/A	-	D		1	7	-	-	0	-	5600	0.0%
Ped Link: P2	East Crossing (Access)	-	N/A	-	E		1	7	-	-	0	-	5600	0.0%

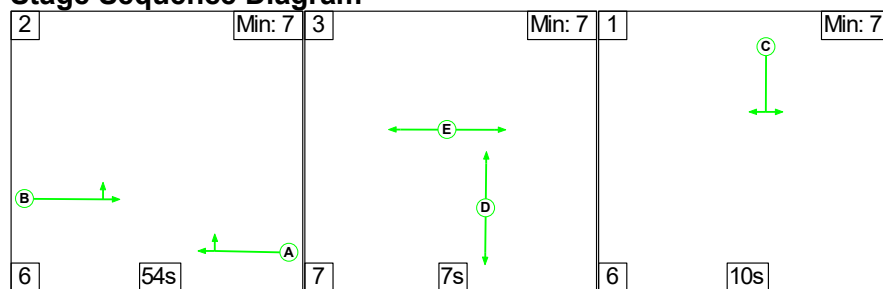
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Growing Baldock	-	-	29	45	1	2.8	0.9	0.1	3.7	-	-	-	-	
Junction 15 - proposed signal access to BA10	-	-	29	45	1	2.8	0.9	0.1	3.7	-	-	-	-	
1/1+1/2	378	378	29	0	0	0.7	0.2	0.1	1.0	9.5	3.8	0.2	4.0	
2/1	659	659	-	-	-	1.6	0.5	-	2.1	11.4	8.6	0.5	9.1	
3/1	46	46	0	45	1	0.5	0.2	0.0	0.7	51.8	1.1	0.2	1.2	
4/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
C1 PRC for Signalled Lanes (%): 74.8 PRC Over All Lanes (%): 74.8 Total Delay for Signalled Lanes (pcuHr): 3.75 Total Delay Over All Lanes(pcuHr): 3.75 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 2: '2033 Interim Year PM' (FG2: '2033 Rerouted+Development PM', Plan 2: 'With Pedestrians')

Stage Sequence Diagram



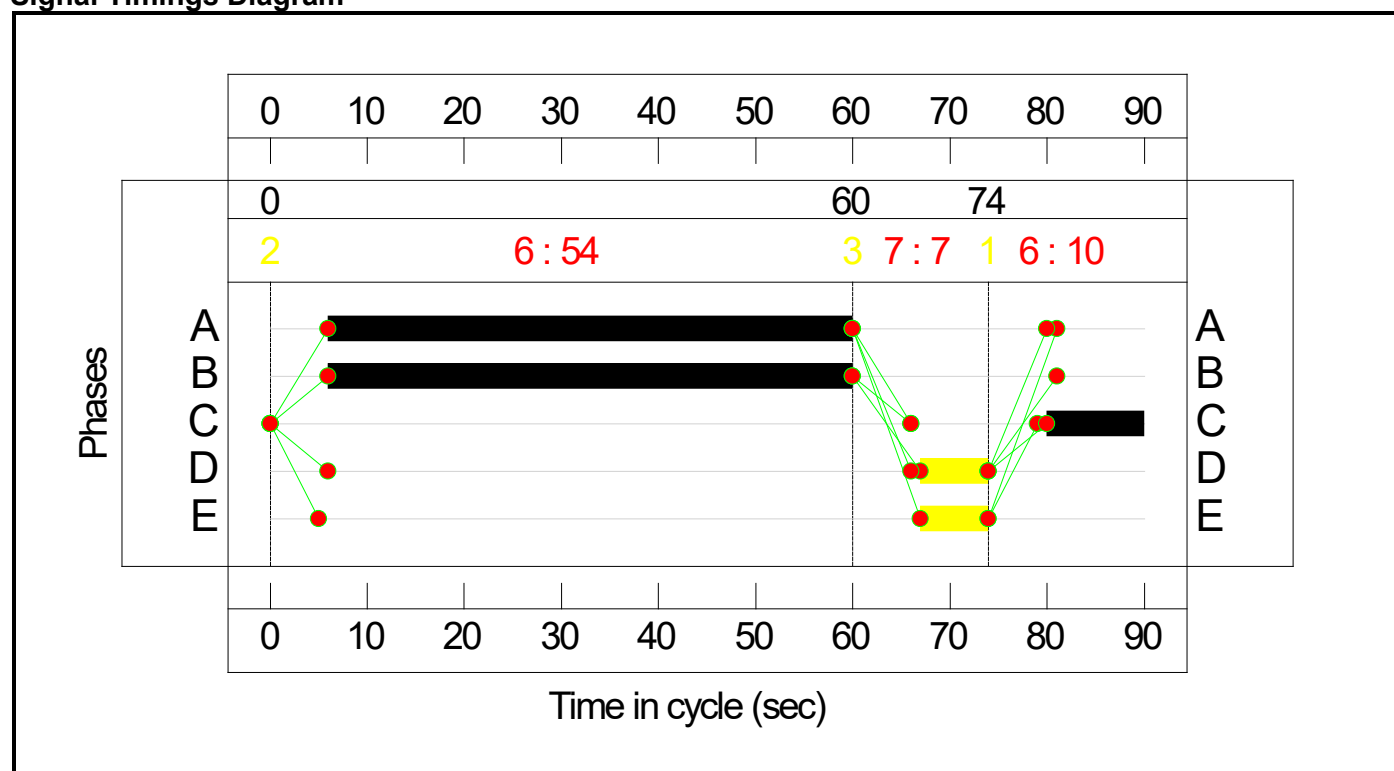
Stage Timings

Stage	2	3	1
Duration	54	7	10
Change Point	0	60	74

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Royston Road East Ahead Right	Traffic	54	6	60
B	Royston Road West Ahead Left	Traffic	54	6	60
C	BA10 Access Road Right Left	Traffic	10	80	0
D	Pedestrians across	Pedestrian	7	67	74
E	Pedestrians across	Pedestrian	7	67	74

Signal Timings Diagram

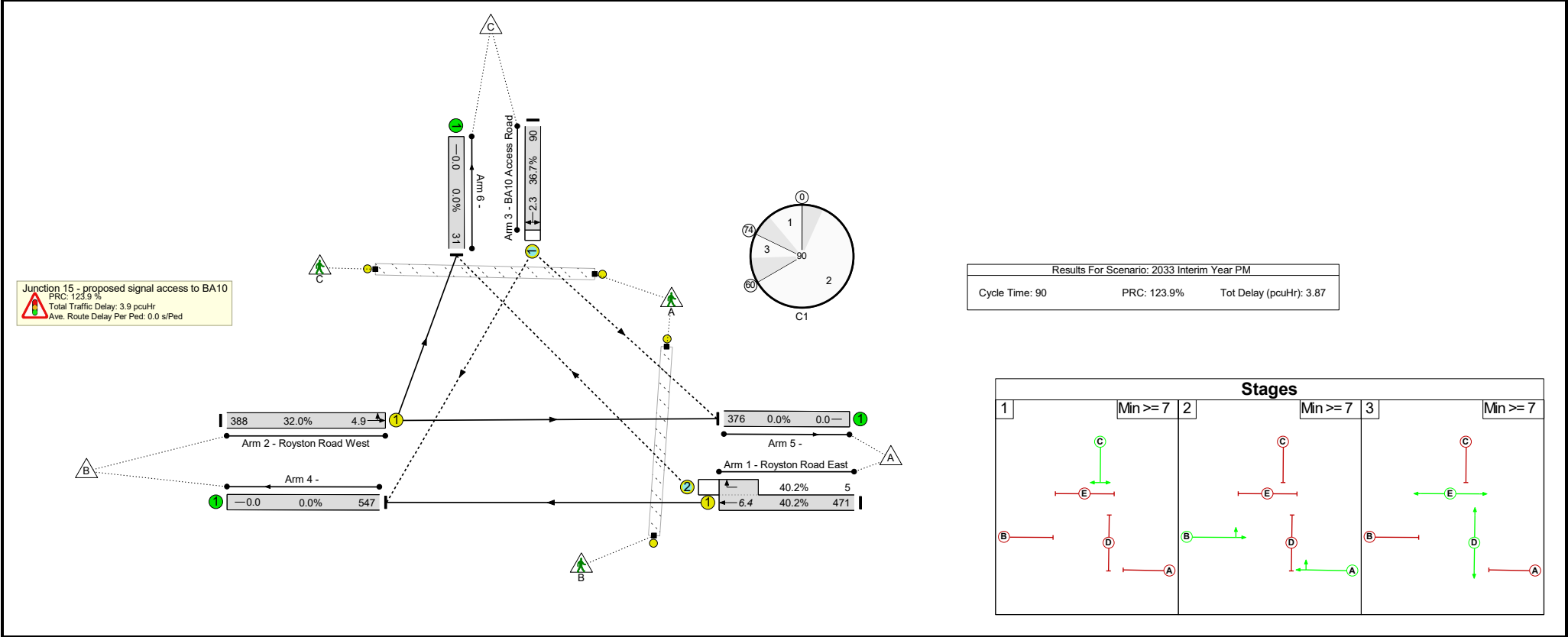


Lane Green Times

Junction: Junction 15 - proposed signal access to BA10					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Royston Road East Ahead	U	A	6	60
1/2	Royston Road East Right	O	A	6	60
2/1	Royston Road West Ahead Left	U	B	6	60
3/1	BA10 Access Road Right Left	O	C	80	0

Detailed Input Data And Results

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Growing Baldock	-	-	N/A	-	-		-	-	-	-	-	-	-	40.2%
Junction 15 - proposed signal access to BA10	-	-	N/A	-	-		-	-	-	-	-	-	-	40.2%
1/1+1/2	Royston Road East Ahead Right	U+O	N/A	N/A	A		1	54	-	-	476	1923:2054	1172+12	40.2 : 40.2%
2/1	Royston Road West Ahead Left	U	N/A	N/A	B		1	54	-	-	388	1986	1214	32.0%
3/1	BA10 Access Road Right Left	O	N/A	N/A	C		1	10	-	-	90	2008	245	36.7%
4/1		U	N/A	N/A	-		-	-	-	-	547	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	376	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	31	Inf	Inf	0.0%
Ped Link: P1	North Crossing	-	N/A	-	D		1	7	-	-	0	-	5600	0.0%
Ped Link: P2	East Crossing (Access)	-	N/A	-	E		1	7	-	-	0	-	5600	0.0%

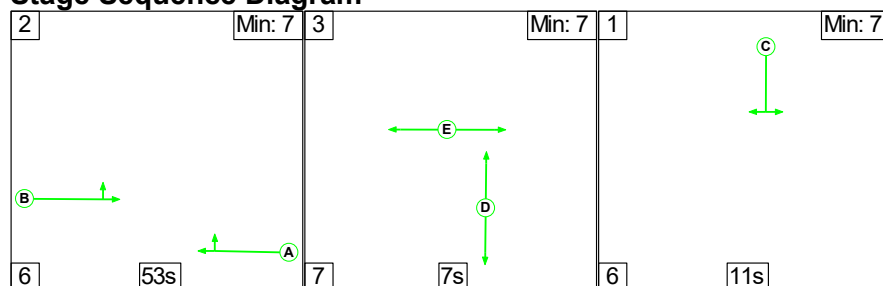
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Growing Baldock	-	-	5	89	1	3.0	0.9	0.0	3.9	-	-	-	-	
Junction 15 - proposed signal access to BA10	-	-	5	89	1	3.0	0.9	0.0	3.9	-	-	-	-	
1/1+1/2	476	476	5	0	0	1.2	0.3	0.0	1.5	11.6	6.0	0.3	6.4	
2/1	388	388	-	-	-	0.9	0.2	-	1.1	10.6	4.6	0.2	4.9	
3/1	90	90	0	89	1	0.9	0.3	0.0	1.2	47.9	2.0	0.3	2.3	
4/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
C1 PRC for Signalled Lanes (%): 123.9 PRC Over All Lanes (%): 123.9 Total Delay for Signalled Lanes (pcuHr): 3.87 Total Delay Over All Lanes(pcuHr): 3.87 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 3: '2040 No School AM' (FG3: '2040 Rerouted+Development NO SCHOOL AM', Plan 2: 'With Pedestrians')

Stage Sequence Diagram



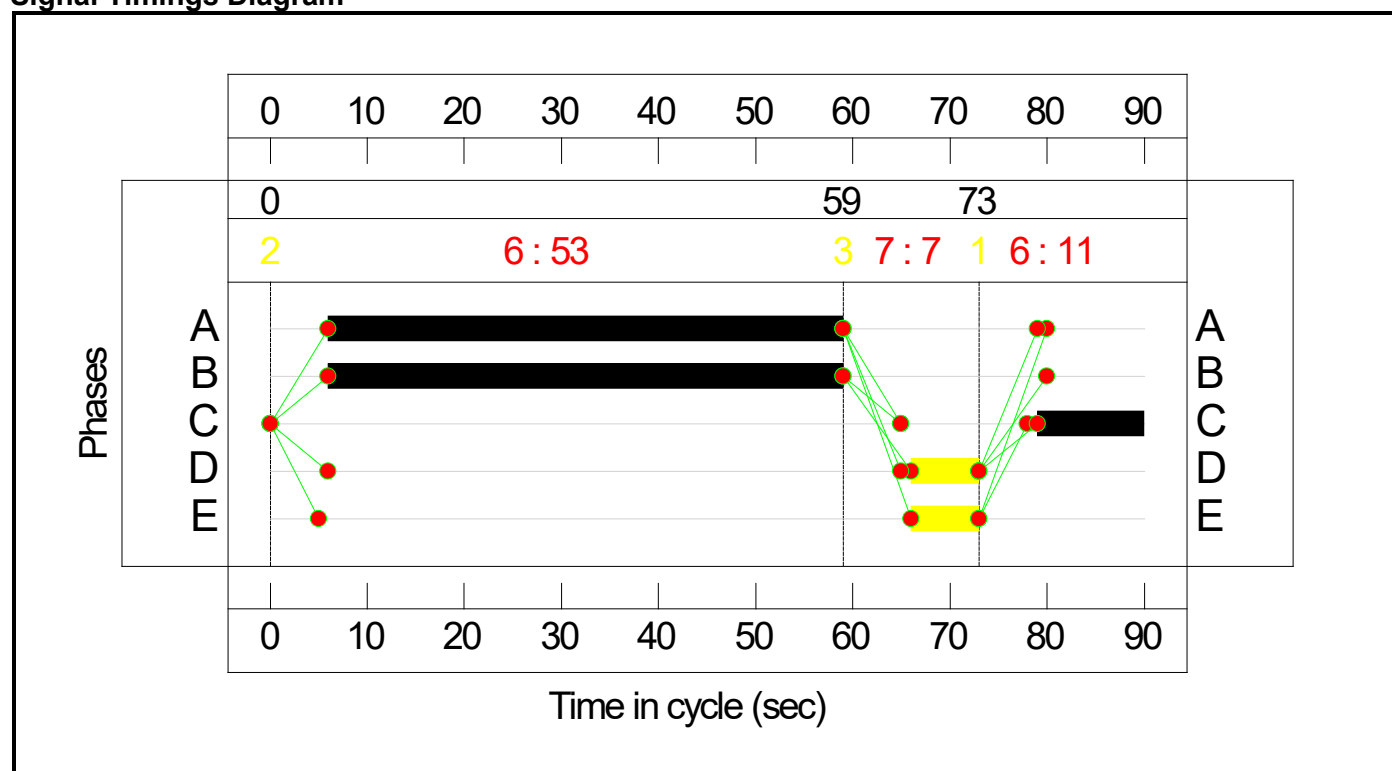
Stage Timings

Stage	2	3	1
Duration	53	7	11
Change Point	0	59	73

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Royston Road East Ahead Right	Traffic	53	6	59
B	Royston Road West Ahead Left	Traffic	53	6	59
C	BA10 Access Road Right Left	Traffic	11	79	0
D	Pedestrians across	Pedestrian	7	66	73
E	Pedestrians across	Pedestrian	7	66	73

Signal Timings Diagram

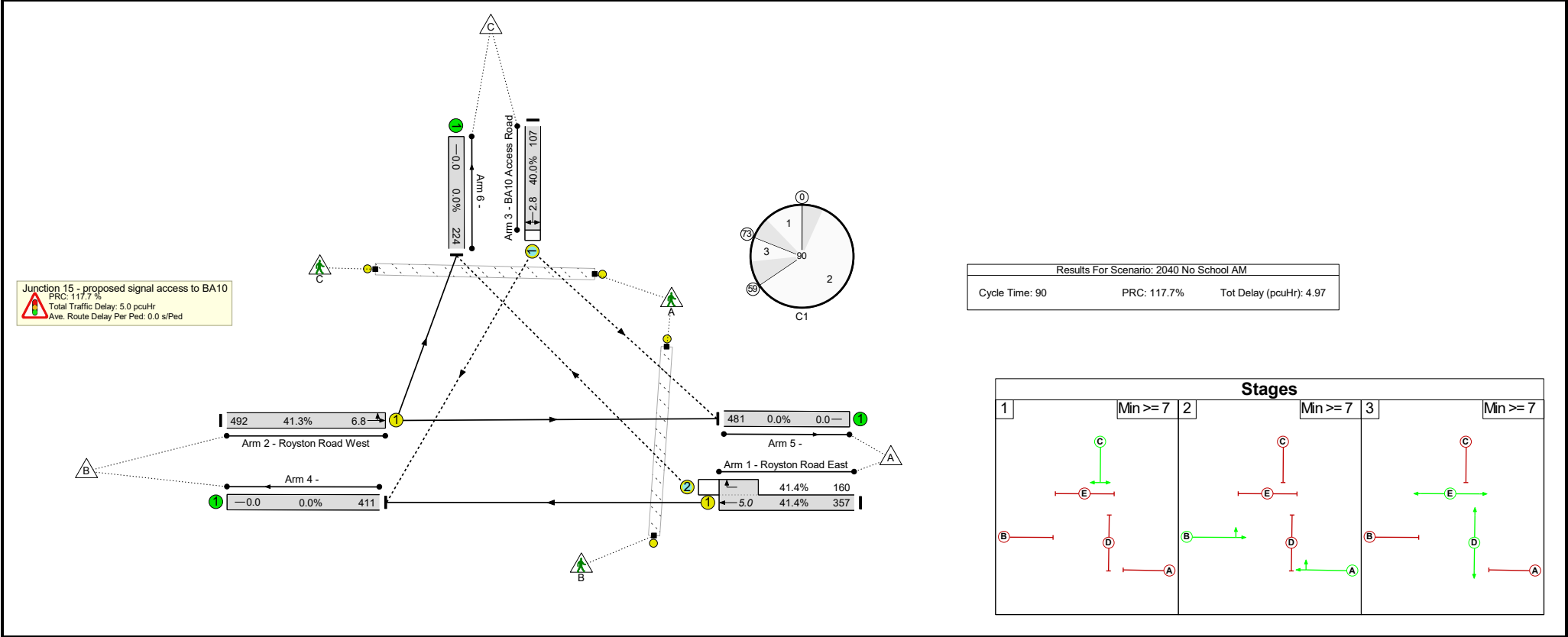


Lane Green Times

Junction: Junction 15 - proposed signal access to BA10					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Royston Road East Ahead	U	A	6	59
1/2	Royston Road East Right	O	A	6	59
2/1	Royston Road West Ahead Left	U	B	6	59
3/1	BA10 Access Road Right Left	O	C	79	0

Detailed Input Data And Results

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Growing Baldock	-	-	N/A	-	-		-	-	-	-	-	-	-	41.4%
Junction 15 - proposed signal access to BA10	-	-	N/A	-	-		-	-	-	-	-	-	-	41.4%
1/1+1/2	Royston Road East Ahead Right	U+O	N/A	N/A	A		1	53	-	-	517	1923:2054	863+387	41.4 : 41.4%
2/1	Royston Road West Ahead Left	U	N/A	N/A	B		1	53	-	-	492	1986	1192	41.3%
3/1	BA10 Access Road Right Left	O	N/A	N/A	C		1	11	-	-	107	2008	268	40.0%
4/1		U	N/A	N/A	-		-	-	-	-	411	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	224	Inf	Inf	0.0%
Ped Link: P1	North Crossing	-	N/A	-	D		1	7	-	-	0	-	5600	0.0%
Ped Link: P2	East Crossing (Access)	-	N/A	-	E		1	7	-	-	0	-	5600	0.0%

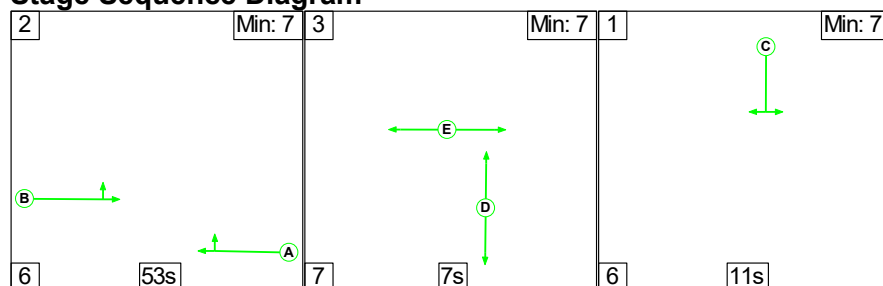
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Growing Baldock	-	-	160	106	1	3.6	1.0	0.3	5.0	-	-	-	-	
Junction 15 - proposed signal access to BA10	-	-	160	106	1	3.6	1.0	0.3	5.0	-	-	-	-	
1/1+1/2	517	517	160	0	0	1.2	0.4	0.3	1.9	13.4	4.6	0.4	5.0	
2/1	492	492	-	-	-	1.3	0.4	-	1.7	12.1	6.4	0.4	6.8	
3/1	107	107	0	106	1	1.1	0.3	0.0	1.4	46.9	2.4	0.3	2.8	
4/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
C1 PRC for Signalled Lanes (%): 117.7 PRC Over All Lanes (%): 117.7 Total Delay for Signalled Lanes (pcuHr): 4.97 Total Delay Over All Lanes(pcuHr): 4.97 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 4: '2040 No School PM' (FG4: '2040 Rerouted+Development NO SCHOOL PM', Plan 2: 'With Pedestrians')

Stage Sequence Diagram



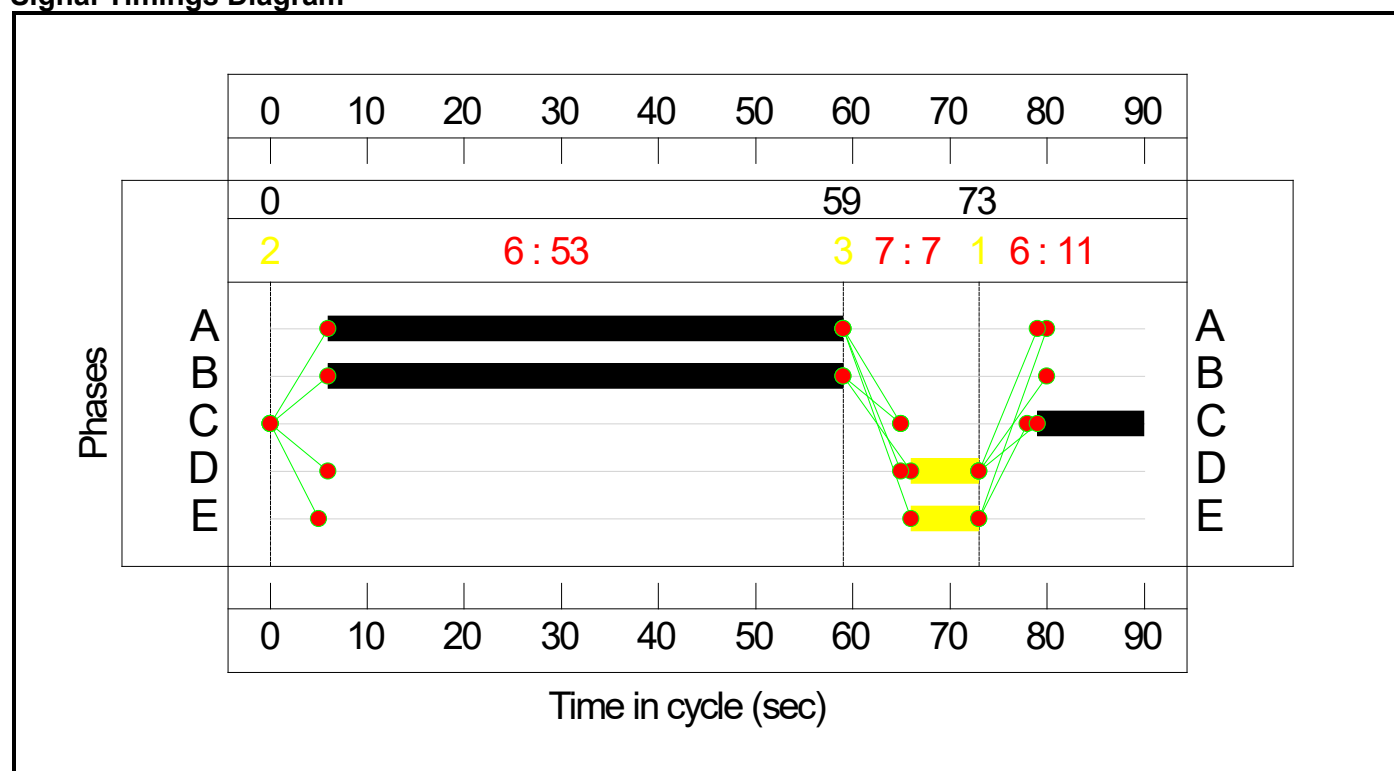
Stage Timings

Stage	2	3	1
Duration	53	7	11
Change Point	0	59	73

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Royston Road East Ahead Right	Traffic	53	6	59
B	Royston Road West Ahead Left	Traffic	53	6	59
C	BA10 Access Road Right Left	Traffic	11	79	0
D	Pedestrians across	Pedestrian	7	66	73
E	Pedestrians across	Pedestrian	7	66	73

Signal Timings Diagram

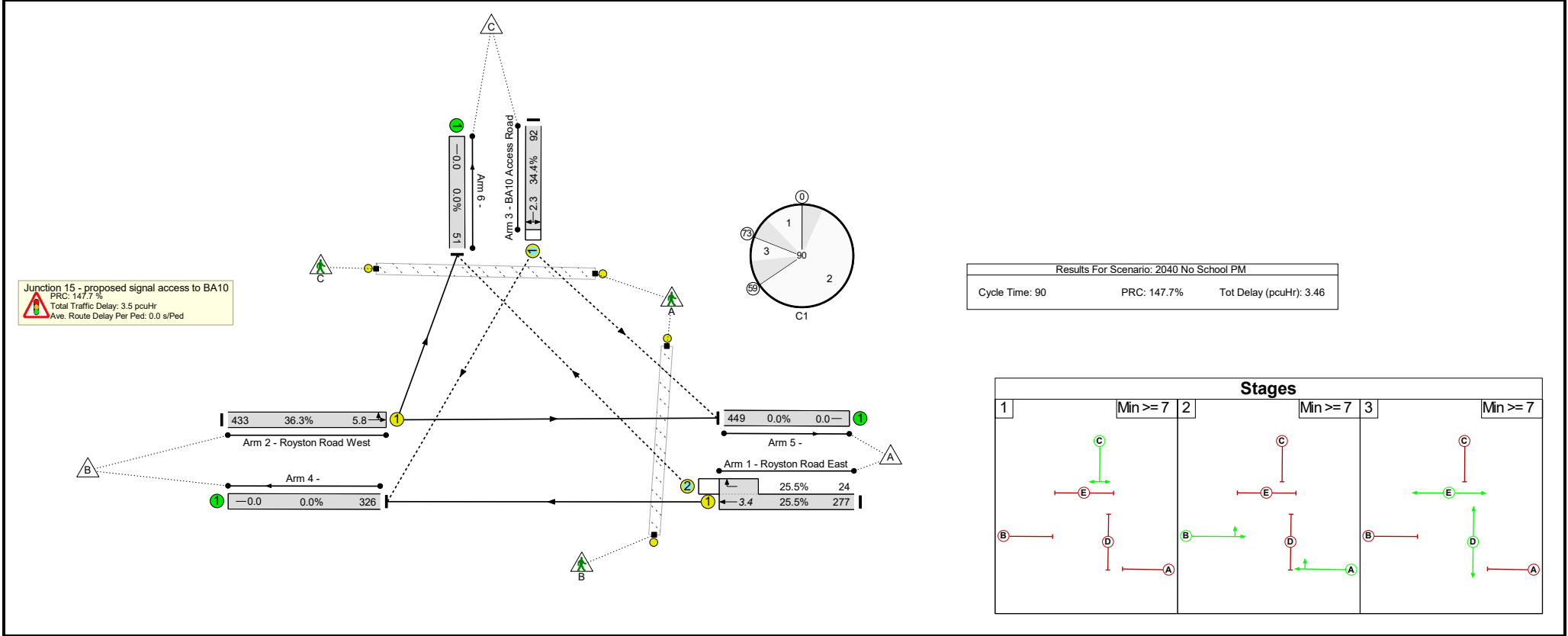


Lane Green Times

Junction: Junction 15 - proposed signal access to BA10					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Royston Road East Ahead	U	A	6	59
1/2	Royston Road East Right	O	A	6	59
2/1	Royston Road West Ahead Left	U	B	6	59
3/1	BA10 Access Road Right Left	O	C	79	0

Detailed Input Data And Results

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Growing Baldock	-	-	N/A	-	-		-	-	-	-	-	-	-	36.3%
Junction 15 - proposed signal access to BA10	-	-	N/A	-	-		-	-	-	-	-	-	-	36.3%
1/1+1/2	Royston Road East Ahead Right	U+O	N/A	N/A	A		1	53	-	-	301	1923:2054	1085+94	25.5 : 25.5%
2/1	Royston Road West Ahead Left	U	N/A	N/A	B		1	53	-	-	433	1986	1192	36.3%
3/1	BA10 Access Road Right Left	O	N/A	N/A	C		1	11	-	-	92	2008	268	34.4%
4/1		U	N/A	N/A	-		-	-	-	-	326	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	449	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	51	Inf	Inf	0.0%
Ped Link: P1	North Crossing	-	N/A	-	D		1	7	-	-	0	-	5600	0.0%
Ped Link: P2	East Crossing (Access)	-	N/A	-	E		1	7	-	-	0	-	5600	0.0%

