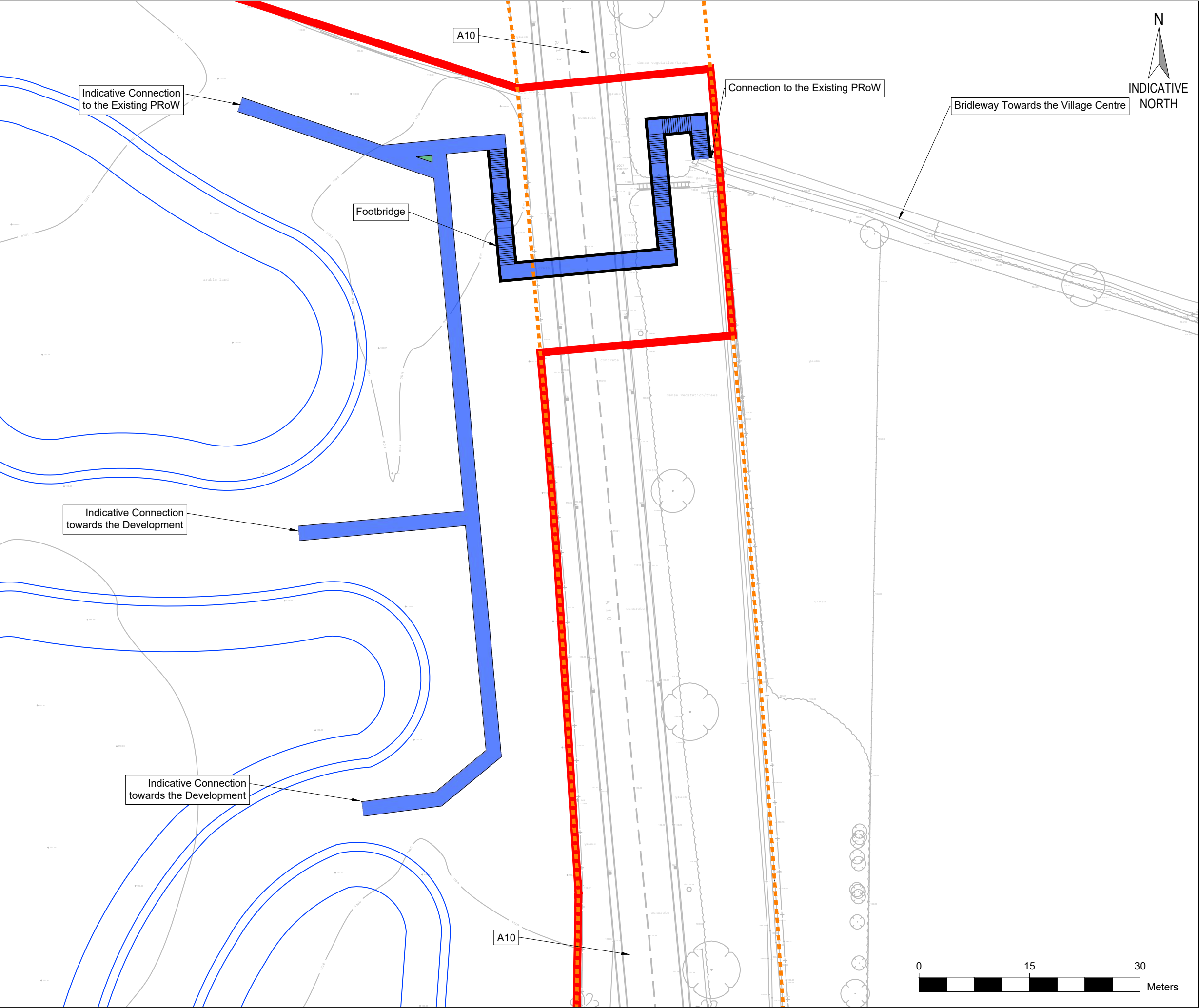


Appendix F: Public Right of Way Improvement



LEGEND

- Site Boundary
- Highway Boundary
- Proposed Pedestrian Path / Footway

P6	13.05.24	Amendments	AB	RM
P5	23.03.24	RLB Amendment	BT	JD
P4	17.02.24	RLB Amendment	JF	JD
P3	09.02.24	Amendments	MK	JD
P2	08.02.24	Amendments	MK	JD
P1	17.04.23	Preliminary issue	MK	MG

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
BRIDGE CROSSING OVER A10

CLIENT:
HALLAM LAND MANAGEMENT LTD

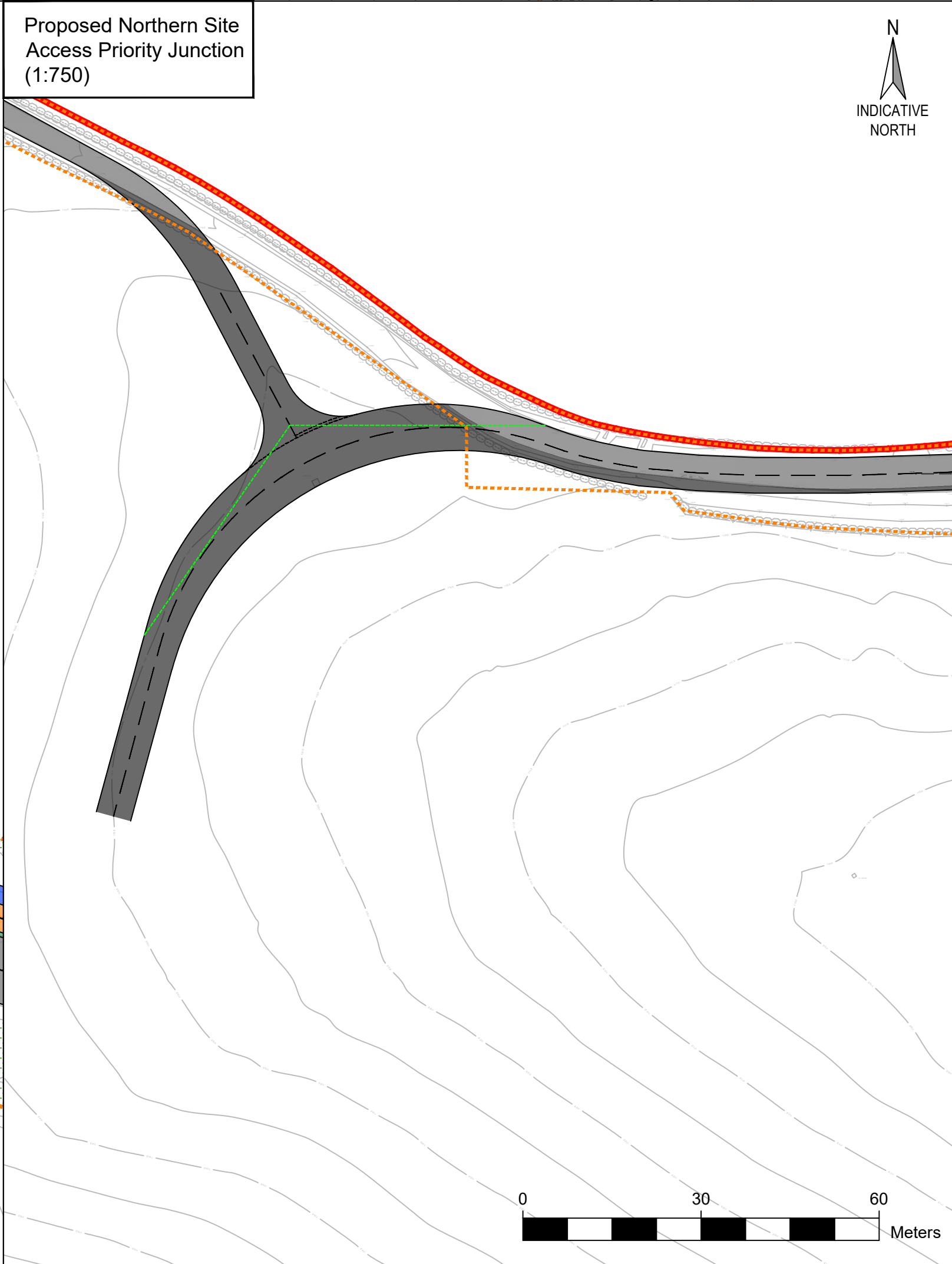
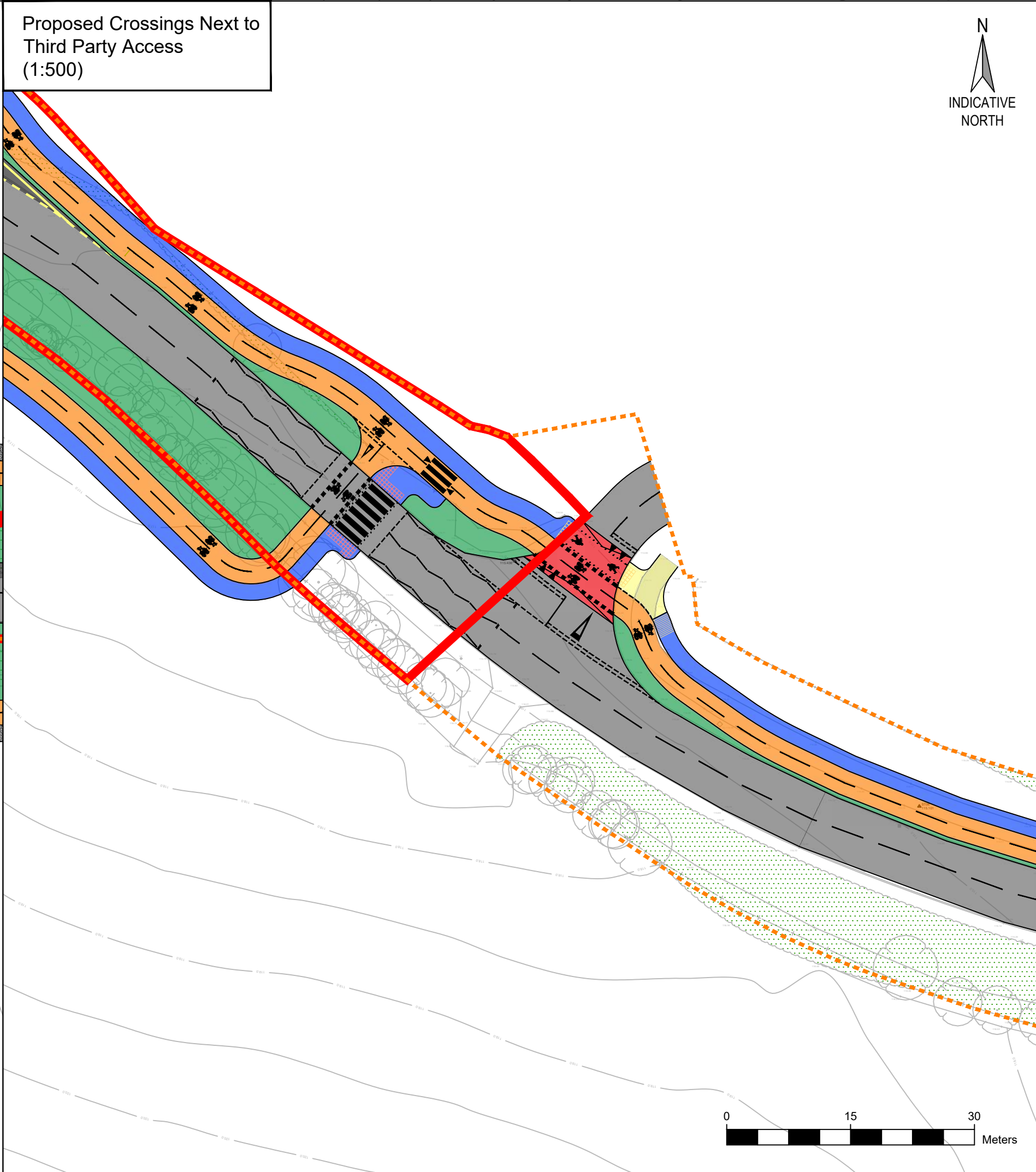
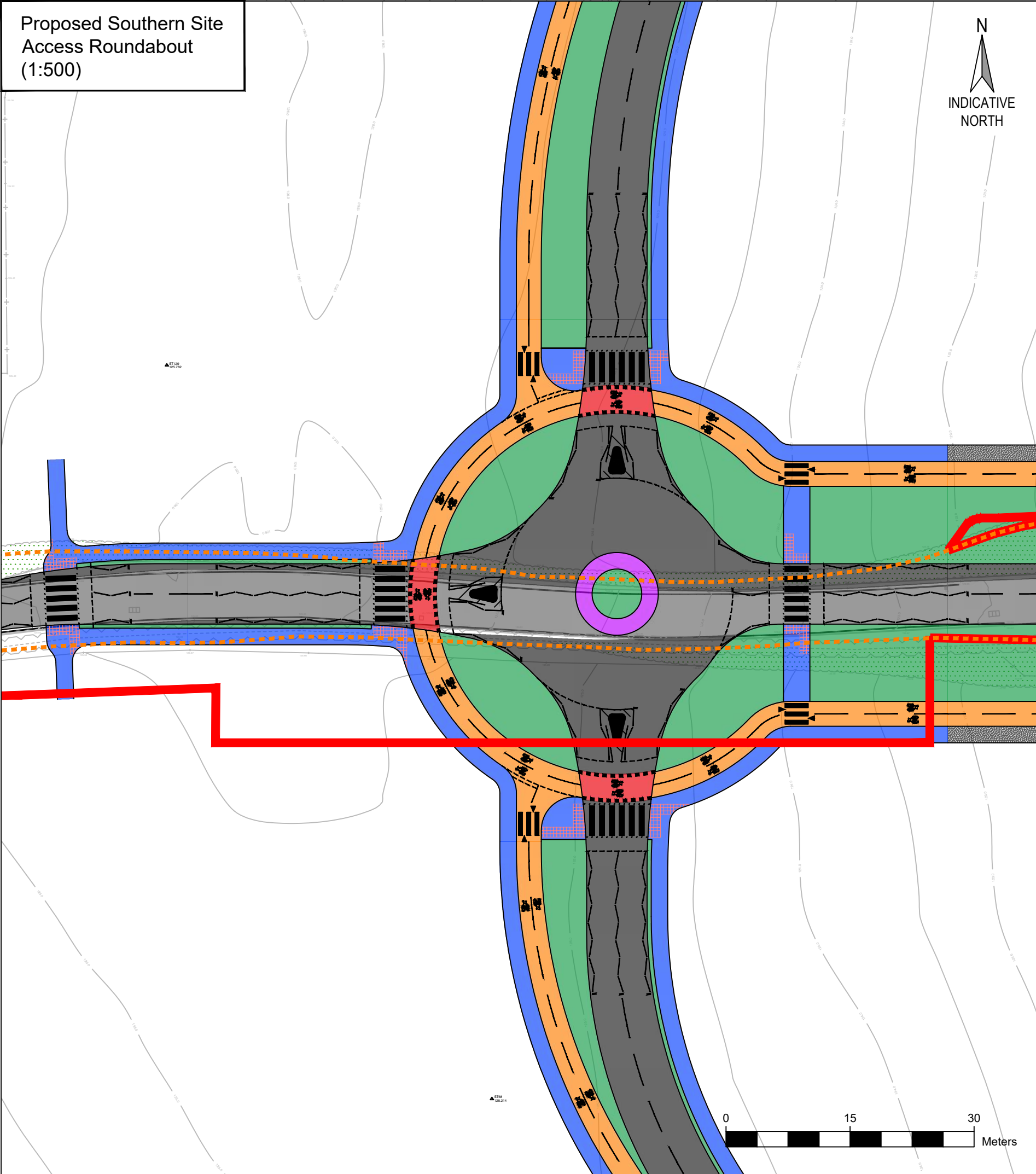
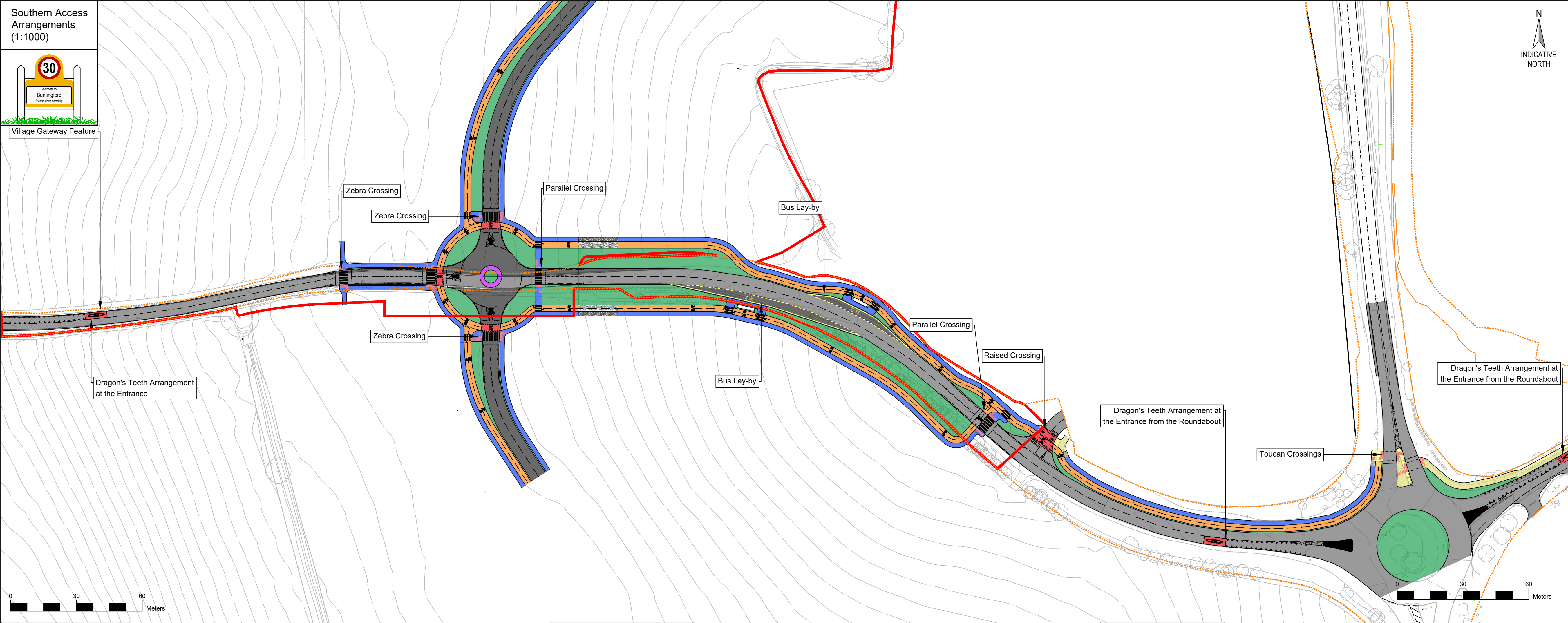
SCALE@A3:
1:500

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 002	REV: P6

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix G: Proposed Off-Site Highway Improvements (Combined Residential and Employment Applications)



LEGEND

- Northern Application Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Cycleway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Existing Shared Pedestrian and Cyclist Path
- Verge
- Coloured Surface Treatment
- Overrun Area