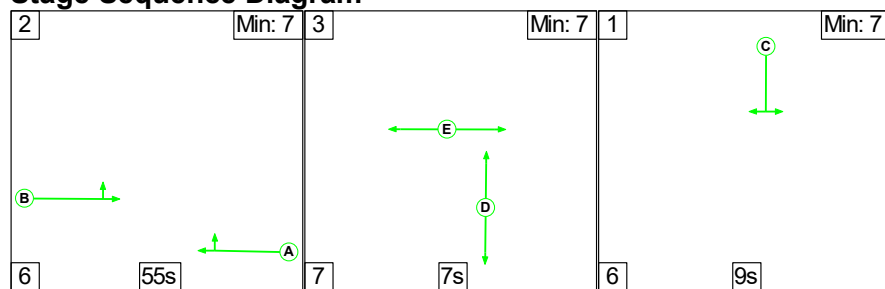
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Growing Baldock	-	-	24	91	1	2.7	0.7	0.0	3.5	-	-	-	-	
Junction 15 - proposed signal access to BA10	-	-	24	91	1	2.7	0.7	0.0	3.5	-	-	-	-	
1/1+1/2	301	301	24	0	0	0.7	0.2	0.0	0.9	10.8	3.2	0.2	3.4	
2/1	433	433	-	-	-	1.1	0.3	-	1.4	11.6	5.5	0.3	5.8	
3/1	92	92	0	91	1	0.9	0.3	0.0	1.2	45.7	2.1	0.3	2.3	
4/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
C1 PRC for Signalled Lanes (%): 147.7 PRC Over All Lanes (%): 147.7 Total Delay for Signalled Lanes (pcuHr): 3.46 Total Delay Over All Lanes(pcuHr): 3.46 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 5: '2040 With School AM' (FG5: '2040 Rerouted+Development WITH SCHOOL AM', Plan 2: 'With Pedestrians')

Stage Sequence Diagram

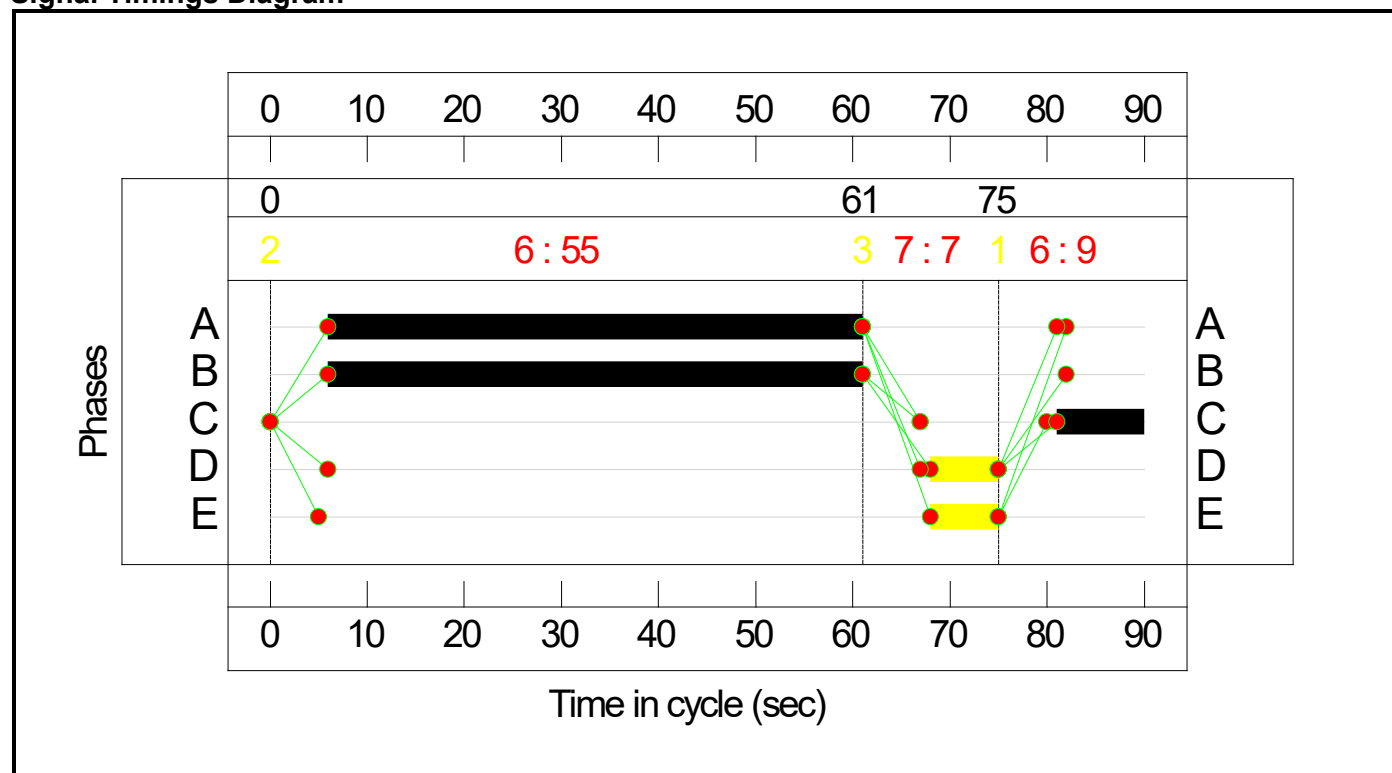


Stage Timings

Stage	2	3	1
Duration	55	7	9
Change Point	0	61	75

Phase Timings

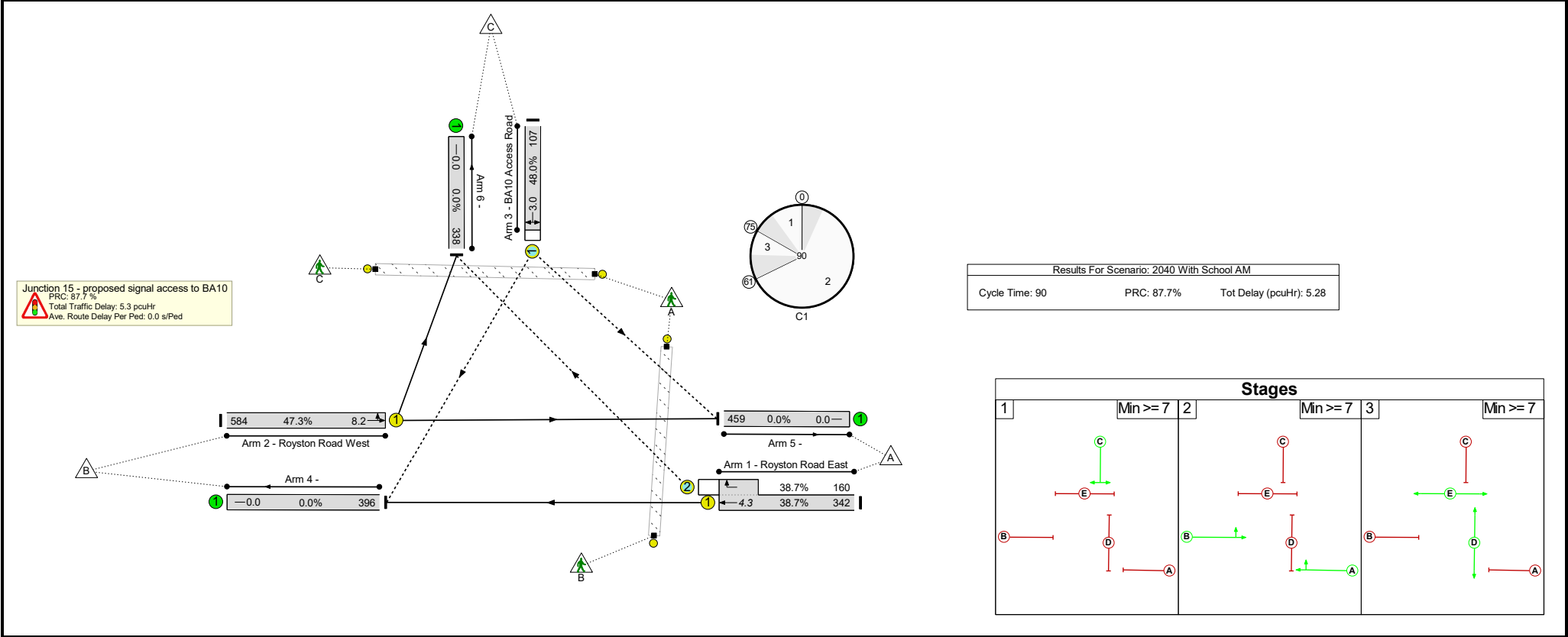
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Royston Road East Ahead Right	Traffic	55	6	61
B	Royston Road West Ahead Left	Traffic	55	6	61
C	BA10 Access Road Right Left	Traffic	9	81	0
D	Pedestrians across	Pedestrian	7	68	75
E	Pedestrians across	Pedestrian	7	68	75

Signal Timings Diagram**Lane Green Times**

Junction: Junction 15 - proposed signal access to BA10					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Royston Road East Ahead	U	A	6	61
1/2	Royston Road East Right	O	A	6	61
2/1	Royston Road West Ahead Left	U	B	6	61
3/1	BA10 Access Road Right Left	O	C	81	0

Detailed Input Data And Results

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Growing Baldock	-	-	N/A	-	-		-	-	-	-	-	-	-	48.0%
Junction 15 - proposed signal access to BA10	-	-	N/A	-	-		-	-	-	-	-	-	-	48.0%
1/1+1/2	Royston Road East Ahead Right	U+O	N/A	N/A	A		1	55	-	-	502	1923:2054	884+414	38.7 : 38.7%
2/1	Royston Road West Ahead Left	U	N/A	N/A	B		1	55	-	-	584	1986	1236	47.3%
3/1	BA10 Access Road Right Left	O	N/A	N/A	C		1	9	-	-	107	2008	223	48.0%
4/1		U	N/A	N/A	-		-	-	-	-	396	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	459	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	338	Inf	Inf	0.0%
Ped Link: P1	North Crossing	-	N/A	-	D		1	7	-	-	0	-	5600	0.0%
Ped Link: P2	East Crossing (Access)	-	N/A	-	E		1	7	-	-	0	-	5600	0.0%

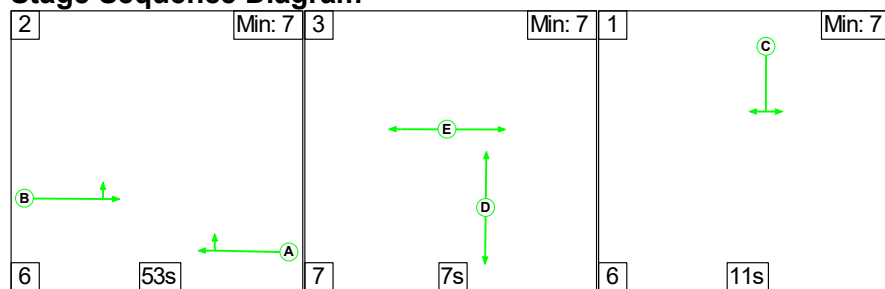
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Growing Baldock	-	-	160	106	1	3.7	1.2	0.4	5.3	-	-	-	-	
Junction 15 - proposed signal access to BA10	-	-	160	106	1	3.7	1.2	0.4	5.3	-	-	-	-	
1/1+1/2	502	502	160	0	0	1.1	0.3	0.4	1.8	12.7	3.9	0.3	4.3	
2/1	584	584	-	-	-	1.5	0.4	-	1.9	11.9	7.8	0.4	8.2	
3/1	107	107	0	106	1	1.1	0.5	0.0	1.6	53.0	2.5	0.5	3.0	
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
C1 PRC for Signalled Lanes (%): 87.7 PRC Over All Lanes (%): 87.7 Total Delay for Signalled Lanes (pcuHr): 5.28 Total Delay Over All Lanes(pcuHr): 5.28 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 6: '2040 With School PM' (FG6: '2040 Rerouted+Development WITH SCHOOL PM', Plan 2: 'With Pedestrians')

Stage Sequence Diagram

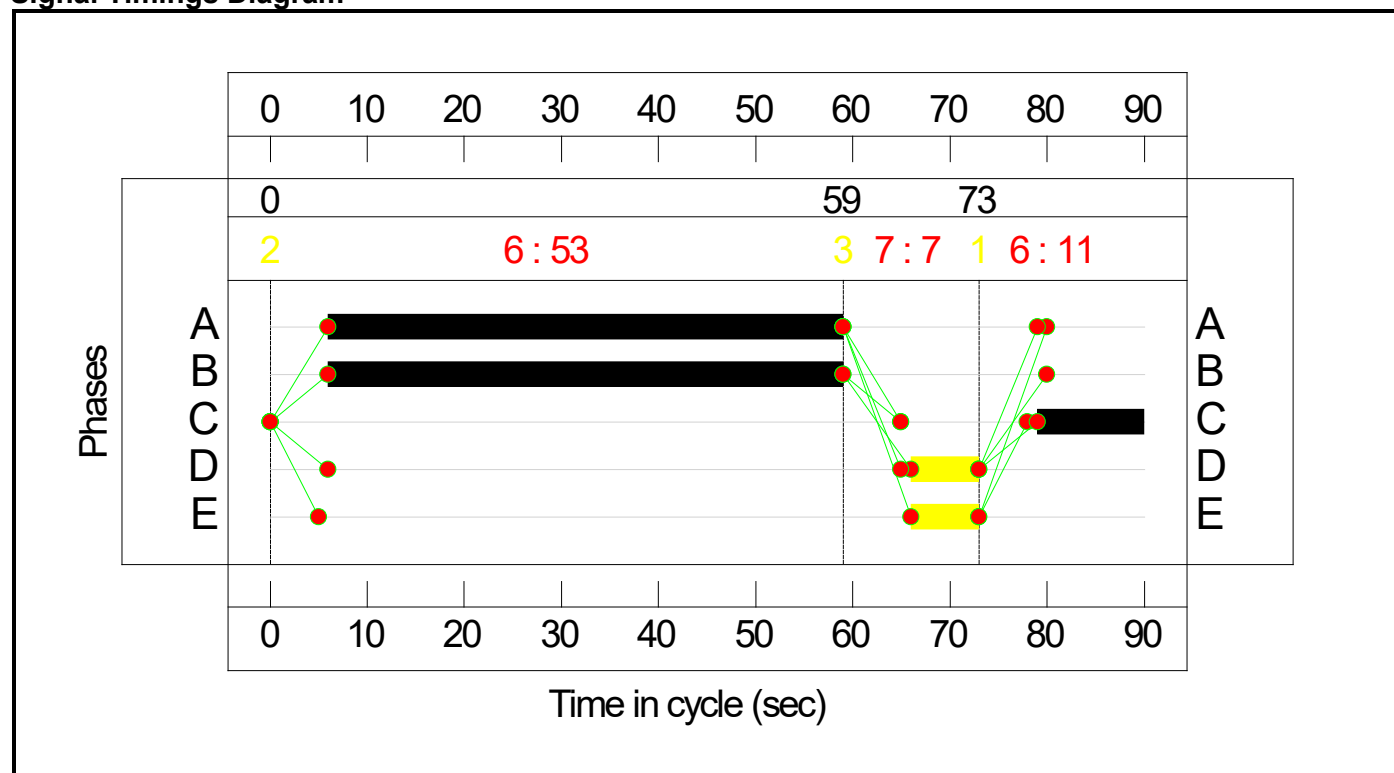


Stage Timings

Stage	2	3	1
Duration	53	7	11
Change Point	0	59	73

Phase Timings

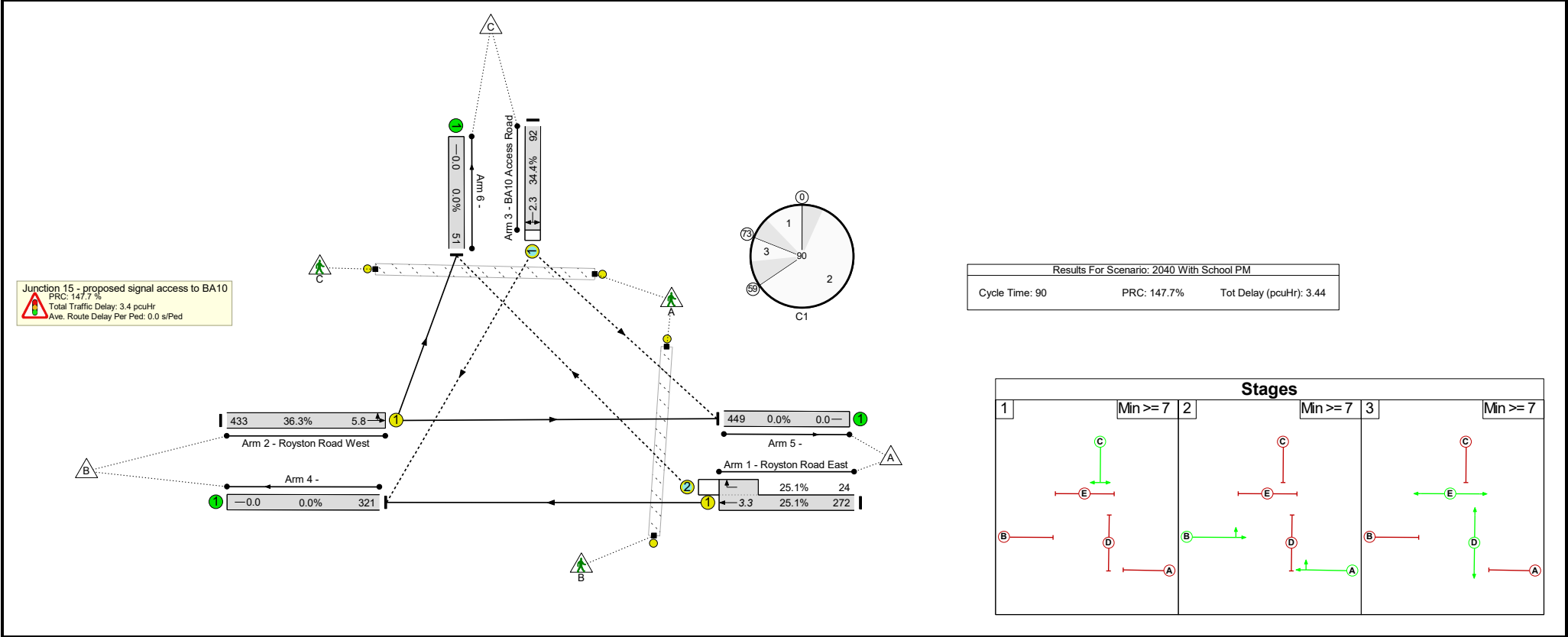
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Royston Road East Ahead Right	Traffic	53	6	59
B	Royston Road West Ahead Left	Traffic	53	6	59
C	BA10 Access Road Right Left	Traffic	11	79	0
D	Pedestrians across	Pedestrian	7	66	73
E	Pedestrians across	Pedestrian	7	66	73

Signal Timings Diagram**Lane Green Times**

Junction: Junction 15 - proposed signal access to BA10					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Royston Road East Ahead	U	A	6	59
1/2	Royston Road East Right	O	A	6	59
2/1	Royston Road West Ahead Left	U	B	6	59
3/1	BA10 Access Road Right Left	O	C	79	0

Detailed Input Data And Results

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Growing Baldock	-	-	N/A	-	-		-	-	-	-	-	-	-	36.3%
Junction 15 - proposed signal access to BA10	-	-	N/A	-	-		-	-	-	-	-	-	-	36.3%
1/1+1/2	Royston Road East Ahead Right	U+O	N/A	N/A	A		1	53	-	-	296	1923:2054	1084+96	25.1 : 25.1%
2/1	Royston Road West Ahead Left	U	N/A	N/A	B		1	53	-	-	433	1986	1192	36.3%
3/1	BA10 Access Road Right Left	O	N/A	N/A	C		1	11	-	-	92	2008	268	34.4%
4/1		U	N/A	N/A	-		-	-	-	-	321	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	449	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	51	Inf	Inf	0.0%
Ped Link: P1	North Crossing	-	N/A	-	D		1	7	-	-	0	-	5600	0.0%
Ped Link: P2	East Crossing (Access)	-	N/A	-	E		1	7	-	-	0	-	5600	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Growing Baldock	-	-	24	91	1	2.7	0.7	0.0	3.4	-	-	-	-	
Junction 15 - proposed signal access to BA10	-	-	24	91	1	2.7	0.7	0.0	3.4	-	-	-	-	
1/1+1/2	296	296	24	0	0	0.7	0.2	0.0	0.9	10.7	3.1	0.2	3.3	
2/1	433	433	-	-	-	1.1	0.3	-	1.4	11.6	5.5	0.3	5.8	
3/1	92	92	0	91	1	0.9	0.3	0.0	1.2	45.7	2.1	0.3	2.3	
4/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0	
C1 PRC for Signalled Lanes (%): 147.7 PRC Over All Lanes (%): 147.7 Total Delay for Signalled Lanes (pcuHr): 3.44 Total Delay Over All Lanes(pcuHr): 3.44 Cycle Time (s): 90														

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
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Filename: J16_BA10 Access_Proposed.j9

Path: C:\Users\923595\Royal HaskoningDHV\PC7029-Baldock-OPA - Team\WIP\02 Calculations\Junction Modelling\Models

Report generation date: 08/09/2025 17:24:05

- »Core - 2033 wDev, AM
- »Core - 2033 wDev, PM
- »Core - 2040 wDev NOT School, AM
- »Core - 2040 wDev NOT School, PM
- »Core - 2040 wDev & School, AM
- »Core - 2040 wDev & School, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC
Core - 2033 wDev								
Stream B-AC	0.0	0.5	9.68	0.04	0.1	0.5	9.16	0.08
Stream C-AB	0.0	0.5	6.98	0.01	0.0	0.5	6.52	0.00
Core - 2040 wDev NOT School								
Stream B-AC	0.1	0.5	9.34	0.09	0.1	0.5	8.08	0.07
Stream C-AB	0.1	0.5	7.53	0.11	0.0	0.5	6.52	0.02
Core - 2040 wDev & School								
Stream B-AC	0.1	0.5	9.12	0.09	0.1	0.5	8.06	0.07
Stream C-AB	0.1	0.5	7.43	0.10	0.0	0.5	6.52	0.02

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.

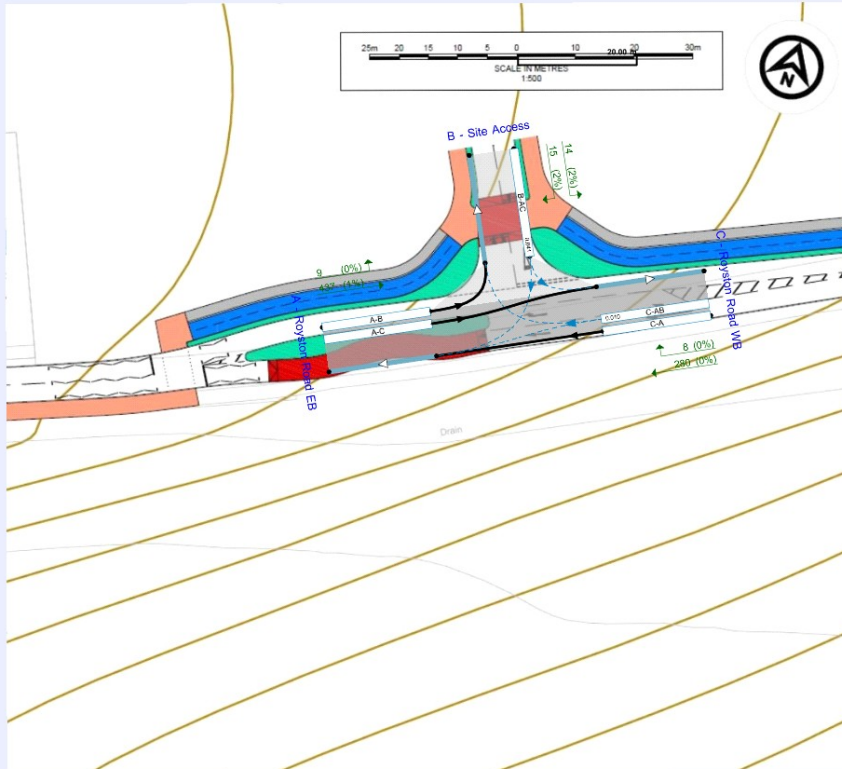
File summary

File Description

Title	BA10 Access - Royston Road (priority)
Location	Baldock, SG7 6QZ
Site number	J16
Date	23/07/2025
Version	1
Status	Draft
Identifier	
Client	Urban & Civic
Jobnumber	PC7029
Enumerator	CORPORATEROOT\923595
Description	Junction 16 - proposed priority access to BA10

Units

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



Flows show original traffic demand (veh/hr).
Streams (downstream end) show RFC (s).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75	✓			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)	Run automatically
D7	2033 wDev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 wDev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2040 wDev NOT School	AM	ONE HOUR	07:45	09:15	15	✓
D12	2040 wDev NOT School	PM	ONE HOUR	16:45	18:15	15	✓
D13	2040 wDev & School	AM	ONE HOUR	07:45	09:15	15	✓
D14	2040 wDev & School	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Core - 2033 wDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA10 Priority access J16	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Royston Road EB		Major
B	Site Access		Minor
C	Royston Road WB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Royston Road WB	6.80		✓	3.45	54.8	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.60	97	113

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	600	0.106	0.267	0.168	0.381
B-C	737	0.109	0.276	-	-
C-B	688	0.257	0.257	-	-

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)	Run automatically
D7	2033 wDev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Royston Road EB		ONE HOUR	✓	524	100.000
B - Site Access		ONE HOUR	✓	14	100.000
C - Royston Road WB		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
	From			
	A - Royston Road EB	0	39	485
	B - Site Access	12	0	2
	C - Royston Road WB	339	7	0

Proportions

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
	From			
	A - Royston Road EB	0.00	0.07	0.93
	B - Site Access	0.86	0.00	0.14
	C - Royston Road WB	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
	From			
	A - Royston Road EB	0	2	4
	B - Site Access	0	0	28
	C - Royston Road WB	6	2	0

Average PCU Per Veh

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
	From			
	A - Royston Road EB	1.000	1.020	1.040
	B - Site Access	1.000	1.000	1.280
	C - Royston Road WB	1.060	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Royston Road EB	394	410
	B - Site Access	11	11
	C - Royston Road WB	260	276
08:00-08:15	A - Royston Road EB	471	489
	B - Site Access	13	13
	C - Royston Road WB	311	329
08:15-08:30	A - Royston Road EB	577	599
	B - Site Access	15	16
	C - Royston Road WB	381	404
08:30-08:45	A - Royston Road EB	577	599
	B - Site Access	15	16
	C - Royston Road WB	381	404
08:45-09:00	A - Royston Road EB	471	489
	B - Site Access	13	13
	C - Royston Road WB	311	329
09:00-09:15	A - Royston Road EB	394	410
	B - Site Access	11	11
	C - Royston Road WB	260	276

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.68	0.0	0.5	A	13	19
C-AB	0.01	6.98	0.0	0.5	A	6	10
C-A						311	467
A-B						36	54
A-C						445	668

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	454	0.023	10	0.0	0.0	8.112	A
C-AB	5	1	571	0.009	5	0.0	0.0	6.360	A
C-A	255	64			255				
A-B	29	7			29				
A-C	365	91			365				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	426	0.030	13	0.0	0.0	8.704	A
C-AB	6	2	551	0.011	6	0.0	0.0	6.606	A
C-A	305	76			305				
A-B	35	9			35				
A-C	436	109			436				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	387	0.040	15	0.0	0.0	9.679	A
C-AB	8	2	523	0.015	8	0.0	0.0	6.979	A
C-A	373	93			373				
A-B	43	11			43				
A-C	534	133			534				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	387	0.040	15	0.0	0.0	9.681	A
C-AB	8	2	523	0.015	8	0.0	0.0	6.979	A
C-A	373	93			373				
A-B	43	11			43				
A-C	534	133			534				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	426	0.030	13	0.0	0.0	8.706	A
C-AB	6	2	551	0.011	6	0.0	0.0	6.609	A
C-A	305	76			305				
A-B	35	9			35				
A-C	436	109			436				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	454	0.023	11	0.0	0.0	8.116	A
C-AB	5	1	571	0.009	5	0.0	0.0	6.360	A
C-A	255	64			255				
A-B	29	7			29				
A-C	365	91			365				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Core - 2033 wDev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA10 Priority access J16	T-Junction	Two-way		0.33	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)	Run automatically
D8	2033 wDev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Royston Road EB		ONE HOUR	✓	370	100.000
B - Site Access		ONE HOUR	✓	29	100.000
C - Royston Road WB		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	8	362
	B - Site Access	24	0	5
	C - Royston Road WB	449	2	0

Proportions

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0.00	0.02	0.98
	B - Site Access	0.83	0.00	0.17
	C - Royston Road WB	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	5	1
	B - Site Access	2	0	2
	C - Royston Road WB	1	5	0

Average PCU Per Veh

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	1.000	1.050	1.010
	B - Site Access	1.020	1.000	1.020
	C - Royston Road WB	1.010	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Royston Road EB	279	282
	B - Site Access	22	22
	C - Royston Road WB	340	343
17:00-17:15	A - Royston Road EB	333	336
	B - Site Access	26	27
	C - Royston Road WB	405	410
17:15-17:30	A - Royston Road EB	407	412
	B - Site Access	32	33
	C - Royston Road WB	497	502
17:30-17:45	A - Royston Road EB	407	412
	B - Site Access	32	33
	C - Royston Road WB	497	502
17:45-18:00	A - Royston Road EB	333	336
	B - Site Access	26	27
	C - Royston Road WB	405	410
18:00-18:15	A - Royston Road EB	279	282
	B - Site Access	22	22
	C - Royston Road WB	340	343

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	9.16	0.1	0.5	A	27	40
C-AB	0.00	6.52	0.0	0.5	A	2	3
C-A						412	618
A-B						7	11
A-C						332	498

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	483	0.045	22	0.0	0.0	7.792	A
C-AB	2	0.38	586	0.003	1	0.0	0.0	6.155	A
C-A	338	85			338				
A-B	6	2			6				
A-C	273	68			273				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	459	0.057	26	0.0	0.1	8.315	A
C-AB	2	0.45	573	0.003	2	0.0	0.0	6.302	A
C-A	404	101			404				
A-B	7	2			7				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	425	0.075	32	0.1	0.1	9.158	A
C-AB	2	0.55	554	0.004	2	0.0	0.0	6.518	A
C-A	494	124			494				
A-B	9	2			9				
A-C	399	100			399				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	425	0.075	32	0.1	0.1	9.162	A
C-AB	2	0.55	554	0.004	2	0.0	0.0	6.518	A
C-A	494	124			494				
A-B	9	2			9				
A-C	399	100			399				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	459	0.057	26	0.1	0.1	8.319	A
C-AB	2	0.45	573	0.003	2	0.0	0.0	6.305	A
C-A	404	101			404				
A-B	7	2			7				
A-C	325	81			325				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	483	0.045	22	0.1	0.0	7.800	A
C-AB	2	0.38	586	0.003	2	0.0	0.0	6.157	A
C-A	338	85			338				
A-B	6	2			6				
A-C	273	68			273				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Core - 2040 wDev NOT School, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA10 Priority access J16	T-Junction	Two-way		0.67	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)	Run automatically
D11	2040 wDev NOT School	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Royston Road EB		ONE HOUR	✓	461	100.000
B - Site Access		ONE HOUR	✓	34	100.000
C - Royston Road WB		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	57	404
	B - Site Access	18	0	16
	C - Royston Road WB	480	51	0

Proportions

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0.00	0.12	0.88
	B - Site Access	0.53	0.00	0.47
	C - Royston Road WB	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	3	6
	B - Site Access	0	0	10
	C - Royston Road WB	5	3	0

Average PCU Per Veh

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	1.000	1.030	1.060
	B - Site Access	1.000	1.000	1.100
	C - Royston Road WB	1.050	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Royston Road EB	347	367
	B - Site Access	26	27
	C - Royston Road WB	400	419
08:00-08:15	A - Royston Road EB	414	438
	B - Site Access	31	32
	C - Royston Road WB	477	500
08:15-08:30	A - Royston Road EB	508	536
	B - Site Access	37	39
	C - Royston Road WB	585	613
08:30-08:45	A - Royston Road EB	508	536
	B - Site Access	37	39
	C - Royston Road WB	585	613
08:45-09:00	A - Royston Road EB	414	438
	B - Site Access	31	32
	C - Royston Road WB	477	500
09:00-09:15	A - Royston Road EB	347	367
	B - Site Access	26	27
	C - Royston Road WB	400	419

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	9.34	0.1	0.5	A	31	47
C-AB	0.11	7.53	0.1	0.5	A	47	70
C-A						440	661
A-B						52	78
A-C						371	556

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	492	0.052	25	0.0	0.1	7.715	A
C-AB	38	10	576	0.067	38	0.0	0.1	6.684	A
C-A	361	90			361				
A-B	43	11			43				
A-C	304	76			304				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	463	0.066	31	0.1	0.1	8.317	A
C-AB	46	11	559	0.082	46	0.1	0.1	7.019	A
C-A	432	108			432				
A-B	51	13			51				
A-C	363	91			363				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	423	0.089	37	0.1	0.1	9.337	A
C-AB	56	14	534	0.105	56	0.1	0.1	7.528	A
C-A	528	132			528				
A-B	63	16			63				
A-C	445	111			445				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	423	0.089	37	0.1	0.1	9.341	A
C-AB	56	14	534	0.105	56	0.1	0.1	7.531	A
C-A	528	132			528				
A-B	63	16			63				
A-C	445	111			445				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	463	0.066	31	0.1	0.1	8.324	A
C-AB	46	11	559	0.082	46	0.1	0.1	7.024	A
C-A	432	108			432				
A-B	51	13			51				
A-C	363	91			363				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	492	0.052	26	0.1	0.1	7.726	A
C-AB	38	10	576	0.067	38	0.1	0.1	6.694	A
C-A	361	90			361				
A-B	43	11			43				
A-C	304	76			304				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.25	0.46	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.12	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Core - 2040 wDev NOT School, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA10 Priority access J16	T-Junction	Two-way		0.38	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)	Run automatically
D12	2040 wDev NOT School	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Royston Road EB		ONE HOUR	✓	446	100.000
B - Site Access		ONE HOUR	✓	29	100.000
C - Royston Road WB		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	9	437
	B - Site Access	15	0	14
	C - Royston Road WB	286	8	0

Proportions

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0.00	0.02	0.98
	B - Site Access	0.52	0.00	0.48
	C - Royston Road WB	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	0	1
	B - Site Access	2	0	2
	C - Royston Road WB	0	0	0

Average PCU Per Veh

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	1.000	1.000	1.010
	B - Site Access	1.020	1.000	1.020
	C - Royston Road WB	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Royston Road EB	336	339
	B - Site Access	22	22
	C - Royston Road WB	221	221
17:00-17:15	A - Royston Road EB	401	405
	B - Site Access	26	27
	C - Royston Road WB	264	264
17:15-17:30	A - Royston Road EB	491	496
	B - Site Access	32	33
	C - Royston Road WB	324	324
17:30-17:45	A - Royston Road EB	491	496
	B - Site Access	32	33
	C - Royston Road WB	324	324
17:45-18:00	A - Royston Road EB	401	405
	B - Site Access	26	27
	C - Royston Road WB	264	264
18:00-18:15	A - Royston Road EB	336	339
	B - Site Access	22	22
	C - Royston Road WB	221	221

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.08	0.1	0.5	A	27	40
C-AB	0.02	6.52	0.0	0.5	A	7	11
C-A						262	394
A-B						8	12
A-C						401	601

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	532	0.041	22	0.0	0.0	7.055	A
C-AB	6	2	601	0.010	6	0.0	0.0	6.051	A
C-A	215	54			215				
A-B	7	2			7				
A-C	329	82			329				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	509	0.051	26	0.0	0.1	7.451	A
C-AB	7	2	584	0.012	7	0.0	0.0	6.241	A
C-A	257	64			257				
A-B	8	2			8				
A-C	393	98			393				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	478	0.067	32	0.1	0.1	8.077	A
C-AB	9	2	560	0.016	9	0.0	0.0	6.524	A
C-A	315	79			315				
A-B	10	2			10				
A-C	481	120			481				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	478	0.067	32	0.1	0.1	8.079	A
C-AB	9	2	560	0.016	9	0.0	0.0	6.524	A
C-A	315	79			315				
A-B	10	2			10				
A-C	481	120			481				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	509	0.051	26	0.1	0.1	7.453	A
C-AB	7	2	584	0.012	7	0.0	0.0	6.241	A
C-A	257	64			257				
A-B	8	2			8				
A-C	393	98			393				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	532	0.041	22	0.1	0.0	7.062	A
C-AB	6	2	601	0.010	6	0.0	0.0	6.054	A
C-A	215	54			215				
A-B	7	2			7				
A-C	329	82			329				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Core - 2040 wDev & School, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA10 Priority access J16	T-Junction	Two-way		0.69	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)	Run automatically
D13	2040 wDev & School	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Royston Road EB		ONE HOUR	✓	439	100.000
B - Site Access		ONE HOUR	✓	34	100.000
C - Royston Road WB		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	57	382
	B - Site Access	18	0	16
	C - Royston Road WB	464	51	0

Proportions

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0.00	0.13	0.87
	B - Site Access	0.53	0.00	0.47
	C - Royston Road WB	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	3	6
	B - Site Access	0	0	10
	C - Royston Road WB	5	3	0

Average PCU Per Veh

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	1.000	1.030	1.060
	B - Site Access	1.000	1.000	1.100
	C - Royston Road WB	1.050	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Royston Road EB	331	349
	B - Site Access	26	27
	C - Royston Road WB	388	406
08:00-08:15	A - Royston Road EB	395	417
	B - Site Access	31	32
	C - Royston Road WB	463	485
08:15-08:30	A - Royston Road EB	483	510
	B - Site Access	37	39
	C - Royston Road WB	567	594
08:30-08:45	A - Royston Road EB	483	510
	B - Site Access	37	39
	C - Royston Road WB	567	594
08:45-09:00	A - Royston Road EB	395	417
	B - Site Access	31	32
	C - Royston Road WB	463	485
09:00-09:15	A - Royston Road EB	331	349
	B - Site Access	26	27
	C - Royston Road WB	388	406

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	9.12	0.1	0.5	A	31	47
C-AB	0.10	7.43	0.1	0.5	A	47	70
C-A						426	639
A-B						52	78
A-C						351	526

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	498	0.051	25	0.0	0.1	7.614	A
C-AB	38	10	581	0.066	38	0.0	0.1	6.630	A
C-A	349	87			349				
A-B	43	11			43				
A-C	288	72			288				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	471	0.065	31	0.1	0.1	8.176	A
C-AB	46	11	564	0.081	46	0.1	0.1	6.948	A
C-A	417	104			417				
A-B	51	13			51				
A-C	343	86			343				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	432	0.087	37	0.1	0.1	9.115	A
C-AB	56	14	541	0.104	56	0.1	0.1	7.428	A
C-A	511	128			511				
A-B	63	16			63				
A-C	421	105			421				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	432	0.087	37	0.1	0.1	9.119	A
C-AB	56	14	541	0.104	56	0.1	0.1	7.431	A
C-A	511	128			511				
A-B	63	16			63				
A-C	421	105			421				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	471	0.065	31	0.1	0.1	8.183	A
C-AB	46	11	564	0.081	46	0.1	0.1	6.953	A
C-A	417	104			417				
A-B	51	13			51				
A-C	343	86			343				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	498	0.051	26	0.1	0.1	7.623	A
C-AB	38	10	581	0.066	38	0.1	0.1	6.640	A
C-A	349	87			349				
A-B	43	11			43				
A-C	288	72			288				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Core - 2040 wDev & School, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	BA10 Priority access J16	T-Junction	Two-way		0.38	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)	Run automatically
D14	2040 wDev & School	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Royston Road EB		ONE HOUR	✓	446	100.000
B - Site Access		ONE HOUR	✓	29	100.000
C - Royston Road WB		ONE HOUR	✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	9	437
	B - Site Access	15	0	14
	C - Royston Road WB	280	8	0

Proportions

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0.00	0.02	0.98
	B - Site Access	0.52	0.00	0.48
	C - Royston Road WB	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	0	0	1
	B - Site Access	2	0	2
	C - Royston Road WB	0	0	0

Average PCU Per Veh

	To			
		A - Royston Road EB	B - Site Access	C - Royston Road WB
From	A - Royston Road EB	1.000	1.000	1.010
	B - Site Access	1.020	1.000	1.020
	C - Royston Road WB	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Royston Road EB	336	339
	B - Site Access	22	22
	C - Royston Road WB	217	217
17:00-17:15	A - Royston Road EB	401	405
	B - Site Access	26	27
	C - Royston Road WB	259	259
17:15-17:30	A - Royston Road EB	491	496
	B - Site Access	32	33
	C - Royston Road WB	317	317
17:30-17:45	A - Royston Road EB	491	496
	B - Site Access	32	33
	C - Royston Road WB	317	317
17:45-18:00	A - Royston Road EB	401	405
	B - Site Access	26	27
	C - Royston Road WB	259	259
18:00-18:15	A - Royston Road EB	336	339
	B - Site Access	22	22
	C - Royston Road WB	217	217

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.06	0.1	0.5	A	27	40
C-AB	0.02	6.52	0.0	0.5	A	7	11
C-A						257	385
A-B						8	12
A-C						401	601

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	532	0.041	22	0.0	0.0	7.048	A
C-AB	6	2	601	0.010	6	0.0	0.0	6.051	A
C-A	211	53			211				
A-B	7	2			7				
A-C	329	82			329				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	510	0.051	26	0.0	0.1	7.441	A
C-AB	7	2	584	0.012	7	0.0	0.0	6.241	A
C-A	252	63			252				
A-B	8	2			8				
A-C	393	98			393				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	478	0.067	32	0.1	0.1	8.063	A
C-AB	9	2	560	0.016	9	0.0	0.0	6.524	A
C-A	308	77			308				
A-B	10	2			10				
A-C	481	120			481				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	478	0.067	32	0.1	0.1	8.064	A
C-AB	9	2	560	0.016	9	0.0	0.0	6.524	A
C-A	308	77			308				
A-B	10	2			10				
A-C	481	120			481				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	510	0.051	26	0.1	0.1	7.443	A
C-AB	7	2	584	0.012	7	0.0	0.0	6.241	A
C-A	252	63			252				
A-B	8	2			8				
A-C	393	98			393				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	532	0.041	22	0.1	0.0	7.052	A
C-AB	6	2	601	0.010	6	0.0	0.0	6.051	A
C-A	211	53			211				
A-B	7	2			7				
A-C	329	82			329				

Queue Variation Results for each time segment
16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Clothall Road / Wallington Road / South Road

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: J7_Wallington Rd Rdbt.j9

Path: C:\Users\923595\Royal HaskoningDHV\PC7029-Baldock-OPA - Team\WIP\02 Calculations\Junction Modelling\Models

Report generation date: 08/09/2025 17:30:35

»2022, AM
 »2022, PM
 »2028, AM
 »2028, PM
 »2033, AM
 »2033, PM
 »2033 w Dev, AM
 »2033 w Dev, PM
 »2040, AM
 »2040, PM
 »2040 w Dev no School, AM
 »2040 w Dev no School, PM
 »2040 w Dev&School, AM
 »2040 w Dev&School, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC
2022								
1 - A507 Clothall Road South	0.4	1.1	3.48	0.27	0.4	1.6	3.38	0.30
2 - South Road	0.5	2.0	5.18	0.32	0.8	2.7	6.28	0.43
3 - A507 Clothall Road North	0.2	0.5	2.65	0.16	0.2	0.5	2.68	0.17
4 - Wallington Road	0.3	1.3	4.10	0.23	0.2	0.5	3.79	0.17
2028								
1 - A507 Clothall Road South	0.4	1.4	3.58	0.29	0.4	1.8	3.45	0.31
2 - South Road	0.5	2.3	5.33	0.34	0.8	2.5	6.58	0.46
3 - A507 Clothall Road North	0.2	0.5	2.69	0.16	0.2	0.5	2.74	0.18
4 - Wallington Road	0.3	1.3	4.22	0.24	0.2	0.5	3.86	0.18
2033								
1 - A507 Clothall Road South	0.4	1.5	3.53	0.29	0.5	2.0	3.53	0.32
2 - South Road	0.5	2.3	5.23	0.34	0.9	2.4	6.78	0.47
3 - A507 Clothall Road North	0.2	0.5	2.72	0.17	0.2	0.5	2.77	0.19
4 - Wallington Road	0.3	1.1	4.06	0.21	0.2	0.5	3.92	0.18
2033 w Dev								
1 - A507 Clothall Road South	0.4	1.5	3.52	0.26	0.3	1.4	3.26	0.25
2 - South Road	0.6	2.7	5.55	0.38	0.9	2.0	6.53	0.48
3 - A507 Clothall Road North	0.2	0.5	2.54	0.14	0.2	0.5	2.73	0.17
4 - Wallington Road	0.3	1.3	4.13	0.24	0.2	0.5	3.89	0.18
2040								
1 - A507 Clothall Road South	0.4	1.3	3.54	0.28	0.4	1.8	3.44	0.31
2 - South Road	0.5	2.2	5.29	0.33	0.8	2.6	6.47	0.45
3 - A507 Clothall Road North	0.2	0.5	2.68	0.16	0.2	0.5	2.71	0.18
4 - Wallington Road	0.3	1.3	4.18	0.24	0.2	0.5	3.84	0.17
2040 w Dev no School								
1 - A507 Clothall Road South	0.4	1.6	3.97	0.30	0.4	1.5	3.42	0.26
2 - South Road	1.5	1.8	8.93	0.60	1.3	1.6	7.94	0.56
3 - A507 Clothall Road North	0.3	1.4	3.05	0.25	0.3	1.2	2.95	0.23
4 - Wallington Road	0.5	2.4	4.97	0.34	0.3	1.3	4.26	0.24
2040 w Dev&School								
1 - A507 Clothall Road South	0.5	2.1	4.63	0.33	0.4	1.2	3.71	0.28
2 - South Road	3.1	15.1	16.62	0.77	1.3	1.9	8.32	0.56
3 - A507 Clothall Road North	0.9	2.3	4.44	0.46	0.2	0.5	2.79	0.20
4 - Wallington Road	1.1	2.0	6.68	0.52	0.6	2.6	5.04	0.36

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.

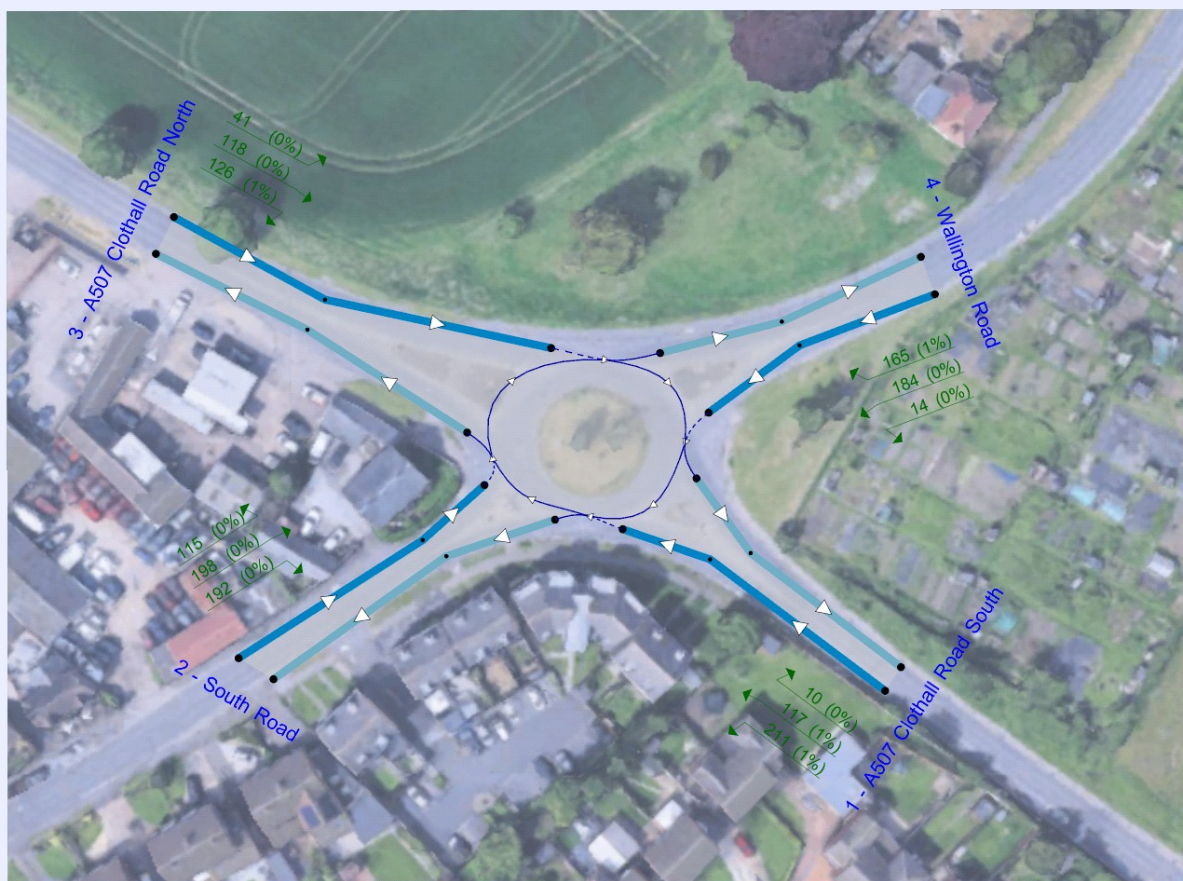
File summary

File Description

Title	Wallington Rd / Clothall Rd / South Road
Location	Baldock, SG7 6BZ
Site number	J7
Date	23/07/2025
Version	1
Status	Draft
Identifier	
Client	Urban&Civic
Jobnumber	PC7029
Enumerator	CORPORATEROOT\923595
Description	Junction 7 - Existing Layout

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2028	AM	ONE HOUR	07:45	09:15	15
D4	2028	PM	ONE HOUR	16:45	18:15	15
D5	2033	AM	ONE HOUR	07:45	09:15	15
D6	2033	PM	ONE HOUR	16:45	18:15	15
D7	2033 w Dev	AM	ONE HOUR	07:45	09:15	15
D8	2033 w Dev	PM	ONE HOUR	16:45	18:15	15
D9	2040	AM	ONE HOUR	07:45	09:15	15
D10	2040	PM	ONE HOUR	16:45	18:15	15
D11	2040 w Dev no School	AM	ONE HOUR	07:45	09:15	15
D12	2040 w Dev no School	PM	ONE HOUR	16:45	18:15	15
D13	2040 w Dev&School	AM	ONE HOUR	07:45	09:15	15
D14	2040 w Dev&School	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A507 Clothall Road South	
2	South Road	
3	A507 Clothall Road North	
4	Wallington Road	

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 - A507 Clothall Road South	3.56	6.06	15.7	32.3	32.0	11.0	
2 - South Road	2.86	5.60	3.7	18.9	32.0	14.0	
3 - A507 Clothall Road North	3.78	6.30	25.0	52.3	32.0	3.0	
4 - Wallington Road	3.73	8.06	2.8	15.0	32.0	12.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A507 Clothall Road South	0.685	1714
2 - South Road	0.564	1172
3 - A507 Clothall Road North	0.742	1936
4 - Wallington Road	0.611	1413

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	2022	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A507 Clothall Road South		✓	349	100.000
2 - South Road		✓	296	100.000
3 - A507 Clothall Road North		✓	228	100.000
4 - Wallington Road		✓	235	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	212	130	7
	2 - South Road	170	0	46	80
	3 - A507 Clothall Road North	123	76	0	29
	4 - Wallington Road	9	181	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	4	6	0
	2 - South Road	5	0	0	1
	3 - A507 Clothall Road North	11	0	0	7
	4 - Wallington Road	0	1	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A507 Clothall Road South	263	275
	2 - South Road	223	230
	3 - A507 Clothall Road North	172	183
	4 - Wallington Road	177	179
08:00-08:15	1 - A507 Clothall Road South	314	328
	2 - South Road	266	274
	3 - A507 Clothall Road North	205	219
	4 - Wallington Road	211	214
08:15-08:30	1 - A507 Clothall Road South	384	402
	2 - South Road	326	336
	3 - A507 Clothall Road North	251	268
	4 - Wallington Road	259	262
08:30-08:45	1 - A507 Clothall Road South	384	402
	2 - South Road	326	336
	3 - A507 Clothall Road North	251	268
	4 - Wallington Road	259	262
08:45-09:00	1 - A507 Clothall Road South	314	328
	2 - South Road	266	274
	3 - A507 Clothall Road North	205	219
	4 - Wallington Road	211	214
09:00-09:15	1 - A507 Clothall Road South	263	275
	2 - South Road	223	230
	3 - A507 Clothall Road North	172	183
	4 - Wallington Road	177	179

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.27	3.48	0.4	1.1	A
2 - South Road	0.32	5.18	0.5	2.0	A
3 - A507 Clothall Road North	0.16	2.65	0.2	0.5	A
4 - Wallington Road	0.23	4.10	0.3	1.3	A

Main Results for each time segment

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 - A507 Clothall Road South	263	227	1488	0.177	262	0.2	2.934	A
2 - South Road	223	137	1058	0.211	222	0.3	4.302	A
3 - A507 Clothall Road North	172	193	1674	0.103	171	0.1	2.396	A
4 - Wallington Road	177	277	1220	0.145	176	0.2	3.448	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 - A507 Clothall Road South	314	271	1459	0.215	314	0.3	3.143	A
2 - South Road	266	163	1042	0.255	266	0.3	4.633	A
3 - A507 Clothall Road North	205	231	1646	0.125	205	0.1	2.497	A
4 - Wallington Road	211	331	1185	0.178	211	0.2	3.697	A

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 - A507 Clothall Road South	384	332	1418	0.271	384	0.4	3.480	A
2 - South Road	326	200	1021	0.319	325	0.5	5.171	A
3 - A507 Clothall Road North	251	283	1609	0.156	251	0.2	2.650	A
4 - Wallington Road	259	406	1137	0.228	258	0.3	4.097	A

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 - A507 Clothall Road South	384	333	1418	0.271	384	0.4	3.480	A
2 - South Road	326	200	1021	0.319	326	0.5	5.178	A
3 - A507 Clothall Road North	251	283	1609	0.156	251	0.2	2.651	A
4 - Wallington Road	259	406	1137	0.228	259	0.3	4.099	A

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 - A507 Clothall Road South	314	272	1458	0.215	314	0.3	3.149	A
2 - South Road	266	164	1042	0.255	267	0.3	4.645	A
3 - A507 Clothall Road North	205	231	1646	0.125	205	0.1	2.498	A
4 - Wallington Road	211	332	1184	0.178	212	0.2	3.701	A

09:00 - 09:15

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 - A507 Clothall Road South	263	228	1488	0.177	263	0.2	2.942	A
2 - South Road	223	137	1057	0.211	223	0.3	4.318	A
3 - A507 Clothall Road North	172	194	1673	0.103	172	0.1	2.399	A
4 - Wallington Road	177	278	1219	0.145	177	0.2	3.458	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - South Road	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3 - A507 Clothall Road North	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - Wallington Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.27	0.00	0.00	0.27	0.27			N/A	N/A
2 - South Road	0.34	0.00	0.00	0.34	0.34			N/A	N/A
3 - A507 Clothall Road North	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wallington Road	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.37	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.46	0.03	0.25	0.46	0.48			N/A	N/A
3 - A507 Clothall Road North	0.18	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.29	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.37	0.03	0.32	1.06	1.06			N/A	N/A
2 - South Road	0.47	0.03	0.31	1.36	2.02			N/A	N/A
3 - A507 Clothall Road North	0.18	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.29	0.03	0.31	0.98	1.26			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2 - South Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
3 - A507 Clothall Road North	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wallington Road	0.22	0.00	0.00	0.22	0.22			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - South Road	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3 - A507 Clothall Road North	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - Wallington Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	4.23	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)
D2	2022	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 (%)
1 - A507 Clothall Road South		✓	405	100.000
2 - South Road		✓	397	100.000
3 - A507 Clothall Road North		✓	251	100.000
4 - Wallington Road		✓	174	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	198	197	10
	2 - South Road	176	0	37	184
	3 - A507 Clothall Road North	142	72	0	37
	4 - Wallington Road	6	128	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	1	2	0
	2 - South Road	0	0	0	1
	3 - A507 Clothall Road North	1	1	0	0
	4 - Wallington Road	0	0	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A507 Clothall Road South	305	309
	2 - South Road	299	300
	3 - A507 Clothall Road North	189	191
	4 - Wallington Road	131	132
17:00-17:15	1 - A507 Clothall Road South	364	369
	2 - South Road	357	359
	3 - A507 Clothall Road North	226	228
	4 - Wallington Road	156	158
17:15-17:30	1 - A507 Clothall Road South	446	452
	2 - South Road	437	439
	3 - A507 Clothall Road North	276	279
	4 - Wallington Road	192	193
17:30-17:45	1 - A507 Clothall Road South	446	452
	2 - South Road	437	439
	3 - A507 Clothall Road North	276	279
	4 - Wallington Road	192	193
17:45-18:00	1 - A507 Clothall Road South	364	369
	2 - South Road	357	359
	3 - A507 Clothall Road North	226	228
	4 - Wallington Road	156	158
18:00-18:15	1 - A507 Clothall Road South	305	309
	2 - South Road	299	300
	3 - A507 Clothall Road North	189	191
	4 - Wallington Road	131	132

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.30	3.38	0.4	1.6	A
2 - South Road	0.43	6.28	0.8	2.7	A
3 - A507 Clothall Road North	0.17	2.68	0.2	0.5	A
4 - Wallington Road	0.17	3.79	0.2	0.5	A

Main Results for each time segment

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 - A507 Clothall Road South	305	180	1567	0.195	304	0.2	2.849	A
2 - South Road	299	185	1060	0.282	297	0.4	4.711	A
3 - A507 Clothall Road North	189	277	1715	0.110	188	0.1	2.358	A
4 - Wallington Road	131	293	1225	0.107	131	0.1	3.287	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 - A507 Clothall Road South	364	216	1543	0.236	364	0.3	3.053	A
2 - South Road	357	222	1039	0.344	356	0.5	5.271	A
3 - A507 Clothall Road North	226	332	1674	0.135	226	0.2	2.484	A
4 - Wallington Road	156	350	1190	0.132	156	0.2	3.483	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 - A507 Clothall Road South	446	264	1510	0.295	445	0.4	3.380	A
2 - South Road	437	272	1010	0.433	436	0.8	6.258	A
3 - A507 Clothall Road North	276	407	1619	0.171	276	0.2	2.680	A
4 - Wallington Road	192	429	1142	0.168	191	0.2	3.788	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 - A507 Clothall Road South	446	264	1510	0.295	446	0.4	3.383	A
2 - South Road	437	272	1010	0.433	437	0.8	6.280	A
3 - A507 Clothall Road North	276	407	1618	0.171	276	0.2	2.681	A
4 - Wallington Road	192	429	1141	0.168	192	0.2	3.789	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 - A507 Clothall Road South	364	216	1542	0.236	365	0.3	3.056	A
2 - South Road	357	222	1039	0.344	358	0.5	5.293	A
3 - A507 Clothall Road North	226	333	1673	0.135	226	0.2	2.487	A
4 - Wallington Road	156	351	1189	0.132	157	0.2	3.486	A

18:00 - 18:15

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 - A507 Clothall Road South	305	181	1566	0.195	305	0.2	2.854	A
2 - South Road	299	186	1059	0.282	299	0.4	4.739	A
3 - A507 Clothall Road North	189	279	1713	0.110	189	0.1	2.363	A
4 - Wallington Road	131	294	1224	0.107	131	0.1	3.293	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2 - South Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - South Road	0.52	0.52	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.42	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.75	0.03	0.26	0.75	0.75			N/A	N/A
3 - A507 Clothall Road North	0.21	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.20	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.42	0.03	0.32	1.34	1.61			N/A	N/A
2 - South Road	0.76	0.03	0.28	0.76	2.66			N/A	N/A
3 - A507 Clothall Road North	0.21	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.20	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - South Road	0.53	0.53	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2 - South Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	3.99	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	2028	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A507 Clothall Road South		✓	365	100.000
2 - South Road		✓	310	100.000
3 - A507 Clothall Road North		✓	239	100.000
4 - Wallington Road		✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	222	136
	2 - South Road	178	0	48
	3 - A507 Clothall Road North	129	80	0
	4 - Wallington Road	9	190	47

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	4	6
	2 - South Road	5	0	0
	3 - A507 Clothall Road North	11	0	7
	4 - Wallington Road	0	1	2

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A507 Clothall Road South	275	288
	2 - South Road	233	241
	3 - A507 Clothall Road North	180	192
	4 - Wallington Road	185	187
08:00-08:15	1 - A507 Clothall Road South	328	343
	2 - South Road	279	287
	3 - A507 Clothall Road North	215	230
	4 - Wallington Road	221	224
08:15-08:30	1 - A507 Clothall Road South	402	421
	2 - South Road	341	352
	3 - A507 Clothall Road North	263	281
	4 - Wallington Road	271	274
08:30-08:45	1 - A507 Clothall Road South	402	421
	2 - South Road	341	352
	3 - A507 Clothall Road North	263	281
	4 - Wallington Road	271	274
08:45-09:00	1 - A507 Clothall Road South	328	343
	2 - South Road	279	287
	3 - A507 Clothall Road North	215	230
	4 - Wallington Road	221	224
09:00-09:15	1 - A507 Clothall Road South	275	288
	2 - South Road	233	241
	3 - A507 Clothall Road North	180	192
	4 - Wallington Road	185	187