P13	14.05.24	RLB Amendments	AB	RM
P12	08.04.24	RLB Amendments	BT	RM
P11	25.03.24	RLB Amendments	BT	RM
P10	26.02.24	RLB Amendments	JF	MG
P9	21.02.24	RLB Amendments	JF	MG
P8	19.02.24	RLB Amendments	JF	MG
P7	17.02.24	RLB Amendments	JF	MG
P6	14.02.24	Amendments	MK	MG
P5	09.02.24	Amendments	MK	MG
P4	30.01.24	Amendments	MK	MG
P3	11.07.23	Added 3rd Site Access	MK	MG
P2	14.04.23	Minor Amendments	MK	MG
P1	27.03.23	Preliminary issue	MK	MG

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF:
23161

DRAWING No:
0001

STATUS:
N/A

REV:
P13

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

Bristol, Cardiff, Plymouth, Winchester
Kings Orchard, 1 Queen St, Bristol BS2 0HQ

jubb.uk.com
+44(0)117 922 6266

Appendix H: Proposed Off-Site Highway Improvements (B1038 Baldock Road)



KEY

Highway Boundary

Proposed Carriageway

P117.07.23Preliminary issueMKMG

RevDateDescriptionByApvd

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO
BUNTINGFORD VILLAGE CENTRE

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
Refer to the Drawing

PROJECT REF:
23161

DRAWING No:
003

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

Jubb

Bristol, Cardiff, Plymouth, Winchester

2A Oak Tree Court, Cardiff Gate Business Park, Cardiff

jubb.uk.com

+44(0)292 052 4444

Appendix I: Full TRICS Outputs

Calculation Reference: AUDIT-829401-240117-0127

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use
: 03 - RESIDENTIAL

Category
: A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 3 days
	HC	HAMPSHIRE 2 days
	HF	HERTFORDSHIRE 1 days
	KC	KENT 2 days
	SC	SURREY 1 days
	WS	WEST SUSSEX 4 days
03	SOUTH WEST	
	SM	SOMERSET 1 days
04	EAST ANGLIA	
	NF	NORFOLK 4 days
	SF	SUFFOLK 1 days
05	EAST MIDLANDS	
	DY	DERBY 1 days
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 days
	WK	WARWICKSHIRE 1 days
09	NORTH	
	DH	DURHAM 1 days
10	WALES	
	VG	VALE OF GLAMORGAN 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 984 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 31/12/19

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

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	7 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	24
--------------	----

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

Selected Location Sub Categories:

Residential Zone	24
------------------	----

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	19 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

C3	24 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	8 days
15,001 to 20,000	7 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
125,001 to 250,000	12 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	16 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	12 days
No	12 days

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

PTAL Rating:

No PTAL Present	24 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
2	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
3	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
5	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
7	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160		
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL	
9	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED		KENT
	Edge of Town Residential Zone Total No of Dwellings:	110		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
10	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
11	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
12	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	
13	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	275		
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL	
14	NF-03-A-09 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	984		
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	Survey date: MONDAY		01/04/19	Survey Type: MANUAL
16	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
17	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
18	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
19	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL
20	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL
21	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURREINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
23	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
24	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.075	24	196	0.316	24	196	0.391
08:00 - 09:00	24	196	0.142	24	196	0.380	24	196	0.522
09:00 - 10:00	24	196	0.143	24	196	0.173	24	196	0.316
10:00 - 11:00	24	196	0.111	24	196	0.137	24	196	0.248
11:00 - 12:00	24	196	0.121	24	196	0.124	24	196	0.245
12:00 - 13:00	24	196	0.140	24	196	0.140	24	196	0.280
13:00 - 14:00	24	196	0.144	24	196	0.139	24	196	0.283
14:00 - 15:00	24	196	0.159	24	196	0.169	24	196	0.328
15:00 - 16:00	24	196	0.238	24	196	0.165	24	196	0.403
16:00 - 17:00	24	196	0.264	24	196	0.154	24	196	0.418
17:00 - 18:00	24	196	0.349	24	196	0.155	24	196	0.504
18:00 - 19:00	24	196	0.315	24	196	0.156	24	196	0.471
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.201			2.208			4.409

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	10 - 984 (units:)
Survey date range:	01/01/15 - 31/12/19
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.001	24	196	0.002	24	196	0.003
08:00 - 09:00	24	196	0.003	24	196	0.003	24	196	0.006
09:00 - 10:00	24	196	0.002	24	196	0.002	24	196	0.004
10:00 - 11:00	24	196	0.001	24	196	0.001	24	196	0.002
11:00 - 12:00	24	196	0.000	24	196	0.001	24	196	0.001
12:00 - 13:00	24	196	0.001	24	196	0.001	24	196	0.002
13:00 - 14:00	24	196	0.001	24	196	0.001	24	196	0.002
14:00 - 15:00	24	196	0.003	24	196	0.002	24	196	0.005
15:00 - 16:00	24	196	0.003	24	196	0.003	24	196	0.006
16:00 - 17:00	24	196	0.003	24	196	0.003	24	196	0.006
17:00 - 18:00	24	196	0.003	24	196	0.003	24	196	0.006
18:00 - 19:00	24	196	0.002	24	196	0.002	24	196	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.024			0.047

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.001	24	196	0.002	24	196	0.003
08:00 - 09:00	24	196	0.003	24	196	0.003	24	196	0.006
09:00 - 10:00	24	196	0.003	24	196	0.002	24	196	0.005
10:00 - 11:00	24	196	0.003	24	196	0.002	24	196	0.005
11:00 - 12:00	24	196	0.003	24	196	0.003	24	196	0.006
12:00 - 13:00	24	196	0.002	24	196	0.003	24	196	0.005
13:00 - 14:00	24	196	0.003	24	196	0.001	24	196	0.004
14:00 - 15:00	24	196	0.002	24	196	0.002	24	196	0.004
15:00 - 16:00	24	196	0.002	24	196	0.003	24	196	0.005
16:00 - 17:00	24	196	0.002	24	196	0.002	24	196	0.004
17:00 - 18:00	24	196	0.002	24	196	0.001	24	196	0.003
18:00 - 19:00	24	196	0.001	24	196	0.001	24	196	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027				0.025	0.052	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.001	24	196	0.001	24	196	0.002
08:00 - 09:00	24	196	0.001	24	196	0.001	24	196	0.002
09:00 - 10:00	24	196	0.001	24	196	0.001	24	196	0.002
10:00 - 11:00	24	196	0.001	24	196	0.001	24	196	0.002
11:00 - 12:00	24	196	0.000	24	196	0.000	24	196	0.000
12:00 - 13:00	24	196	0.000	24	196	0.000	24	196	0.000
13:00 - 14:00	24	196	0.001	24	196	0.001	24	196	0.002
14:00 - 15:00	24	196	0.001	24	196	0.001	24	196	0.002
15:00 - 16:00	24	196	0.001	24	196	0.001	24	196	0.002
16:00 - 17:00	24	196	0.001	24	196	0.001	24	196	0.002
17:00 - 18:00	24	196	0.001	24	196	0.001	24	196	0.002
18:00 - 19:00	24	196	0.000	24	196	0.000	24	196	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.005	24	196	0.006	24	196	0.011
08:00 - 09:00	24	196	0.008	24	196	0.017	24	196	0.025
09:00 - 10:00	24	196	0.001	24	196	0.004	24	196	0.005
10:00 - 11:00	24	196	0.001	24	196	0.002	24	196	0.003
11:00 - 12:00	24	196	0.002	24	196	0.004	24	196	0.006
12:00 - 13:00	24	196	0.003	24	196	0.003	24	196	0.006
13:00 - 14:00	24	196	0.002	24	196	0.001	24	196	0.003
14:00 - 15:00	24	196	0.003	24	196	0.003	24	196	0.006
15:00 - 16:00	24	196	0.005	24	196	0.003	24	196	0.008
16:00 - 17:00	24	196	0.010	24	196	0.007	24	196	0.017
17:00 - 18:00	24	196	0.012	24	196	0.006	24	196	0.018
18:00 - 19:00	24	196	0.010	24	196	0.008	24	196	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.064			0.126

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.094	24	196	0.458	24	196	0.552
08:00 - 09:00	24	196	0.182	24	196	0.657	24	196	0.839
09:00 - 10:00	24	196	0.187	24	196	0.250	24	196	0.437
10:00 - 11:00	24	196	0.151	24	196	0.200	24	196	0.351
11:00 - 12:00	24	196	0.170	24	196	0.179	24	196	0.349
12:00 - 13:00	24	196	0.198	24	196	0.194	24	196	0.392
13:00 - 14:00	24	196	0.203	24	196	0.193	24	196	0.396
14:00 - 15:00	24	196	0.227	24	196	0.236	24	196	0.463
15:00 - 16:00	24	196	0.424	24	196	0.237	24	196	0.661
16:00 - 17:00	24	196	0.439	24	196	0.232	24	196	0.671
17:00 - 18:00	24	196	0.538	24	196	0.222	24	196	0.760
18:00 - 19:00	24	196	0.480	24	196	0.240	24	196	0.720
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.293			3.298			6.591

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.014	24	196	0.035	24	196	0.049
08:00 - 09:00	24	196	0.035	24	196	0.099	24	196	0.134
09:00 - 10:00	24	196	0.023	24	196	0.024	24	196	0.047
10:00 - 11:00	24	196	0.015	24	196	0.021	24	196	0.036
11:00 - 12:00	24	196	0.018	24	196	0.019	24	196	0.037
12:00 - 13:00	24	196	0.020	24	196	0.015	24	196	0.035
13:00 - 14:00	24	196	0.015	24	196	0.019	24	196	0.034
14:00 - 15:00	24	196	0.020	24	196	0.021	24	196	0.041
15:00 - 16:00	24	196	0.072	24	196	0.031	24	196	0.103
16:00 - 17:00	24	196	0.046	24	196	0.017	24	196	0.063
17:00 - 18:00	24	196	0.035	24	196	0.025	24	196	0.060
18:00 - 19:00	24	196	0.040	24	196	0.035	24	196	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.353			0.361			0.714

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.001	24	196	0.022	24	196	0.023
08:00 - 09:00	24	196	0.002	24	196	0.027	24	196	0.029
09:00 - 10:00	24	196	0.005	24	196	0.010	24	196	0.015
10:00 - 11:00	24	196	0.006	24	196	0.007	24	196	0.013
11:00 - 12:00	24	196	0.004	24	196	0.009	24	196	0.013
12:00 - 13:00	24	196	0.006	24	196	0.006	24	196	0.012
13:00 - 14:00	24	196	0.005	24	196	0.005	24	196	0.010
14:00 - 15:00	24	196	0.010	24	196	0.005	24	196	0.015
15:00 - 16:00	24	196	0.020	24	196	0.009	24	196	0.029
16:00 - 17:00	24	196	0.024	24	196	0.005	24	196	0.029
17:00 - 18:00	24	196	0.016	24	196	0.003	24	196	0.019
18:00 - 19:00	24	196	0.015	24	196	0.005	24	196	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.113			0.227

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.000	24	196	0.000	24	196	0.000
08:00 - 09:00	24	196	0.000	24	196	0.001	24	196	0.001
09:00 - 10:00	24	196	0.000	24	196	0.000	24	196	0.000
10:00 - 11:00	24	196	0.000	24	196	0.000	24	196	0.000
11:00 - 12:00	24	196	0.000	24	196	0.000	24	196	0.000
12:00 - 13:00	24	196	0.000	24	196	0.000	24	196	0.000
13:00 - 14:00	24	196	0.000	24	196	0.000	24	196	0.000
14:00 - 15:00	24	196	0.000	24	196	0.000	24	196	0.000
15:00 - 16:00	24	196	0.000	24	196	0.000	24	196	0.000
16:00 - 17:00	24	196	0.000	24	196	0.000	24	196	0.000
17:00 - 18:00	24	196	0.000	24	196	0.000	24	196	0.000
18:00 - 19:00	24	196	0.000	24	196	0.000	24	196	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.002	24	196	0.027	24	196	0.029
08:00 - 09:00	24	196	0.002	24	196	0.033	24	196	0.035
09:00 - 10:00	24	196	0.005	24	196	0.013	24	196	0.018
10:00 - 11:00	24	196	0.006	24	196	0.009	24	196	0.015
11:00 - 12:00	24	196	0.004	24	196	0.009	24	196	0.013
12:00 - 13:00	24	196	0.007	24	196	0.007	24	196	0.014
13:00 - 14:00	24	196	0.006	24	196	0.006	24	196	0.012
14:00 - 15:00	24	196	0.010	24	196	0.005	24	196	0.015
15:00 - 16:00	24	196	0.023	24	196	0.010	24	196	0.033
16:00 - 17:00	24	196	0.027	24	196	0.005	24	196	0.032
17:00 - 18:00	24	196	0.018	24	196	0.005	24	196	0.023
18:00 - 19:00	24	196	0.019	24	196	0.005	24	196	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.129			0.134			0.263

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.115	24	196	0.526	24	196	0.641
08:00 - 09:00	24	196	0.226	24	196	0.806	24	196	1.032
09:00 - 10:00	24	196	0.216	24	196	0.291	24	196	0.507
10:00 - 11:00	24	196	0.174	24	196	0.233	24	196	0.407
11:00 - 12:00	24	196	0.194	24	196	0.211	24	196	0.405
12:00 - 13:00	24	196	0.228	24	196	0.220	24	196	0.448
13:00 - 14:00	24	196	0.226	24	196	0.218	24	196	0.444
14:00 - 15:00	24	196	0.260	24	196	0.265	24	196	0.525
15:00 - 16:00	24	196	0.524	24	196	0.281	24	196	0.805
16:00 - 17:00	24	196	0.522	24	196	0.262	24	196	0.784
17:00 - 18:00	24	196	0.604	24	196	0.259	24	196	0.863
18:00 - 19:00	24	196	0.548	24	196	0.288	24	196	0.836
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.837			3.860			7.697

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.057	24	196	0.288	24	196	0.345
08:00 - 09:00	24	196	0.120	24	196	0.349	24	196	0.469
09:00 - 10:00	24	196	0.118	24	196	0.148	24	196	0.266
10:00 - 11:00	24	196	0.089	24	196	0.116	24	196	0.205
11:00 - 12:00	24	196	0.102	24	196	0.101	24	196	0.203
12:00 - 13:00	24	196	0.119	24	196	0.120	24	196	0.239
13:00 - 14:00	24	196	0.119	24	196	0.115	24	196	0.234
14:00 - 15:00	24	196	0.134	24	196	0.144	24	196	0.278
15:00 - 16:00	24	196	0.214	24	196	0.139	24	196	0.353
16:00 - 17:00	24	196	0.236	24	196	0.130	24	196	0.366
17:00 - 18:00	24	196	0.316	24	196	0.137	24	196	0.453
18:00 - 19:00	24	196	0.295	24	196	0.143	24	196	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.919			1.930			3.849

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.014	24	196	0.021	24	196	0.035
08:00 - 09:00	24	196	0.015	24	196	0.021	24	196	0.036
09:00 - 10:00	24	196	0.019	24	196	0.019	24	196	0.038
10:00 - 11:00	24	196	0.017	24	196	0.017	24	196	0.034
11:00 - 12:00	24	196	0.016	24	196	0.018	24	196	0.034
12:00 - 13:00	24	196	0.018	24	196	0.016	24	196	0.034
13:00 - 14:00	24	196	0.020	24	196	0.019	24	196	0.039
14:00 - 15:00	24	196	0.018	24	196	0.018	24	196	0.036
15:00 - 16:00	24	196	0.018	24	196	0.019	24	196	0.037
16:00 - 17:00	24	196	0.021	24	196	0.017	24	196	0.038
17:00 - 18:00	24	196	0.025	24	196	0.012	24	196	0.037
18:00 - 19:00	24	196	0.013	24	196	0.008	24	196	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.205			0.419

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	196	0.001	24	196	0.002	24	196	0.003
08:00 - 09:00	24	196	0.000	24	196	0.004	24	196	0.004
09:00 - 10:00	24	196	0.000	24	196	0.000	24	196	0.000
10:00 - 11:00	24	196	0.000	24	196	0.000	24	196	0.000
11:00 - 12:00	24	196	0.000	24	196	0.000	24	196	0.000
12:00 - 13:00	24	196	0.000	24	196	0.000	24	196	0.000
13:00 - 14:00	24	196	0.001	24	196	0.001	24	196	0.002
14:00 - 15:00	24	196	0.001	24	196	0.002	24	196	0.003
15:00 - 16:00	24	196	0.001	24	196	0.001	24	196	0.002
16:00 - 17:00	24	196	0.002	24	196	0.002	24	196	0.004
17:00 - 18:00	24	196	0.002	24	196	0.001	24	196	0.003
18:00 - 19:00	24	196	0.003	24	196	0.001	24	196	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.014			0.025

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : N - RETIREMENT FLATS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

IW ISLE OF WIGHT

1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 40 to 40 (units:)
Range Selected by User: 17 to 57 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 31/12/19

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

Selected survey days:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	IW-03-N-01 CHURCH ROAD BEMBRIDGE	RETIREMENT FLATS	ISLE OF WIGHT
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	27/06/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.26

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.175	1	40	0.150	1	40	0.325
10:00 - 11:00	1	40	0.175	1	40	0.225	1	40	0.400
11:00 - 12:00	1	40	0.075	1	40	0.100	1	40	0.175
12:00 - 13:00	1	40	0.125	1	40	0.100	1	40	0.225
13:00 - 14:00	1	40	0.100	1	40	0.025	1	40	0.125
14:00 - 15:00	1	40	0.175	1	40	0.275	1	40	0.450
15:00 - 16:00	1	40	0.100	1	40	0.100	1	40	0.200
16:00 - 17:00	1	40	0.100	1	40	0.075	1	40	0.175
17:00 - 18:00	1	40	0.125	1	40	0.050	1	40	0.175
18:00 - 19:00	1	40	0.050	1	40	0.025	1	40	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.250			1.250			2.500

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 40 - 40 (units:)
 Survey date range: 01/01/15 - 31/12/19
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.000	1	40	0.000	1	40	0.000
10:00 - 11:00	1	40	0.000	1	40	0.000	1	40	0.000
11:00 - 12:00	1	40	0.000	1	40	0.000	1	40	0.000
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.000	1	40	0.000	1	40	0.000
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.025	1	40	0.025	1	40	0.050
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.025	1	40	0.000	1	40	0.025
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.200	1	40	0.150	1	40	0.350
10:00 - 11:00	1	40	0.175	1	40	0.225	1	40	0.400
11:00 - 12:00	1	40	0.075	1	40	0.125	1	40	0.200
12:00 - 13:00	1	40	0.125	1	40	0.125	1	40	0.250
13:00 - 14:00	1	40	0.100	1	40	0.050	1	40	0.150
14:00 - 15:00	1	40	0.325	1	40	0.400	1	40	0.725
15:00 - 16:00	1	40	0.175	1	40	0.100	1	40	0.275
16:00 - 17:00	1	40	0.100	1	40	0.125	1	40	0.225
17:00 - 18:00	1	40	0.150	1	40	0.050	1	40	0.200
18:00 - 19:00	1	40	0.075	1	40	0.050	1	40	0.125
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.575			1.525			3.100