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.29	3.58	0.4	1.4	A
2 - South Road	0.34	5.33	0.5	2.3	A
3 - A507 Clothall Road North	0.16	2.69	0.2	0.5	A
4 - Wallington Road	0.24	4.22	0.3	1.3	A

Main Results for each time segment

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 - A507 Clothall Road South	275	238	1481	0.186	274	0.2	2.982	A
2 - South Road	233	143	1054	0.221	232	0.3	4.375	A
3 - A507 Clothall Road North	180	202	1667	0.108	179	0.1	2.419	A
4 - Wallington Road	185	290	1211	0.153	184	0.2	3.505	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 - A507 Clothall Road South	328	285	1450	0.226	328	0.3	3.208	A
2 - South Road	279	171	1038	0.268	278	0.4	4.736	A
3 - A507 Clothall Road North	215	242	1639	0.131	215	0.2	2.527	A
4 - Wallington Road	221	348	1174	0.188	221	0.2	3.775	A

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 - A507 Clothall Road South	402	349	1408	0.286	401	0.4	3.575	A
2 - South Road	341	209	1016	0.336	341	0.5	5.326	A
3 - A507 Clothall Road North	263	296	1600	0.165	263	0.2	2.692	A
4 - Wallington Road	271	426	1124	0.241	271	0.3	4.214	A

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 - A507 Clothall Road South	402	349	1407	0.286	402	0.4	3.579	A
2 - South Road	341	209	1016	0.336	341	0.5	5.335	A
3 - A507 Clothall Road North	263	296	1599	0.165	263	0.2	2.693	A
4 - Wallington Road	271	426	1124	0.241	271	0.3	4.219	A

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 - A507 Clothall Road South	328	285	1449	0.226	329	0.3	3.215	A
2 - South Road	279	171	1038	0.269	279	0.4	4.748	A
3 - A507 Clothall Road North	215	242	1638	0.131	215	0.2	2.529	A
4 - Wallington Road	221	348	1174	0.188	221	0.2	3.780	A

09:00 - 09:15

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 - A507 Clothall Road South	275	239	1480	0.186	275	0.2	2.987	A
2 - South Road	233	143	1054	0.221	234	0.3	4.391	A
3 - A507 Clothall Road North	180	203	1667	0.108	180	0.1	2.421	A
4 - Wallington Road	185	292	1210	0.153	185	0.2	3.515	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - South Road	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.29	0.00	0.00	0.29	0.29			N/A	N/A
2 - South Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3 - A507 Clothall Road North	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wallington Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.40	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.50	0.03	0.25	0.50	0.50			N/A	N/A
3 - A507 Clothall Road North	0.20	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.32	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.40	0.03	0.32	1.30	1.43			N/A	N/A
2 - South Road	0.50	0.03	0.30	1.34	2.30			N/A	N/A
3 - A507 Clothall Road North	0.20	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.32	0.03	0.32	1.08	1.34			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.29	0.00	0.00	0.29	0.29			N/A	N/A
2 - South Road	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - A507 Clothall Road North	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wallington Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - South Road	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	4.37	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	2028	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 (%)
1 - A507 Clothall Road South		✓	423	100.000
2 - South Road		✓	416	100.000
3 - A507 Clothall Road North		✓	263	100.000
4 - Wallington Road		✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	207	206	10
	2 - South Road	184	0	39	193
	3 - A507 Clothall Road North	149	75	0	39
	4 - Wallington Road	6	134	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	1	1	0
	2 - South Road	0	0	0	1
	3 - A507 Clothall Road North	1	1	0	0
	4 - Wallington Road	0	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A507 Clothall Road South	318	322
	2 - South Road	313	315
	3 - A507 Clothall Road North	198	200
	4 - Wallington Road	137	138
17:00-17:15	1 - A507 Clothall Road South	380	384
	2 - South Road	374	376
	3 - A507 Clothall Road North	236	238
	4 - Wallington Road	164	164
17:15-17:30	1 - A507 Clothall Road South	466	470
	2 - South Road	458	460
	3 - A507 Clothall Road North	290	292
	4 - Wallington Road	200	201
17:30-17:45	1 - A507 Clothall Road South	466	470
	2 - South Road	458	460
	3 - A507 Clothall Road North	290	292
	4 - Wallington Road	200	201
17:45-18:00	1 - A507 Clothall Road South	380	384
	2 - South Road	374	376
	3 - A507 Clothall Road North	236	238
	4 - Wallington Road	164	164
18:00-18:15	1 - A507 Clothall Road South	318	322
	2 - South Road	313	315
	3 - A507 Clothall Road North	198	200
	4 - Wallington Road	137	138

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.31	3.45	0.4	1.8	A
2 - South Road	0.46	6.58	0.8	2.5	A
3 - A507 Clothall Road North	0.18	2.74	0.2	0.5	A
4 - Wallington Road	0.18	3.86	0.2	0.5	A

Main Results for each time segment

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 - A507 Clothall Road South	318	188	1569	0.203	317	0.3	2.873	A
2 - South Road	313	194	1056	0.297	312	0.4	4.823	A
3 - A507 Clothall Road North	198	290	1705	0.116	197	0.1	2.387	A
4 - Wallington Road	137	306	1219	0.112	137	0.1	3.322	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 - A507 Clothall Road South	380	225	1544	0.246	380	0.3	3.093	A
2 - South Road	374	232	1035	0.361	373	0.6	5.440	A
3 - A507 Clothall Road North	236	347	1663	0.142	236	0.2	2.523	A
4 - Wallington Road	164	366	1182	0.138	163	0.2	3.532	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 - A507 Clothall Road South	466	276	1509	0.309	465	0.4	3.446	A
2 - South Road	458	284	1005	0.456	457	0.8	6.554	A
3 - A507 Clothall Road North	290	425	1605	0.180	289	0.2	2.735	A
4 - Wallington Road	200	449	1132	0.177	200	0.2	3.862	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 - A507 Clothall Road South	466	276	1509	0.309	466	0.4	3.449	A
2 - South Road	458	284	1005	0.456	458	0.8	6.582	A
3 - A507 Clothall Road North	290	426	1605	0.180	290	0.2	2.736	A
4 - Wallington Road	200	449	1132	0.177	200	0.2	3.865	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 - A507 Clothall Road South	380	226	1543	0.246	381	0.3	3.099	A
2 - South Road	374	232	1034	0.362	375	0.6	5.468	A
3 - A507 Clothall Road North	236	349	1662	0.142	237	0.2	2.527	A
4 - Wallington Road	164	367	1182	0.138	164	0.2	3.539	A

18:00 - 18:15

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 - A507 Clothall Road South	318	189	1568	0.203	319	0.3	2.882	A
2 - South Road	313	194	1056	0.297	314	0.4	4.857	A
3 - A507 Clothall Road North	198	292	1704	0.116	198	0.1	2.392	A
4 - Wallington Road	137	308	1218	0.112	137	0.1	3.329	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - South Road	0.42	0.00	0.00	0.42	0.42			N/A	N/A
3 - A507 Clothall Road North	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wallington Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.33	0.00	0.00	0.33	0.33			N/A	N/A
2 - South Road	0.56	0.55	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - Wallington Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.44	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.83	0.03	0.26	0.83	0.83			N/A	N/A
3 - A507 Clothall Road North	0.22	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.21	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.45	0.03	0.32	1.38	1.82			N/A	N/A
2 - South Road	0.83	0.03	0.28	0.83	2.51			N/A	N/A
3 - A507 Clothall Road North	0.22	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.21	0.03	0.25	0.46	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.33	0.00	0.00	0.33	0.33			N/A	N/A
2 - South Road	0.57	0.55	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - Wallington Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.26	0.00	0.00	0.26	0.26			N/A	N/A
2 - South Road	0.42	0.03	0.31	0.97	1.24			N/A	N/A
3 - A507 Clothall Road North	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wallington Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2033, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	3.91	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	2033	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A507 Clothall Road South		✓	374	100.000
2 - South Road		✓	317	100.000
3 - A507 Clothall Road North		✓	244	100.000
4 - Wallington Road		✓	212	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	227	139	8
2 - South Road	182	0	49	86
3 - A507 Clothall Road North	132	81	0	31
4 - Wallington Road	10	194	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	4	6	0
2 - South Road	5	0	0	1
3 - A507 Clothall Road North	11	0	0	7
4 - Wallington Road	0	1	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A507 Clothall Road South	282	295
	2 - South Road	239	246
	3 - A507 Clothall Road North	184	196
	4 - Wallington Road	160	161
08:00-08:15	1 - A507 Clothall Road South	336	352
	2 - South Road	285	294
	3 - A507 Clothall Road North	219	234
	4 - Wallington Road	191	192
08:15-08:30	1 - A507 Clothall Road South	412	431
	2 - South Road	349	360
	3 - A507 Clothall Road North	269	287
	4 - Wallington Road	233	236
08:30-08:45	1 - A507 Clothall Road South	412	431
	2 - South Road	349	360
	3 - A507 Clothall Road North	269	287
	4 - Wallington Road	233	236
08:45-09:00	1 - A507 Clothall Road South	336	352
	2 - South Road	285	294
	3 - A507 Clothall Road North	219	234
	4 - Wallington Road	191	192
09:00-09:15	1 - A507 Clothall Road South	282	295
	2 - South Road	239	246
	3 - A507 Clothall Road North	184	196
	4 - Wallington Road	160	161

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.29	3.53	0.4	1.5	A
2 - South Road	0.34	5.23	0.5	2.3	A
3 - A507 Clothall Road North	0.17	2.72	0.2	0.5	A
4 - Wallington Road	0.21	4.06	0.3	1.1	A

Main Results for each time segment

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 - A507 Clothall Road South	282	212	1498	0.188	281	0.2	2.956	A
2 - South Road	239	116	1069	0.223	238	0.3	4.326	A
3 - A507 Clothall Road North	184	207	1663	0.110	183	0.1	2.432	A
4 - Wallington Road	160	296	1209	0.132	159	0.2	3.426	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 - A507 Clothall Road South	336	254	1470	0.229	336	0.3	3.173	A
2 - South Road	285	139	1056	0.270	285	0.4	4.667	A
3 - A507 Clothall Road North	219	248	1634	0.134	219	0.2	2.544	A
4 - Wallington Road	191	355	1172	0.163	190	0.2	3.668	A

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 - A507 Clothall Road South	412	311	1433	0.287	411	0.4	3.522	A
2 - South Road	349	170	1038	0.336	348	0.5	5.220	A
3 - A507 Clothall Road North	269	303	1594	0.169	268	0.2	2.716	A
4 - Wallington Road	233	434	1120	0.208	233	0.3	4.056	A

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 - A507 Clothall Road South	412	312	1432	0.287	412	0.4	3.526	A
2 - South Road	349	171	1037	0.336	349	0.5	5.229	A
3 - A507 Clothall Road North	269	304	1593	0.169	269	0.2	2.716	A
4 - Wallington Road	233	435	1120	0.208	233	0.3	4.059	A

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 - A507 Clothall Road South	336	255	1470	0.229	337	0.3	3.179	A
2 - South Road	285	140	1055	0.270	286	0.4	4.680	A
3 - A507 Clothall Road North	219	249	1633	0.134	220	0.2	2.548	A
4 - Wallington Road	191	356	1171	0.163	191	0.2	3.672	A

09:00 - 09:15

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 - A507 Clothall Road South	282	213	1497	0.188	282	0.2	2.961	A
2 - South Road	239	117	1068	0.223	239	0.3	4.341	A
3 - A507 Clothall Road North	184	208	1662	0.111	184	0.1	2.434	A
4 - Wallington Road	160	298	1208	0.132	160	0.2	3.433	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - South Road	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - South Road	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - A507 Clothall Road North	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wallington Road	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.40	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.50	0.03	0.25	0.50	0.50			N/A	N/A
3 - A507 Clothall Road North	0.20	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.26	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.40	0.03	0.32	1.31	1.47			N/A	N/A
2 - South Road	0.50	0.03	0.30	1.34	2.31			N/A	N/A
3 - A507 Clothall Road North	0.20	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.26	0.03	0.29	0.71	1.11			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - South Road	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.20	0.00	0.00	0.20	0.20			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - South Road	0.29	0.00	0.00	0.29	0.29			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.15	0.00	0.00	0.15	0.15			N/A	N/A

2033, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	4.48	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	2033	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 (%)
1 - A507 Clothall Road South		✓	434	100.000
2 - South Road		✓	425	100.000
3 - A507 Clothall Road North		✓	269	100.000
4 - Wallington Road		✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	212	211	11
2 - South Road	188	0	40	197
3 - A507 Clothall Road North	152	77	0	40
4 - Wallington Road	6	137	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	1	2	0
2 - South Road	0	0	0	1
3 - A507 Clothall Road North	1	1	0	0
4 - Wallington Road	0	0	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A507 Clothall Road South	327	332
	2 - South Road	320	321
	3 - A507 Clothall Road North	203	204
	4 - Wallington Road	140	141
17:00-17:15	1 - A507 Clothall Road South	390	396
	2 - South Road	382	384
	3 - A507 Clothall Road North	242	244
	4 - Wallington Road	167	168
17:15-17:30	1 - A507 Clothall Road South	478	485
	2 - South Road	468	470
	3 - A507 Clothall Road North	296	299
	4 - Wallington Road	205	206
17:30-17:45	1 - A507 Clothall Road South	478	485
	2 - South Road	468	470
	3 - A507 Clothall Road North	296	299
	4 - Wallington Road	205	206
17:45-18:00	1 - A507 Clothall Road South	390	396
	2 - South Road	382	384
	3 - A507 Clothall Road North	242	244
	4 - Wallington Road	167	168
18:00-18:15	1 - A507 Clothall Road South	327	332
	2 - South Road	320	321
	3 - A507 Clothall Road North	203	204
	4 - Wallington Road	140	141

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.32	3.53	0.5	2.0	A
2 - South Road	0.47	6.78	0.9	2.4	A
3 - A507 Clothall Road North	0.19	2.77	0.2	0.5	A
4 - Wallington Road	0.18	3.92	0.2	0.5	A

Main Results for each time segment

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 - A507 Clothall Road South	327	193	1558	0.210	326	0.3	2.917	A
2 - South Road	320	199	1052	0.304	318	0.4	4.897	A
3 - A507 Clothall Road North	203	297	1700	0.119	202	0.1	2.402	A
4 - Wallington Road	140	313	1212	0.116	140	0.1	3.353	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 - A507 Clothall Road South	390	231	1532	0.255	390	0.3	3.150	A
2 - South Road	382	238	1030	0.371	381	0.6	5.549	A
3 - A507 Clothall Road North	242	355	1657	0.146	242	0.2	2.543	A
4 - Wallington Road	167	374	1175	0.142	167	0.2	3.572	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 - A507 Clothall Road South	478	283	1497	0.319	477	0.5	3.528	A
2 - South Road	468	291	999	0.468	467	0.9	6.747	A
3 - A507 Clothall Road North	296	435	1598	0.185	296	0.2	2.764	A
4 - Wallington Road	205	458	1123	0.182	205	0.2	3.916	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 - A507 Clothall Road South	478	283	1497	0.319	478	0.5	3.531	A
2 - South Road	468	292	999	0.468	468	0.9	6.779	A
3 - A507 Clothall Road North	296	436	1597	0.185	296	0.2	2.766	A
4 - Wallington Road	205	459	1123	0.182	205	0.2	3.920	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 - A507 Clothall Road South	390	231	1532	0.255	391	0.3	3.154	A
2 - South Road	382	239	1029	0.371	383	0.6	5.581	A
3 - A507 Clothall Road North	242	357	1656	0.146	242	0.2	2.546	A
4 - Wallington Road	167	376	1174	0.142	167	0.2	3.576	A

18:00 - 18:15

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 - A507 Clothall Road South	327	194	1558	0.210	327	0.3	2.927	A
2 - South Road	320	200	1052	0.304	321	0.4	4.927	A
3 - A507 Clothall Road North	203	299	1699	0.119	203	0.1	2.405	A
4 - Wallington Road	140	314	1211	0.116	140	0.1	3.362	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.26	0.00	0.00	0.26	0.26			N/A	N/A
2 - South Road	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3 - A507 Clothall Road North	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wallington Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2 - South Road	0.58	0.11	0.85	1.37	1.44			N/A	N/A
3 - A507 Clothall Road North	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - Wallington Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.47	0.03	0.25	0.47	0.48			N/A	N/A
2 - South Road	0.87	0.03	0.26	0.87	0.87			N/A	N/A
3 - A507 Clothall Road North	0.23	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.22	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.47	0.03	0.31	1.39	1.96			N/A	N/A
2 - South Road	0.88	0.03	0.28	0.88	2.42			N/A	N/A
3 - A507 Clothall Road North	0.23	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.22	0.03	0.26	0.46	0.49			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2 - South Road	0.60	0.12	0.87	1.37	1.44			N/A	N/A
3 - A507 Clothall Road North	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - Wallington Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.27	0.00	0.00	0.27	0.27			N/A	N/A
2 - South Road	0.44	0.03	0.34	1.13	1.31			N/A	N/A
3 - A507 Clothall Road North	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wallington Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2033 w Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	4.13	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	2033 w Dev	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A507 Clothall Road South		✓	332	100.000
2 - South Road		✓	367	100.000
3 - A507 Clothall Road North		✓	202	100.000
4 - Wallington Road		✓	252	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	244	80	8
	2 - South Road	187	0	94	86
	3 - A507 Clothall Road North	59	112	0	31
	4 - Wallington Road	10	194	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	4	5	0
	2 - South Road	5	0	1	1
	3 - A507 Clothall Road North	9	0	0	7
	4 - Wallington Road	0	1	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A507 Clothall Road South	250	260
	2 - South Road	276	285
	3 - A507 Clothall Road North	152	158
	4 - Wallington Road	190	192
08:00-08:15	1 - A507 Clothall Road South	298	311
	2 - South Road	330	340
	3 - A507 Clothall Road North	182	188
	4 - Wallington Road	227	229
08:15-08:30	1 - A507 Clothall Road South	366	381
	2 - South Road	404	416
	3 - A507 Clothall Road North	222	231
	4 - Wallington Road	277	281
08:30-08:45	1 - A507 Clothall Road South	366	381
	2 - South Road	404	416
	3 - A507 Clothall Road North	222	231
	4 - Wallington Road	277	281
08:45-09:00	1 - A507 Clothall Road South	298	311
	2 - South Road	330	340
	3 - A507 Clothall Road North	182	188
	4 - Wallington Road	227	229
09:00-09:15	1 - A507 Clothall Road South	250	260
	2 - South Road	276	285
	3 - A507 Clothall Road North	152	158
	4 - Wallington Road	190	192

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.26	3.52	0.4	1.5	A
2 - South Road	0.38	5.55	0.6	2.7	A
3 - A507 Clothall Road North	0.14	2.54	0.2	0.5	A
4 - Wallington Road	0.24	4.13	0.3	1.3	A

Main Results for each time segment

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 - A507 Clothall Road South	250	266	1470	0.170	249	0.2	2.948	A
2 - South Road	276	102	1079	0.256	275	0.3	4.469	A
3 - A507 Clothall Road North	152	211	1711	0.089	152	0.1	2.309	A
4 - Wallington Road	190	268	1228	0.154	189	0.2	3.463	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 - A507 Clothall Road South	298	318	1435	0.208	298	0.3	3.166	A
2 - South Road	330	122	1068	0.309	330	0.4	4.875	A
3 - A507 Clothall Road North	182	252	1680	0.108	181	0.1	2.402	A
4 - Wallington Road	227	322	1195	0.190	226	0.2	3.717	A

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 - A507 Clothall Road South	366	389	1388	0.263	365	0.4	3.520	A
2 - South Road	404	150	1052	0.384	403	0.6	5.543	A
3 - A507 Clothall Road North	222	309	1638	0.136	222	0.2	2.542	A
4 - Wallington Road	277	394	1149	0.241	277	0.3	4.128	A

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 - A507 Clothall Road South	366	390	1388	0.263	366	0.4	3.521	A
2 - South Road	404	150	1052	0.384	404	0.6	5.555	A
3 - A507 Clothall Road North	222	309	1638	0.136	222	0.2	2.543	A
4 - Wallington Road	277	394	1149	0.241	277	0.3	4.130	A

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 - A507 Clothall Road South	298	319	1435	0.208	299	0.3	3.169	A
2 - South Road	330	122	1068	0.309	331	0.5	4.889	A
3 - A507 Clothall Road North	182	253	1679	0.108	182	0.1	2.403	A
4 - Wallington Road	227	322	1194	0.190	227	0.2	3.721	A

09:00 - 09:15

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 - A507 Clothall Road South	250	267	1469	0.170	250	0.2	2.955	A
2 - South Road	276	102	1079	0.256	277	0.3	4.491	A
3 - A507 Clothall Road North	152	212	1710	0.089	152	0.1	2.310	A
4 - Wallington Road	190	270	1227	0.155	190	0.2	3.470	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - South Road	0.34	0.00	0.00	0.34	0.34			N/A	N/A
3 - A507 Clothall Road North	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.26	0.00	0.00	0.26	0.26			N/A	N/A
2 - South Road	0.44	0.00	0.00	0.44	0.44			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.36	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.62	0.03	0.25	0.62	0.62			N/A	N/A
3 - A507 Clothall Road North	0.16	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.32	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.36	0.03	0.32	1.19	1.46			N/A	N/A
2 - South Road	0.62	0.03	0.29	1.07	2.67			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.32	0.03	0.32	1.08	1.34			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.26	0.00	0.00	0.26	0.26			N/A	N/A
2 - South Road	0.45	0.00	0.00	0.45	0.45			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.24	0.00	0.00	0.24	0.24			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - South Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
3 - A507 Clothall Road North	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2033 w Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	4.48	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	2033 w 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 (%)
1 - A507 Clothall Road South		✓	336	100.000
2 - South Road		✓	466	100.000
3 - A507 Clothall Road North		✓	248	100.000
4 - Wallington Road		✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	219	106	11
	2 - South Road	201	0	68	197
	3 - A507 Clothall Road North	98	110	0	40
	4 - Wallington Road	6	137	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	1	2	0
	2 - South Road	0	0	1	1
	3 - A507 Clothall Road North	0	1	0	0
	4 - Wallington Road	0	0	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A507 Clothall Road South	253	256
	2 - South Road	351	353
	3 - A507 Clothall Road North	187	188
	4 - Wallington Road	140	141
17:00-17:15	1 - A507 Clothall Road South	302	306
	2 - South Road	419	421
	3 - A507 Clothall Road North	223	224
	4 - Wallington Road	167	168
17:15-17:30	1 - A507 Clothall Road South	370	375
	2 - South Road	513	516
	3 - A507 Clothall Road North	273	274
	4 - Wallington Road	205	206
17:30-17:45	1 - A507 Clothall Road South	370	375
	2 - South Road	513	516
	3 - A507 Clothall Road North	273	274
	4 - Wallington Road	205	206
17:45-18:00	1 - A507 Clothall Road South	302	306
	2 - South Road	419	421
	3 - A507 Clothall Road North	223	224
	4 - Wallington Road	167	168
18:00-18:15	1 - A507 Clothall Road South	253	256
	2 - South Road	351	353
	3 - A507 Clothall Road North	187	188
	4 - Wallington Road	140	141

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.25	3.26	0.3	1.4	A
2 - South Road	0.48	6.53	0.9	2.0	A
3 - A507 Clothall Road North	0.17	2.73	0.2	0.5	A
4 - Wallington Road	0.18	3.89	0.2	0.5	A

Main Results for each time segment

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 - A507 Clothall Road South	253	218	1544	0.164	252	0.2	2.785	A
2 - South Road	351	120	1096	0.320	349	0.5	4.806	A
3 - A507 Clothall Road North	187	306	1700	0.110	186	0.1	2.378	A
4 - Wallington Road	140	307	1217	0.115	140	0.1	3.340	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 - A507 Clothall Road South	302	261	1515	0.199	302	0.2	2.967	A
2 - South Road	419	144	1083	0.387	418	0.6	5.415	A
3 - A507 Clothall Road North	223	367	1655	0.135	223	0.2	2.513	A
4 - Wallington Road	167	367	1180	0.142	167	0.2	3.554	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 - A507 Clothall Road South	370	319	1475	0.251	370	0.3	3.257	A
2 - South Road	513	176	1064	0.482	512	0.9	6.504	A
3 - A507 Clothall Road North	273	449	1594	0.171	273	0.2	2.724	A
4 - Wallington Road	205	450	1130	0.181	205	0.2	3.890	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 - A507 Clothall Road South	370	319	1475	0.251	370	0.3	3.257	A
2 - South Road	513	176	1064	0.482	513	0.9	6.533	A
3 - A507 Clothall Road North	273	450	1593	0.171	273	0.2	2.726	A
4 - Wallington Road	205	450	1129	0.181	205	0.2	3.894	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 - A507 Clothall Road South	302	261	1515	0.199	302	0.3	2.972	A
2 - South Road	419	144	1082	0.387	420	0.6	5.443	A
3 - A507 Clothall Road North	223	369	1654	0.135	223	0.2	2.516	A
4 - Wallington Road	167	368	1179	0.142	167	0.2	3.558	A

18:00 - 18:15

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 - A507 Clothall Road South	253	219	1543	0.164	253	0.2	2.792	A
2 - South Road	351	121	1096	0.320	351	0.5	4.841	A
3 - A507 Clothall Road North	187	308	1699	0.110	187	0.1	2.383	A
4 - Wallington Road	140	308	1216	0.115	140	0.1	3.349	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - South Road	0.47	0.00	0.00	0.47	0.47			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - South Road	0.63	0.12	0.88	1.38	1.44			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.33	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.92	0.03	0.26	0.92	0.92			N/A	N/A
3 - A507 Clothall Road North	0.21	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.22	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.33	0.03	0.32	1.12	1.37			N/A	N/A
2 - South Road	0.92	0.03	0.27	0.92	2.03			N/A	N/A
3 - A507 Clothall Road North	0.21	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.22	0.03	0.26	0.46	0.49			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - South Road	0.64	0.16	0.91	1.38	1.44			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.17	0.00	0.00	0.17	0.17			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - South Road	0.47	0.04	0.41	1.24	1.37			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2040, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	3.95	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)
D9	2040	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A507 Clothall Road South		✓	360	100.000
2 - South Road		✓	306	100.000
3 - A507 Clothall Road North		✓	235	100.000
4 - Wallington Road		✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	219	134	7
2 - South Road	176	0	47	83
3 - A507 Clothall Road North	127	78	0	30
4 - Wallington Road	9	187	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	4	6	0
2 - South Road	5	0	0	1
3 - A507 Clothall Road North	11	0	0	7
4 - Wallington Road	0	1	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A507 Clothall Road South	271	284
	2 - South Road	230	238
	3 - A507 Clothall Road North	177	189
	4 - Wallington Road	182	184
08:00-08:15	1 - A507 Clothall Road South	324	339
	2 - South Road	275	284
	3 - A507 Clothall Road North	211	226
	4 - Wallington Road	218	220
08:15-08:30	1 - A507 Clothall Road South	396	415
	2 - South Road	337	348
	3 - A507 Clothall Road North	259	276
	4 - Wallington Road	266	270
08:30-08:45	1 - A507 Clothall Road South	396	415
	2 - South Road	337	348
	3 - A507 Clothall Road North	259	276
	4 - Wallington Road	266	270
08:45-09:00	1 - A507 Clothall Road South	324	339
	2 - South Road	275	284
	3 - A507 Clothall Road North	211	226
	4 - Wallington Road	218	220
09:00-09:15	1 - A507 Clothall Road South	271	284
	2 - South Road	230	238
	3 - A507 Clothall Road North	177	189
	4 - Wallington Road	182	184

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.28	3.54	0.4	1.3	A
2 - South Road	0.33	5.29	0.5	2.2	A
3 - A507 Clothall Road North	0.16	2.68	0.2	0.5	A
4 - Wallington Road	0.24	4.18	0.3	1.3	A

Main Results for each time segment

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 - A507 Clothall Road South	271	233	1484	0.183	270	0.2	2.965	A
2 - South Road	230	140	1055	0.218	229	0.3	4.352	A
3 - A507 Clothall Road North	177	199	1669	0.106	176	0.1	2.412	A
4 - Wallington Road	182	286	1214	0.150	181	0.2	3.485	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 - A507 Clothall Road South	324	279	1453	0.223	323	0.3	3.186	A
2 - South Road	275	168	1040	0.265	275	0.4	4.705	A
3 - A507 Clothall Road North	211	239	1640	0.129	211	0.1	2.518	A
4 - Wallington Road	218	342	1178	0.185	217	0.2	3.748	A

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 - A507 Clothall Road South	396	342	1412	0.281	396	0.4	3.541	A
2 - South Road	337	206	1018	0.331	336	0.5	5.277	A
3 - A507 Clothall Road North	259	292	1602	0.162	259	0.2	2.680	A
4 - Wallington Road	266	419	1129	0.236	266	0.3	4.174	A

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 - A507 Clothall Road South	396	342	1412	0.281	396	0.4	3.544	A
2 - South Road	337	206	1018	0.331	337	0.5	5.286	A
3 - A507 Clothall Road North	259	293	1601	0.162	259	0.2	2.680	A
4 - Wallington Road	266	419	1128	0.236	266	0.3	4.176	A

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 - A507 Clothall Road South	324	280	1453	0.223	324	0.3	3.191	A
2 - South Road	275	168	1039	0.265	276	0.4	4.718	A
3 - A507 Clothall Road North	211	240	1640	0.129	211	0.1	2.522	A
4 - Wallington Road	218	343	1177	0.185	218	0.2	3.755	A

09:00 - 09:15

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 - A507 Clothall Road South	271	234	1483	0.183	271	0.2	2.970	A
2 - South Road	230	141	1055	0.218	231	0.3	4.370	A
3 - A507 Clothall Road North	177	201	1668	0.106	177	0.1	2.416	A
4 - Wallington Road	182	287	1213	0.150	182	0.2	3.492	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - South Road	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.29	0.00	0.00	0.29	0.29			N/A	N/A
2 - South Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3 - A507 Clothall Road North	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wallington Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.39	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.49	0.03	0.25	0.49	0.49			N/A	N/A
3 - A507 Clothall Road North	0.19	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.31	0.03	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.39	0.03	0.32	1.28	1.32			N/A	N/A
2 - South Road	0.49	0.03	0.30	1.35	2.22			N/A	N/A
3 - A507 Clothall Road North	0.19	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.31	0.03	0.31	1.05	1.31			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.29	0.00	0.00	0.29	0.29			N/A	N/A
2 - South Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3 - A507 Clothall Road North	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - Wallington Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.22	0.00	0.00	0.22	0.22			N/A	N/A
2 - South Road	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3 - A507 Clothall Road North	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	4.32	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	2040	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 (%)
1 - A507 Clothall Road South		✓	417	100.000
2 - South Road		✓	408	100.000
3 - A507 Clothall Road North		✓	258	100.000
4 - Wallington Road		✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	204	203	10
	2 - South Road	181	0	38	189
	3 - A507 Clothall Road North	146	74	0	38
	4 - Wallington Road	6	132	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	1	2	0
	2 - South Road	0	0	0	1
	3 - A507 Clothall Road North	1	1	0	0
	4 - Wallington Road	0	0	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A507 Clothall Road South	314	319
	2 - South Road	307	309
	3 - A507 Clothall Road North	194	196
	4 - Wallington Road	135	136
17:00-17:15	1 - A507 Clothall Road South	375	380
	2 - South Road	367	368
	3 - A507 Clothall Road North	232	234
	4 - Wallington Road	161	162
17:15-17:30	1 - A507 Clothall Road South	459	466
	2 - South Road	449	451
	3 - A507 Clothall Road North	284	286
	4 - Wallington Road	197	198
17:30-17:45	1 - A507 Clothall Road South	459	466
	2 - South Road	449	451
	3 - A507 Clothall Road North	284	286
	4 - Wallington Road	197	198
17:45-18:00	1 - A507 Clothall Road South	375	380
	2 - South Road	367	368
	3 - A507 Clothall Road North	232	234
	4 - Wallington Road	161	162
18:00-18:15	1 - A507 Clothall Road South	314	319
	2 - South Road	307	309
	3 - A507 Clothall Road North	194	196
	4 - Wallington Road	135	136

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.31	3.44	0.4	1.8	A
2 - South Road	0.45	6.47	0.8	2.6	A
3 - A507 Clothall Road North	0.18	2.71	0.2	0.5	A
4 - Wallington Road	0.17	3.84	0.2	0.5	A

Main Results for each time segment

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 - A507 Clothall Road South	314	185	1563	0.201	313	0.3	2.876	A
2 - South Road	307	191	1057	0.291	306	0.4	4.782	A
3 - A507 Clothall Road North	194	285	1709	0.114	194	0.1	2.375	A
4 - Wallington Road	135	301	1220	0.110	134	0.1	3.314	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 - A507 Clothall Road South	375	222	1538	0.244	375	0.3	3.093	A
2 - South Road	367	228	1035	0.354	366	0.5	5.375	A
3 - A507 Clothall Road North	232	341	1667	0.139	232	0.2	2.507	A
4 - Wallington Road	161	360	1184	0.136	161	0.2	3.519	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 - A507 Clothall Road South	459	272	1505	0.305	459	0.4	3.439	A
2 - South Road	449	279	1006	0.447	448	0.8	6.442	A
3 - A507 Clothall Road North	284	417	1611	0.176	284	0.2	2.712	A
4 - Wallington Road	197	441	1134	0.174	197	0.2	3.839	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 - A507 Clothall Road South	459	272	1504	0.305	459	0.4	3.443	A
2 - South Road	449	280	1006	0.447	449	0.8	6.466	A
3 - A507 Clothall Road North	284	418	1610	0.176	284	0.2	2.713	A
4 - Wallington Road	197	441	1134	0.174	197	0.2	3.842	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 - A507 Clothall Road South	375	222	1538	0.244	375	0.3	3.096	A
2 - South Road	367	229	1035	0.354	368	0.6	5.404	A
3 - A507 Clothall Road North	232	343	1666	0.139	232	0.2	2.511	A
4 - Wallington Road	161	361	1183	0.136	161	0.2	3.525	A

18:00 - 18:15

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 - A507 Clothall Road South	314	186	1563	0.201	314	0.3	2.885	A
2 - South Road	307	191	1056	0.291	308	0.4	4.813	A
3 - A507 Clothall Road North	194	287	1708	0.114	194	0.1	2.380	A
4 - Wallington Road	135	302	1219	0.111	135	0.1	3.323	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - South Road	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3 - A507 Clothall Road North	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wallington Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - South Road	0.54	0.54	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.44	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	0.80	0.03	0.26	0.80	0.80			N/A	N/A
3 - A507 Clothall Road North	0.21	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.21	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.44	0.03	0.32	1.37	1.77			N/A	N/A
2 - South Road	0.80	0.03	0.28	0.80	2.58			N/A	N/A
3 - A507 Clothall Road North	0.21	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.21	0.03	0.25	0.46	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - South Road	0.55	0.55	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.16	0.00	0.00	0.16	0.16			N/A	N/A
4 - Wallington Road	0.16	0.00	0.00	0.16	0.16			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - South Road	0.41	0.03	0.29	0.73	1.12			N/A	N/A
3 - A507 Clothall Road North	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - Wallington Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2040 w Dev no School, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	5.68	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	2040 w Dev no School	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A507 Clothall Road South		✓	345	100.000
2 - South Road		✓	543	100.000
3 - A507 Clothall Road North		✓	358	100.000
4 - Wallington Road		✓	340	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	235	98	12
	2 - South Road	181	0	161	201
	3 - A507 Clothall Road North	85	171	0	102
	4 - Wallington Road	13	215	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	4	4	0
	2 - South Road	5	0	2	2
	3 - A507 Clothall Road North	6	0	0	2
	4 - Wallington Road	0	1	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A507 Clothall Road South	260	270
	2 - South Road	409	421
	3 - A507 Clothall Road North	270	275
	4 - Wallington Road	256	258
08:00-08:15	1 - A507 Clothall Road South	310	322
	2 - South Road	488	503
	3 - A507 Clothall Road North	322	328
	4 - Wallington Road	306	309
08:15-08:30	1 - A507 Clothall Road South	380	395
	2 - South Road	598	616
	3 - A507 Clothall Road North	394	402
	4 - Wallington Road	374	378
08:30-08:45	1 - A507 Clothall Road South	380	395
	2 - South Road	598	616
	3 - A507 Clothall Road North	394	402
	4 - Wallington Road	374	378
08:45-09:00	1 - A507 Clothall Road South	310	322
	2 - South Road	488	503
	3 - A507 Clothall Road North	322	328
	4 - Wallington Road	306	309
09:00-09:15	1 - A507 Clothall Road South	260	270
	2 - South Road	409	421
	3 - A507 Clothall Road North	270	275
	4 - Wallington Road	256	258

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.30	3.97	0.4	1.6	A
2 - South Road	0.60	8.93	1.5	1.8	A
3 - A507 Clothall Road North	0.25	3.05	0.3	1.4	A
4 - Wallington Road	0.34	4.97	0.5	2.4	A

Main Results for each time segment

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 - A507 Clothall Road South	260	374	1403	0.185	259	0.2	3.143	A
2 - South Road	409	166	1044	0.392	406	0.6	5.620	A
3 - A507 Clothall Road North	270	295	1677	0.161	269	0.2	2.555	A
4 - Wallington Road	256	328	1195	0.214	255	0.3	3.827	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 - A507 Clothall Road South	310	447	1354	0.229	310	0.3	3.449	A
2 - South Road	488	199	1026	0.476	487	0.9	6.667	A
3 - A507 Clothall Road North	322	353	1633	0.197	322	0.2	2.746	A
4 - Wallington Road	306	392	1154	0.265	305	0.4	4.238	A

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 - A507 Clothall Road South	380	548	1287	0.295	379	0.4	3.964	A
2 - South Road	598	244	1001	0.597	596	1.4	8.837	A
3 - A507 Clothall Road North	394	432	1573	0.251	394	0.3	3.052	A
4 - Wallington Road	374	480	1099	0.340	374	0.5	4.956	A

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 - A507 Clothall Road South	380	548	1287	0.295	380	0.4	3.970	A
2 - South Road	598	244	1001	0.598	598	1.5	8.934	A
3 - A507 Clothall Road North	394	434	1572	0.251	394	0.3	3.055	A
4 - Wallington Road	374	481	1099	0.341	374	0.5	4.968	A

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 - A507 Clothall Road South	310	448	1353	0.229	311	0.3	3.454	A
2 - South Road	488	200	1025	0.476	490	0.9	6.756	A
3 - A507 Clothall Road North	322	356	1631	0.197	322	0.2	2.751	A
4 - Wallington Road	306	394	1153	0.265	306	0.4	4.252	A

09:00 - 09:15

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 - A507 Clothall Road South	260	375	1401	0.185	260	0.2	3.156	A
2 - South Road	409	167	1044	0.392	410	0.7	5.688	A
3 - A507 Clothall Road North	270	297	1675	0.161	270	0.2	2.562	A
4 - Wallington Road	256	330	1194	0.214	256	0.3	3.842	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - South Road	0.64	0.55	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wallington Road	0.27	0.00	0.00	0.27	0.27			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - South Road	0.90	0.10	0.90	1.24	1.67			N/A	N/A
3 - A507 Clothall Road North	0.24	0.00	0.00	0.24	0.24			N/A	N/A
4 - Wallington Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.42	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	1.45	0.03	0.27	1.45	1.45			N/A	N/A
3 - A507 Clothall Road North	0.33	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.51	0.03	0.25	0.51	0.51			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.42	0.03	0.32	1.34	1.59			N/A	N/A
2 - South Road	1.47	0.03	0.27	1.47	1.78			N/A	N/A
3 - A507 Clothall Road North	0.33	0.03	0.32	1.11	1.36			N/A	N/A
4 - Wallington Road	0.51	0.03	0.30	1.38	2.35			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - South Road	0.92	0.10	0.92	1.34	1.73			N/A	N/A
3 - A507 Clothall Road North	0.25	0.00	0.00	0.25	0.25			N/A	N/A
4 - Wallington Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2 - South Road	0.65	0.05	0.56	1.26	1.26			N/A	N/A
3 - A507 Clothall Road North	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - Wallington Road	0.27	0.00	0.00	0.27	0.27			N/A	N/A

2040 w Dev no School, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	5.11	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	2040 w Dev no School	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 (%)
1 - A507 Clothall Road South		✓	341	100.000
2 - South Road		✓	530	100.000
3 - A507 Clothall Road North		✓	326	100.000
4 - Wallington Road		✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	211	117	13
2 - South Road	193	0	115	222
3 - A507 Clothall Road North	118	126	0	82
4 - Wallington Road	9	150	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	1	1	0
2 - South Road	0	0	0	0
3 - A507 Clothall Road North	0	1	0	0
4 - Wallington Road	0	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A507 Clothall Road South	257	259
	2 - South Road	399	399
	3 - A507 Clothall Road North	245	246
	4 - Wallington Road	184	184
17:00-17:15	1 - A507 Clothall Road South	307	310
	2 - South Road	476	476
	3 - A507 Clothall Road North	293	294
	4 - Wallington Road	219	220
17:15-17:30	1 - A507 Clothall Road South	375	379
	2 - South Road	584	584
	3 - A507 Clothall Road North	359	360
	4 - Wallington Road	269	270
17:30-17:45	1 - A507 Clothall Road South	375	379
	2 - South Road	584	584
	3 - A507 Clothall Road North	359	360
	4 - Wallington Road	269	270
17:45-18:00	1 - A507 Clothall Road South	307	310
	2 - South Road	476	476
	3 - A507 Clothall Road North	293	294
	4 - Wallington Road	219	220
18:00-18:15	1 - A507 Clothall Road South	257	259
	2 - South Road	399	399
	3 - A507 Clothall Road North	245	246
	4 - Wallington Road	184	184

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.26	3.42	0.4	1.5	A
2 - South Road	0.56	7.94	1.3	1.6	A
3 - A507 Clothall Road North	0.23	2.95	0.3	1.2	A
4 - Wallington Road	0.24	4.26	0.3	1.3	A

Main Results for each time segment

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 - A507 Clothall Road South	257	271	1513	0.170	256	0.2	2.862	A
2 - South Road	399	161	1080	0.370	397	0.6	5.252	A
3 - A507 Clothall Road North	245	320	1692	0.145	245	0.2	2.486	A
4 - Wallington Road	184	328	1208	0.152	183	0.2	3.511	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 - A507 Clothall Road South	307	324	1477	0.208	306	0.3	3.076	A
2 - South Road	476	193	1062	0.449	476	0.8	6.134	A
3 - A507 Clothall Road North	293	384	1645	0.178	293	0.2	2.662	A
4 - Wallington Road	219	392	1168	0.188	219	0.2	3.792	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 - A507 Clothall Road South	375	397	1427	0.263	375	0.4	3.422	A
2 - South Road	584	236	1037	0.563	582	1.3	7.876	A
3 - A507 Clothall Road North	359	470	1581	0.227	359	0.3	2.944	A
4 - Wallington Road	269	480	1115	0.241	268	0.3	4.251	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 - A507 Clothall Road South	375	397	1427	0.263	375	0.4	3.423	A
2 - South Road	584	237	1037	0.563	583	1.3	7.939	A
3 - A507 Clothall Road North	359	471	1580	0.227	359	0.3	2.946	A
4 - Wallington Road	269	481	1114	0.241	269	0.3	4.257	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 - A507 Clothall Road South	307	325	1476	0.208	307	0.3	3.081	A
2 - South Road	476	194	1061	0.449	478	0.8	6.192	A
3 - A507 Clothall Road North	293	386	1643	0.178	293	0.2	2.667	A
4 - Wallington Road	219	394	1168	0.188	220	0.2	3.798	A

18:00 - 18:15

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 - A507 Clothall Road South	257	272	1512	0.170	257	0.2	2.867	A
2 - South Road	399	162	1079	0.370	400	0.6	5.307	A
3 - A507 Clothall Road North	245	323	1690	0.145	246	0.2	2.492	A
4 - Wallington Road	184	329	1207	0.152	184	0.2	3.521	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - South Road	0.58	0.55	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.26	0.00	0.00	0.26	0.26			N/A	N/A
2 - South Road	0.80	0.11	0.88	1.08	1.08			N/A	N/A
3 - A507 Clothall Road North	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4 - Wallington Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.36	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	1.26	0.03	0.26	1.26	1.26			N/A	N/A
3 - A507 Clothall Road North	0.29	0.03	0.25	0.45	0.48			N/A	N/A
4 - Wallington Road	0.32	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.36	0.03	0.33	1.19	1.45			N/A	N/A
2 - South Road	1.27	0.03	0.27	1.27	1.64			N/A	N/A
3 - A507 Clothall Road North	0.29	0.03	0.30	0.91	1.22			N/A	N/A
4 - Wallington Road	0.32	0.03	0.32	1.08	1.34			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.26	0.00	0.00	0.26	0.26			N/A	N/A
2 - South Road	0.82	0.13	0.91	1.07	1.07			N/A	N/A
3 - A507 Clothall Road North	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4 - Wallington Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - South Road	0.59	0.05	0.58	1.34	1.44			N/A	N/A
3 - A507 Clothall Road North	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - Wallington Road	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2040 w Dev&School, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	8.67	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)
D13	2040 w Dev&School	AM	ONE HOUR	07:45	09:15	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 (%)
1 - A507 Clothall Road South		✓	344	100.000
2 - South Road		✓	637	100.000
3 - A507 Clothall Road North		✓	629	100.000
4 - Wallington Road		✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	229	98
	2 - South Road	177	0	161
	3 - A507 Clothall Road North	85	171	0
	4 - Wallington Road	11	253	257

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From	1 - A507 Clothall Road South	0	4	4
	2 - South Road	5	0	2
	3 - A507 Clothall Road North	6	0	0
	4 - Wallington Road	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A507 Clothall Road South	259	269
	2 - South Road	480	491
	3 - A507 Clothall Road North	474	480
	4 - Wallington Road	392	392
08:00-08:15	1 - A507 Clothall Road South	309	321
	2 - South Road	573	586
	3 - A507 Clothall Road North	565	573
	4 - Wallington Road	468	468
08:15-08:30	1 - A507 Clothall Road South	379	393
	2 - South Road	701	718
	3 - A507 Clothall Road North	693	702
	4 - Wallington Road	574	574
08:30-08:45	1 - A507 Clothall Road South	379	393
	2 - South Road	701	718
	3 - A507 Clothall Road North	693	702
	4 - Wallington Road	574	574
08:45-09:00	1 - A507 Clothall Road South	309	321
	2 - South Road	573	586
	3 - A507 Clothall Road North	565	573
	4 - Wallington Road	468	468
09:00-09:15	1 - A507 Clothall Road South	259	269
	2 - South Road	480	491
	3 - A507 Clothall Road North	474	480
	4 - Wallington Road	392	392

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.33	4.63	0.5	2.1	A
2 - South Road	0.77	16.62	3.1	15.1	C
3 - A507 Clothall Road North	0.46	4.44	0.9	2.3	A
4 - Wallington Road	0.52	6.68	1.1	2.0	A

Main Results for each time segment

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 - A507 Clothall Road South	259	510	1315	0.197	258	0.2	3.403	A
2 - South Road	480	279	989	0.485	476	0.9	6.963	A
3 - A507 Clothall Road North	474	368	1633	0.290	472	0.4	3.096	A
4 - Wallington Road	392	324	1208	0.325	390	0.5	4.391	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 - A507 Clothall Road South	309	611	1248	0.248	309	0.3	3.833	A
2 - South Road	573	334	959	0.597	571	1.4	9.228	A
3 - A507 Clothall Road North	565	442	1578	0.358	565	0.6	3.550	A
4 - Wallington Road	468	388	1168	0.401	468	0.7	5.135	A

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 - A507 Clothall Road South	379	748	1158	0.327	378	0.5	4.612	A
2 - South Road	701	409	917	0.765	695	3.0	15.783	C
3 - A507 Clothall Road North	693	538	1506	0.460	691	0.8	4.412	A
4 - Wallington Road	574	475	1114	0.515	572	1.0	6.629	A

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 - A507 Clothall Road South	379	750	1157	0.327	379	0.5	4.626	A
2 - South Road	701	410	916	0.765	701	3.1	16.618	C
3 - A507 Clothall Road North	693	542	1503	0.461	693	0.9	4.442	A
4 - Wallington Road	574	477	1112	0.516	574	1.1	6.682	A

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 - A507 Clothall Road South	309	614	1246	0.248	310	0.3	3.848	A
2 - South Road	573	335	958	0.598	579	1.5	9.663	A
3 - A507 Clothall Road North	565	448	1574	0.359	567	0.6	3.578	A
4 - Wallington Road	468	392	1166	0.402	470	0.7	5.182	A

09:00 - 09:15

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 - A507 Clothall Road South	259	514	1313	0.197	259	0.2	3.418	A
2 - South Road	480	281	988	0.485	482	1.0	7.139	A
3 - A507 Clothall Road North	474	373	1630	0.291	474	0.4	3.118	A
4 - Wallington Road	392	327	1207	0.325	393	0.5	4.429	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2 - South Road	0.93	0.55	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.41	0.00	0.00	0.41	0.41			N/A	N/A
4 - Wallington Road	0.48	0.00	0.00	0.48	0.48			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.33	0.00	0.00	0.33	0.33			N/A	N/A
2 - South Road	1.45	0.07	0.91	3.21	4.57			N/A	N/A
3 - A507 Clothall Road North	0.55	0.07	0.74	1.35	1.42			N/A	N/A
4 - Wallington Road	0.66	0.11	0.85	1.37	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.48	0.03	0.25	0.48	0.48			N/A	N/A
2 - South Road	3.03	0.03	0.31	4.36	15.10			N/A	N/A
3 - A507 Clothall Road North	0.84	0.03	0.25	0.84	0.84			N/A	N/A
4 - Wallington Road	1.05	0.03	0.26	1.05	1.05			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.48	0.03	0.31	1.42	2.07			N/A	N/A
2 - South Road	3.14	0.03	0.29	3.14	10.00			N/A	N/A
3 - A507 Clothall Road North	0.85	0.03	0.27	0.85	2.29			N/A	N/A
4 - Wallington Road	1.06	0.03	0.27	1.06	1.97			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.33	0.00	0.00	0.33	0.33			N/A	N/A
2 - South Road	1.52	0.05	0.56	3.81	5.82			N/A	N/A
3 - A507 Clothall Road North	0.56	0.55	1.00	1.40	1.45			N/A	N/A
4 - Wallington Road	0.68	0.16	0.91	1.38	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - South Road	0.96	0.04	0.37	2.37	4.21			N/A	N/A
3 - A507 Clothall Road North	0.41	0.00	0.00	0.41	0.41			N/A	N/A
4 - Wallington Road	0.48	0.04	0.43	1.26	1.38			N/A	N/A

2040 w Dev&School, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wallington Rd / Clothall Rd	Standard Roundabout		1, 2, 3, 4	5.42	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)
D14	2040 w Dev&School	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 (%)
1 - A507 Clothall Road South		✓	338	100.000
2 - South Road		✓	505	100.000
3 - A507 Clothall Road North		✓	285	100.000
4 - Wallington Road		✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	211	117	10
2 - South Road	192	0	115	198
3 - A507 Clothall Road North	118	126	0	41
4 - Wallington Road	14	184	165	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - A507 Clothall Road South	2 - South Road	3 - A507 Clothall Road North	4 - Wallington Road
From				
1 - A507 Clothall Road South	0	1	1	0
2 - South Road	0	0	0	0
3 - A507 Clothall Road North	0	1	0	0
4 - Wallington Road	0	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A507 Clothall Road South	254	257
	2 - South Road	380	380
	3 - A507 Clothall Road North	215	216
	4 - Wallington Road	273	275
17:00-17:15	1 - A507 Clothall Road South	304	307
	2 - South Road	454	454
	3 - A507 Clothall Road North	256	257
	4 - Wallington Road	326	328
17:15-17:30	1 - A507 Clothall Road South	372	376
	2 - South Road	556	556
	3 - A507 Clothall Road North	314	315
	4 - Wallington Road	400	401
17:30-17:45	1 - A507 Clothall Road South	372	376
	2 - South Road	556	556
	3 - A507 Clothall Road North	314	315
	4 - Wallington Road	400	401
17:45-18:00	1 - A507 Clothall Road South	304	307
	2 - South Road	454	454
	3 - A507 Clothall Road North	256	257
	4 - Wallington Road	326	328
18:00-18:15	1 - A507 Clothall Road South	254	257
	2 - South Road	380	380
	3 - A507 Clothall Road North	215	216
	4 - Wallington Road	273	275

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - A507 Clothall Road South	0.28	3.71	0.4	1.2	A
2 - South Road	0.56	8.32	1.3	1.9	A
3 - A507 Clothall Road North	0.20	2.79	0.2	0.5	A
4 - Wallington Road	0.36	5.04	0.6	2.6	A

Main Results for each time segment

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 - A507 Clothall Road South	254	356	1455	0.175	254	0.2	2.996	A
2 - South Road	380	219	1047	0.363	378	0.6	5.363	A
3 - A507 Clothall Road North	215	299	1706	0.126	214	0.1	2.412	A
4 - Wallington Road	273	327	1207	0.226	272	0.3	3.845	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 - A507 Clothall Road South	304	427	1407	0.216	304	0.3	3.263	A
2 - South Road	454	262	1022	0.444	453	0.8	6.315	A
3 - A507 Clothall Road North	256	359	1662	0.154	256	0.2	2.559	A
4 - Wallington Road	326	391	1168	0.279	326	0.4	4.274	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 - A507 Clothall Road South	372	522	1341	0.277	372	0.4	3.710	A
2 - South Road	556	321	989	0.562	554	1.3	8.248	A
3 - A507 Clothall Road North	314	439	1603	0.196	314	0.2	2.791	A
4 - Wallington Road	400	479	1114	0.359	399	0.6	5.029	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 - A507 Clothall Road South	372	523	1341	0.278	372	0.4	3.715	A
2 - South Road	556	321	988	0.563	556	1.3	8.321	A
3 - A507 Clothall Road North	314	440	1602	0.196	314	0.2	2.793	A
4 - Wallington Road	400	480	1114	0.359	400	0.6	5.041	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 - A507 Clothall Road South	304	428	1406	0.216	304	0.3	3.271	A
2 - South Road	454	263	1022	0.444	456	0.8	6.381	A
3 - A507 Clothall Road North	256	361	1661	0.154	256	0.2	2.563	A
4 - Wallington Road	326	393	1167	0.280	327	0.4	4.291	A

18:00 - 18:15

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 - A507 Clothall Road South	254	358	1453	0.175	255	0.2	3.005	A
2 - South Road	380	220	1046	0.363	381	0.6	5.420	A
3 - A507 Clothall Road North	215	302	1705	0.126	215	0.1	2.416	A
4 - Wallington Road	273	329	1206	0.227	274	0.3	3.862	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - South Road	0.57	0.55	1.00	1.40	1.45			N/A	N/A
3 - A507 Clothall Road North	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wallington Road	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.27	0.00	0.00	0.27	0.27			N/A	N/A
2 - South Road	0.79	0.11	0.88	1.42	1.49			N/A	N/A
3 - A507 Clothall Road North	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - Wallington Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.38	0.03	0.25	0.45	0.48			N/A	N/A
2 - South Road	1.26	0.03	0.26	1.26	1.26			N/A	N/A
3 - A507 Clothall Road North	0.24	0.03	0.25	0.46	0.48			N/A	N/A
4 - Wallington Road	0.55	0.03	0.25	0.55	0.55			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.38	0.03	0.33	1.22	1.22			N/A	N/A
2 - South Road	1.27	0.03	0.27	1.27	1.86			N/A	N/A
3 - A507 Clothall Road North	0.24	0.03	0.26	0.47	0.50			N/A	N/A
4 - Wallington Road	0.56	0.03	0.30	1.34	2.61			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2 - South Road	0.81	0.12	0.89	1.03	1.03			N/A	N/A
3 - A507 Clothall Road North	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - Wallington Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A507 Clothall Road South	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - South Road	0.58	0.05	0.53	1.33	1.43			N/A	N/A
3 - A507 Clothall Road North	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4 - Wallington Road	0.29	0.00	0.00	0.29	0.29			N/A	N/A

London Road / South Road / High Street Roundabout

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Import of J11_London Rd.High St Rdbt.j9

Path: C:\Users\923595\Royal HaskoningDHV\PC7029-Baldock-OPA - Team\WIP\02 Calculations\Junction Modelling\Models

Report generation date: 12/09/2025 11:09:57

»2022, AM
 »2022, PM
 »2028, AM
 »2028, PM
 »2033, AM
 »2033, PM
 »2033 + Dev, AM
 »2033 + Dev, PM
 »2040, AM
 »2040, PM
 »2040 + Dev, AM
 »2040 + Dev, PM
 »2040 + Dev + School, AM
 »2040 + Dev + School, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2022									
1 - South Road	1.0	1.8	6.24	0.51	4.39	0.8	2.6	5.67	0.44	4.16
2 - South Lodge Mews	0.0	0.5	13.54	0.03		0.0	~1	0.00	0.00	
3 - London Road	0.6	2.6	4.30	0.36		0.7	2.7	4.53	0.41	
4 - Supermarket Access	0.2	0.5	2.76	0.17		0.4	1.7	3.15	0.30	
5 - High Street	0.4	1.1	2.93	0.28		0.5	2.5	3.34	0.35	
	2028									
1 - South Road	1.2	1.6	6.71	0.54	4.63	0.9	2.4	6.08	0.47	4.41
2 - South Lodge Mews	0.0	0.5	14.38	0.03		0.0	~1	0.00	0.00	
3 - London Road	0.6	2.8	4.50	0.38		0.8	2.6	4.81	0.44	
4 - Supermarket Access	0.2	0.5	2.83	0.18		0.5	2.0	3.30	0.32	
5 - High Street	0.4	1.5	3.01	0.29		0.6	2.7	3.52	0.37	
	2033									
1 - South Road	1.2	1.5	6.97	0.56	4.76	0.9	2.3	6.28	0.49	4.52
2 - South Lodge Mews	0.0	0.5	14.84	0.03		0.0	~1	0.00	0.00	
3 - London Road	0.6	2.8	4.60	0.39		0.8	2.5	4.94	0.45	
4 - Supermarket Access	0.2	0.5	2.86	0.19		0.5	2.2	3.37	0.33	
5 - High Street	0.4	1.6	3.05	0.30		0.6	2.8	3.59	0.39	
	2033 + Dev									
1 - South Road	1.4	1.6	7.54	0.59	5.02	1.1	1.9	6.82	0.53	4.84
2 - South Lodge Mews	0.0	0.5	15.63	0.03		0.0	~1	0.00	0.00	
3 - London Road	0.7	2.8	4.67	0.40		0.9	2.0	5.27	0.48	
4 - Supermarket Access	0.2	0.5	2.89	0.19		0.5	2.3	3.47	0.34	
5 - High Street	0.4	1.7	3.08	0.30		0.6	2.8	3.72	0.39	
	2040									
1 - South Road	1.1	1.6	6.53	0.53	4.54	0.9	2.5	5.96	0.46	4.33
2 - South Lodge Mews	0.0	0.5	14.06	0.03		0.0	~1	0.00	0.00	
3 - London Road	0.6	2.7	4.43	0.38		0.7	2.7	4.73	0.43	
4 - Supermarket Access	0.2	0.5	2.81	0.18		0.5	1.9	3.26	0.32	
5 - High Street	0.4	1.4	2.98	0.29		0.6	2.7	3.47	0.37	
	2040 + Dev									
1 - South Road	1.9	3.1	8.97	0.66	5.94	1.2	1.8	6.96	0.54	4.80
2 - South Lodge Mews	0.0	0.5	17.31	0.04		0.0	~1	0.00	0.00	
3 - London Road	1.0	1.9	5.47	0.49		0.8	2.4	4.93	0.45	
4 - Supermarket Access	0.2	0.5	3.08	0.20		0.5	2.1	3.40	0.33	
5 - High Street	0.4	1.8	3.29	0.31		0.6	2.8	3.68	0.38	
	2040 + Dev + School									
1 - South Road	2.4	7.1	10.39	0.71	6.89	1.3	1.6	7.45	0.57	5.15
2 - South Lodge Mews	0.0	0.5	18.65	0.04		0.0	~1	0.00	0.00	
3 - London Road	1.3	1.5	6.52	0.57		1.0	1.7	5.48	0.51	
4 - Supermarket Access	0.3	0.9	3.31	0.21		0.5	2.2	3.50	0.33	
5 - High Street	0.5	2.2	3.53	0.33		0.6	2.8	3.71	0.38	

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. Junction LOS and Junction Delay are demand-weighted averages.