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.050	1	40	0.075	1	40	0.125
08:00 - 09:00	1	40	0.125	1	40	0.050	1	40	0.175
09:00 - 10:00	1	40	0.050	1	40	0.025	1	40	0.075
10:00 - 11:00	1	40	0.175	1	40	0.200	1	40	0.375
11:00 - 12:00	1	40	0.375	1	40	0.300	1	40	0.675
12:00 - 13:00	1	40	0.125	1	40	0.150	1	40	0.275
13:00 - 14:00	1	40	0.150	1	40	0.025	1	40	0.175
14:00 - 15:00	1	40	0.100	1	40	0.100	1	40	0.200
15:00 - 16:00	1	40	0.050	1	40	0.025	1	40	0.075
16:00 - 17:00	1	40	0.025	1	40	0.025	1	40	0.050
17:00 - 18:00	1	40	0.050	1	40	0.200	1	40	0.250
18:00 - 19:00	1	40	0.025	1	40	0.025	1	40	0.050
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.300			1.200			2.500

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.000	1	40	0.000	1	40	0.000
10:00 - 11:00	1	40	0.000	1	40	0.000	1	40	0.000
11:00 - 12:00	1	40	0.000	1	40	0.000	1	40	0.000
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.000	1	40	0.050	1	40	0.050
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.050			0.050

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.000	1	40	0.000	1	40	0.000
10:00 - 11:00	1	40	0.000	1	40	0.000	1	40	0.000
11:00 - 12:00	1	40	0.000	1	40	0.000	1	40	0.000
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.000	1	40	0.050	1	40	0.050
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.050			0.050

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.26

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.075	1	40	0.075	1	40	0.150
08:00 - 09:00	1	40	0.175	1	40	0.175	1	40	0.350
09:00 - 10:00	1	40	0.250	1	40	0.175	1	40	0.425
10:00 - 11:00	1	40	0.350	1	40	0.425	1	40	0.775
11:00 - 12:00	1	40	0.450	1	40	0.425	1	40	0.875
12:00 - 13:00	1	40	0.250	1	40	0.275	1	40	0.525
13:00 - 14:00	1	40	0.250	1	40	0.125	1	40	0.375
14:00 - 15:00	1	40	0.425	1	40	0.500	1	40	0.925
15:00 - 16:00	1	40	0.225	1	40	0.125	1	40	0.350
16:00 - 17:00	1	40	0.125	1	40	0.150	1	40	0.275
17:00 - 18:00	1	40	0.200	1	40	0.250	1	40	0.450
18:00 - 19:00	1	40	0.100	1	40	0.075	1	40	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.875			2.775			5.650

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.150	1	40	0.150	1	40	0.300
10:00 - 11:00	1	40	0.150	1	40	0.225	1	40	0.375
11:00 - 12:00	1	40	0.075	1	40	0.100	1	40	0.175
12:00 - 13:00	1	40	0.125	1	40	0.100	1	40	0.225
13:00 - 14:00	1	40	0.100	1	40	0.025	1	40	0.125
14:00 - 15:00	1	40	0.175	1	40	0.275	1	40	0.450
15:00 - 16:00	1	40	0.100	1	40	0.100	1	40	0.200
16:00 - 17:00	1	40	0.100	1	40	0.075	1	40	0.175
17:00 - 18:00	1	40	0.100	1	40	0.025	1	40	0.125
18:00 - 19:00	1	40	0.050	1	40	0.025	1	40	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.225			2.400

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.025	1	40	0.000	1	40	0.025
10:00 - 11:00	1	40	0.025	1	40	0.000	1	40	0.025
11:00 - 12:00	1	40	0.000	1	40	0.025	1	40	0.025
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.000	1	40	0.025	1	40	0.025
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.000	1	40	0.000	1	40	0.000
08:00 - 09:00	1	40	0.000	1	40	0.000	1	40	0.000
09:00 - 10:00	1	40	0.025	1	40	0.000	1	40	0.025
10:00 - 11:00	1	40	0.025	1	40	0.000	1	40	0.025
11:00 - 12:00	1	40	0.000	1	40	0.025	1	40	0.025
12:00 - 13:00	1	40	0.000	1	40	0.000	1	40	0.000
13:00 - 14:00	1	40	0.000	1	40	0.025	1	40	0.025
14:00 - 15:00	1	40	0.000	1	40	0.000	1	40	0.000
15:00 - 16:00	1	40	0.000	1	40	0.000	1	40	0.000
16:00 - 17:00	1	40	0.000	1	40	0.000	1	40	0.000
17:00 - 18:00	1	40	0.000	1	40	0.000	1	40	0.000
18:00 - 19:00	1	40	0.000	1	40	0.000	1	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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

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

Calculation Reference: AUDIT-829401-240119-0150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 450 to 1400 (units: sqm)
 Range Selected by User: 200 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 31/12/19

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

Selected survey days:

Wednesday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(e) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days
 20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-05-G-02	GP SURGERY	CARDIFF
	PARK ROAD		
	CARDIFF		
	WHITCHURCH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: WEDNESDAY	05/10/16	Survey Type: MANUAL
2	IW-05-G-01	GP SURGERY	ISLE OF WIGHT
	NEWPORT ROAD		
	COWES		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	1.027	2	925	0.108	2	925	1.135
08:00 - 09:00	2	925	5.622	2	925	2.216	2	925	7.838
09:00 - 10:00	2	925	3.784	2	925	4.054	2	925	7.838
10:00 - 11:00	2	925	4.324	2	925	3.676	2	925	8.000
11:00 - 12:00	2	925	4.054	2	925	4.486	2	925	8.540
12:00 - 13:00	2	925	3.784	2	925	3.622	2	925	7.406
13:00 - 14:00	2	925	3.135	2	925	3.405	2	925	6.540
14:00 - 15:00	2	925	5.027	2	925	4.378	2	925	9.405
15:00 - 16:00	2	925	3.622	2	925	4.000	2	925	7.622
16:00 - 17:00	2	925	3.351	2	925	4.162	2	925	7.513
17:00 - 18:00	2	925	2.054	2	925	4.216	2	925	6.270
18:00 - 19:00	2	925	0.703	2	925	1.676	2	925	2.379
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			40.487			39.999			80.486

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	450 - 1400 (units: sqm)
Survey date date range:	01/01/15 - 31/12/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	0.000	2	925	0.000	2	925	0.000
08:00 - 09:00	2	925	0.054	2	925	0.054	2	925	0.108
09:00 - 10:00	2	925	0.000	2	925	0.000	2	925	0.000
10:00 - 11:00	2	925	0.000	2	925	0.000	2	925	0.000
11:00 - 12:00	2	925	0.000	2	925	0.000	2	925	0.000
12:00 - 13:00	2	925	0.000	2	925	0.000	2	925	0.000
13:00 - 14:00	2	925	0.000	2	925	0.000	2	925	0.000
14:00 - 15:00	2	925	0.000	2	925	0.000	2	925	0.000
15:00 - 16:00	2	925	0.000	2	925	0.000	2	925	0.000
16:00 - 17:00	2	925	0.000	2	925	0.000	2	925	0.000
17:00 - 18:00	2	925	0.000	2	925	0.000	2	925	0.000
18:00 - 19:00	2	925	0.000	2	925	0.000	2	925	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	0.000	2	925	0.000	2	925	0.000
08:00 - 09:00	2	925	0.000	2	925	0.000	2	925	0.000
09:00 - 10:00	2	925	0.000	2	925	0.000	2	925	0.000
10:00 - 11:00	2	925	0.054	2	925	0.000	2	925	0.054
11:00 - 12:00	2	925	0.000	2	925	0.054	2	925	0.054
12:00 - 13:00	2	925	0.000	2	925	0.000	2	925	0.000
13:00 - 14:00	2	925	0.000	2	925	0.000	2	925	0.000
14:00 - 15:00	2	925	0.000	2	925	0.000	2	925	0.000
15:00 - 16:00	2	925	0.000	2	925	0.000	2	925	0.000
16:00 - 17:00	2	925	0.000	2	925	0.000	2	925	0.000
17:00 - 18:00	2	925	0.000	2	925	0.000	2	925	0.000
18:00 - 19:00	2	925	0.000	2	925	0.000	2	925	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	0.108	2	925	0.000	2	925	0.108
08:00 - 09:00	2	925	0.054	2	925	0.000	2	925	0.054
09:00 - 10:00	2	925	0.000	2	925	0.000	2	925	0.000
10:00 - 11:00	2	925	0.108	2	925	0.054	2	925	0.162
11:00 - 12:00	2	925	0.054	2	925	0.108	2	925	0.162
12:00 - 13:00	2	925	0.000	2	925	0.000	2	925	0.000
13:00 - 14:00	2	925	0.108	2	925	0.108	2	925	0.216
14:00 - 15:00	2	925	0.000	2	925	0.000	2	925	0.000
15:00 - 16:00	2	925	0.054	2	925	0.000	2	925	0.054
16:00 - 17:00	2	925	0.054	2	925	0.054	2	925	0.108
17:00 - 18:00	2	925	0.000	2	925	0.054	2	925	0.054
18:00 - 19:00	2	925	0.054	2	925	0.108	2	925	0.162
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.594			0.486			1.080

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	1.081	2	925	0.108	2	925	1.189
08:00 - 09:00	2	925	6.649	2	925	2.486	2	925	9.135
09:00 - 10:00	2	925	5.297	2	925	5.730	2	925	11.027
10:00 - 11:00	2	925	5.730	2	925	4.432	2	925	10.162
11:00 - 12:00	2	925	5.784	2	925	5.946	2	925	11.730
12:00 - 13:00	2	925	4.919	2	925	5.297	2	925	10.216
13:00 - 14:00	2	925	4.649	2	925	4.595	2	925	9.244
14:00 - 15:00	2	925	7.081	2	925	6.324	2	925	13.405
15:00 - 16:00	2	925	4.865	2	925	5.514	2	925	10.379
16:00 - 17:00	2	925	4.486	2	925	5.568	2	925	10.054
17:00 - 18:00	2	925	2.595	2	925	5.027	2	925	7.622
18:00 - 19:00	2	925	0.865	2	925	2.000	2	925	2.865
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			54.001			53.027			107.028

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	0.054	2	925	0.000	2	925	0.054
08:00 - 09:00	2	925	1.297	2	925	0.919	2	925	2.216
09:00 - 10:00	2	925	2.703	2	925	1.784	2	925	4.487
10:00 - 11:00	2	925	1.838	2	925	2.541	2	925	4.379
11:00 - 12:00	2	925	1.514	2	925	1.676	2	925	3.190
12:00 - 13:00	2	925	0.973	2	925	0.973	2	925	1.946
13:00 - 14:00	2	925	1.243	2	925	0.865	2	925	2.108
14:00 - 15:00	2	925	1.514	2	925	2.054	2	925	3.568
15:00 - 16:00	2	925	1.081	2	925	0.757	2	925	1.838
16:00 - 17:00	2	925	1.243	2	925	1.243	2	925	2.486
17:00 - 18:00	2	925	0.649	2	925	1.351	2	925	2.000
18:00 - 19:00	2	925	0.108	2	925	0.108	2	925	0.216
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.217			14.271			28.488

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	0.054	2	925	0.000	2	925	0.054
08:00 - 09:00	2	925	0.432	2	925	0.000	2	925	0.432
09:00 - 10:00	2	925	0.108	2	925	0.216	2	925	0.324
10:00 - 11:00	2	925	0.649	2	925	0.378	2	925	1.027
11:00 - 12:00	2	925	0.486	2	925	0.541	2	925	1.027
12:00 - 13:00	2	925	0.054	2	925	0.324	2	925	0.378
13:00 - 14:00	2	925	0.108	2	925	0.162	2	925	0.270
14:00 - 15:00	2	925	0.054	2	925	0.216	2	925	0.270
15:00 - 16:00	2	925	0.000	2	925	0.108	2	925	0.108
16:00 - 17:00	2	925	0.108	2	925	0.000	2	925	0.108
17:00 - 18:00	2	925	0.000	2	925	0.108	2	925	0.108
18:00 - 19:00	2	925	0.000	2	925	0.000	2	925	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.053			2.053			4.106

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	925	1.297	2	925	0.108	2	925	1.405
08:00 - 09:00	2	925	8.432	2	925	3.405	2	925	11.837
09:00 - 10:00	2	925	8.108	2	925	7.730	2	925	15.838
10:00 - 11:00	2	925	8.324	2	925	7.405	2	925	15.729
11:00 - 12:00	2	925	7.838	2	925	8.270	2	925	16.108
12:00 - 13:00	2	925	5.946	2	925	6.595	2	925	12.541
13:00 - 14:00	2	925	6.108	2	925	5.730	2	925	11.838
14:00 - 15:00	2	925	8.649	2	925	8.595	2	925	17.244
15:00 - 16:00	2	925	6.000	2	925	6.378	2	925	12.378
16:00 - 17:00	2	925	5.892	2	925	6.865	2	925	12.757
17:00 - 18:00	2	925	3.243	2	925	6.541	2	925	9.784
18:00 - 19:00	2	925	1.027	2	925	2.216	2	925	3.243
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			70.864			69.838			140.702

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

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

Appendix J: National Travel Survey Data

Department for Transport statistics

[National Travel Survey](#)

Table NTS0502 (edit)

Trip start time by trip purpose (Monday to Friday only): car/van driver only, England, 2015/19

Percentage										
Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
0000 - 0059	50	6	0	1	3	18	22	1	100	-
0100 - 0159	69	4	0	1	1	11	13	1	100	-
0200 - 0259	78	4	0	-	3	7	5	3	100	-
0300 - 0359	71	6	0	1	3	11	2	5	100	-
0400 - 0459	75	8	-	-	1	10	2	3	100	1
0500 - 0559	79	7	-	-	1	8	4	1	100	4
0600 - 0659	70	8	-	1	2	12	5	2	100	11
0700 - 0759	58	7	1	8	2	18	4	1	100	28
0800 - 0859	31	6	1	28	5	23	5	2	100	40
0900 - 0959	13	8	1	6	22	29	16	5	100	25
1000 - 1059	5	7	-	1	36	26	18	6	100	25
1100 - 1159	6	7	-	2	37	24	18	5	100	25
1200 - 1259	9	8	-	2	33	23	20	4	100	24
1300 - 1359	14	8	-	1	30	23	20	4	100	23
1400 - 1459	13	6	-	12	27	21	16	5	100	26
1500 - 1559	13	5	1	28	18	19	13	4	100	34
1600 - 1659	30	6	1	6	16	23	14	4	100	34
1700 - 1759	38	5	-	3	13	23	15	3	100	36
1800 - 1859	24	4	-	1	17	23	28	3	100	24
1900 - 1959	13	3	-	-	18	24	38	3	100	16
2000 - 2059	14	4	-	1	16	23	39	3	100	10
2100 - 2159	16	4	-	-	9	22	46	2	100	7
2200 - 2259	25	4	-	-	4	19	46	2	100	5
2300 - 2359	27	4	-	-	4	20	44	1	100	2
All day	24	6	-	8	18	22	17	4	100	402

Five years combined to increase sample size. However some hour/purpose combinations will be based on a small number of trips in the survey and so should be treated with caution.

Telephone: 020 7944 4163

Email: national.travelsurvey@dft.gsi.gov.uk

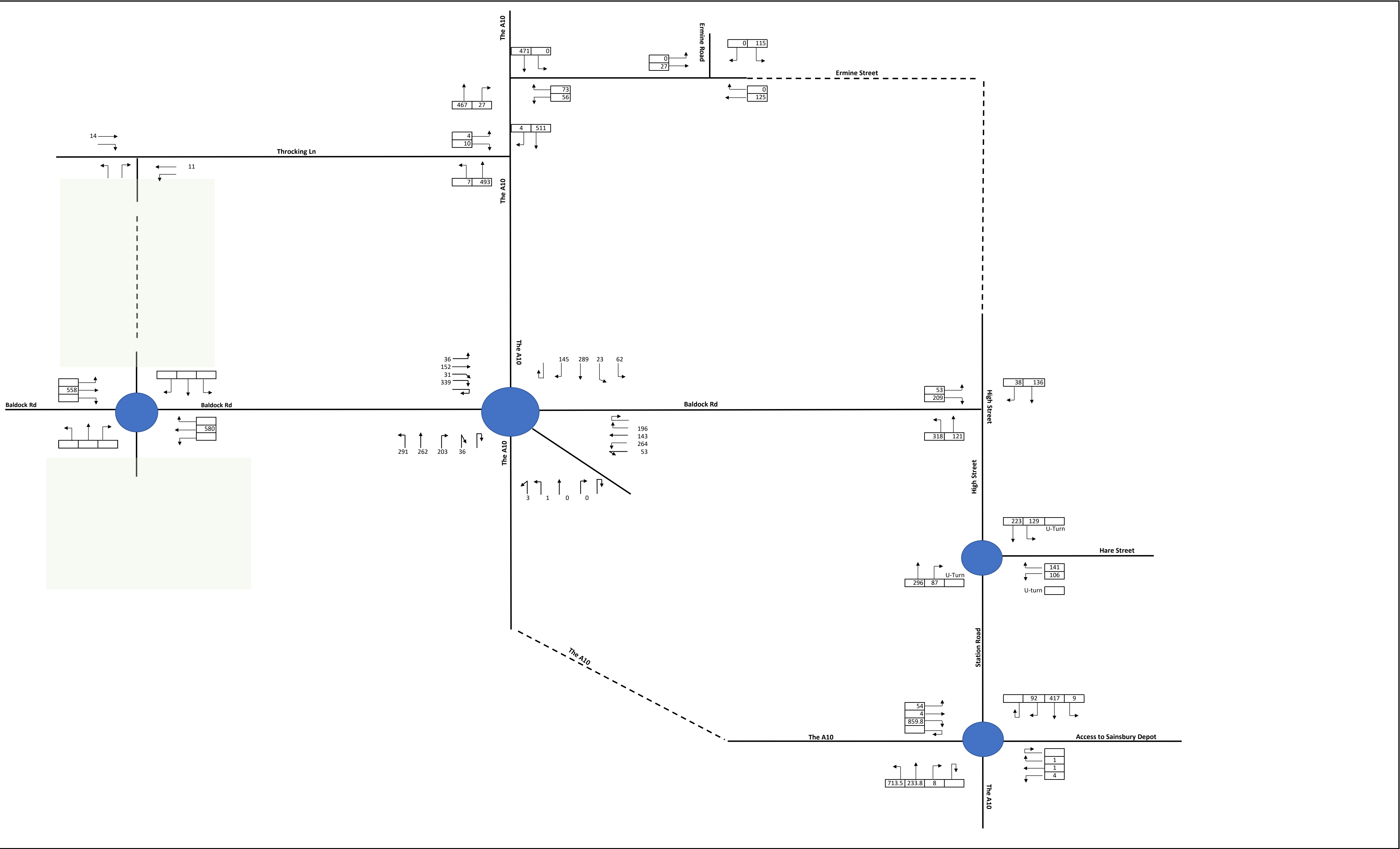
[Notes & definitions](#)