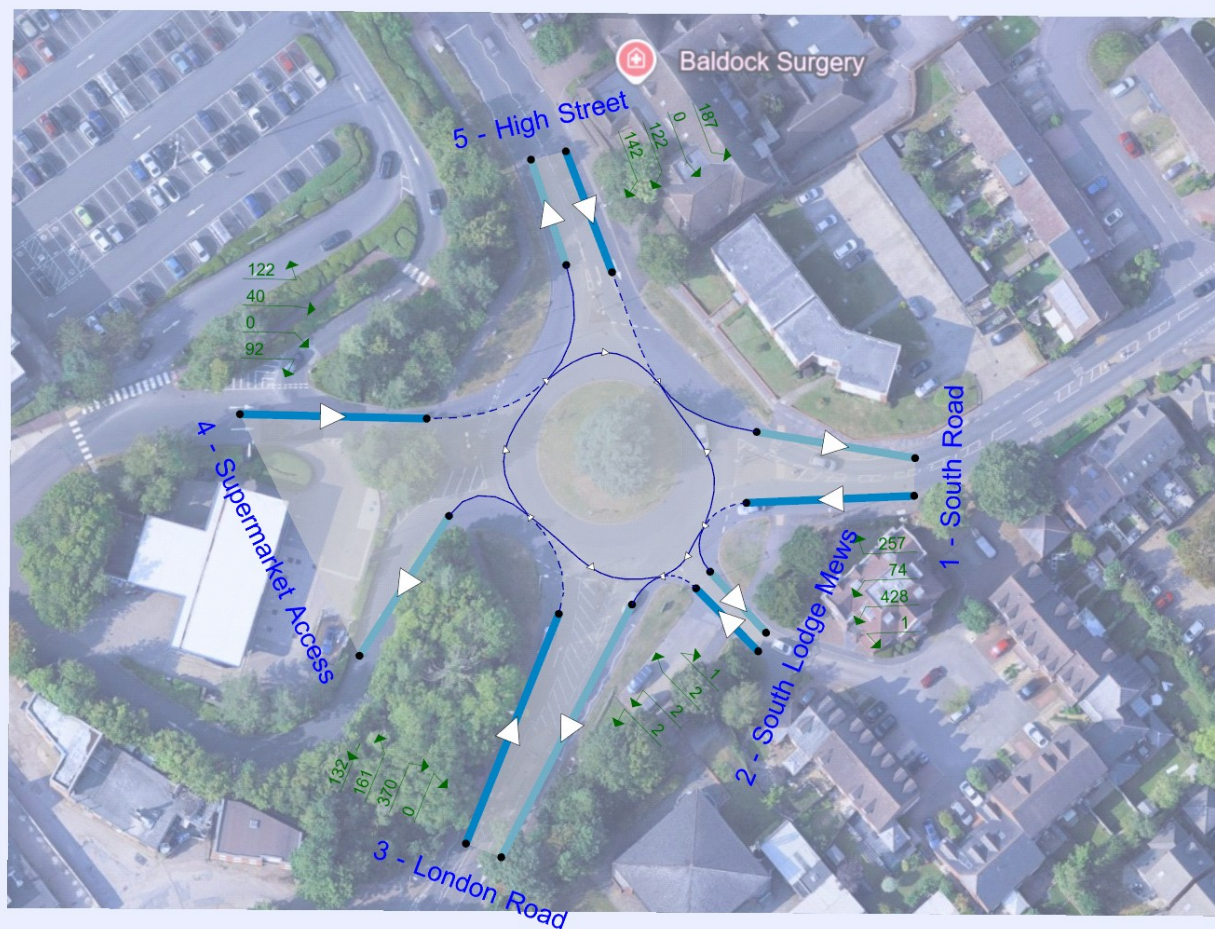
File summary

File Description

Title	High Street/South Road/London Road
Location	Baldock, SG7 6DT
Site number	J11
Date	23/07/2025
Version	1
Status	Draft
Identifier	
Client	Urban & Civic
Jobnumber	PC7029
Enumerator	CORPORATEROOT\926654
Description	Junction 11 - Existing layout

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2028	AM	ONE HOUR	07:45	09:15	15
D4	2028	PM	ONE HOUR	16:45	18:15	15
D5	2033	AM	ONE HOUR	07:45	09:15	15
D6	2033	PM	ONE HOUR	16:45	18:15	15
D7	2033 + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2033 + Dev	PM	ONE HOUR	16:45	18:15	15
D9	2040	AM	ONE HOUR	07:45	09:15	15
D10	2040	PM	ONE HOUR	16:45	18:15	15
D11	2040 + Dev	AM	ONE HOUR	07:45	09:15	15
D12	2040 + Dev	PM	ONE HOUR	16:45	18:15	15
D13	2040 + Dev + School	AM	ONE HOUR	07:45	09:15	15
D14	2040 + Dev + School	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	South Road	
2	South Lodge Mews	
3	London Road	
4	Supermarket Access	
5	High Street	

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 - South Road	3.12	6.02	19.5	8.8	42.9	31.8	
2 - South Lodge Mews	2.34	4.42	3.2	3.5	42.9	61.0	
3 - London Road	3.75	6.66	24.4	17.4	42.9	49.2	
4 - Supermarket Access	5.91	7.46	4.8	24.1	42.9	29.9	
5 - High Street	4.82	6.80	17.3	51.9	42.9	29.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - South Road	0.562	1435
2 - South Lodge Mews	0.315	600
3 - London Road	0.601	1643
4 - Supermarket Access	0.704	2039
5 - High Street	0.695	1960

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	2022	AM	ONE HOUR	07:45	09:15	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 (%)
1 - South Road		✓	548	100.000
2 - South Lodge Mews		✓	7	100.000
3 - London Road		✓	430	100.000
4 - Supermarket Access		✓	249	100.000
5 - High Street		✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	1	254	72	220
	2 - South Lodge Mews	1	0	2	2	2
	3 - London Road	141	0	5	128	156
	4 - Supermarket Access	39	0	89	3	118
	5 - High Street	143	0	134	138	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	1	2
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	6	0	0	0	1
	4 - Supermarket Access	3	0	1	33	2
	5 - High Street	3	0	3	1	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.51	6.24	1.0	1.8	A
2 - South Lodge Mews	0.03	13.54	0.0	0.5	B
3 - London Road	0.36	4.30	0.6	2.6	A
4 - Supermarket Access	0.17	2.76	0.2	0.5	A
5 - High Street	0.28	2.93	0.4	1.1	A

Main Results for each time segment

07:45 - 08:00

Am	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 - South Road	413	284	1255	0.329	411	0.5	4.255	A
2 - South Lodge Mews	5	694	378	0.014	5	0.0	9.665	A
3 - London Road	324	336	1405	0.230	323	0.3	3.323	A
4 - Supermarket Access	187	401	1712	0.110	187	0.1	2.361	A
5 - High Street	319	209	1764	0.181	318	0.2	2.489	A

08:00 - 08:15

Am	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 - South Road	493	340	1223	0.403	492	0.7	4.917	A
2 - South Lodge Mews	6	831	334	0.019	6	0.0	10.993	B
3 - London Road	387	402	1365	0.283	386	0.4	3.674	A
4 - Supermarket Access	224	480	1656	0.135	224	0.2	2.513	A
5 - High Street	381	251	1735	0.220	381	0.3	2.658	A

08:15 - 08:30

Am	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 - South Road	603	416	1180	0.511	602	1.0	6.212	A
2 - South Lodge Mews	8	1017	274	0.028	8	0.0	13.508	B
3 - London Road	473	492	1311	0.361	473	0.6	4.289	A
4 - Supermarket Access	274	588	1579	0.174	274	0.2	2.757	A
5 - High Street	467	307	1695	0.275	466	0.4	2.930	A

08:30 - 08:45

Am	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 - South Road	603	416	1180	0.511	603	1.0	6.244	A
2 - South Lodge Mews	8	1018	274	0.028	8	0.0	13.540	B
3 - London Road	473	493	1311	0.361	473	0.6	4.298	A
4 - Supermarket Access	274	589	1579	0.174	274	0.2	2.759	A
5 - High Street	467	307	1695	0.275	467	0.4	2.930	A

08:45 - 09:00

Am	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 - South Road	493	340	1223	0.403	494	0.7	4.950	A
2 - South Lodge Mews	6	833	333	0.019	6	0.0	11.027	B
3 - London Road	387	404	1364	0.283	387	0.4	3.688	A
4 - Supermarket Access	224	482	1654	0.135	224	0.2	2.518	A
5 - High Street	381	251	1734	0.220	382	0.3	2.663	A

09:00 - 09:15

Am	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 - South Road	413	285	1254	0.329	413	0.5	4.284	A
2 - South Lodge Mews	5	697	376	0.014	5	0.0	9.699	A
3 - London Road	324	338	1404	0.231	324	0.3	3.337	A
4 - Supermarket Access	187	403	1710	0.110	188	0.1	2.365	A
5 - High Street	319	210	1763	0.181	319	0.2	2.495	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.49	0.00	0.00	0.49	0.49			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.30	0.00	0.00	0.30	0.30			N/A	N/A
4 - Supermarket Access	0.12	0.00	0.00	0.12	0.12			N/A	N/A
5 - High Street	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.67	0.11	0.85	1.37	1.44			N/A	N/A
2 - South Lodge Mews	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A
4 - Supermarket Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
5 - High Street	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.03	0.03	0.26	1.03	1.03			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.56	0.03	0.25	0.56	0.56			N/A	N/A
4 - Supermarket Access	0.21	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.38	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.04	0.03	0.27	1.04	1.78			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.56	0.03	0.30	1.33	2.64			N/A	N/A
4 - Supermarket Access	0.21	0.03	0.25	0.45	0.48			N/A	N/A
5 - High Street	0.38	0.03	0.33	1.09	1.09			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.68	0.19	0.92	1.39	1.44			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4 - Supermarket Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
5 - High Street	0.28	0.00	0.00	0.28	0.28			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.49	0.04	0.45	1.27	1.39			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.30	0.00	0.00	0.30	0.30			N/A	N/A
4 - Supermarket Access	0.12	0.00	0.00	0.12	0.12			N/A	N/A
5 - High Street	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.16	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	2022	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 (%)
1 - South Road		✓	459	100.000
2 - South Lodge Mews		✓	5	100.000
3 - London Road		✓	504	100.000
4 - Supermarket Access		✓	454	100.000
5 - High Street		✓	522	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	0	211	87	160
	2 - South Lodge Mews	1	0	2	0	2
	3 - London Road	177	1	1	154	171
	4 - Supermarket Access	96	0	113	0	245
	5 - High Street	177	2	163	180	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
	1 - South Road	0	0	1	0	1
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	0	0	0	1	1
	4 - Supermarket Access	0	0	0	0	0
	5 - High Street	1	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.44	5.67	0.8	2.6	A
2 - South Lodge Mews	0.00	0.00	0.0	~1	A
3 - London Road	0.41	4.53	0.7	2.7	A
4 - Supermarket Access	0.30	3.15	0.4	1.7	A
5 - High Street	0.35	3.34	0.5	2.5	A

Main Results for each time segment

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 - South Road	346	345	1231	0.281	344	0.4	4.054	A
2 - South Lodge Mews	0	687	382	0.000	0	0.0	0.000	A
3 - London Road	379	321	1440	0.264	378	0.4	3.386	A
4 - Supermarket Access	342	383	1768	0.193	341	0.2	2.521	A
5 - High Street	393	292	1745	0.225	392	0.3	2.657	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 - South Road	413	413	1193	0.346	412	0.5	4.609	A
2 - South Lodge Mews	0	823	339	0.000	0	0.0	0.000	A
3 - London Road	453	384	1402	0.323	453	0.5	3.791	A
4 - Supermarket Access	408	459	1714	0.238	408	0.3	2.755	A
5 - High Street	469	349	1705	0.275	469	0.4	2.911	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 - South Road	505	506	1141	0.443	504	0.8	5.647	A
2 - South Lodge Mews	0	1007	281	0.000	0	0.0	0.000	A
3 - London Road	555	470	1350	0.411	554	0.7	4.520	A
4 - Supermarket Access	500	562	1642	0.305	499	0.4	3.149	A
5 - High Street	575	428	1651	0.348	574	0.5	3.340	A

17:30 - 17:45

Am	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 - South Road	505	506	1140	0.443	505	0.8	5.668	A
2 - South Lodge Mews	0	1009	280	0.000	0	0.0	0.000	A
3 - London Road	555	471	1349	0.411	555	0.7	4.531	A
4 - Supermarket Access	500	563	1641	0.305	500	0.4	3.154	A
5 - High Street	575	428	1651	0.348	575	0.5	3.344	A

17:45 - 18:00

Am	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 - South Road	413	414	1192	0.346	414	0.5	4.632	A
2 - South Lodge Mews	0	825	338	0.000	0	0.0	0.000	A
3 - London Road	453	386	1401	0.323	454	0.5	3.807	A
4 - Supermarket Access	408	460	1713	0.238	409	0.3	2.759	A
5 - High Street	469	350	1705	0.275	470	0.4	2.918	A

18:00 - 18:15

Am	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 - South Road	346	347	1230	0.281	346	0.4	4.076	A
2 - South Lodge Mews	0	690	381	0.000	0	0.0	0.000	A
3 - London Road	379	323	1439	0.264	380	0.4	3.400	A
4 - Supermarket Access	342	385	1767	0.193	342	0.2	2.527	A
5 - High Street	393	293	1744	0.225	393	0.3	2.667	A

Queue Variation Results for each time segment

16:45 - 17:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
4 - Supermarket Access	0.24	0.00	0.00	0.24	0.24			N/A	N/A
5 - High Street	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:00 - 17:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.47	0.00	0.00	0.47	0.47			N/A	N/A
4 - Supermarket Access	0.31	0.00	0.00	0.31	0.31			N/A	N/A
5 - High Street	0.38	0.00	0.00	0.38	0.38			N/A	N/A

17:15 - 17:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.79	0.03	0.26	0.79	0.79			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.69	0.03	0.25	0.69	0.69			N/A	N/A
4 - Supermarket Access	0.44	0.03	0.25	0.45	0.48			N/A	N/A
5 - High Street	0.53	0.03	0.25	0.53	0.53			N/A	N/A

17:30 - 17:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.79	0.03	0.28	0.79	2.64			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.70	0.03	0.28	0.88	2.74			N/A	N/A
4 - Supermarket Access	0.44	0.03	0.32	1.37	1.70			N/A	N/A
5 - High Street	0.53	0.03	0.30	1.39	2.47			N/A	N/A

17:45 - 18:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.48	0.00	0.00	0.48	0.48			N/A	N/A
4 - Supermarket Access	0.31	0.00	0.00	0.31	0.31			N/A	N/A
5 - High Street	0.38	0.00	0.00	0.38	0.38			N/A	N/A

18:00 - 18:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
4 - Supermarket Access	0.24	0.00	0.00	0.24	0.24			N/A	N/A
5 - High Street	0.29	0.00	0.00	0.29	0.29			N/A	N/A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.63	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	2028	AM	ONE HOUR	07:45	09:15	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 (%)
1 - South Road		✓	574	100.000
2 - South Lodge Mews		✓	7	100.000
3 - London Road		✓	451	100.000
4 - Supermarket Access		✓	261	100.000
5 - High Street		✓	445	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	1	266	75	231
	2 - South Lodge Mews	1	0	2	2	2
	3 - London Road	148	0	5	134	164
	4 - Supermarket Access	41	0	93	3	124
	5 - High Street	150	0	141	145	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	1	2
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	6	0	0	0	1
	4 - Supermarket Access	3	0	1	33	2
	5 - High Street	3	0	3	1	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.54	6.71	1.2	1.6	A
2 - South Lodge Mews	0.03	14.38	0.0	0.5	B
3 - London Road	0.38	4.50	0.6	2.8	A
4 - Supermarket Access	0.18	2.83	0.2	0.5	A
5 - High Street	0.29	3.01	0.4	1.5	A

Main Results for each time segment

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 - South Road	432	297	1247	0.347	430	0.5	4.394	A
2 - South Lodge Mews	5	727	367	0.014	5	0.0	9.947	A
3 - London Road	340	352	1396	0.243	338	0.3	3.400	A
4 - Supermarket Access	196	421	1698	0.116	196	0.1	2.396	A
5 - High Street	335	219	1757	0.191	334	0.2	2.528	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 - South Road	516	356	1214	0.425	515	0.7	5.144	A
2 - South Lodge Mews	6	870	321	0.020	6	0.0	11.434	B
3 - London Road	405	421	1354	0.299	405	0.4	3.791	A
4 - Supermarket Access	235	504	1639	0.143	234	0.2	2.562	A
5 - High Street	400	262	1727	0.232	400	0.3	2.712	A

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 - South Road	632	436	1169	0.541	630	1.2	6.662	A
2 - South Lodge Mews	8	1065	259	0.030	8	0.0	14.338	B
3 - London Road	497	515	1298	0.383	496	0.6	4.486	A
4 - Supermarket Access	287	616	1559	0.184	287	0.2	2.829	A
5 - High Street	490	321	1685	0.291	490	0.4	3.011	A

08:30 - 08:45

Am	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 - South Road	632	436	1169	0.541	632	1.2	6.707	A
2 - South Lodge Mews	8	1067	258	0.030	8	0.0	14.378	B
3 - London Road	497	516	1297	0.383	497	0.6	4.497	A
4 - Supermarket Access	287	618	1559	0.184	287	0.2	2.831	A
5 - High Street	490	321	1685	0.291	490	0.4	3.011	A

08:45 - 09:00

Am	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 - South Road	516	356	1214	0.425	518	0.7	5.186	A
2 - South Lodge Mews	6	873	320	0.020	6	0.0	11.473	B
3 - London Road	405	423	1353	0.300	406	0.4	3.804	A
4 - Supermarket Access	235	506	1638	0.143	235	0.2	2.567	A
5 - High Street	400	263	1726	0.232	400	0.3	2.715	A

09:00 - 09:15

Am	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 - South Road	432	298	1247	0.347	433	0.5	4.429	A
2 - South Lodge Mews	5	731	366	0.014	5	0.0	9.985	A
3 - London Road	340	354	1394	0.244	340	0.3	3.414	A
4 - Supermarket Access	196	423	1697	0.116	197	0.1	2.401	A
5 - High Street	335	220	1757	0.191	335	0.2	2.532	A

Queue Variation Results for each time segment

07:45 - 08:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:00 - 08:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.73	0.10	0.85	1.39	1.46			N/A	N/A
2 - South Lodge Mews	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.42	0.00	0.00	0.42	0.42			N/A	N/A
4 - Supermarket Access	0.17	0.00	0.00	0.17	0.17			N/A	N/A
5 - High Street	0.30	0.00	0.00	0.30	0.30			N/A	N/A

08:15 - 08:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.16	0.03	0.26	1.16	1.16			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.61	0.03	0.25	0.61	0.61			N/A	N/A
4 - Supermarket Access	0.23	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.41	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.17	0.03	0.27	1.17	1.58			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.62	0.03	0.29	1.20	2.77			N/A	N/A
4 - Supermarket Access	0.23	0.03	0.25	0.45	0.48			N/A	N/A
5 - High Street	0.41	0.03	0.32	1.32	1.48			N/A	N/A

08:45 - 09:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.75	0.17	0.92	1.39	1.45			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.43	0.00	0.00	0.43	0.43			N/A	N/A
4 - Supermarket Access	0.17	0.00	0.00	0.17	0.17			N/A	N/A
5 - High Street	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.53	0.05	0.52	1.31	1.40			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.24	0.00	0.00	0.24	0.24			N/A	N/A

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.41	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)
D4	2028	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 (%)
1 - South Road		✓	481	100.000
2 - South Lodge Mews		✓	5	100.000
3 - London Road		✓	528	100.000
4 - Supermarket Access		✓	476	100.000
5 - High Street		✓	557	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	0	221	91	168
	2 - South Lodge Mews	1	0	2	0	2
	3 - London Road	186	1	1	161	179
	4 - Supermarket Access	101	0	118	0	257
	5 - High Street	186	2	171	189	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
	1 - South Road	0	0	1	0	1
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	0	0	0	1	1
	4 - Supermarket Access	0	0	0	0	0
	5 - High Street	1	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.47	6.08	0.9	2.4	A
2 - South Lodge Mews	0.00	0.00	0.0	~1	A
3 - London Road	0.44	4.81	0.8	2.6	A
4 - Supermarket Access	0.32	3.30	0.5	2.0	A
5 - High Street	0.37	3.52	0.6	2.7	A

Main Results for each time segment

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 - South Road	362	369	1218	0.297	360	0.4	4.194	A
2 - South Lodge Mews	0	727	370	0.000	0	0.0	0.000	A
3 - London Road	398	343	1426	0.279	396	0.4	3.490	A
4 - Supermarket Access	358	409	1750	0.205	357	0.3	2.584	A
5 - High Street	419	306	1735	0.242	418	0.3	2.730	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 - South Road	432	441	1177	0.367	432	0.6	4.826	A
2 - South Lodge Mews	0	870	324	0.000	0	0.0	0.000	A
3 - London Road	475	411	1385	0.343	474	0.5	3.947	A
4 - Supermarket Access	428	489	1693	0.253	428	0.3	2.845	A
5 - High Street	501	366	1694	0.296	500	0.4	3.016	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 - South Road	530	540	1122	0.472	528	0.9	6.055	A
2 - South Lodge Mews	0	1065	262	0.000	0	0.0	0.000	A
3 - London Road	581	503	1330	0.437	580	0.8	4.796	A
4 - Supermarket Access	524	599	1615	0.324	524	0.5	3.295	A
5 - High Street	613	449	1637	0.375	613	0.6	3.512	A

17:30 - 17:45

Am	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 - South Road	530	541	1121	0.472	530	0.9	6.082	A
2 - South Lodge Mews	0	1067	262	0.000	0	0.0	0.000	A
3 - London Road	581	504	1329	0.437	581	0.8	4.811	A
4 - Supermarket Access	524	600	1614	0.325	524	0.5	3.300	A
5 - High Street	613	449	1637	0.375	613	0.6	3.516	A

17:45 - 18:00

Am	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 - South Road	432	442	1176	0.368	434	0.6	4.853	A
2 - South Lodge Mews	0	873	323	0.000	0	0.0	0.000	A
3 - London Road	475	413	1385	0.343	476	0.5	3.966	A
4 - Supermarket Access	428	491	1692	0.253	428	0.3	2.852	A
5 - High Street	501	367	1693	0.296	501	0.4	3.022	A

18:00 - 18:15

Am	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 - South Road	362	370	1217	0.298	363	0.4	4.218	A
2 - South Lodge Mews	0	731	368	0.000	0	0.0	0.000	A
3 - London Road	398	345	1425	0.279	398	0.4	3.506	A
4 - Supermarket Access	358	411	1748	0.205	359	0.3	2.590	A
5 - High Street	419	308	1734	0.242	420	0.3	2.740	A

Queue Variation Results for each time segment

16:45 - 17:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.38	0.00	0.00	0.38	0.38			N/A	N/A
4 - Supermarket Access	0.26	0.00	0.00	0.26	0.26			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:00 - 17:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.58	0.09	0.81	1.36	1.43			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.52	0.52	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.34	0.00	0.00	0.34	0.34			N/A	N/A
5 - High Street	0.42	0.00	0.00	0.42	0.42			N/A	N/A

17:15 - 17:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.88	0.03	0.26	0.88	0.88			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.77	0.03	0.25	0.77	0.77			N/A	N/A
4 - Supermarket Access	0.48	0.03	0.25	0.48	0.48			N/A	N/A
5 - High Street	0.60	0.03	0.25	0.60	0.60			N/A	N/A

17:30 - 17:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.89	0.03	0.28	0.89	2.42			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.77	0.03	0.28	0.77	2.59			N/A	N/A
4 - Supermarket Access	0.48	0.03	0.31	1.42	1.99			N/A	N/A
5 - High Street	0.60	0.03	0.29	1.26	2.75			N/A	N/A

17:45 - 18:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.59	0.55	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.53	0.53	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.34	0.00	0.00	0.34	0.34			N/A	N/A
5 - High Street	0.42	0.00	0.00	0.42	0.42			N/A	N/A

18:00 - 18:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.43	0.03	0.31	1.00	1.25			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A
4 - Supermarket Access	0.26	0.00	0.00	0.26	0.26			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

2033, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.76	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	2033	AM	ONE HOUR	07:45	09:15	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 (%)
1 - South Road		✓	587	100.000
2 - South Lodge Mews		✓	7	100.000
3 - London Road		✓	460	100.000
4 - Supermarket Access		✓	266	100.000
5 - High Street		✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	1	272	77	236
	2 - South Lodge Mews	1	0	2	2	2
	3 - London Road	151	0	5	137	167
	4 - Supermarket Access	42	0	95	3	126
	5 - High Street	153	0	144	148	10

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
	1 - South Road	0	0	1	1	2
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	6	0	0	0	1
	4 - Supermarket Access	3	0	1	33	2
	5 - High Street	3	0	3	1	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.56	6.97	1.2	1.5	A
2 - South Lodge Mews	0.03	14.84	0.0	0.5	B
3 - London Road	0.39	4.60	0.6	2.8	A
4 - Supermarket Access	0.19	2.86	0.2	0.5	A
5 - High Street	0.30	3.05	0.4	1.6	A

Main Results for each time segment

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 - South Road	442	304	1243	0.355	440	0.5	4.469	A
2 - South Lodge Mews	5	743	362	0.015	5	0.0	10.094	B
3 - London Road	346	360	1391	0.249	345	0.3	3.438	A
4 - Supermarket Access	200	430	1692	0.118	200	0.1	2.412	A
5 - High Street	343	224	1754	0.195	342	0.2	2.548	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 - South Road	528	364	1209	0.436	527	0.8	5.267	A
2 - South Lodge Mews	6	890	315	0.020	6	0.0	11.668	B
3 - London Road	414	431	1348	0.307	413	0.4	3.848	A
4 - Supermarket Access	239	514	1632	0.147	239	0.2	2.584	A
5 - High Street	409	268	1723	0.237	409	0.3	2.739	A

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 - South Road	646	446	1163	0.556	644	1.2	6.914	A
2 - South Lodge Mews	8	1089	251	0.031	8	0.0	14.793	B
3 - London Road	506	527	1290	0.392	506	0.6	4.582	A
4 - Supermarket Access	293	630	1550	0.189	293	0.2	2.862	A
5 - High Street	501	328	1680	0.298	501	0.4	3.051	A

08:30 - 08:45

Am	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 - South Road	646	446	1163	0.556	646	1.2	6.966	A
2 - South Lodge Mews	8	1091	250	0.031	8	0.0	14.839	B
3 - London Road	506	528	1290	0.393	506	0.6	4.595	A
4 - Supermarket Access	293	631	1549	0.189	293	0.2	2.864	A
5 - High Street	501	328	1680	0.298	501	0.4	3.052	A

08:45 - 09:00

Am	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 - South Road	528	364	1209	0.436	530	0.8	5.311	A
2 - South Lodge Mews	6	893	314	0.020	6	0.0	11.714	B
3 - London Road	414	433	1347	0.307	414	0.4	3.862	A
4 - Supermarket Access	239	516	1630	0.147	239	0.2	2.589	A
5 - High Street	409	268	1722	0.238	409	0.3	2.742	A

09:00 - 09:15

Am	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 - South Road	442	305	1243	0.356	443	0.6	4.505	A
2 - South Lodge Mews	5	747	360	0.015	5	0.0	10.137	B
3 - London Road	346	362	1389	0.249	347	0.3	3.453	A
4 - Supermarket Access	200	432	1690	0.118	200	0.1	2.416	A
5 - High Street	343	225	1753	0.195	343	0.2	2.552	A

Queue Variation Results for each time segment

07:45 - 08:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.55	0.55	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.33	0.00	0.00	0.33	0.33			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:00 - 08:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.77	0.10	0.85	1.42	1.49			N/A	N/A
2 - South Lodge Mews	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.44	0.00	0.00	0.44	0.44			N/A	N/A
4 - Supermarket Access	0.17	0.00	0.00	0.17	0.17			N/A	N/A
5 - High Street	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:15 - 08:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.23	0.03	0.26	1.23	1.23			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.64	0.03	0.25	0.64	0.64			N/A	N/A
4 - Supermarket Access	0.23	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.42	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.24	0.03	0.27	1.24	1.51			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.64	0.03	0.29	1.11	2.79			N/A	N/A
4 - Supermarket Access	0.23	0.03	0.26	0.46	0.48			N/A	N/A
5 - High Street	0.42	0.03	0.32	1.35	1.62			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.78	0.16	0.91	1.40	1.46			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.45	0.00	0.00	0.45	0.45			N/A	N/A
4 - Supermarket Access	0.17	0.00	0.00	0.17	0.17			N/A	N/A
5 - High Street	0.31	0.00	0.00	0.31	0.31			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.56	0.05	0.55	1.32	1.41			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.33	0.00	0.00	0.33	0.33			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.24	0.00	0.00	0.24	0.24			N/A	N/A

2033, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.52	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)
D6	2033	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 (%)
1 - South Road		✓	491	100.000
2 - South Lodge Mews		✓	5	100.000
3 - London Road		✓	540	100.000
4 - Supermarket Access		✓	487	100.000
5 - High Street		✓	570	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	0	226	93	171
	2 - South Lodge Mews	1	0	2	0	2
	3 - London Road	190	1	1	165	183
	4 - Supermarket Access	103	0	121	0	263
	5 - High Street	190	2	175	193	10

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
	1 - South Road	0	0	1	0	1
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	0	0	0	1	1
	4 - Supermarket Access	0	0	0	0	0
	5 - High Street	1	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.49	6.28	0.9	2.3	A
2 - South Lodge Mews	0.00	0.00	0.0	~1	A
3 - London Road	0.45	4.94	0.8	2.5	A
4 - Supermarket Access	0.33	3.37	0.5	2.2	A
5 - High Street	0.39	3.59	0.6	2.8	A

Main Results for each time segment

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 - South Road	370	378	1213	0.305	368	0.4	4.254	A
2 - South Lodge Mews	0	743	364	0.000	0	0.0	0.000	A
3 - London Road	407	351	1422	0.286	405	0.4	3.541	A
4 - Supermarket Access	367	418	1744	0.210	366	0.3	2.611	A
5 - High Street	429	313	1731	0.248	428	0.3	2.760	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 - South Road	441	452	1171	0.377	441	0.6	4.926	A
2 - South Lodge Mews	0	890	318	0.000	0	0.0	0.000	A
3 - London Road	485	420	1380	0.352	485	0.5	4.019	A
4 - Supermarket Access	438	500	1685	0.260	437	0.3	2.885	A
5 - High Street	512	375	1688	0.304	512	0.4	3.061	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 - South Road	541	553	1114	0.485	539	0.9	6.247	A
2 - South Lodge Mews	0	1089	255	0.000	0	0.0	0.000	A
3 - London Road	595	514	1323	0.449	593	0.8	4.925	A
4 - Supermarket Access	536	612	1606	0.334	536	0.5	3.361	A
5 - High Street	628	458	1630	0.385	627	0.6	3.586	A

17:30 - 17:45

Am	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 - South Road	541	554	1114	0.485	541	0.9	6.278	A
2 - South Lodge Mews	0	1091	254	0.000	0	0.0	0.000	A
3 - London Road	595	515	1323	0.449	595	0.8	4.942	A
4 - Supermarket Access	536	613	1605	0.334	536	0.5	3.367	A
5 - High Street	628	459	1630	0.385	628	0.6	3.591	A

17:45 - 18:00

Am	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 - South Road	441	453	1170	0.377	443	0.6	4.957	A
2 - South Lodge Mews	0	893	317	0.000	0	0.0	0.000	A
3 - London Road	485	422	1379	0.352	487	0.5	4.039	A
4 - Supermarket Access	438	502	1684	0.260	438	0.4	2.891	A
5 - High Street	512	376	1688	0.304	513	0.4	3.066	A

18:00 - 18:15

Am	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 - South Road	370	379	1212	0.305	370	0.4	4.283	A
2 - South Lodge Mews	0	747	363	0.000	0	0.0	0.000	A
3 - London Road	407	353	1421	0.286	407	0.4	3.553	A
4 - Supermarket Access	367	420	1742	0.210	367	0.3	2.618	A
5 - High Street	429	314	1730	0.248	430	0.3	2.771	A

Queue Variation Results for each time segment

16:45 - 17:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4 - Supermarket Access	0.27	0.00	0.00	0.27	0.27			N/A	N/A
5 - High Street	0.33	0.00	0.00	0.33	0.33			N/A	N/A

17:00 - 17:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.60	0.10	0.83	1.37	1.43			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.54	0.07	0.72	1.34	1.42			N/A	N/A
4 - Supermarket Access	0.35	0.00	0.00	0.35	0.35			N/A	N/A
5 - High Street	0.43	0.00	0.00	0.43	0.43			N/A	N/A

17:15 - 17:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.93	0.03	0.26	0.93	0.93			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.81	0.03	0.25	0.81	0.81			N/A	N/A
4 - Supermarket Access	0.50	0.03	0.25	0.50	0.50			N/A	N/A
5 - High Street	0.62	0.03	0.25	0.62	0.62			N/A	N/A

17:30 - 17:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.94	0.03	0.27	0.94	2.30			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.81	0.03	0.28	0.81	2.46			N/A	N/A
4 - Supermarket Access	0.50	0.03	0.31	1.43	2.22			N/A	N/A
5 - High Street	0.62	0.03	0.29	1.17	2.77			N/A	N/A

17:45 - 18:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.61	0.14	0.89	1.38	1.44			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.55	0.55	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.35	0.00	0.00	0.35	0.35			N/A	N/A
5 - High Street	0.44	0.00	0.00	0.44	0.44			N/A	N/A

18:00 - 18:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.44	0.03	0.35	1.14	1.32			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4 - Supermarket Access	0.27	0.00	0.00	0.27	0.27			N/A	N/A
5 - High Street	0.33	0.00	0.00	0.33	0.33			N/A	N/A

2033 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.02	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)
D7	2033 + Dev	AM	ONE HOUR	07:45	09:15	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 (%)
1 - South Road		✓	622	100.000
2 - South Lodge Mews		✓	7	100.000
3 - London Road		✓	472	100.000
4 - Supermarket Access		✓	266	100.000
5 - High Street		✓	457	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	1	304	77	239
	2 - South Lodge Mews	1	2	2	2	0
	3 - London Road	163	0	5	137	167
	4 - Supermarket Access	42	0	95	3	126
	5 - High Street	155	0	144	148	10

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	1	2
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	5	0	0	0	1
	4 - Supermarket Access	3	0	1	33	2
	5 - High Street	3	0	3	1	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.59	7.54	1.4	1.6	A
2 - South Lodge Mews	0.03	15.63	0.0	0.5	C
3 - London Road	0.40	4.67	0.7	2.8	A
4 - Supermarket Access	0.19	2.89	0.2	0.5	A
5 - High Street	0.30	3.08	0.4	1.7	A

Main Results for each time segment

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 - South Road	468	306	1243	0.377	466	0.6	4.620	A
2 - South Lodge Mews	5	769	353	0.015	5	0.0	10.335	B
3 - London Road	355	362	1393	0.255	354	0.3	3.461	A
4 - Supermarket Access	200	441	1685	0.119	200	0.1	2.424	A
5 - High Street	344	234	1747	0.197	343	0.2	2.563	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 - South Road	559	366	1209	0.463	558	0.9	5.517	A
2 - South Lodge Mews	6	921	305	0.021	6	0.0	12.058	B
3 - London Road	424	434	1350	0.314	424	0.5	3.886	A
4 - Supermarket Access	239	528	1623	0.147	239	0.2	2.600	A
5 - High Street	411	280	1715	0.240	411	0.3	2.760	A

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 - South Road	685	448	1162	0.589	683	1.4	7.472	A
2 - South Lodge Mews	8	1127	239	0.032	8	0.0	15.568	C
3 - London Road	520	530	1292	0.402	519	0.7	4.653	A
4 - Supermarket Access	293	646	1540	0.190	293	0.2	2.886	A
5 - High Street	503	343	1671	0.301	503	0.4	3.080	A

08:30 - 08:45

Am	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 - South Road	685	448	1162	0.589	685	1.4	7.540	A
2 - South Lodge Mews	8	1130	238	0.032	8	0.0	15.630	C
3 - London Road	520	532	1291	0.403	520	0.7	4.667	A
4 - Supermarket Access	293	647	1539	0.190	293	0.2	2.889	A
5 - High Street	503	344	1670	0.301	503	0.4	3.084	A

08:45 - 09:00

Am	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 - South Road	559	366	1208	0.463	561	0.9	5.582	A
2 - South Lodge Mews	6	925	304	0.021	6	0.0	12.114	B
3 - London Road	424	436	1349	0.315	425	0.5	3.901	A
4 - Supermarket Access	239	530	1622	0.147	239	0.2	2.606	A
5 - High Street	411	281	1714	0.240	411	0.3	2.765	A

09:00 - 09:15

Am	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 - South Road	468	307	1242	0.377	469	0.6	4.666	A
2 - South Lodge Mews	5	774	352	0.015	5	0.0	10.382	B
3 - London Road	355	364	1391	0.255	356	0.3	3.476	A
4 - Supermarket Access	200	443	1683	0.119	200	0.1	2.430	A
5 - High Street	344	235	1746	0.197	344	0.2	2.567	A

Queue Variation Results for each time segment

07:45 - 08:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.60	0.55	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.34	0.00	0.00	0.34	0.34			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:00 - 08:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.85	0.09	0.86	1.11	1.61			N/A	N/A
2 - South Lodge Mews	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.46	0.00	0.00	0.46	0.46			N/A	N/A
4 - Supermarket Access	0.17	0.00	0.00	0.17	0.17			N/A	N/A
5 - High Street	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:15 - 08:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.41	0.03	0.26	1.41	1.41			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.67	0.03	0.25	0.67	0.67			N/A	N/A
4 - Supermarket Access	0.23	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.43	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.42	0.03	0.27	1.42	1.42			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.67	0.03	0.28	1.02	2.79			N/A	N/A
4 - Supermarket Access	0.23	0.03	0.26	0.46	0.49			N/A	N/A
5 - High Street	0.43	0.03	0.32	1.36	1.67			N/A	N/A

08:45 - 09:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.87	0.13	0.92	1.43	1.43			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.46	0.00	0.00	0.46	0.46			N/A	N/A
4 - Supermarket Access	0.17	0.00	0.00	0.17	0.17			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

09:00 - 09:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.61	0.05	0.57	1.36	1.46			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.34	0.00	0.00	0.34	0.34			N/A	N/A
4 - Supermarket Access	0.14	0.00	0.00	0.14	0.14			N/A	N/A
5 - High Street	0.25	0.00	0.00	0.25	0.25			N/A	N/A

2033 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.84	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	2033 + 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 (%)
1 - South Road		✓	532	100.000
2 - South Lodge Mews		✓	5	100.000
3 - London Road		✓	580	100.000
4 - Supermarket Access		✓	487	100.000
5 - High Street		✓	573	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	0	265	93	173
	2 - South Lodge Mews	1	0	2	0	2
	3 - London Road	230	1	1	165	183
	4 - Supermarket Access	103	0	121	0	263
	5 - High Street	193	2	175	193	10

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	0	1
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	0	0	0	1	1
	4 - Supermarket Access	0	0	0	0	0
	5 - High Street	1	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.53	6.82	1.1	1.9	A
2 - South Lodge Mews	0.00	0.00	0.0	~1	A
3 - London Road	0.48	5.27	0.9	2.0	A
4 - Supermarket Access	0.34	3.47	0.5	2.3	A
5 - High Street	0.39	3.72	0.6	2.8	A

Main Results for each time segment

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 - South Road	401	378	1212	0.330	399	0.5	4.413	A
2 - South Lodge Mews	0	774	355	0.000	0	0.0	0.000	A
3 - London Road	437	352	1421	0.307	435	0.4	3.643	A
4 - Supermarket Access	367	449	1722	0.213	366	0.3	2.652	A
5 - High Street	431	343	1710	0.252	430	0.3	2.810	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 - South Road	478	452	1171	0.408	477	0.7	5.187	A
2 - South Lodge Mews	0	927	306	0.000	0	0.0	0.000	A
3 - London Road	521	422	1380	0.378	521	0.6	4.189	A
4 - Supermarket Access	438	538	1659	0.264	437	0.4	2.948	A
5 - High Street	515	410	1663	0.310	515	0.4	3.134	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 - South Road	586	553	1114	0.526	584	1.1	6.771	A
2 - South Lodge Mews	0	1134	241	0.000	0	0.0	0.000	A
3 - London Road	639	516	1323	0.483	637	0.9	5.243	A
4 - Supermarket Access	536	658	1574	0.341	536	0.5	3.466	A
5 - High Street	631	502	1600	0.394	630	0.6	3.708	A

17:30 - 17:45

Am	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 - South Road	586	554	1114	0.526	586	1.1	6.816	A
2 - South Lodge Mews	0	1136	240	0.000	0	0.0	0.000	A
3 - London Road	639	517	1322	0.483	639	0.9	5.266	A
4 - Supermarket Access	536	659	1573	0.341	536	0.5	3.473	A
5 - High Street	631	503	1599	0.394	631	0.6	3.716	A

17:45 - 18:00

Am	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 - South Road	478	453	1170	0.409	480	0.7	5.228	A
2 - South Lodge Mews	0	930	305	0.000	0	0.0	0.000	A
3 - London Road	521	424	1379	0.378	523	0.6	4.211	A
4 - Supermarket Access	438	540	1657	0.264	438	0.4	2.957	A
5 - High Street	515	412	1663	0.310	516	0.5	3.143	A

18:00 - 18:15

Am	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 - South Road	401	379	1211	0.331	401	0.5	4.447	A
2 - South Lodge Mews	0	778	353	0.000	0	0.0	0.000	A
3 - London Road	437	354	1420	0.307	437	0.4	3.666	A
4 - Supermarket Access	367	452	1720	0.213	367	0.3	2.661	A
5 - High Street	431	344	1709	0.252	432	0.3	2.819	A

Queue Variation Results for each time segment

16:45 - 17:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.49	0.00	0.00	0.49	0.49			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.44	0.00	0.00	0.44	0.44			N/A	N/A
4 - Supermarket Access	0.27	0.00	0.00	0.27	0.27			N/A	N/A
5 - High Street	0.34	0.00	0.00	0.34	0.34			N/A	N/A

17:00 - 17:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.68	0.10	0.85	1.37	1.44			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.60	0.09	0.82	1.36	1.43			N/A	N/A
4 - Supermarket Access	0.36	0.00	0.00	0.36	0.36			N/A	N/A
5 - High Street	0.45	0.00	0.00	0.45	0.45			N/A	N/A

17:15 - 17:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.09	0.03	0.26	1.09	1.09			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.92	0.03	0.26	0.92	0.92			N/A	N/A
4 - Supermarket Access	0.51	0.03	0.25	0.51	0.51			N/A	N/A
5 - High Street	0.65	0.03	0.25	0.65	0.65			N/A	N/A

17:30 - 17:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.10	0.03	0.27	1.10	1.90			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.93	0.03	0.27	0.93	1.98			N/A	N/A
4 - Supermarket Access	0.52	0.03	0.31	1.43	2.35			N/A	N/A
5 - High Street	0.65	0.03	0.29	1.08	2.77			N/A	N/A

17:45 - 18:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.70	0.16	0.90	1.38	1.44			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.61	0.55	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.36	0.00	0.00	0.36	0.36			N/A	N/A
5 - High Street	0.45	0.00	0.00	0.45	0.45			N/A	N/A

18:00 - 18:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.50	0.05	0.45	1.28	1.39			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.45	0.03	0.34	1.11	1.31			N/A	N/A
4 - Supermarket Access	0.27	0.00	0.00	0.27	0.27			N/A	N/A
5 - High Street	0.34	0.00	0.00	0.34	0.34			N/A	N/A

2040, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.54	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	2040	AM	ONE HOUR	07:45	09:15	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 (%)
1 - South Road		✓	565	100.000
2 - South Lodge Mews		✓	7	100.000
3 - London Road		✓	444	100.000
4 - Supermarket Access		✓	257	100.000
5 - High Street		✓	437	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	1	262	74	227
	2 - South Lodge Mews	1	0	2	2	2
	3 - London Road	146	0	5	132	161
	4 - Supermarket Access	40	0	92	3	122
	5 - High Street	148	0	138	142	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	1	2
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	6	0	0	0	1
	4 - Supermarket Access	3	0	1	33	2
	5 - High Street	3	0	3	1	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.53	6.53	1.1	1.6	A
2 - South Lodge Mews	0.03	14.06	0.0	0.5	B
3 - London Road	0.38	4.43	0.6	2.7	A
4 - Supermarket Access	0.18	2.81	0.2	0.5	A
5 - High Street	0.29	2.98	0.4	1.4	A

Main Results for each time segment

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 - South Road	425	292	1250	0.340	423	0.5	4.344	A
2 - South Lodge Mews	5	715	371	0.014	5	0.0	9.842	A
3 - London Road	334	346	1399	0.239	333	0.3	3.374	A
4 - Supermarket Access	193	414	1703	0.114	193	0.1	2.384	A
5 - High Street	329	216	1759	0.187	328	0.2	2.514	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 - South Road	508	349	1218	0.417	507	0.7	5.062	A
2 - South Lodge Mews	6	856	326	0.019	6	0.0	11.269	B
3 - London Road	399	414	1358	0.294	399	0.4	3.749	A
4 - Supermarket Access	231	496	1645	0.140	231	0.2	2.545	A
5 - High Street	393	259	1729	0.227	393	0.3	2.693	A

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 - South Road	622	428	1173	0.530	620	1.1	6.492	A
2 - South Lodge Mews	8	1047	264	0.029	8	0.0	14.024	B
3 - London Road	489	507	1303	0.375	488	0.6	4.415	A
4 - Supermarket Access	283	607	1566	0.181	283	0.2	2.804	A
5 - High Street	481	317	1688	0.285	481	0.4	2.981	A

08:30 - 08:45

Am	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 - South Road	622	428	1173	0.530	622	1.1	6.533	A
2 - South Lodge Mews	8	1049	264	0.029	8	0.0	14.061	B
3 - London Road	489	508	1302	0.375	489	0.6	4.425	A
4 - Supermarket Access	283	608	1566	0.181	283	0.2	2.806	A
5 - High Street	481	317	1688	0.285	481	0.4	2.982	A

08:45 - 09:00

Am	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 - South Road	508	350	1217	0.417	510	0.7	5.099	A
2 - South Lodge Mews	6	859	325	0.019	6	0.0	11.308	B
3 - London Road	399	415	1357	0.294	400	0.4	3.764	A
4 - Supermarket Access	231	497	1644	0.141	231	0.2	2.548	A
5 - High Street	393	259	1729	0.227	393	0.3	2.698	A

09:00 - 09:15

Am	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 - South Road	425	293	1250	0.340	426	0.5	4.376	A
2 - South Lodge Mews	5	719	370	0.014	5	0.0	9.881	A
3 - London Road	334	348	1398	0.239	335	0.3	3.386	A
4 - Supermarket Access	193	416	1701	0.114	194	0.1	2.387	A
5 - High Street	329	217	1759	0.187	329	0.2	2.520	A

Queue Variation Results for each time segment

07:45 - 08:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.51	0.51	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.31	0.00	0.00	0.31	0.31			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:00 - 08:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.71	0.11	0.85	1.38	1.45			N/A	N/A
2 - South Lodge Mews	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.41	0.00	0.00	0.41	0.41			N/A	N/A
4 - Supermarket Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
5 - High Street	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:15 - 08:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.11	0.03	0.26	1.11	1.11			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.60	0.03	0.25	0.60	0.60			N/A	N/A
4 - Supermarket Access	0.22	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.40	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.12	0.03	0.27	1.12	1.64			N/A	N/A
2 - South Lodge Mews	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3 - London Road	0.60	0.03	0.29	1.25	2.75			N/A	N/A
4 - Supermarket Access	0.22	0.03	0.25	0.45	0.48			N/A	N/A
5 - High Street	0.40	0.03	0.33	1.29	1.35			N/A	N/A

08:45 - 09:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.72	0.18	0.92	1.39	1.44			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.42	0.00	0.00	0.42	0.42			N/A	N/A
4 - Supermarket Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
5 - High Street	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.52	0.05	0.49	1.30	1.40			N/A	N/A
2 - South Lodge Mews	0.01	0.00	0.00	0.01	0.01			N/A	N/A
3 - London Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.33	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	2040	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 (%)
1 - South Road		✓	474	100.000
2 - South Lodge Mews		✓	5	100.000
3 - London Road		✓	520	100.000
4 - Supermarket Access		✓	469	100.000
5 - High Street		✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	0	218	90	165
	2 - South Lodge Mews	1	0	2	0	2
	3 - London Road	183	1	1	159	176
	4 - Supermarket Access	99	0	117	0	253
	5 - High Street	183	2	168	186	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	0	1
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	0	0	0	1	1
	4 - Supermarket Access	0	0	0	0	0
	5 - High Street	1	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.46	5.96	0.9	2.5	A
2 - South Lodge Mews	0.00	0.00	0.0	~1	A
3 - London Road	0.43	4.73	0.7	2.7	A
4 - Supermarket Access	0.32	3.26	0.5	1.9	A
5 - High Street	0.37	3.47	0.6	2.7	A

Main Results for each time segment

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 - South Road	357	363	1220	0.292	355	0.4	4.153	A
2 - South Lodge Mews	0	716	373	0.000	0	0.0	0.000	A
3 - London Road	391	338	1429	0.274	390	0.4	3.459	A
4 - Supermarket Access	353	402	1755	0.201	352	0.3	2.565	A
5 - High Street	413	302	1739	0.237	411	0.3	2.710	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 - South Road	426	435	1181	0.361	426	0.6	4.764	A
2 - South Lodge Mews	0	858	328	0.000	0	0.0	0.000	A
3 - London Road	467	405	1389	0.337	467	0.5	3.902	A
4 - Supermarket Access	422	481	1699	0.248	421	0.3	2.818	A
5 - High Street	493	361	1697	0.290	492	0.4	2.987	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 - South Road	522	532	1126	0.463	521	0.9	5.934	A
2 - South Lodge Mews	0	1050	267	0.000	0	0.0	0.000	A
3 - London Road	573	496	1335	0.429	572	0.7	4.712	A
4 - Supermarket Access	516	589	1622	0.318	516	0.5	3.252	A
5 - High Street	603	442	1642	0.368	603	0.6	3.463	A

17:30 - 17:45

Am	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 - South Road	522	533	1126	0.464	522	0.9	5.961	A
2 - South Lodge Mews	0	1051	267	0.000	0	0.0	0.000	A
3 - London Road	573	497	1334	0.429	573	0.7	4.726	A
4 - Supermarket Access	516	590	1621	0.318	516	0.5	3.256	A
5 - High Street	603	443	1641	0.368	603	0.6	3.467	A

17:45 - 18:00

Am	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 - South Road	426	436	1180	0.361	427	0.6	4.789	A
2 - South Lodge Mews	0	860	327	0.000	0	0.0	0.000	A
3 - London Road	467	406	1388	0.337	468	0.5	3.918	A
4 - Supermarket Access	422	483	1697	0.248	422	0.3	2.825	A
5 - High Street	493	362	1697	0.290	493	0.4	2.994	A

18:00 - 18:15

Am	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 - South Road	357	365	1220	0.293	357	0.4	4.179	A
2 - South Lodge Mews	0	720	372	0.000	0	0.0	0.000	A
3 - London Road	391	340	1428	0.274	392	0.4	3.474	A
4 - Supermarket Access	353	404	1753	0.201	353	0.3	2.571	A
5 - High Street	413	303	1738	0.237	413	0.3	2.720	A

Queue Variation Results for each time segment

16:45 - 17:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.41	0.00	0.00	0.41	0.41			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.38	0.00	0.00	0.38	0.38			N/A	N/A
4 - Supermarket Access	0.25	0.00	0.00	0.25	0.25			N/A	N/A
5 - High Street	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:00 - 17:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.56	0.08	0.79	1.36	1.43			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.50	0.50	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.33	0.00	0.00	0.33	0.33			N/A	N/A
5 - High Street	0.41	0.00	0.00	0.41	0.41			N/A	N/A

17:15 - 17:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.85	0.03	0.26	0.85	0.85			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.74	0.03	0.25	0.74	0.74			N/A	N/A
4 - Supermarket Access	0.46	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.58	0.03	0.25	0.58	0.58			N/A	N/A

17:30 - 17:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.86	0.03	0.28	0.86	2.49			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.75	0.03	0.28	0.75	2.65			N/A	N/A
4 - Supermarket Access	0.47	0.03	0.32	1.41	1.91			N/A	N/A
5 - High Street	0.58	0.03	0.29	1.31	2.70			N/A	N/A

17:45 - 18:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.57	0.55	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.51	0.51	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.33	0.00	0.00	0.33	0.33			N/A	N/A
5 - High Street	0.41	0.00	0.00	0.41	0.41			N/A	N/A

18:00 - 18:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.42	0.03	0.29	0.81	1.16			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.38	0.00	0.00	0.38	0.38			N/A	N/A
4 - Supermarket Access	0.25	0.00	0.00	0.25	0.25			N/A	N/A
5 - High Street	0.31	0.00	0.00	0.31	0.31			N/A	N/A

2040 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.94	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	2040 + Dev	AM	ONE HOUR	07:45	09:15	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 (%)
1 - South Road		✓	702	100.000
2 - South Lodge Mews		✓	7	100.000
3 - London Road		✓	586	100.000
4 - Supermarket Access		✓	257	100.000
5 - High Street		✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	1	390	74	236
	2 - South Lodge Mews	1	0	2	2	2
	3 - London Road	288	0	5	132	161
	4 - Supermarket Access	40	0	92	3	122
	5 - High Street	155	0	138	142	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
	1 - South Road	0	0	1	1	2
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	3	0	0	0	1
	4 - Supermarket Access	3	0	1	33	2
	5 - High Street	3	0	3	1	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.66	8.97	1.9	3.1	A
2 - South Lodge Mews	0.04	17.31	0.0	0.5	C
3 - London Road	0.49	5.47	1.0	1.9	A
4 - Supermarket Access	0.20	3.08	0.2	0.5	A
5 - High Street	0.31	3.29	0.4	1.8	A

Main Results for each time segment

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 - South Road	529	292	1251	0.422	526	0.7	4.943	A
2 - South Lodge Mews	5	817	338	0.016	5	0.0	10.805	B
3 - London Road	441	352	1403	0.314	439	0.5	3.729	A
4 - Supermarket Access	193	527	1625	0.119	193	0.1	2.514	A
5 - High Street	334	323	1687	0.198	333	0.2	2.658	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 - South Road	631	349	1218	0.518	630	1.1	6.102	A
2 - South Lodge Mews	6	978	287	0.022	6	0.0	12.838	B
3 - London Road	527	422	1361	0.387	526	0.6	4.306	A
4 - Supermarket Access	231	631	1552	0.149	231	0.2	2.725	A
5 - High Street	399	386	1643	0.243	399	0.3	2.894	A

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 - South Road	773	428	1174	0.658	770	1.9	8.831	A
2 - South Lodge Mews	8	1196	217	0.036	8	0.0	17.204	C
3 - London Road	645	516	1305	0.495	644	1.0	5.436	A
4 - Supermarket Access	283	772	1452	0.195	283	0.2	3.077	A
5 - High Street	489	473	1582	0.309	488	0.4	3.288	A

08:30 - 08:45

Am	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 - South Road	773	428	1174	0.658	773	1.9	8.971	A
2 - South Lodge Mews	8	1200	216	0.036	8	0.0	17.307	C
3 - London Road	645	517	1304	0.495	645	1.0	5.465	A
4 - Supermarket Access	283	774	1451	0.195	283	0.2	3.081	A
5 - High Street	489	473	1582	0.309	489	0.4	3.292	A

08:45 - 09:00

Am	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 - South Road	631	350	1218	0.518	634	1.1	6.200	A
2 - South Lodge Mews	6	984	285	0.022	6	0.0	12.923	B
3 - London Road	527	424	1360	0.387	528	0.6	4.334	A
4 - Supermarket Access	231	634	1549	0.149	231	0.2	2.733	A
5 - High Street	399	387	1642	0.243	400	0.3	2.900	A

09:00 - 09:15

Am	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 - South Road	529	293	1250	0.423	530	0.7	5.008	A
2 - South Lodge Mews	5	822	337	0.016	5	0.0	10.865	B
3 - London Road	441	355	1402	0.315	442	0.5	3.754	A
4 - Supermarket Access	193	530	1623	0.119	194	0.1	2.520	A
5 - High Street	334	324	1686	0.198	335	0.2	2.664	A

Queue Variation Results for each time segment

07:45 - 08:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.72	0.55	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.46	0.00	0.00	0.46	0.46			N/A	N/A
4 - Supermarket Access	0.13	0.00	0.00	0.13	0.13			N/A	N/A
5 - High Street	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:00 - 08:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.06	0.07	0.88	1.91	2.63			N/A	N/A
2 - South Lodge Mews	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.63	0.10	0.83	1.37	1.43			N/A	N/A
4 - Supermarket Access	0.17	0.00	0.00	0.17	0.17			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

08:15 - 08:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.87	0.03	0.27	1.87	3.14			N/A	N/A
2 - South Lodge Mews	0.04	0.03	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.97	0.03	0.26	0.97	0.97			N/A	N/A
4 - Supermarket Access	0.24	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.44	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.90	0.03	0.27	1.90	1.90			N/A	N/A
2 - South Lodge Mews	0.04	0.00	0.00	0.04	0.04			N/A	N/A
3 - London Road	0.97	0.03	0.27	0.97	1.87			N/A	N/A
4 - Supermarket Access	0.24	0.03	0.26	0.47	0.49			N/A	N/A
5 - High Street	0.45	0.03	0.32	1.38	1.79			N/A	N/A

08:45 - 09:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.09	0.09	0.96	1.86	2.48			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.64	0.23	0.94	1.39	1.44			N/A	N/A
4 - Supermarket Access	0.18	0.00	0.00	0.18	0.18			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

09:00 - 09:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.74	0.05	0.49	1.39	1.90			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.46	0.04	0.38	1.20	1.35			N/A	N/A
4 - Supermarket Access	0.14	0.00	0.00	0.14	0.14			N/A	N/A
5 - High Street	0.25	0.00	0.00	0.25	0.25			N/A	N/A

2040 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.80	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	2040 + 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 (%)
1 - South Road		✓	551	100.000
2 - South Lodge Mews		✓	5	100.000
3 - London Road		✓	547	100.000
4 - Supermarket Access		✓	469	100.000
5 - High Street		✓	554	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	0	290	90	170
	2 - South Lodge Mews	1	0	2	0	2
	3 - London Road	249	0	5	132	161
	4 - Supermarket Access	99	0	117	0	253
	5 - High Street	189	2	168	186	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	0	1
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	0	0	0	1	1
	4 - Supermarket Access	0	0	0	0	0
	5 - High Street	1	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.54	6.96	1.2	1.8	A
2 - South Lodge Mews	0.00	0.00	0.0	~1	A
3 - London Road	0.45	4.93	0.8	2.4	A
4 - Supermarket Access	0.33	3.40	0.5	2.1	A
5 - High Street	0.38	3.68	0.6	2.8	A

Main Results for each time segment

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 - South Road	415	366	1219	0.340	413	0.5	4.455	A
2 - South Lodge Mews	0	777	354	0.000	0	0.0	0.000	A
3 - London Road	412	342	1429	0.288	410	0.4	3.528	A
4 - Supermarket Access	353	446	1724	0.205	352	0.3	2.623	A
5 - High Street	417	353	1703	0.245	416	0.3	2.795	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 - South Road	495	437	1179	0.420	495	0.7	5.254	A
2 - South Lodge Mews	0	930	305	0.000	0	0.0	0.000	A
3 - London Road	492	409	1388	0.354	491	0.5	4.011	A
4 - Supermarket Access	422	534	1661	0.254	421	0.3	2.903	A
5 - High Street	498	423	1655	0.301	498	0.4	3.111	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 - South Road	607	536	1124	0.540	605	1.2	6.913	A
2 - South Lodge Mews	0	1138	239	0.000	0	0.0	0.000	A
3 - London Road	602	501	1333	0.452	601	0.8	4.913	A
4 - Supermarket Access	516	654	1577	0.327	516	0.5	3.391	A
5 - High Street	610	518	1589	0.384	609	0.6	3.668	A

17:30 - 17:45

Am	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 - South Road	607	536	1124	0.540	607	1.2	6.964	A
2 - South Lodge Mews	0	1141	238	0.000	0	0.0	0.000	A
3 - London Road	602	502	1332	0.452	602	0.8	4.931	A
4 - Supermarket Access	516	655	1576	0.328	516	0.5	3.397	A
5 - High Street	610	519	1589	0.384	610	0.6	3.677	A

17:45 - 18:00

Am	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 - South Road	495	438	1178	0.420	497	0.7	5.300	A
2 - South Lodge Mews	0	934	304	0.000	0	0.0	0.000	A
3 - London Road	492	411	1387	0.355	493	0.6	4.031	A
4 - Supermarket Access	422	536	1660	0.254	422	0.3	2.911	A
5 - High Street	498	424	1654	0.301	499	0.4	3.120	A

18:00 - 18:15

Am	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 - South Road	415	367	1218	0.341	416	0.5	4.492	A
2 - South Lodge Mews	0	781	352	0.000	0	0.0	0.000	A
3 - London Road	412	344	1428	0.288	412	0.4	3.547	A
4 - Supermarket Access	353	449	1722	0.205	353	0.3	2.632	A
5 - High Street	417	355	1702	0.245	418	0.3	2.803	A