Source: National Travel Survey

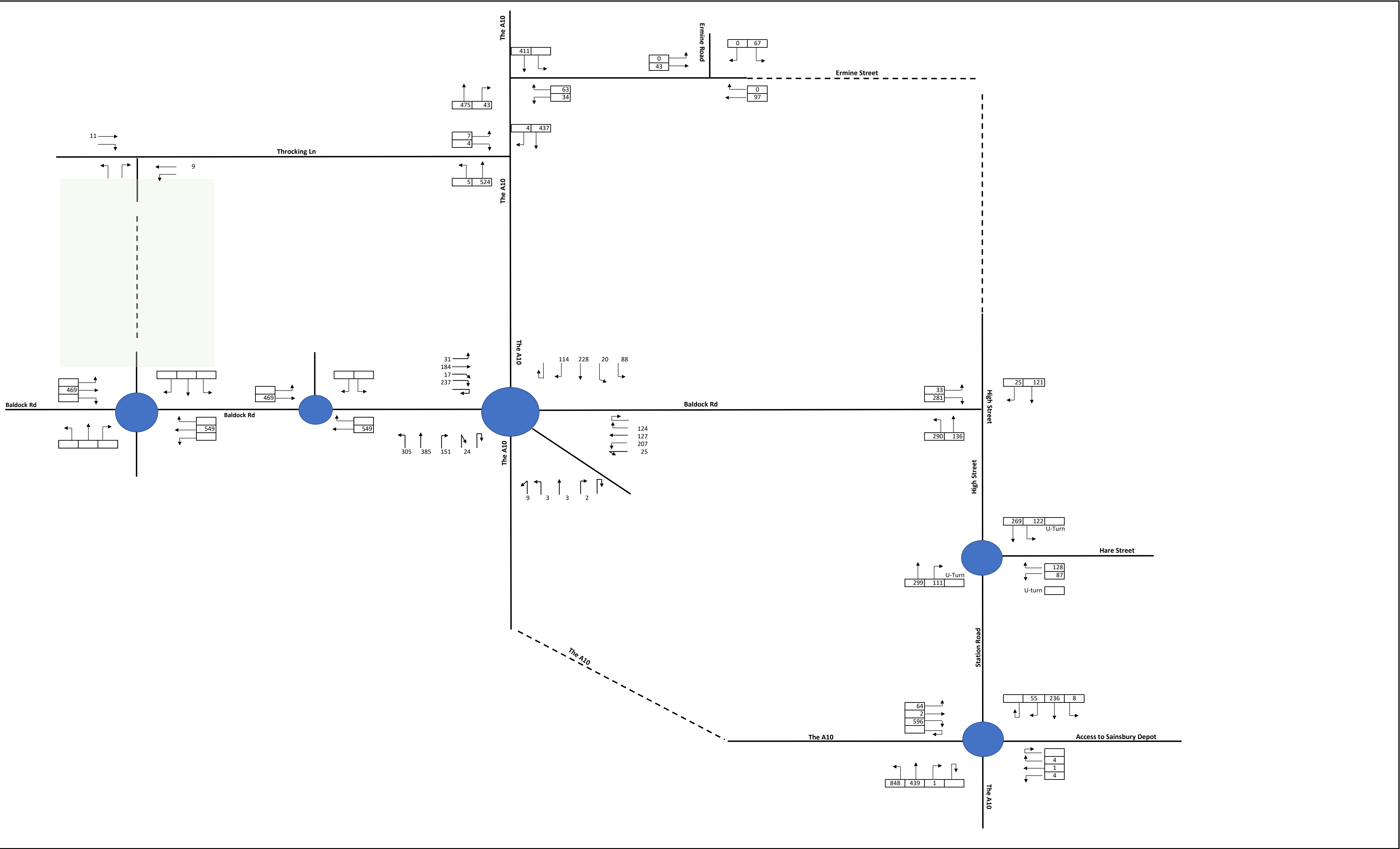
The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

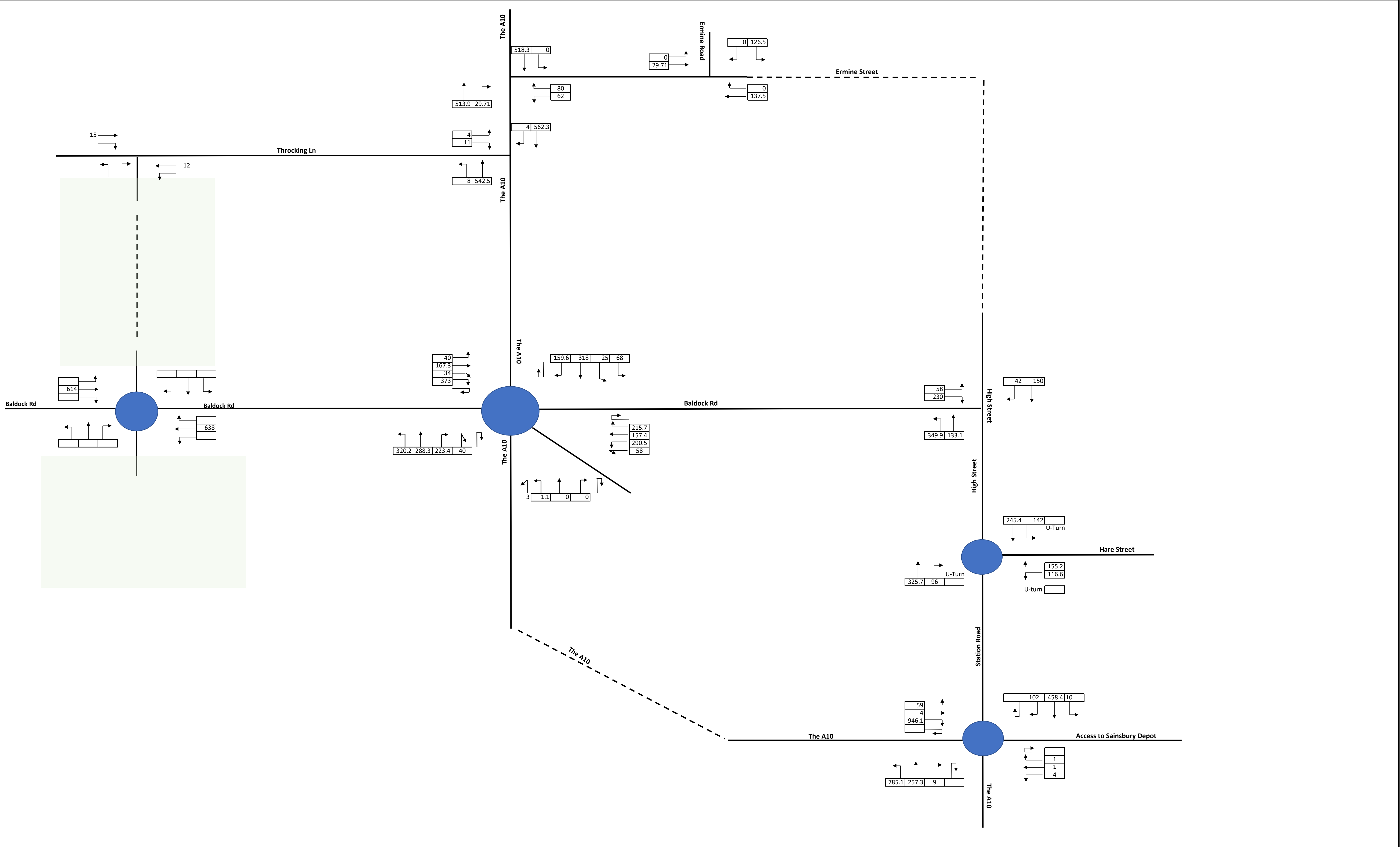
Appendix K: Vehicle Traffic Diagrams



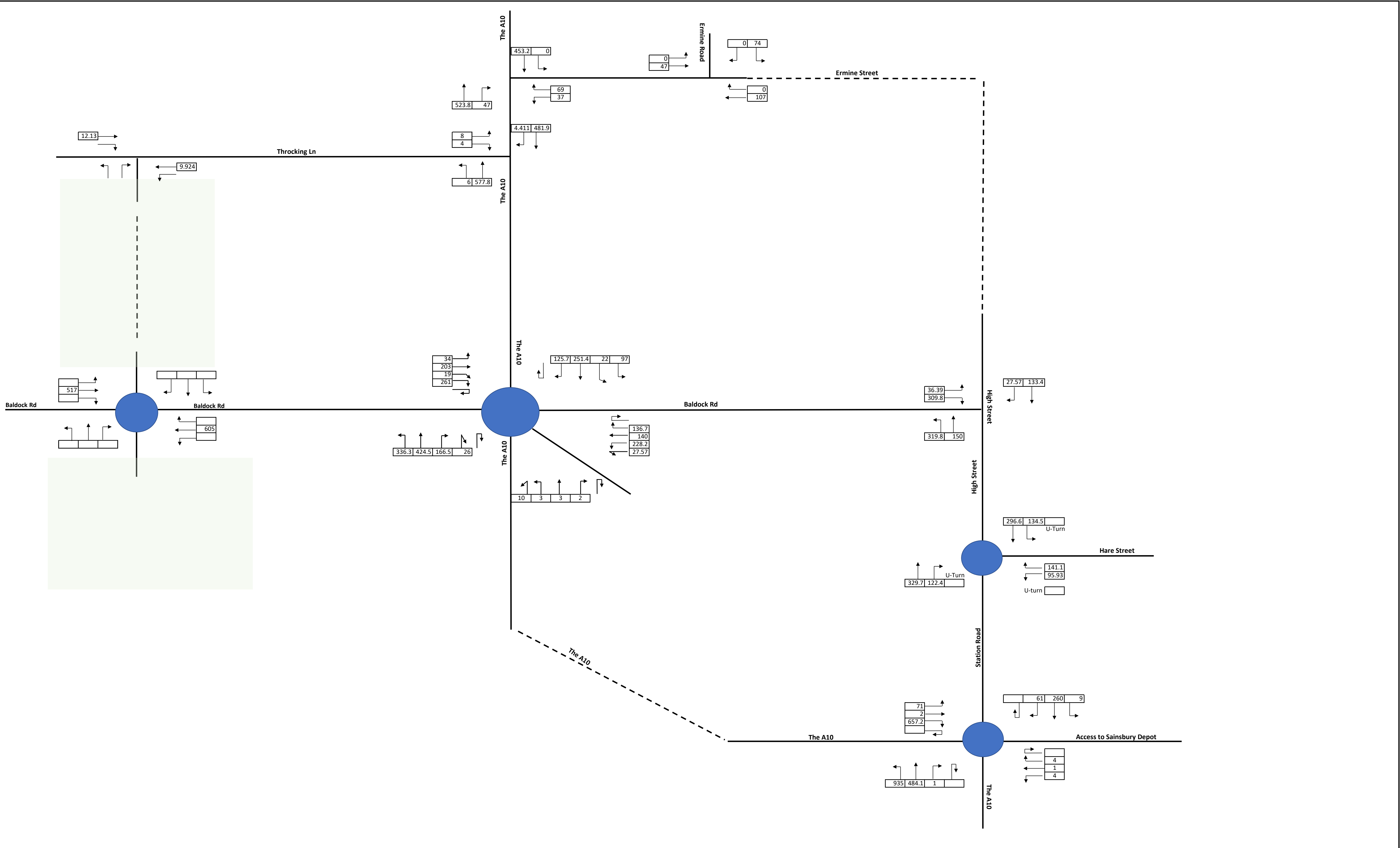
Notes:				Client			Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT 
Project No.		File name		Project			
23161		Traffic Diagram_2035.xlsx		23161 - Buntingford			
Date		Drawn	Checked	Approved	Title		
Oct 2023		SR	RM	MG	Year 2023 Baseline AM Peak 07:45 - 08:45		



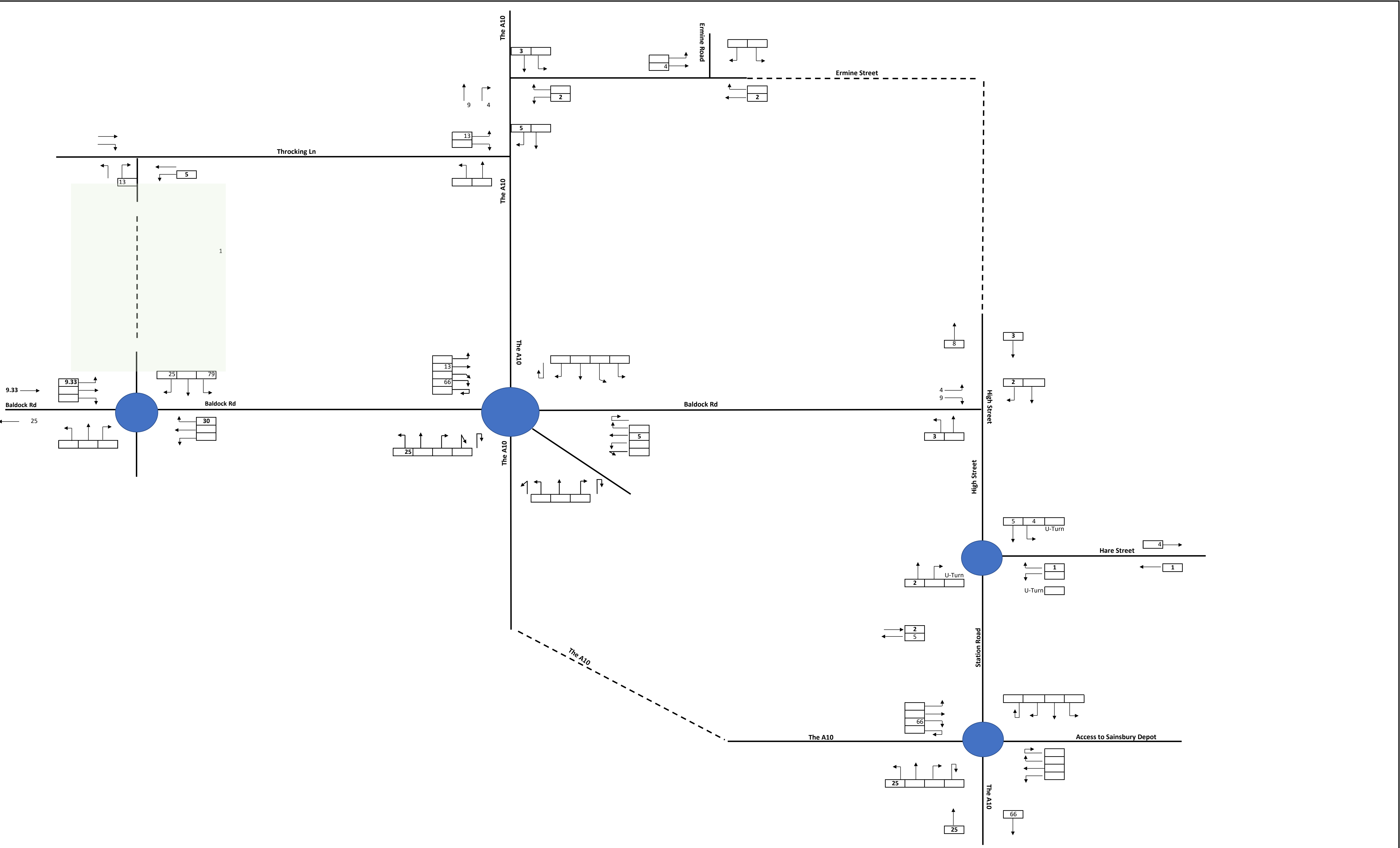
Notes:				Client				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT 
Project No.		File name		Hallam Land Management				
23161		Traffic Diagram_2035.xlsx		Project				
Date		Drawn	Checked	Approved	23161 - Buntingford			
Oct 2023		SR	RM	MG	Year 2023 Baseline AM Peak 17:00 - 18:00			



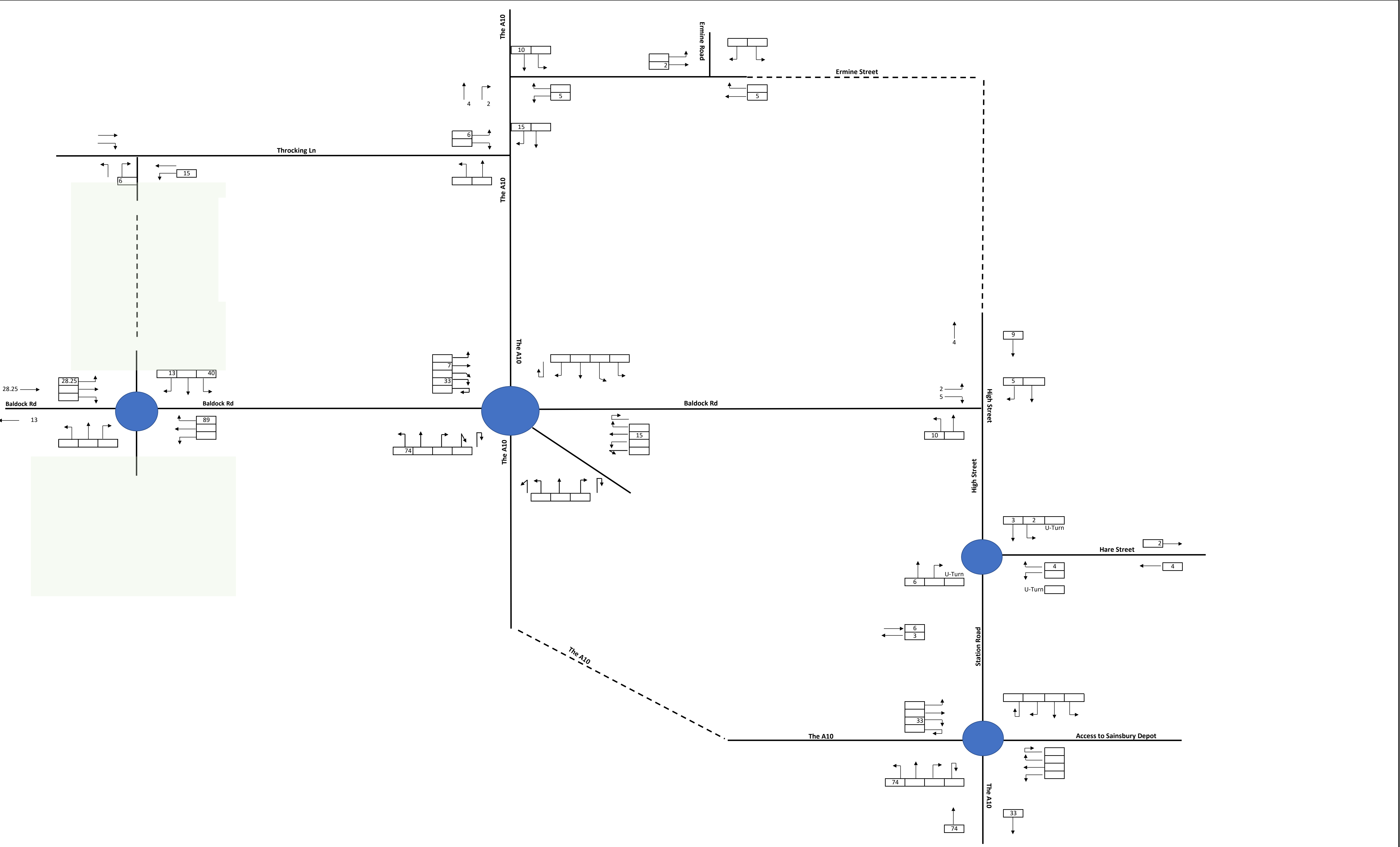
Notes: Growth Factor 1.10				Client Hallam Land Management				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb
Project No. 23161		File name Traffic Diagram_2035.xlsx		Project 23161 - Buntingford				
Date Oct 2023		Drawn SR	Checked RM	Approved MG	Title Year 2035 Background Growth AM Peak 07:45 - 08:45			



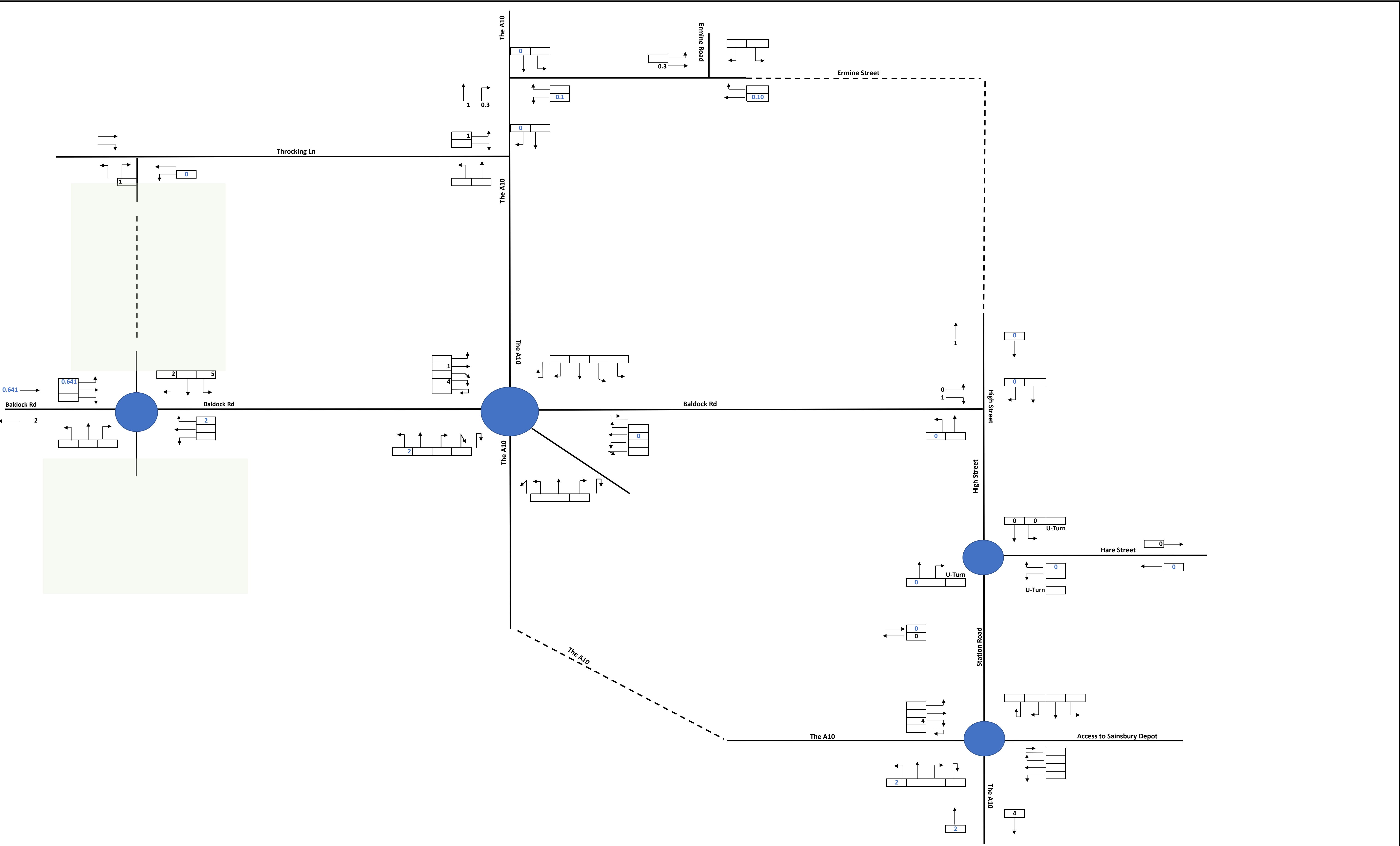
Notes: Growth Factor 1.10				Client Hallam Land Management				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb
Project No. 23161		File name Traffic Diagram_2035.xlsx		Project 23161 - Buntingford				
Date Oct 2023		Drawn SR	Checked RM	Approved MG	Title Year 2035 Background Growth PM Peak 17:00 - 18:00			



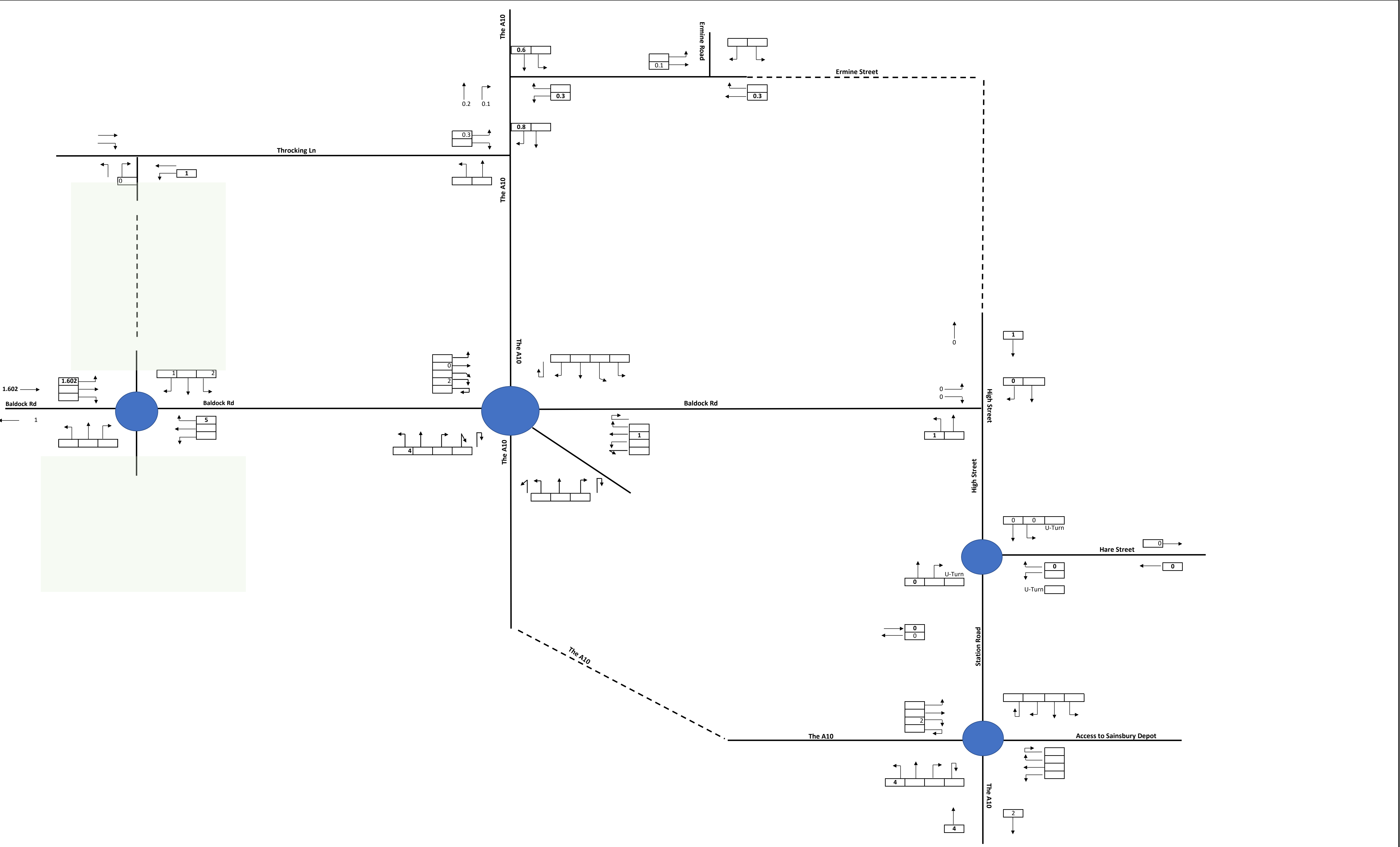
Notes: IN 44 OUT 117				Client Hallam Land Management				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb	
Project No. 23161		File name Traffic Diagram_2035.xlsx		Project 23161 - Buntingford					
Date Oct 2023		Drawn SR	Checked RM	Approved MG	Title Residential Development Traffic AM Peak				



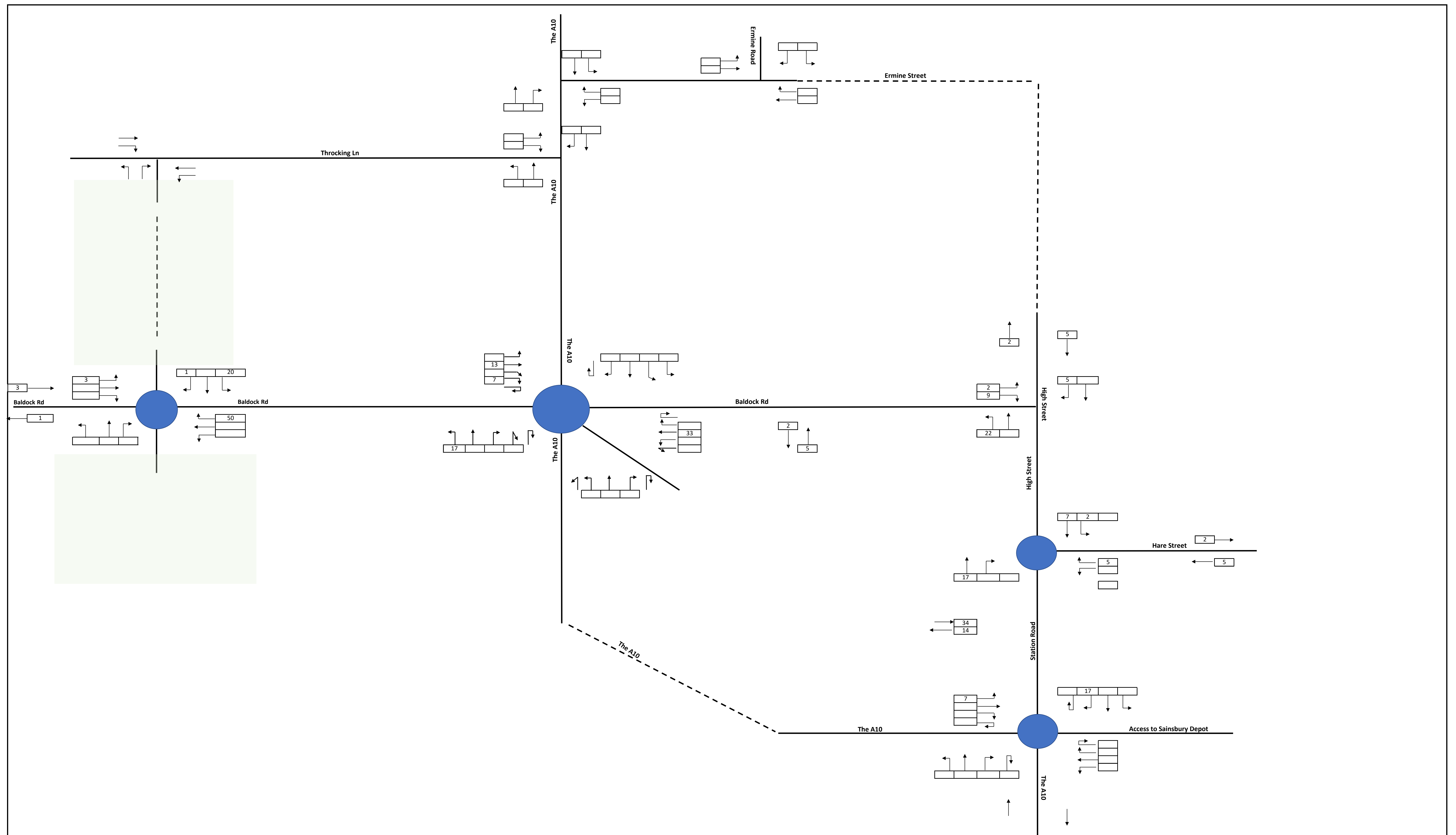
Notes: IN 132 OUT 59				Client Hallam Land Management				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb	
Project No. 23161		File name Traffic Diagram_2035.xlsx		Project 23161 - Buntingford					
Date Oct 2023	Drawn SR	Checked RM	Approved MG	Title Residential Development Traffic PM Peak					



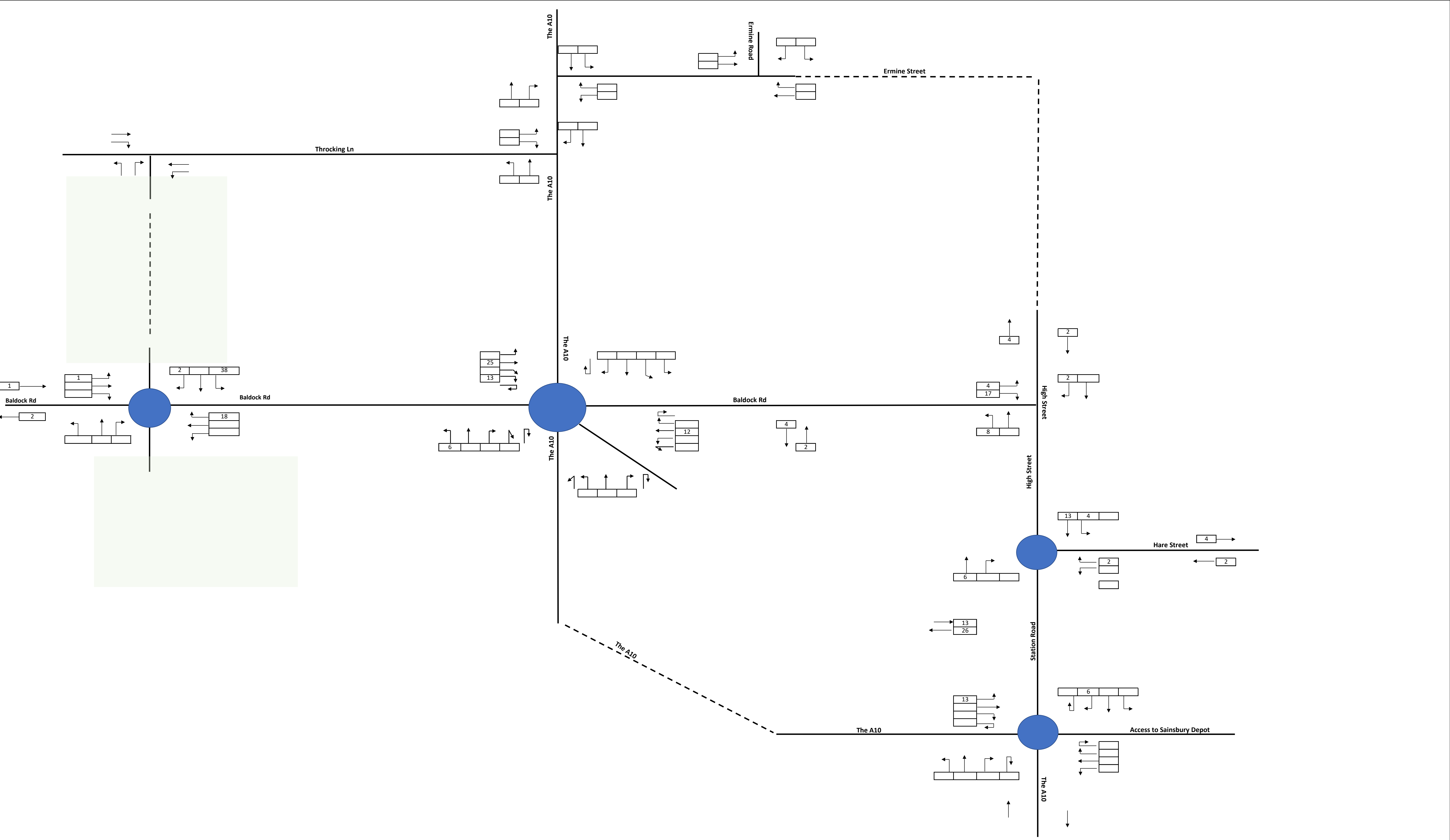
Notes: IN 3 OUT 8				Client Hallam Land Management				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb
Project No. 23161		File name Traffic Diagram_2035.xlsx		Project 23161 - Buntingford				
Date Oct 2023		Drawn SR	Checked RM	Approved MG	Title Residential Development - Retirement Apartments Traffic AM Peak			



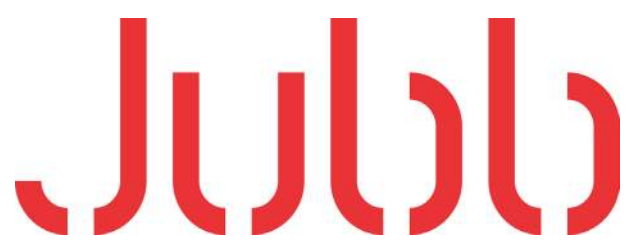
Notes: IN 8 OUT 3				Client Hallam Land Management				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb	
Project No. 23161		File name Traffic Diagram_2035.xlsx		Project 23161 - Buntingford					
Date Oct 2023		Drawn SR	Checked RM	Approved MG	Title Residential Development - Retirements Flats Traffic PM Peak				

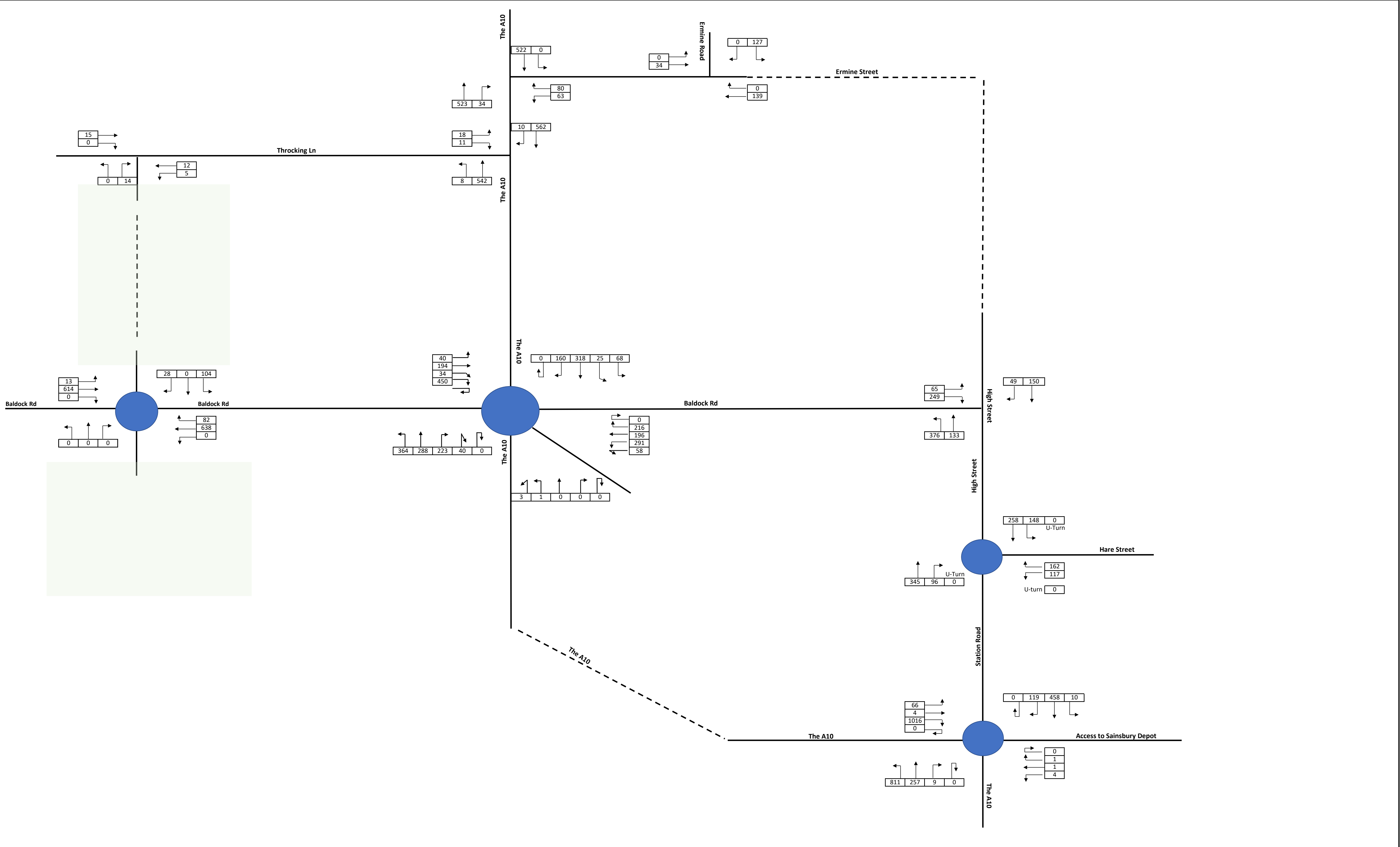


Notes: IN 53 OUT 21				Client				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb
Project No. 23161.00		File name Traffic Diagram_2035.xlsx		Project 23161 - Buntingford				
Date Oct 2023		Drawn SR	Checked RM	Approved MG	Title GP Surgery Traffic AM Peak			

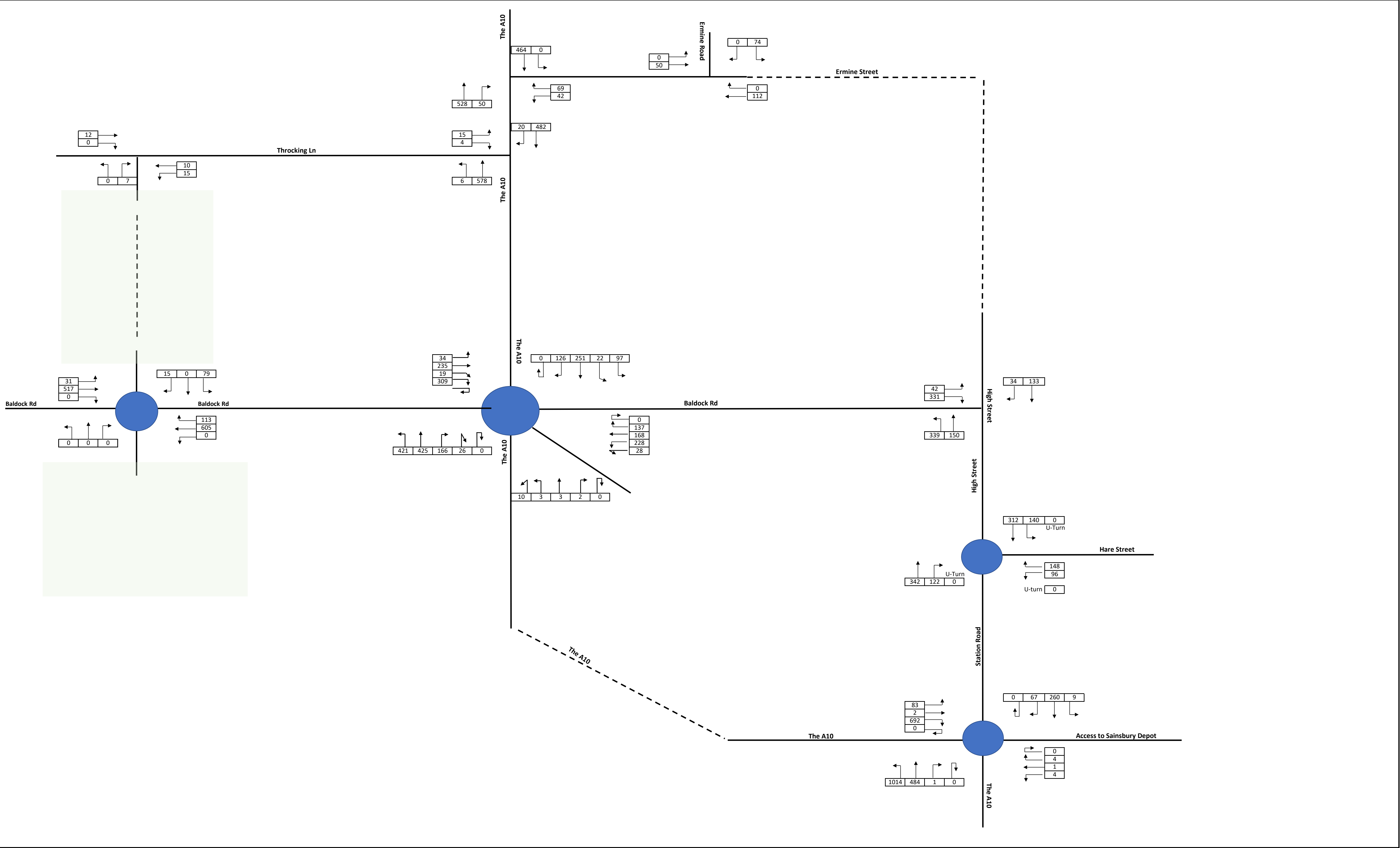


Notes:				Client				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb
IN	19			Hallam Land Management				
OUT	40							
Project No.		File name		Project				
23161.00		Traffic Diagram_2035.xlsx		23161 - Buntingford				
Date		Drawn	Checked	Approved	Title			
Oct 2023		SR	RM	MG	GP Surgery Traffic PM Peak			





Notes:				Client				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb
Project No.		File name		Project				
23161		Traffic Diagram_2035.xlsx		23161 - Buntingford				
Date		Drawn	Checked	Approved	Title			
Oct 2023		SR	RM	MG	Year 2035 Baseline + Residential +GP + Retirement Homes Traffic AM Peak 07:45 - 08:45			



Notes:				Client				Jubb Alexander House Excelsior Road Western Avenue Cardiff CF14 3AT Jubb
Project No.		File name		Hallam Land Management				
23161		Traffic Diagram_2035.xlsx		Project				
Date		Drawn	Checked	Approved	23161 - Buntingford			
Oct 2023		SR	RM	MG	Year 2035 Baseline + Residential Traffic + GP + Retirement Homes PM Peak 17:00-18:00			

Appendix L: Modelling Outputs

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: A10 - Ermine St.j10

Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\4. PICADY\TA Assessment 060224

Report generation date: 06/02/2024 12:14:39

- »Year 2023 Baseline, AM
- »Year 2023 Baseline, PM
- »Year 2035 Baseline, AM
- »Year 2035 Baseline, PM
- »Year 2035 + Northern Site, AM
- »Year 2035 + Northern Site, PM
- »Year 2035 + Southern Site, AM
- »Year 2035 + Southern Site, PM
- »Year 2035 + Dev Both Sites, AM
- »Year 2035 + Dev Both Sites, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Year 2023 Baseline						
Stream B-AC	0.5	14.10	0.33	0.3	12.59	0.25
Stream C-AB	0.1	6.73	0.05	0.1	6.73	0.07
Year 2035 Baseline						
Stream B-AC	0.6	15.99	0.38	0.4	13.91	0.29
Stream C-AB	0.1	6.93	0.05	0.1	6.93	0.08
Year 2035 + Northern Site						
Stream B-AC	0.6	16.24	0.38	0.4	14.10	0.30
Stream C-AB	0.1	7.00	0.06	0.1	7.01	0.09
Year 2035 + Southern Site						
Stream B-AC	0.7	16.71	0.39	0.4	14.14	0.29
Stream C-AB	0.1	7.07	0.06	0.1	6.94	0.08
Year 2035 + Dev Both Sites						
Stream B-AC	0.7	16.93	0.39	0.4	14.28	0.30
Stream C-AB	0.1	7.13	0.06	0.1	7.00	0.09

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

File summary

File Description

Title	
Location	
Site number	
Date	17/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15
D9	Year 2035 + Dev Both Sites	AM	FLAT	07:45	08:45	60	15
D10	Year 2035 + Dev Both Sites	PM	FLAT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Year 2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.83	A

Arms

Arms

Arm	Name	Description	Arm type
A	A10 North		Major
B	Ermine Rd		Minor
C	A10 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A10 South	6.00		✓	3.00	100.0	✓	4.50

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 - Ermine Rd	One lane	3.40	27	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	518	0.094	0.238	0.150	0.340
B-C	664	0.102	0.257	-	-
C-B	687	0.266	0.266	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	471	100.000
B - Ermine Rd		✓	129	100.000
C - A10 South		✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A10 North	B - Ermine Rd	C - A10 South
	A - A10 North	0	0	471
	B - Ermine Rd	73	0	56
	C - A10 South	467	27	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A10 North	B - Ermine Rd	C - A10 South
	A - A10 North	0	0	8
	B - Ermine Rd	4	0	4
	C - A10 South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	14.10	0.5	B
C-AB	0.05	6.73	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	395	0.327	127	0.5	13.899	B
C-AB	27	562	0.048	27	0.1	6.731	A
C-A	467			467			
A-B	0			0			
A-C	471			471			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	394	0.327	129	0.5	14.100	B
C-AB	27	562	0.048	27	0.1	6.733	A
C-A	467			467			
A-B	0			0			
A-C	471			471			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	394	0.327	129	0.5	14.103	B
C-AB	27	562	0.048	27	0.1	6.733	A
C-A	467			467			
A-B	0			0			
A-C	471			471			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	394	0.327	129	0.5	14.103	B
C-AB	27	562	0.048	27	0.1	6.733	A
C-A	467			467			
A-B	0			0			
A-C	471			471			

Year 2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	411	100.000
B - Ermine Rd		✓	97	100.000
C - A10 South		✓	518	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	411
	B - Ermine Rd	63	0	34
	C - A10 South	475	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	2
	B - Ermine Rd	3	0	0
	C - A10 South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	12.59	0.3	B
C-AB	0.07	6.73	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	389	0.250	96	0.3	12.474	B
C-AB	43	578	0.074	43	0.1	6.726	A
C-A	475			475			
A-B	0			0			
A-C	411			411			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	388	0.250	97	0.3	12.588	B
C-AB	43	578	0.074	43	0.1	6.734	A
C-A	475			475			
A-B	0			0			
A-C	411			411			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	388	0.250	97	0.3	12.588	B
C-AB	43	578	0.074	43	0.1	6.734	A
C-A	475			475			
A-B	0			0			
A-C	411			411			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	388	0.250	97	0.3	12.588	B
C-AB	43	578	0.074	43	0.1	6.734	A
C-A	475			475			
A-B	0			0			
A-C	411			411			

Year 2035 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	518	100.000
B - Ermine Rd		✓	142	100.000
C - A10 South		✓	544	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	518
	B - Ermine Rd	80	0	62
	C - A10 South	514	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	8
	B - Ermine Rd	4	0	4
	C - A10 South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	15.99	0.6	C
C-AB	0.05	6.93	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	376	0.378	140	0.6	15.670	C
C-AB	30	549	0.055	30	0.1	6.929	A
C-A	514			514			
A-B	0			0			
A-C	518			518			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	376	0.378	142	0.6	15.985	C
C-AB	30	549	0.055	30	0.1	6.935	A
C-A	514			514			
A-B	0			0			
A-C	518			518			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	376	0.378	142	0.6	15.990	C
C-AB	30	549	0.055	30	0.1	6.935	A
C-A	514			514			
A-B	0			0			
A-C	518			518			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	376	0.378	142	0.6	15.989	C
C-AB	30	549	0.055	30	0.1	6.935	A
C-A	514			514			
A-B	0			0			
A-C	518			518			

Year 2035 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	453	100.000
B - Ermine Rd		✓	106	100.000
C - A10 South		✓	571	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	453
	B - Ermine Rd	69	0	37
	C - A10 South	524	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	2
	B - Ermine Rd	3	0	0
	C - A10 South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	13.91	0.4	B
C-AB	0.08	6.93	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	370	0.287	104	0.4	13.742	B
C-AB	47	566	0.083	47	0.1	6.922	A
C-A	524			524			
A-B	0			0			
A-C	453			453			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	370	0.287	106	0.4	13.908	B
C-AB	47	566	0.083	47	0.1	6.931	A
C-A	524			524			
A-B	0			0			
A-C	453			453			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	370	0.287	106	0.4	13.910	B
C-AB	47	566	0.083	47	0.1	6.931	A
C-A	524			524			
A-B	0			0			
A-C	453			453			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	370	0.287	106	0.4	13.910	B
C-AB	47	566	0.083	47	0.1	6.931	A
C-A	524			524			
A-B	0			0			
A-C	453			453			

Year 2035 + Northern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	522	100.000
B - Ermine Rd		✓	143	100.000
C - A10 South		✓	557	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	522
	B - Ermine Rd	80	0	63
	C - A10 South	523	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	8
	B - Ermine Rd	4	0	4
	C - A10 South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	16.24	0.6	C
C-AB	0.06	7.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	374	0.383	140	0.6	15.900	C
C-AB	34	548	0.062	34	0.1	6.997	A
C-A	523			523			
A-B	0			0			
A-C	522			522			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	374	0.383	143	0.6	16.232	C
C-AB	34	548	0.062	34	0.1	7.003	A
C-A	523			523			
A-B	0			0			
A-C	522			522			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	374	0.383	143	0.6	16.236	C
C-AB	34	548	0.062	34	0.1	7.003	A
C-A	523			523			
A-B	0			0			
A-C	522			522			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	374	0.383	143	0.6	16.238	C
C-AB	34	548	0.062	34	0.1	7.003	A
C-A	523			523			
A-B	0			0			
A-C	522			522			

Year 2035 + Northern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	464	100.000
B - Ermine Rd		✓	111	100.000
C - A10 South		✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	464
	B - Ermine Rd	69	0	42
	C - A10 South	528	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	2
	B - Ermine Rd	3	0	0
	C - A10 South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	14.10	0.4	B
C-AB	0.09	7.01	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	371	0.299	109	0.4	13.917	B
C-AB	50	563	0.089	50	0.1	7.002	A
C-A	528			528			
A-B	0			0			
A-C	464			464			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	371	0.299	111	0.4	14.097	B
C-AB	50	563	0.089	50	0.1	7.011	A
C-A	528			528			
A-B	0			0			
A-C	464			464			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	371	0.299	111	0.4	14.100	B
C-AB	50	563	0.089	50	0.1	7.011	A
C-A	528			528			
A-B	0			0			
A-C	464			464			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	371	0.299	111	0.4	14.100	B
C-AB	50	563	0.089	50	0.1	7.011	A
C-A	528			528			
A-B	0			0			
A-C	464			464			

Year 2035 + Southern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	555	100.000
B - Ermine Rd		✓	142	100.000
C - A10 South		✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	555
	B - Ermine Rd	80	0	62
	C - A10 South	518	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	8
	B - Ermine Rd	4	0	4
	C - A10 South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	16.71	0.7	C
C-AB	0.06	7.07	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	366	0.388	139	0.6	16.345	C
C-AB	30	539	0.056	30	0.1	7.063	A
C-A	518			518			
A-B	0			0			
A-C	555			555			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	366	0.388	142	0.6	16.703	C
C-AB	30	539	0.056	30	0.1	7.069	A
C-A	518			518			
A-B	0			0			
A-C	555			555			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	366	0.388	142	0.7	16.708	C
C-AB	30	539	0.056	30	0.1	7.069	A
C-A	518			518			
A-B	0			0			
A-C	555			555			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	366	0.388	142	0.7	16.709	C
C-AB	30	539	0.056	30	0.1	7.069	A
C-A	518			518			
A-B	0			0			
A-C	555			555			

Year 2035 + Southern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	456	100.000
B - Ermine Rd		✓	106	100.000
C - A10 South		✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	456
	B - Ermine Rd	69	0	37
	C - A10 South	550	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	2
	B - Ermine Rd	3	0	0
	C - A10 South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	14.14	0.4	B
C-AB	0.08	6.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	366	0.290	104	0.4	13.962	B
C-AB	47	566	0.083	47	0.1	6.933	A
C-A	550			550			
A-B	0			0			
A-C	456			456			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	366	0.290	106	0.4	14.137	B
C-AB	47	566	0.083	47	0.1	6.941	A
C-A	550			550			
A-B	0			0			
A-C	456			456			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	366	0.290	106	0.4	14.139	B
C-AB	47	566	0.083	47	0.1	6.941	A
C-A	550			550			
A-B	0			0			
A-C	456			456			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	366	0.290	106	0.4	14.139	B
C-AB	47	566	0.083	47	0.1	6.941	A
C-A	550			550			
A-B	0			0			
A-C	456			456			

Year 2035 + Dev Both Sites, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	Year 2035 + Dev Both Sites	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	557	100.000
B - Ermine Rd		✓	143	100.000
C - A10 South		✓	560	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	557
	B - Ermine Rd	80	0	63
	C - A10 South	526	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	8
	B - Ermine Rd	4	0	4
	C - A10 South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	16.93	0.7	C
C-AB	0.06	7.13	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	364	0.393	140	0.7	16.551	C
C-AB	34	539	0.063	34	0.1	7.127	A
C-A	526			526			
A-B	0			0			
A-C	557			557			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	364	0.393	143	0.7	16.924	C
C-AB	34	539	0.063	34	0.1	7.132	A
C-A	526			526			
A-B	0			0			
A-C	557			557			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	364	0.393	143	0.7	16.930	C
C-AB	34	539	0.063	34	0.1	7.132	A
C-A	526			526			
A-B	0			0			
A-C	557			557			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	364	0.393	143	0.7	16.932	C
C-AB	34	539	0.063	34	0.1	7.132	A
C-A	526			526			
A-B	0			0			
A-C	557			557			

Year 2035 + Dev Both Sites, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	Year 2035 + Dev Both Sites	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 North		✓	465	100.000
B - Ermine Rd		✓	111	100.000
C - A10 South		✓	602	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	465
	B - Ermine Rd	69	0	42
	C - A10 South	553	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	2
	B - Ermine Rd	3	0	0
	C - A10 South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	14.28	0.4	B
C-AB	0.09	7.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	368	0.302	109	0.4	14.090	B
C-AB	49	563	0.087	49	0.1	6.992	A
C-A	553			553			
A-B	0			0			
A-C	465			465			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	368	0.302	111	0.4	14.277	B
C-AB	49	563	0.087	49	0.1	7.001	A
C-A	553			553			
A-B	0			0			
A-C	465			465			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	368	0.302	111	0.4	14.280	B
C-AB	49	563	0.087	49	0.1	7.001	A
C-A	553			553			
A-B	0			0			
A-C	465			465			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	368	0.302	111	0.4	14.280	B
C-AB	49	563	0.087	49	0.1	7.001	A
C-A	553			553			
A-B	0			0			
A-C	465			465			

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Thricking Rd - A10.j10

Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\4. PICADY\TA Assessment 060224

Report generation date: 06/02/2024 11:54:18

- »Year 2023 Baseline, AM
- »Year 2023 Baseline, PM
- »Year 2035 Baseline, AM
- »Year 2035 Baseline, PM
- »Year 2035 + Northern Site, AM
- »Year 2035 + Northern Site, PM
- »Year 2035 + Southern Site, AM
- »Year 2035 + Southern Site, PM
- »Year 2035 + Total Both Sites, AM
- »Year 2035 + Total Both Sites, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Year 2023 Baseline						
Stream B-C	0.0	6.74	0.01	0.0	6.68	0.01
Stream B-A	0.0	11.94	0.03	0.0	10.57	0.01
Stream C-AB	0.0	6.51	0.01	0.0	6.59	0.01
Year 2035 Baseline						
Stream B-C	0.0	6.94	0.01	0.0	6.85	0.01
Stream B-A	0.0	12.71	0.03	0.0	11.32	0.01
Stream C-AB	0.0	6.66	0.01	0.0	6.77	0.01
Year 2035 + Northern Site						
Stream B-C	0.0	6.93	0.03	0.0	6.85	0.03
Stream B-A	0.0	12.92	0.03	0.0	11.90	0.01
Stream C-AB	0.0	6.74	0.02	0.0	6.98	0.04
Year 2035 + Southern Site						
Stream B-C	0.0	6.96	0.01	0.0	6.94	0.02
Stream B-A	0.0	12.98	0.03	0.0	11.55	0.01
Stream C-AB	0.0	6.67	0.01	0.0	6.86	0.01
Year 2035 + Total Both Sites						
Stream B-C	0.0	6.95	0.03	0.0	6.94	0.03
Stream B-A	0.0	13.14	0.03	0.0	12.09	0.01
Stream C-AB	0.0	6.74	0.02	0.0	7.06	0.04

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

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

File summary

File Description

Title	
Location	
Site number	
Date	17/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15
D9	Year 2035 + Total Both Sites	AM	FLAT	07:45	08:45	60	15
D10	Year 2035 + Total Both Sites	PM	FLAT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Year 2023 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

Arms

Arms

Arm	Name	Description	Arm type
A	A10 South		Major
B	Throcking Rd		Minor
C	A10 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A10 North	6.60		✓	3.00	100.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Throcking Rd	One lane plus flare	10.00	5.36	3.17	3.00	3.00		1.00	54	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	546	0.097	0.245	0.154	0.350
B-C	667	0.100	0.252	-	-
C-B	687	0.259	0.259	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	500	100.000
B - Throcking Rd		✓	14	100.000
C - A10 North		✓	515	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	7	493
	B - Throcking Rd	10	0	4
	C - A10 North	511	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	5
	B - Throcking Rd	11	0	0
	C - A10 North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.74	0.0	A
B-A	0.03	11.94	0.0	B
C-AB	0.01	6.51	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	538	0.007	4	0.0	6.736	A
B-A	10	345	0.029	10	0.0	11.934	B
C-AB	4	557	0.007	4	0.0	6.505	A
C-A	511			511			
A-B	7			7			
A-C	493			493			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	538	0.007	4	0.0	6.739	A
B-A	10	345	0.029	10	0.0	11.936	B
C-AB	4	557	0.007	4	0.0	6.505	A
C-A	511			511			
A-B	7			7			
A-C	493			493			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	538	0.007	4	0.0	6.739	A
B-A	10	345	0.029	10	0.0	11.936	B
C-AB	4	557	0.007	4	0.0	6.505	A
C-A	511			511			
A-B	7			7			
A-C	493			493			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	538	0.007	4	0.0	6.739	A
B-A	10	345	0.029	10	0.0	11.936	B
C-AB	4	557	0.007	4	0.0	6.505	A
C-A	511			511			
A-B	7			7			
A-C	493			493			

Year 2023 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	529	100.000
B - Throcking Rd		✓	11	100.000
C - A10 North		✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	5	524
	B - Throcking Rd	4	0	7
	C - A10 North	437	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	2
	B - Throcking Rd	0	0	0
	C - A10 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.68	0.0	A
B-A	0.01	10.57	0.0	B
C-AB	0.01	6.59	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	546	0.013	7	0.0	6.676	A
B-A	4	345	0.012	4	0.0	10.567	B
C-AB	4	550	0.007	4	0.0	6.595	A
C-A	437			437			
A-B	5			5			
A-C	524			524			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	546	0.013	7	0.0	6.677	A
B-A	4	345	0.012	4	0.0	10.566	B
C-AB	4	550	0.007	4	0.0	6.595	A
C-A	437			437			
A-B	5			5			
A-C	524			524			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	546	0.013	7	0.0	6.677	A
B-A	4	345	0.012	4	0.0	10.566	B
C-AB	4	550	0.007	4	0.0	6.595	A
C-A	437			437			
A-B	5			5			
A-C	524			524			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	546	0.013	7	0.0	6.677	A
B-A	4	345	0.012	4	0.0	10.568	B
C-AB	4	550	0.007	4	0.0	6.595	A
C-A	437			437			
A-B	5			5			
A-C	524			524			

Year 2035 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	550	100.000
B - Throcking Rd		✓	15	100.000
C - A10 North		✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	8	542
	B - Throcking Rd	11	0	4
	C - A10 North	562	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	5
	B - Throcking Rd	11	0	0
	C - A10 North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.94	0.0	A
B-A	0.03	12.71	0.0	B
C-AB	0.01	6.66	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	523	0.008	4	0.0	6.939	A
B-A	11	325	0.034	11	0.0	12.699	B
C-AB	4	544	0.007	4	0.0	6.661	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	522	0.008	4	0.0	6.942	A
B-A	11	325	0.034	11	0.0	12.708	B
C-AB	4	544	0.007	4	0.0	6.661	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	522	0.008	4	0.0	6.942	A
B-A	11	325	0.034	11	0.0	12.708	B
C-AB	4	544	0.007	4	0.0	6.661	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	522	0.008	4	0.0	6.942	A
B-A	11	325	0.034	11	0.0	12.708	B
C-AB	4	544	0.007	4	0.0	6.661	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

Year 2035 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	584	100.000
B - Throcking Rd		✓	12	100.000
C - A10 North		✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	6	578
	B - Throcking Rd	4	0	8
	C - A10 North	482	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	2
	B - Throcking Rd	0	0	0
	C - A10 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.85	0.0	A
B-A	0.01	11.32	0.0	B
C-AB	0.01	6.77	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	534	0.015	8	0.0	6.847	A
B-A	4	322	0.012	4	0.0	11.315	B
C-AB	4	536	0.007	4	0.0	6.772	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	534	0.015	8	0.0	6.848	A
B-A	4	322	0.012	4	0.0	11.315	B
C-AB	4	536	0.007	4	0.0	6.772	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	534	0.015	8	0.0	6.848	A
B-A	4	322	0.012	4	0.0	11.315	B
C-AB	4	536	0.007	4	0.0	6.772	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	534	0.015	8	0.0	6.848	A
B-A	4	322	0.012	4	0.0	11.317	B
C-AB	4	536	0.007	4	0.0	6.772	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

Year 2035 + Northern Site, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	550	100.000
B - Throcking Rd		✓	29	100.000
C - A10 North		✓	572	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
	From			
	A - A10 South	0	8	542
	B - Throcking Rd	11	0	18
	C - A10 North	562	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
	From			
	A - A10 South	0	0	5
	B - Throcking Rd	11	0	0
	C - A10 North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.93	0.0	A
B-A	0.03	12.92	0.0	B
C-AB	0.02	6.74	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	537	0.034	18	0.0	6.930	A
B-A	11	320	0.034	11	0.0	12.914	B
C-AB	10	544	0.018	10	0.0	6.736	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	537	0.034	18	0.0	6.934	A
B-A	11	320	0.034	11	0.0	12.922	B
C-AB	10	544	0.018	10	0.0	6.736	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	537	0.034	18	0.0	6.934	A
B-A	11	320	0.034	11	0.0	12.922	B
C-AB	10	544	0.018	10	0.0	6.736	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	537	0.034	18	0.0	6.934	A
B-A	11	320	0.034	11	0.0	12.922	B
C-AB	10	544	0.018	10	0.0	6.736	A
C-A	562			562			
A-B	8			8			
A-C	542			542			

Year 2035 + Northern Site, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	584	100.000
B - Throcking Rd		✓	19	100.000
C - A10 North		✓	502	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	6	578
	B - Throcking Rd	4	0	15
	C - A10 North	482	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	2
	B - Throcking Rd	0	0	0
	C - A10 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.85	0.0	A
B-A	0.01	11.90	0.0	B
C-AB	0.04	6.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	540	0.028	15	0.0	6.850	A
B-A	4	307	0.013	4	0.0	11.896	B
C-AB	20	536	0.037	20	0.0	6.979	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	540	0.028	15	0.0	6.854	A
B-A	4	307	0.013	4	0.0	11.898	B
C-AB	20	536	0.037	20	0.0	6.982	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	540	0.028	15	0.0	6.854	A
B-A	4	307	0.013	4	0.0	11.898	B
C-AB	20	536	0.037	20	0.0	6.982	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	540	0.028	15	0.0	6.854	A
B-A	4	307	0.013	4	0.0	11.900	B
C-AB	20	536	0.037	20	0.0	6.982	A
C-A	482			482			
A-B	6			6			
A-C	578			578			

Year 2035 + Southern Site, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	554	100.000
B - Throcking Rd		✓	15	100.000
C - A10 North		✓	603	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	8	546
	B - Throcking Rd	11	0	4
	C - A10 North	599	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	5
	B - Throcking Rd	11	0	0
	C - A10 North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.96	0.0	A
B-A	0.03	12.98	0.0	B
C-AB	0.01	6.67	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	522	0.008	4	0.0	6.954	A
B-A	11	319	0.035	11	0.0	12.973	B
C-AB	4	543	0.007	4	0.0	6.674	A
C-A	599			599			
A-B	8			8			
A-C	546			546			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	521	0.008	4	0.0	6.957	A
B-A	11	319	0.035	11	0.0	12.985	B
C-AB	4	543	0.007	4	0.0	6.674	A
C-A	599			599			
A-B	8			8			
A-C	546			546			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	521	0.008	4	0.0	6.957	A
B-A	11	319	0.035	11	0.0	12.985	B
C-AB	4	543	0.007	4	0.0	6.674	A
C-A	599			599			
A-B	8			8			
A-C	546			546			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	521	0.008	4	0.0	6.957	A
B-A	11	319	0.035	11	0.0	12.985	B
C-AB	4	543	0.007	4	0.0	6.674	A
C-A	599			599			
A-B	8			8			
A-C	546			546			

Year 2035 + Southern Site, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	610	100.000
B - Throcking Rd		✓	12	100.000
C - A10 North		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	6	604
	B - Throcking Rd	4	0	8
	C - A10 North	484	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	2
	B - Throcking Rd	0	0	0
	C - A10 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.94	0.0	A
B-A	0.01	11.55	0.0	B
C-AB	0.01	6.86	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	527	0.015	8	0.0	6.936	A
B-A	4	316	0.013	4	0.0	11.553	B
C-AB	4	529	0.008	4	0.0	6.859	A
C-A	484			484			
A-B	6			6			
A-C	604			604			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	527	0.015	8	0.0	6.937	A
B-A	4	316	0.013	4	0.0	11.553	B
C-AB	4	529	0.008	4	0.0	6.859	A
C-A	484			484			
A-B	6			6			
A-C	604			604			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	527	0.015	8	0.0	6.937	A
B-A	4	316	0.013	4	0.0	11.552	B
C-AB	4	529	0.008	4	0.0	6.859	A
C-A	484			484			
A-B	6			6			
A-C	604			604			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	527	0.015	8	0.0	6.937	A
B-A	4	316	0.013	4	0.0	11.552	B
C-AB	4	529	0.008	4	0.0	6.859	A
C-A	484			484			
A-B	6			6			
A-C	604			604			

Year 2035 + Total Both Sites, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	Year 2035 + Total Both Sites	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	554	100.000
B - Throcking Rd		✓	28	100.000
C - A10 North		✓	607	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
	A - A10 South	0	8	546
	B - Throcking Rd	11	0	17
	C - A10 North	598	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
	A - A10 South	0	0	5
	B - Throcking Rd	11	0	0
	C - A10 North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.95	0.0	A
B-A	0.03	13.14	0.0	B
C-AB	0.02	6.74	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	535	0.032	17	0.0	6.941	A
B-A	11	315	0.035	11	0.0	13.128	B
C-AB	9	543	0.017	9	0.0	6.736	A
C-A	598			598			
A-B	8			8			
A-C	546			546			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	535	0.032	17	0.0	6.946	A
B-A	11	315	0.035	11	0.0	13.136	B
C-AB	9	543	0.017	9	0.0	6.736	A
C-A	598			598			
A-B	8			8			
A-C	546			546			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	535	0.032	17	0.0	6.946	A
B-A	11	315	0.035	11	0.0	13.136	B
C-AB	9	543	0.017	9	0.0	6.736	A
C-A	598			598			
A-B	8			8			
A-C	546			546			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	535	0.032	17	0.0	6.946	A
B-A	11	315	0.035	11	0.0	13.136	B
C-AB	9	543	0.017	9	0.0	6.736	A
C-A	598			598			
A-B	8			8			
A-C	546			546			

Year 2035 + Total Both Sites, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	Year 2035 + Total Both Sites	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
A - A10 South		✓	609	100.000
B - Throcking Rd		✓	18	100.000
C - A10 North		✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
	From			
	A - A10 South	0	6	603
	B - Throcking Rd	4	0	14
	C - A10 North	484	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A10 South	B - Throcking Rd	C - A10 North
	From			
	A - A10 South	0	0	2
	B - Throcking Rd	0	0	0
	C - A10 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.94	0.0	A
B-A	0.01	12.09	0.0	B
C-AB	0.04	7.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	533	0.026	14	0.0	6.931	A
B-A	4	302	0.013	4	0.0	12.090	B
C-AB	19	529	0.036	19	0.0	7.054	A
C-A	484			484			
A-B	6			6			
A-C	603			603			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	533	0.026	14	0.0	6.935	A
B-A	4	302	0.013	4	0.0	12.091	B
C-AB	19	529	0.036	19	0.0	7.057	A
C-A	484			484			
A-B	6			6			
A-C	603			603			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	533	0.026	14	0.0	6.935	A
B-A	4	302	0.013	4	0.0	12.091	B
C-AB	19	529	0.036	19	0.0	7.057	A
C-A	484			484			
A-B	6			6			
A-C	603			603			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	533	0.026	14	0.0	6.935	A
B-A	4	302	0.013	4	0.0	12.093	B
C-AB	19	529	0.036	19	0.0	7.057	A
C-A	484			484			
A-B	6			6			
A-C	603			603			

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.0.4.1693	
© Copyright TRL Software Limited, 2021	
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: A10 - Baldock Road DL (2035).j10

Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\1. ARCADY\TA Assessment 060224\06022024 Tests

Report generation date: 08/02/2024 14:50:36

-
- »2023 Baseline Traffic, AM
 - »2023 Baseline Traffic, PM
 - »2035 Baseline Traffic, AM
 - »2035 Baseline Traffic, PM
 - »2035 + Northern Site, AM
 - »2035 + Northern Site, PM
 - »2035 + Southern Site, AM
 - »2035 + Southern Site, PM
 - »2035 + Total Dev Sites, AM
 - »2035 + Total Dev Sites, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2023 Baseline Traffic						
1 - the A10 North	0.7	4.56	0.38	0.5	3.64	0.31
2 - the B1038	1.3	7.10	0.55	0.6	4.39	0.37
3 - Access Road	0.0	13.46	0.01	0.0	10.29	0.05
4 - the A10 South	0.8	3.71	0.43	0.9	3.58	0.46
5 - the A507	0.8	5.39	0.44	0.6	4.47	0.37
2035 Baseline Traffic						
1 - the A10 North	0.8	5.15	0.43	0.5	3.97	0.35
2 - the B1038	1.8	9.12	0.64	0.7	4.91	0.42
3 - Access Road	0.0	15.76	0.02	0.1	11.31	0.06
4 - the A10 South	1.0	4.17	0.49	1.1	4.03	0.51
5 - the A507	1.1	6.23	0.50	0.7	5.02	0.42
2035 + Northern Site						
1 - the A10 North	0.9	5.62	0.45	0.6	4.18	0.36
2 - the B1038	2.4	11.46	0.70	0.8	5.32	0.45
3 - Access Road	0.0	18.36	0.02	0.1	12.12	0.06
4 - the A10 South	1.1	4.51	0.52	1.3	4.54	0.56
5 - the A507	1.5	7.49	0.58	0.9	5.65	0.48
2035 + Southern Site						
1 - the A10 North	0.9	5.48	0.46	0.6	4.24	0.37
2 - the B1038	2.4	11.28	0.70	0.8	5.18	0.43
3 - Access Road	0.0	17.89	0.02	0.1	11.97	0.06
4 - the A10 South	1.3	4.92	0.55	1.1	4.07	0.51
5 - the A507	1.1	6.42	0.51	1.1	6.02	0.51
2035 + Total Dev Sites						
1 - the A10 North	1.0	5.98	0.48	0.6	4.46	0.38
2 - the B1038	3.3	14.77	0.76	0.9	5.60	0.46
3 - Access Road	0.0	21.07	0.02	0.1	12.80	0.06
4 - the A10 South	1.5	5.36	0.58	1.3	4.56	0.56
5 - the A507	1.5	7.66	0.59	1.3	6.85	0.57

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	A40/ A507 Roundabout
Location	Buntingford
Site number	
Date	16/10/2023
Version	A
Status	(new file)
Identifier	
Client	
Jobnumber	23161
Enumerator	JUBB\SRadford
Description	Geometric Input from OS/Satellite mapping

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Baseline Traffic	AM	FLAT	07:45	08:45	60	15	✓
D2	2023 Baseline Traffic	PM	FLAT	17:00	18:00	60	15	✓
D3	2035 Baseline Traffic	AM	FLAT	07:45	08:45	60	15	✓
D4	2035 Baseline Traffic	PM	FLAT	17:00	18:00	60	15	✓
D5	2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	✓
D6	2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	✓
D7	2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	✓
D8	2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	✓
D9	2035 + Total Dev Sites	AM	FLAT	07:45	08:45	60	15	✓
D10	2035 + Total Dev Sites	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	100.000	100.000

2023 Baseline Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.15	A

Arms

Arms

Arm	Name	Description	No give-way line
1	the A10 North		
2	the B1038		
3	Access Road		
4	the A10 South		
5	the A507		

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)	Entry only	Exit only
1 - the A10 North	4.20	7.60	13.7	18.5	55.0	31.0		
2 - the B1038	3.60	7.60	11.2	65.0	55.0	34.0		
3 - Access Road	3.70	3.70	0.0	3.4	55.0	80.0		
4 - the A10 South	4.40	8.20	19.6	63.4	55.0	24.0		
5 - the A507	3.50	7.70	13.7	37.5	55.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - the A10 North	0.606	1833
2 - the B1038	0.588	1689
3 - Access Road	0.282	659
4 - the A10 South	0.682	2155
5 - the A507	0.574	1671

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Baseline Traffic	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	519	100.000
2 - the B1038		FLAT	✓	656	100.000
3 - Access Road		FLAT	✓	4	100.000
4 - the A10 South		FLAT	✓	792	100.000
5 - the A507		FLAT	✓	558	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	62	23	289	145
	2 - the B1038	196	0	53	264	143
	3 - Access Road	0	0	0	3	1
	4 - the A10 South	262	203	36	0	291
	5 - the A507	36	152	31	339	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	13	14	6	9
	2 - the B1038	2	0	6	3	7
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	7	4	3	0	8
	5 - the A507	3	8	13	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.38	4.56	0.7	A	519	519
2 - the B1038	0.55	7.10	1.3	A	656	656
3 - Access Road	0.01	13.46	0.0	B	4	4
4 - the A10 South	0.43	3.71	0.8	A	792	792
5 - the A507	0.44	5.39	0.8	A	558	558

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	519	130	757	1374	0.378	516	491	0.0	0.7	4.518	A
2 - the B1038	656	164	858	1185	0.554	651	415	0.0	1.3	6.934	A
3 - Access Road	4	1	1367	274	0.015	4	142	0.0	0.0	13.331	B
4 - the A10 South	792	198	482	1826	0.434	789	889	0.0	0.8	3.681	A
5 - the A507	558	140	693	1273	0.438	555	577	0.0	0.8	5.324	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	519	130	761	1372	0.378	519	494	0.7	0.7	4.558	A
2 - the B1038	656	164	863	1182	0.555	656	417	1.3	1.3	7.097	A
3 - Access Road	4	1	1376	271	0.015	4	143	0.0	0.0	13.459	B
4 - the A10 South	792	198	485	1824	0.434	792	895	0.8	0.8	3.710	A
5 - the A507	558	140	697	1271	0.439	558	580	0.8	0.8	5.387	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	519	130	761	1372	0.378	519	494	0.7	0.7	4.558	A
2 - the B1038	656	164	863	1182	0.555	656	417	1.3	1.3	7.100	A
3 - Access Road	4	1	1376	271	0.015	4	143	0.0	0.0	13.460	B
4 - the A10 South	792	198	485	1824	0.434	792	895	0.8	0.8	3.710	A
5 - the A507	558	140	697	1271	0.439	558	580	0.8	0.8	5.388	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	519	130	761	1372	0.378	519	494	0.7	0.7	4.558	A
2 - the B1038	656	164	863	1182	0.555	656	417	1.3	1.3	7.100	A
3 - Access Road	4	1	1376	271	0.015	4	143	0.0	0.0	13.460	B
4 - the A10 South	792	198	485	1824	0.434	792	895	0.8	0.8	3.710	A
5 - the A507	558	140	697	1271	0.439	558	580	0.8	0.8	5.388	A

2023 Baseline Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Baseline Traffic	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	450	100.000
2 - the B1038		FLAT	✓	483	100.000
3 - Access Road		FLAT	✓	17	100.000
4 - the A10 South		FLAT	✓	865	100.000
5 - the A507		FLAT	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	88	20	228	114
	2 - the B1038	124	0	25	207	127
	3 - Access Road	3	2	0	9	3
	4 - the A10 South	385	151	24	0	305
	5 - the A507	31	184	17	237	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	4	0	2	1
	2 - the B1038	2	0	0	0	3
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	2	4	0	0	4
	5 - the A507	3	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.31	3.64	0.5	A	450	450
2 - the B1038	0.37	4.39	0.6	A	483	483
3 - Access Road	0.05	10.29	0.0	B	17	17
4 - the A10 South	0.46	3.58	0.9	A	865	865
5 - the A507	0.37	4.47	0.6	A	469	469

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	450	113	612	1462	0.308	448	541	0.0	0.5	3.618	A
2 - the B1038	483	121	637	1315	0.367	481	423	0.0	0.6	4.358	A
3 - Access Road	17	4	1032	368	0.046	17	86	0.0	0.0	10.238	B
4 - the A10 South	865	216	371	1902	0.455	862	678	0.0	0.9	3.553	A
5 - the A507	469	117	686	1277	0.367	467	547	0.0	0.6	4.438	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	450	113	615	1460	0.308	450	543	0.5	0.5	3.635	A
2 - the B1038	483	121	640	1313	0.368	483	425	0.6	0.6	4.391	A
3 - Access Road	17	4	1037	367	0.046	17	86	0.0	0.0	10.287	B
4 - the A10 South	865	216	373	1900	0.455	865	681	0.9	0.9	3.579	A
5 - the A507	469	117	689	1275	0.368	469	549	0.6	0.6	4.472	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	450	113	615	1460	0.308	450	543	0.5	0.5	3.635	A
2 - the B1038	483	121	640	1313	0.368	483	425	0.6	0.6	4.391	A
3 - Access Road	17	4	1037	367	0.046	17	86	0.0	0.0	10.288	B
4 - the A10 South	865	216	373	1900	0.455	865	681	0.9	0.9	3.579	A
5 - the A507	469	117	689	1275	0.368	469	549	0.6	0.6	4.472	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	450	113	615	1460	0.308	450	543	0.5	0.5	3.635	A
2 - the B1038	483	121	640	1313	0.368	483	425	0.6	0.6	4.391	A
3 - Access Road	17	4	1037	367	0.046	17	86	0.0	0.0	10.288	B
4 - the A10 South	865	216	373	1900	0.455	865	681	0.9	0.9	3.580	A
5 - the A507	469	117	689	1275	0.368	469	549	0.6	0.6	4.472	A

2035 Baseline Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	6.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2035 Baseline Traffic	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	571	100.000
2 - the B1038		FLAT	✓	722	100.000
3 - Access Road		FLAT	✓	4	100.000
4 - the A10 South		FLAT	✓	872	100.000
5 - the A507		FLAT	✓	614	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	68	25	318	160
	2 - the B1038	216	0	58	291	157
	3 - Access Road	0	0	0	3	1
	4 - the A10 South	288	223	40	0	320
	5 - the A507	40	167	34	373	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	13	14	6	9
	2 - the B1038	2	0	6	3	7
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	7	4	3	0	8
	5 - the A507	3	8	13	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.43	5.15	0.8	A	571	571
2 - the B1038	0.64	9.12	1.8	A	722	722
3 - Access Road	0.02	15.76	0.0	C	4	4
4 - the A10 South	0.49	4.17	1.0	A	872	872
5 - the A507	0.50	6.23	1.1	A	614	614

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	833	1328	0.430	567	540	0.0	0.8	5.087	A
2 - the B1038	722	180	944	1135	0.636	714	456	0.0	1.8	8.753	A
3 - Access Road	4	1	1502	236	0.017	4	156	0.0	0.0	15.525	C
4 - the A10 South	872	218	529	1794	0.486	868	977	0.0	1.0	4.119	A
5 - the A507	614	154	763	1233	0.498	610	634	0.0	1.0	6.126	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	838	1325	0.431	571	544	0.8	0.8	5.150	A
2 - the B1038	722	180	950	1131	0.638	721	459	1.8	1.8	9.110	A
3 - Access Road	4	1	1514	233	0.018	4	157	0.0	0.0	15.756	C
4 - the A10 South	872	218	534	1791	0.487	872	984	1.0	1.0	4.167	A
5 - the A507	614	154	767	1231	0.499	614	638	1.0	1.1	6.232	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	838	1325	0.431	571	544	0.8	0.8	5.150	A
2 - the B1038	722	180	950	1131	0.638	722	459	1.8	1.8	9.116	A
3 - Access Road	4	1	1514	233	0.018	4	157	0.0	0.0	15.758	C
4 - the A10 South	872	218	534	1791	0.487	872	985	1.0	1.0	4.167	A
5 - the A507	614	154	767	1230	0.499	614	638	1.1	1.1	6.233	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	838	1325	0.431	571	544	0.8	0.8	5.150	A
2 - the B1038	722	180	950	1131	0.638	722	459	1.8	1.8	9.117	A
3 - Access Road	4	1	1514	233	0.018	4	157	0.0	0.0	15.759	C
4 - the A10 South	872	218	534	1791	0.487	872	985	1.0	1.0	4.167	A
5 - the A507	614	154	767	1230	0.499	614	638	1.1	1.1	6.233	A

2035 Baseline Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2035 Baseline Traffic	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	496	100.000
2 - the B1038		FLAT	✓	533	100.000
3 - Access Road		FLAT	✓	19	100.000
4 - the A10 South		FLAT	✓	953	100.000
5 - the A507		FLAT	✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	97	22	251	126
	2 - the B1038	137	0	28	228	140
	3 - Access Road	3	2	0	10	3
	4 - the A10 South	425	166	26	0	336
	5 - the A507	34	203	19	261	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	4	0	2	1
	2 - the B1038	2	0	0	0	3
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	2	4	0	0	4
	5 - the A507	3	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.35	3.97	0.5	A	496	496
2 - the B1038	0.42	4.91	0.7	A	533	533
3 - Access Road	0.06	11.31	0.1	B	19	19
4 - the A10 South	0.51	4.03	1.1	A	953	953
5 - the A507	0.42	5.02	0.7	A	517	517

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	674	1424	0.348	494	596	0.0	0.5	3.941	A
2 - the B1038	533	133	702	1277	0.417	530	466	0.0	0.7	4.865	A
3 - Access Road	19	5	1138	339	0.055	19	95	0.0	0.1	11.240	B
4 - the A10 South	953	238	409	1876	0.508	949	747	0.0	1.1	3.983	A
5 - the A507	517	129	756	1237	0.418	514	603	0.0	0.7	4.972	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	678	1422	0.349	496	599	0.5	0.5	3.967	A
2 - the B1038	533	133	705	1275	0.418	533	469	0.7	0.7	4.915	A
3 - Access Road	19	5	1143	337	0.056	19	95	0.1	0.1	11.313	B
4 - the A10 South	953	238	411	1874	0.509	953	751	1.1	1.1	4.025	A
5 - the A507	517	129	759	1235	0.419	517	605	0.7	0.7	5.023	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	678	1422	0.349	496	599	0.5	0.5	3.967	A
2 - the B1038	533	133	705	1275	0.418	533	469	0.7	0.7	4.915	A
3 - Access Road	19	5	1143	337	0.056	19	95	0.1	0.1	11.313	B
4 - the A10 South	953	238	411	1874	0.509	953	751	1.1	1.1	4.025	A
5 - the A507	517	129	759	1235	0.419	517	605	0.7	0.7	5.023	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	678	1422	0.349	496	599	0.5	0.5	3.967	A
2 - the B1038	533	133	705	1275	0.418	533	469	0.7	0.7	4.915	A
3 - Access Road	19	5	1143	337	0.056	19	95	0.1	0.1	11.313	B
4 - the A10 South	953	238	411	1874	0.509	953	751	1.1	1.1	4.025	A
5 - the A507	517	129	759	1235	0.419	517	605	0.7	0.7	5.023	A

2035 + Northern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	7.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	571	100.000
2 - the B1038		FLAT	✓	760	100.000
3 - Access Road		FLAT	✓	4	100.000
4 - the A10 South		FLAT	✓	915	100.000
5 - the A507		FLAT	✓	718	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	68	25	318	160
	2 - the B1038	216	0	58	291	196
	3 - Access Road	0	0	0	3	1
	4 - the A10 South	288	223	40	0	364
	5 - the A507	40	194	34	450	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	13	14	6	9
	2 - the B1038	2	0	6	3	7
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	7	4	3	0	8
	5 - the A507	3	8	13	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.45	5.62	0.9	A	571	571
2 - the B1038	0.70	11.46	2.4	B	760	760
3 - Access Road	0.02	18.36	0.0	C	4	4
4 - the A10 South	0.52	4.51	1.1	A	915	915
5 - the A507	0.58	7.49	1.5	A	718	718

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	935	1266	0.451	567	540	0.0	0.9	5.532	A
2 - the B1038	760	190	1019	1090	0.697	751	483	0.0	2.3	10.745	B
3 - Access Road	4	1	1614	204	0.020	4	156	0.0	0.0	17.952	C
4 - the A10 South	915	229	566	1769	0.517	911	1052	0.0	1.1	4.444	A
5 - the A507	718	180	762	1234	0.582	712	715	0.0	1.5	7.289	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	941	1262	0.452	571	544	0.9	0.9	5.619	A
2 - the B1038	760	190	1026	1086	0.700	760	486	2.3	2.4	11.433	B
3 - Access Road	4	1	1629	200	0.020	4	157	0.0	0.0	18.353	C
4 - the A10 South	915	229	572	1765	0.519	915	1061	1.1	1.1	4.511	A
5 - the A507	718	180	767	1231	0.584	718	720	1.5	1.5	7.490	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	941	1262	0.452	571	544	0.9	0.9	5.619	A
2 - the B1038	760	190	1026	1086	0.700	760	486	2.4	2.4	11.453	B
3 - Access Road	4	1	1629	200	0.020	4	157	0.0	0.0	18.359	C
4 - the A10 South	915	229	572	1765	0.519	915	1061	1.1	1.1	4.511	A
5 - the A507	718	180	767	1231	0.584	718	720	1.5	1.5	7.493	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	571	143	941	1262	0.452	571	544	0.9	0.9	5.619	A
2 - the B1038	760	190	1026	1086	0.700	760	486	2.4	2.4	11.457	B
3 - Access Road	4	1	1629	200	0.020	4	157	0.0	0.0	18.360	C
4 - the A10 South	915	229	572	1765	0.519	915	1061	1.1	1.1	4.511	A
5 - the A507	718	180	767	1230	0.584	718	720	1.5	1.5	7.493	A

2035 + Northern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	496	100.000
2 - the B1038		FLAT	✓	561	100.000
3 - Access Road		FLAT	✓	19	100.000
4 - the A10 South		FLAT	✓	1038	100.000
5 - the A507		FLAT	✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	97	22	251	126
	2 - the B1038	137	0	28	228	168
	3 - Access Road	3	2	0	10	3
	4 - the A10 South	425	166	26	0	421
	5 - the A507	34	235	19	309	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	4	0	2	1
	2 - the B1038	2	0	0	0	3
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	2	4	0	0	4
	5 - the A507	3	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.36	4.18	0.6	A	496	496
2 - the B1038	0.45	5.32	0.8	A	561	561
3 - Access Road	0.06	12.12	0.1	B	19	19
4 - the A10 South	0.56	4.54	1.3	A	1038	1038
5 - the A507	0.48	5.65	0.9	A	597	597

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	753	1377	0.360	494	595	0.0	0.6	4.150	A
2 - the B1038	561	140	749	1249	0.449	558	498	0.0	0.8	5.254	A
3 - Access Road	19	5	1212	318	0.059	18	94	0.0	0.1	12.027	B
4 - the A10 South	1038	260	437	1857	0.559	1033	794	0.0	1.3	4.476	A
5 - the A507	597	149	755	1237	0.482	593	714	0.0	0.9	5.564	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	757	1374	0.361	496	599	0.6	0.6	4.184	A
2 - the B1038	561	140	753	1247	0.450	561	500	0.8	0.8	5.319	A
3 - Access Road	19	5	1219	316	0.059	19	95	0.1	0.1	12.122	B
4 - the A10 South	1038	260	439	1855	0.560	1038	798	1.3	1.3	4.540	A
5 - the A507	597	149	759	1235	0.483	596	718	0.9	0.9	5.645	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	757	1374	0.361	496	599	0.6	0.6	4.184	A
2 - the B1038	561	140	753	1247	0.450	561	500	0.8	0.8	5.319	A
3 - Access Road	19	5	1219	316	0.059	19	95	0.1	0.1	12.123	B
4 - the A10 South	1038	260	439	1855	0.560	1038	798	1.3	1.3	4.540	A
5 - the A507	597	149	759	1235	0.483	596	718	0.9	0.9	5.645	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	496	124	757	1374	0.361	496	599	0.6	0.6	4.184	A
2 - the B1038	561	140	753	1247	0.450	561	500	0.8	0.8	5.319	A
3 - Access Road	19	5	1219	316	0.059	19	95	0.1	0.1	12.123	B
4 - the A10 South	1038	260	439	1855	0.560	1038	798	1.3	1.3	4.541	A
5 - the A507	597	149	759	1235	0.483	597	718	0.9	0.9	5.645	A

2035 + Southern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	7.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	608	100.000
2 - the B1038		FLAT	✓	773	100.000
3 - Access Road		FLAT	✓	4	100.000
4 - the A10 South		FLAT	✓	951	100.000
5 - the A507		FLAT	✓	632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	68	25	318	197
	2 - the B1038	216	0	58	291	209
	3 - Access Road	0	0	0	3	1
	4 - the A10 South	288	223	40	0	399
	5 - the A507	44	173	34	381	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	13	14	6	9
	2 - the B1038	2	0	6	3	7
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	7	4	3	0	8
	5 - the A507	3	8	13	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.46	5.48	0.9	A	608	608
2 - the B1038	0.70	11.28	2.4	B	773	773
3 - Access Road	0.02	17.89	0.0	C	4	4
4 - the A10 South	0.55	4.92	1.3	A	951	951
5 - the A507	0.51	6.42	1.1	A	632	632

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	608	152	846	1320	0.460	604	544	0.0	0.9	5.404	A
2 - the B1038	773	193	989	1108	0.697	764	461	0.0	2.3	10.602	B
3 - Access Road	4	1	1597	209	0.020	4	156	0.0	0.0	17.530	C
4 - the A10 South	951	238	616	1735	0.548	946	985	0.0	1.3	4.831	A
5 - the A507	632	158	762	1234	0.512	628	800	0.0	1.1	6.293	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	608	152	851	1317	0.461	608	548	0.9	0.9	5.483	A
2 - the B1038	773	193	995	1105	0.700	773	464	2.3	2.4	11.258	B
3 - Access Road	4	1	1611	205	0.020	4	157	0.0	0.0	17.886	C
4 - the A10 South	951	238	622	1731	0.550	951	993	1.3	1.3	4.918	A
5 - the A507	632	158	767	1231	0.514	632	806	1.1	1.1	6.416	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	608	152	851	1317	0.461	608	548	0.9	0.9	5.483	A
2 - the B1038	773	193	995	1105	0.700	773	464	2.4	2.4	11.275	B
3 - Access Road	4	1	1611	205	0.020	4	157	0.0	0.0	17.891	C
4 - the A10 South	951	238	622	1731	0.550	951