Queue Variation Results for each time segment

16:45 - 17:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.51	0.51	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4 - Supermarket Access	0.26	0.00	0.00	0.26	0.26			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:00 - 17:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.72	0.10	0.85	1.39	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.54	0.07	0.74	1.35	1.42			N/A	N/A
4 - Supermarket Access	0.34	0.00	0.00	0.34	0.34			N/A	N/A
5 - High Street	0.43	0.00	0.00	0.43	0.43			N/A	N/A

17:15 - 17:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.15	0.03	0.26	1.15	1.15			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.82	0.03	0.25	0.82	0.82			N/A	N/A
4 - Supermarket Access	0.48	0.03	0.25	0.48	0.48			N/A	N/A
5 - High Street	0.62	0.03	0.25	0.62	0.62			N/A	N/A

17:30 - 17:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.16	0.03	0.27	1.16	1.78			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.82	0.03	0.28	0.82	2.41			N/A	N/A
4 - Supermarket Access	0.49	0.03	0.31	1.43	2.05			N/A	N/A
5 - High Street	0.62	0.03	0.29	1.20	2.79			N/A	N/A

17:45 - 18:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.73	0.15	0.91	1.39	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.55	0.55	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.34	0.00	0.00	0.34	0.34			N/A	N/A
5 - High Street	0.43	0.00	0.00	0.43	0.43			N/A	N/A

18:00 - 18:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.52	0.05	0.48	1.29	1.40			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.41	0.00	0.00	0.41	0.41			N/A	N/A
4 - Supermarket Access	0.26	0.00	0.00	0.26	0.26			N/A	N/A
5 - High Street	0.33	0.00	0.00	0.33	0.33			N/A	N/A

2040 + Dev + School, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	6.89	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)
D13	2040 + Dev + School	AM	ONE HOUR	07:45	09:15	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 (%)
1 - South Road		✓	761	100.000
2 - South Lodge Mews		✓	7	100.000
3 - London Road		✓	668	100.000
4 - Supermarket Access		✓	257	100.000
5 - High Street		✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	1	428	74	257
	2 - South Lodge Mews	1	0	2	2	2
	3 - London Road	370	0	5	132	161
	4 - Supermarket Access	40	0	92	3	122
	5 - High Street	187	0	122	142	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	1	2
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	3	0	0	0	1
	4 - Supermarket Access	3	0	1	33	2
	5 - High Street	2	0	3	1	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.71	10.39	2.4	7.1	B
2 - South Lodge Mews	0.04	18.65	0.0	0.5	C
3 - London Road	0.57	6.52	1.3	1.5	A
4 - Supermarket Access	0.21	3.31	0.3	0.9	A
5 - High Street	0.33	3.53	0.5	2.2	A

Main Results for each time segment

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 - South Road	573	280	1258	0.456	570	0.8	5.206	A
2 - South Lodge Mews	5	849	328	0.016	5	0.0	11.140	B
3 - London Road	503	368	1392	0.361	501	0.6	4.031	A
4 - Supermarket Access	193	604	1571	0.123	193	0.1	2.611	A
5 - High Street	346	384	1650	0.210	345	0.3	2.755	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 - South Road	684	335	1227	0.558	682	1.2	6.596	A
2 - South Lodge Mews	6	1017	275	0.023	6	0.0	13.417	B
3 - London Road	601	441	1348	0.445	600	0.8	4.804	A
4 - Supermarket Access	231	723	1486	0.155	231	0.2	2.867	A
5 - High Street	414	460	1597	0.259	413	0.3	3.040	A

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 - South Road	838	410	1184	0.708	834	2.3	10.142	B
2 - South Lodge Mews	8	1243	202	0.038	8	0.0	18.499	C
3 - London Road	735	538	1289	0.571	733	1.3	6.455	A
4 - Supermarket Access	283	884	1373	0.206	283	0.3	3.302	A
5 - High Street	506	562	1526	0.332	506	0.5	3.528	A

08:30 - 08:45

Am	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 - South Road	838	411	1184	0.708	838	2.4	10.388	B
2 - South Lodge Mews	8	1247	201	0.038	8	0.0	18.652	C
3 - London Road	735	541	1288	0.571	735	1.3	6.515	A
4 - Supermarket Access	283	887	1371	0.206	283	0.3	3.308	A
5 - High Street	506	564	1525	0.332	506	0.5	3.534	A

08:45 - 09:00

Am	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 - South Road	684	336	1226	0.558	688	1.3	6.747	A
2 - South Lodge Mews	6	1023	272	0.023	6	0.0	13.535	B
3 - London Road	601	444	1346	0.446	603	0.8	4.853	A
4 - Supermarket Access	231	728	1483	0.156	231	0.2	2.875	A
5 - High Street	414	462	1596	0.259	414	0.4	3.048	A

09:00 - 09:15

Am	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 - South Road	573	281	1257	0.456	575	0.8	5.289	A
2 - South Lodge Mews	5	855	326	0.016	5	0.0	11.216	B
3 - London Road	503	371	1390	0.362	504	0.6	4.067	A
4 - Supermarket Access	193	608	1568	0.123	194	0.1	2.620	A
5 - High Street	346	386	1649	0.210	347	0.3	2.764	A

Queue Variation Results for each time segment

07:45 - 08:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.83	0.55	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.56	0.55	1.00	1.40	1.45			N/A	N/A
4 - Supermarket Access	0.14	0.00	0.00	0.14	0.14			N/A	N/A
5 - High Street	0.26	0.00	0.00	0.26	0.26			N/A	N/A

08:00 - 08:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.24	0.06	0.84	2.64	3.68			N/A	N/A
2 - South Lodge Mews	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3 - London Road	0.80	0.09	0.84	1.36	1.36			N/A	N/A
4 - Supermarket Access	0.18	0.00	0.00	0.18	0.18			N/A	N/A
5 - High Street	0.35	0.00	0.00	0.35	0.35			N/A	N/A

08:15 - 08:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	2.33	0.03	0.28	2.33	7.10			N/A	N/A
2 - South Lodge Mews	0.04	0.03	0.25	0.45	0.48			N/A	N/A
3 - London Road	1.31	0.03	0.26	1.31	1.31			N/A	N/A
4 - Supermarket Access	0.26	0.03	0.25	0.46	0.48			N/A	N/A
5 - High Street	0.49	0.03	0.25	0.49	0.49			N/A	N/A

08:30 - 08:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	2.38	0.03	0.27	2.38	3.01			N/A	N/A
2 - South Lodge Mews	0.04	0.00	0.00	0.04	0.04			N/A	N/A
3 - London Road	1.32	0.03	0.27	1.32	1.32			N/A	N/A
4 - Supermarket Access	0.26	0.03	0.27	0.49	0.92			N/A	N/A
5 - High Street	0.50	0.03	0.31	1.42	2.19			N/A	N/A

08:45 - 09:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.28	0.07	0.91	2.67	3.69			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.81	0.17	0.93	1.41	1.47			N/A	N/A
4 - Supermarket Access	0.19	0.00	0.00	0.19	0.19			N/A	N/A
5 - High Street	0.35	0.00	0.00	0.35	0.35			N/A	N/A

09:00 - 09:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.85	0.04	0.44	1.86	2.85			N/A	N/A
2 - South Lodge Mews	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3 - London Road	0.57	0.05	0.57	1.32	1.42			N/A	N/A
4 - Supermarket Access	0.14	0.00	0.00	0.14	0.14			N/A	N/A
5 - High Street	0.27	0.00	0.00	0.27	0.27			N/A	N/A

2040 + Dev + School, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Road - South Road - High Street Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.15	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)
D14	2040 + Dev + School	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 (%)
1 - South Road		✓	585	100.000
2 - South Lodge Mews		✓	5	100.000
3 - London Road		✓	609	100.000
4 - Supermarket Access		✓	469	100.000
5 - High Street		✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	1	0	317	90	177
	2 - South Lodge Mews	1	0	2	0	2
	3 - London Road	272	1	1	159	176
	4 - Supermarket Access	99	0	117	0	253
	5 - High Street	186	2	165	186	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - South Road	2 - South Lodge Mews	3 - London Road	4 - Supermarket Access	5 - High Street
From	1 - South Road	0	0	1	0	1
	2 - South Lodge Mews	0	0	0	0	0
	3 - London Road	0	0	0	1	1
	4 - Supermarket Access	0	0	0	0	0
	5 - High Street	1	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - South Road	0.57	7.45	1.3	1.6	A
2 - South Lodge Mews	0.00	0.00	0.0	~1	A
3 - London Road	0.51	5.48	1.0	1.7	A
4 - Supermarket Access	0.33	3.50	0.5	2.2	A
5 - High Street	0.38	3.71	0.6	2.8	A

Main Results for each time segment

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 - South Road	440	361	1221	0.361	438	0.6	4.584	A
2 - South Lodge Mews	0	797	347	0.000	0	0.0	0.000	A
3 - London Road	458	347	1425	0.322	457	0.5	3.710	A
4 - Supermarket Access	353	477	1702	0.208	352	0.3	2.667	A
5 - High Street	413	368	1692	0.244	411	0.3	2.807	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 - South Road	526	432	1182	0.445	525	0.8	5.474	A
2 - South Lodge Mews	0	954	297	0.000	0	0.0	0.000	A
3 - London Road	547	416	1384	0.396	547	0.6	4.296	A
4 - Supermarket Access	422	572	1635	0.258	421	0.3	2.966	A
5 - High Street	493	441	1642	0.300	492	0.4	3.130	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 - South Road	644	529	1127	0.571	642	1.3	7.385	A
2 - South Lodge Mews	0	1168	230	0.000	0	0.0	0.000	A
3 - London Road	671	509	1328	0.505	669	1.0	5.450	A
4 - Supermarket Access	516	700	1544	0.334	516	0.5	3.498	A
5 - High Street	603	540	1574	0.383	603	0.6	3.701	A

17:30 - 17:45

Am	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 - South Road	644	530	1127	0.571	644	1.3	7.449	A
2 - South Lodge Mews	0	1170	229	0.000	0	0.0	0.000	A
3 - London Road	671	510	1327	0.505	670	1.0	5.480	A
4 - Supermarket Access	516	701	1543	0.335	516	0.5	3.505	A
5 - High Street	603	541	1573	0.383	603	0.6	3.710	A

17:45 - 18:00

Am	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 - South Road	526	433	1181	0.445	528	0.8	5.528	A
2 - South Lodge Mews	0	958	296	0.000	0	0.0	0.000	A
3 - London Road	547	417	1383	0.396	549	0.7	4.324	A
4 - Supermarket Access	422	574	1633	0.258	422	0.3	2.976	A
5 - High Street	493	442	1641	0.300	493	0.4	3.139	A

18:00 - 18:15

Am	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 - South Road	440	362	1221	0.361	441	0.6	4.627	A
2 - South Lodge Mews	0	802	346	0.000	0	0.0	0.000	A
3 - London Road	458	349	1424	0.322	459	0.5	3.732	A
4 - Supermarket Access	353	480	1699	0.208	353	0.3	2.676	A
5 - High Street	413	370	1691	0.244	413	0.3	2.819	A

Queue Variation Results for each time segment

16:45 - 17:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.47	0.00	0.00	0.47	0.47			N/A	N/A
4 - Supermarket Access	0.26	0.00	0.00	0.26	0.26			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:00 - 17:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.79	0.10	0.85	1.23	1.23			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.65	0.10	0.83	1.37	1.43			N/A	N/A
4 - Supermarket Access	0.35	0.00	0.00	0.35	0.35			N/A	N/A
5 - High Street	0.43	0.00	0.00	0.43	0.43			N/A	N/A

17:15 - 17:30

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.31	0.03	0.26	1.31	1.31			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	1.01	0.03	0.26	1.01	1.01			N/A	N/A
4 - Supermarket Access	0.50	0.03	0.25	0.50	0.50			N/A	N/A
5 - High Street	0.62	0.03	0.25	0.62	0.62			N/A	N/A

17:30 - 17:45

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	1.32	0.03	0.27	1.32	1.63			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	1.01	0.03	0.27	1.01	1.71			N/A	N/A
4 - Supermarket Access	0.50	0.03	0.31	1.44	2.22			N/A	N/A
5 - High Street	0.62	0.03	0.29	1.21	2.79			N/A	N/A

17:45 - 18:00

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.81	0.13	0.91	1.43	1.49			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.66	0.25	0.95	1.39	1.44			N/A	N/A
4 - Supermarket Access	0.35	0.00	0.00	0.35	0.35			N/A	N/A
5 - High Street	0.43	0.00	0.00	0.43	0.43			N/A	N/A

18:00 - 18:15

Am	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - South Road	0.57	0.05	0.53	1.33	1.43			N/A	N/A
2 - South Lodge Mews	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3 - London Road	0.48	0.04	0.41	1.25	1.37			N/A	N/A
4 - Supermarket Access	0.26	0.00	0.00	0.26	0.26			N/A	N/A
5 - High Street	0.32	0.00	0.00	0.32	0.32			N/A	N/A

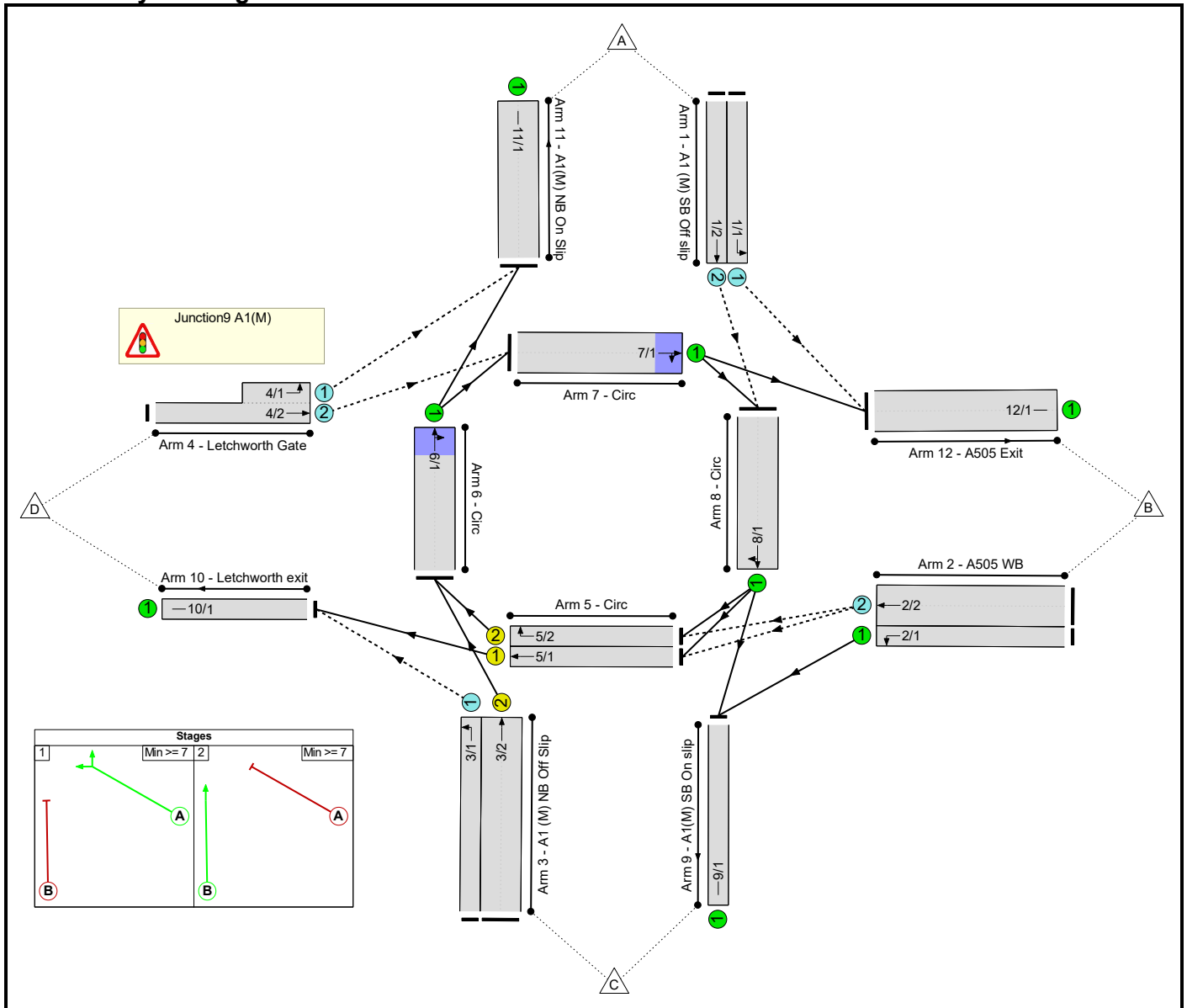
A1(M) Junction 9

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	Growing Baldock
Title:	A1(m) Junction 10
Location:	Baldock, SG6 2EA
Client:	Urban & Civic
Site Ref(s):	J13
Design Layout Ref:	-
Date Started:	01.08.2025
Date Completed:	-
Checked By:	NL/ZT
Additional detail:	
File name:	J13_A1m.A505 Rdbt_v2 existing.lsg3x
Author:	Jay James
Company:	ITP by Haskoning
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram

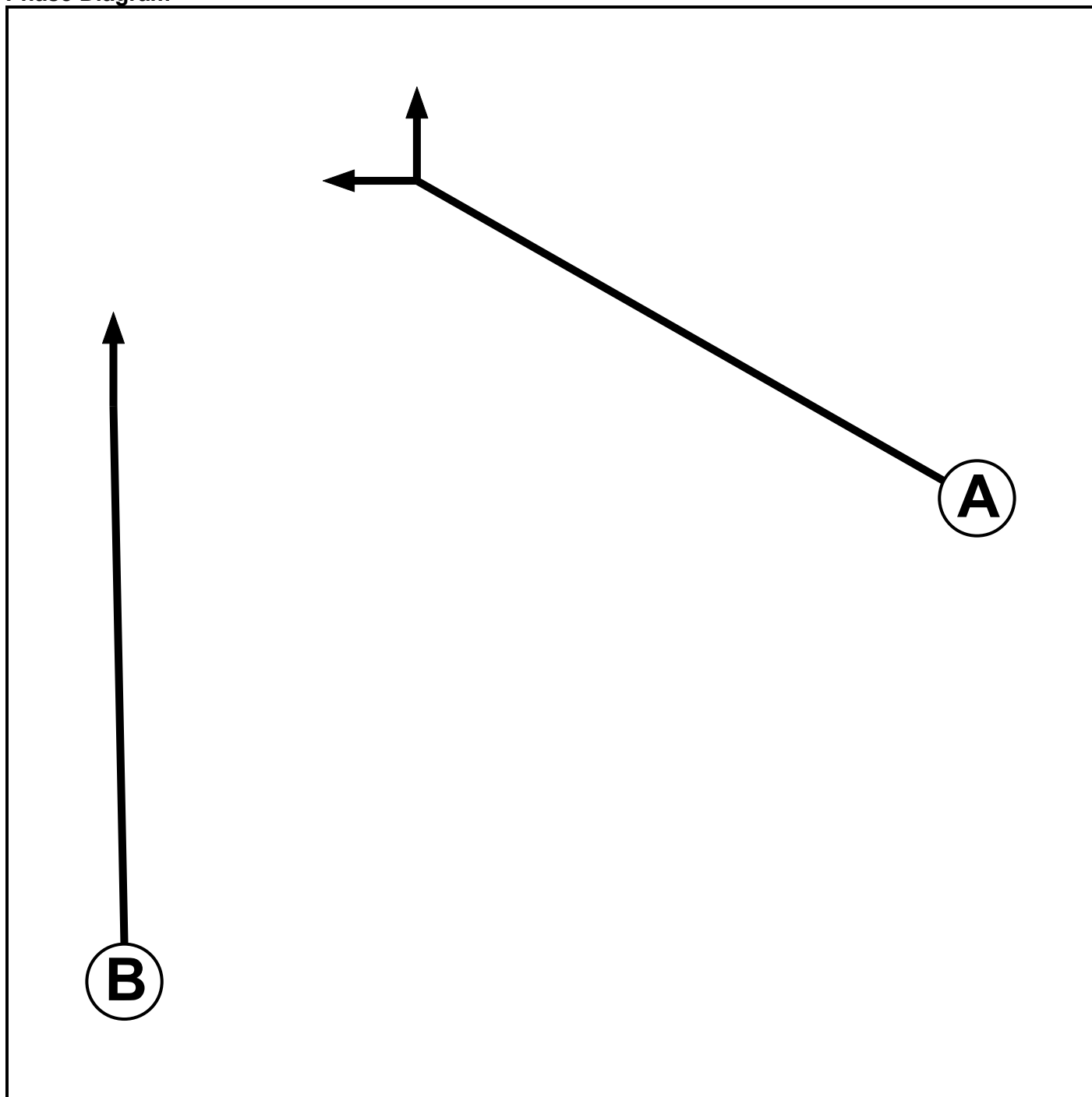


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2022 AM	2022 AM	Base Network Control Plan 1	08:00 - 09:00	72	2.5	23.36
2	2022 PM	2022 PM	Base Network Control Plan 1	17:00 - 18:00	72	-6.2	29.49
3	2028 AM	2028 AM	Base Network Control Plan 1	08:00 - 09:00	72	-3.4	30.21
4	2028 PM	2028 PM	Base Network Control Plan 1	17:00 - 18:00	72	-13.0	42.99
5	2033 AM	2033 AM	Base Network Control Plan 1	08:00 - 09:00	72	-6.3	35.75
6	2033 PM	2033 PM	Base Network Control Plan 1	17:00 - 18:00	72	-16.5	53.69
7	2033 wDev AM	2033 w Dev AM	Base Network Control Plan 1	08:00 - 09:00	72	-7.3	38.54
8	2033 wDev PM	2033 w Dev PM	Base Network Control Plan 1	17:00 - 18:00	72	-16.5	54.86
9	2040 AM	2040 AM	Base Network Control Plan 1	08:00 - 09:00	72	-1.5	27.47
10	2040 PM	2040 PM	Base Network Control Plan 1	17:00 - 18:00	72	-10.4	36.70
11	2040 wDev no School AM	2040 w Dev no School AM	Base Network Control Plan 1	08:00 - 09:00	72	-4.3	32.78
12	2040 wDev no School PM	2040 wDev no School PM	Base Network Control Plan 1	17:00 - 18:00	72	-10.4	39.49
13	2040 wDev w School AM	2040 w Dev with School AM	Base Network Control Plan 1	08:00 - 09:00	72	-4.1	32.37
14	2040 wDev w School PM	2040 wDev with School PM	Base Network Control Plan 1	17:00 - 18:00	72	-10.2	38.99

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	2	2	Junction9 A1(M)	

Phase Diagram**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

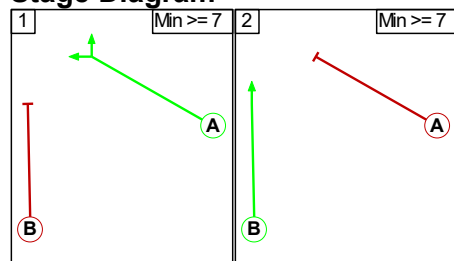
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	7	

Lane Input Data

Junction: Junction9 A1(M)												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1 (M) SB Off slip)	O		2	3	60.0	Geom	-	3.46	0.00	Y	Arm 12 Left	Inf
1/2 (A1 (M) SB Off slip)	O		2	3	60.0	Geom	-	3.25	0.00	N	Arm 8 Ahead	Inf
2/1 (A505 WB)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Left	100.00
2/2 (A505 WB)	O		2	3	60.0	User	4178	-	-	-	-	-
3/1 (A1 (M) NB Off Slip)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Left	100.00
3/2 (A1 (M) NB Off Slip)	U	B	2	3	60.0	User	4000	-	-	-	-	-
4/1 (Letchworth Gate)	O		2	3	5.0	Geom	-	3.25	0.00	Y	Arm 11 Left	26.00
4/2 (Letchworth Gate)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Ahead	40.00
5/1 (Circ)	U	A	2	3	20.5	User	1714	-	-	-	-	-
5/2 (Circ)	U	A	2	3	20.5	User	1714	-	-	-	-	-
6/1 (Circ)	U		2	3	14.3	User	3600	-	-	-	-	-
7/1 (Circ)	U		2	3	16.7	User	3600	-	-	-	-	-
8/1 (Circ)	U		2	3	14.3	User	3600	-	-	-	-	-
9/1 (A1(M) SB On slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Letchworth exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A1(M) NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A505 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Junction9 A1(M)											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A1 (M) SB Off slip)	12/1 (Left)	715	0	7/1	0.22	All	-	-	-	-	-
1/2 (A1 (M) SB Off slip)	8/1 (Ahead)	1000	0	7/1	0.40	All	-	-	-	-	-
2/2 (A505 WB)	5/1 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
	5/2 (Ahead)	1000	0	8/1	0.33	All					
3/1 (A1 (M) NB Off Slip)	10/1 (Left)	1200	0	5/1	0.33	All	-	-	-	-	-
4/1 (Letchworth Gate)	11/1 (Left)	1439	0	6/1	1.09	All	-	-	-	-	-
4/2 (Letchworth Gate)	7/1 (Ahead)	1350	0	6/1	0.22	All	-	-	-	-	-

Detailed Input Data And Results

Lane Connector Input Data

Junction: Junction9 A1(M)				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	12/1	Internal	5	35
1/2	8/1	Internal	5	35
2/1	9/1	Internal	26	35
2/2	5/1	Internal	9	35
2/2	5/2	Internal	9	35
3/1	10/1	Internal	26	35
3/2	6/1	Internal	6	35
4/1	11/1	Internal	5	35
4/2	7/1	Internal	7	35
5/1	10/1	Internal	26	35
5/2	6/1	Internal	6	35
6/1	7/1	Internal	7	35
6/1	11/1	Internal	26	35
7/1	8/1	Internal	6	35
7/1	12/1	Internal	26	35
8/1	5/1	Internal	9	35
8/1	5/2	Internal	9	35
8/1	9/1	Internal	26	35

Scenario 1: '2022 AM' (FG1: '2022 AM', Plan 1: 'Base Network Control Plan 1')

Lane Saturation Flows

Junction: Junction9 A1(M)								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A1 (M) SB Off slip)	3.46	0.00	Y	Arm 12 Left	Inf	100.0 %	1961	1961
1/2 (A1 (M) SB Off slip)	3.25	0.00	N	Arm 8 Ahead	Inf	100.0 %	2080	2080
2/1 (A505 WB)	3.50	0.00	Y	Arm 9 Left	100.00	100.0 %	1936	1936
2/2 (A505 WB Lane 2)	This lane uses a directly entered Saturation Flow						4178	4178
3/1 (A1 (M) NB Off Slip)	3.50	0.00	Y	Arm 10 Left	100.00	100.0 %	1936	1936
3/2 (A1 (M) NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						4000	4000
4/1 (Letchworth Gate)	3.25	0.00	Y	Arm 11 Left	26.00	100.0 %	1834	1834
4/2 (Letchworth Gate)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
5/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						1714	1714
5/2 (Circ Lane 2)	This lane uses a directly entered Saturation Flow						1714	1714
6/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
7/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
8/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
9/1 (A1(M) SB On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Letchworth exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1(M) NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A505 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2022 PM' (FG2: '2022 PM', Plan 1: 'Base Network Control Plan 1')**Lane Saturation Flows**

Junction: Junction9 A1(M)								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A1 (M) SB Off slip)	3.46	0.00	Y	Arm 12 Left	Inf	100.0 %	1961	1961
1/2 (A1 (M) SB Off slip)	3.25	0.00	N	Arm 8 Ahead	Inf	100.0 %	2080	2080
2/1 (A505 WB)	3.50	0.00	Y	Arm 9 Left	100.00	100.0 %	1936	1936
2/2 (A505 WB Lane 2)	This lane uses a directly entered Saturation Flow						4178	4178
3/1 (A1 (M) NB Off Slip)	3.50	0.00	Y	Arm 10 Left	100.00	100.0 %	1936	1936
3/2 (A1 (M) NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						4000	4000
4/1 (Letchworth Gate)	3.25	0.00	Y	Arm 11 Left	26.00	100.0 %	1834	1834
4/2 (Letchworth Gate)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
5/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						1714	1714
5/2 (Circ Lane 2)	This lane uses a directly entered Saturation Flow						1714	1714
6/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
7/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
8/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
9/1 (A1(M) SB On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Letchworth exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1(M) NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A505 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2028 AM' (FG3: '2028 AM', Plan 1: 'Base Network Control Plan 1')**Lane Saturation Flows**

Junction: Junction9 A1(M)								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A1 (M) SB Off slip)	3.46	0.00	Y	Arm 12 Left	Inf	100.0 %	1961	1961
1/2 (A1 (M) SB Off slip)	3.25	0.00	N	Arm 8 Ahead	Inf	100.0 %	2080	2080
2/1 (A505 WB)	3.50	0.00	Y	Arm 9 Left	100.00	100.0 %	1936	1936
2/2 (A505 WB Lane 2)	This lane uses a directly entered Saturation Flow						4178	4178
3/1 (A1 (M) NB Off Slip)	3.50	0.00	Y	Arm 10 Left	100.00	100.0 %	1936	1936
3/2 (A1 (M) NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						4000	4000
4/1 (Letchworth Gate)	3.25	0.00	Y	Arm 11 Left	26.00	100.0 %	1834	1834
4/2 (Letchworth Gate)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
5/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						1714	1714
5/2 (Circ Lane 2)	This lane uses a directly entered Saturation Flow						1714	1714
6/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
7/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
8/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
9/1 (A1(M) SB On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Letchworth exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1(M) NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A505 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2028 PM' (FG4: '2028 PM', Plan 1: 'Base Network Control Plan 1')**Lane Saturation Flows**

Junction: Junction9 A1(M)								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A1 (M) SB Off slip)	3.46	0.00	Y	Arm 12 Left	Inf	100.0 %	1961	1961
1/2 (A1 (M) SB Off slip)	3.25	0.00	N	Arm 8 Ahead	Inf	100.0 %	2080	2080
2/1 (A505 WB)	3.50	0.00	Y	Arm 9 Left	100.00	100.0 %	1936	1936
2/2 (A505 WB Lane 2)	This lane uses a directly entered Saturation Flow						4178	4178
3/1 (A1 (M) NB Off Slip)	3.50	0.00	Y	Arm 10 Left	100.00	100.0 %	1936	1936
3/2 (A1 (M) NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						4000	4000
4/1 (Letchworth Gate)	3.25	0.00	Y	Arm 11 Left	26.00	100.0 %	1834	1834
4/2 (Letchworth Gate)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
5/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						1714	1714
5/2 (Circ Lane 2)	This lane uses a directly entered Saturation Flow						1714	1714
6/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
7/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
8/1 (Circ Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
9/1 (A1(M) SB On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Letchworth exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1(M) NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A505 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf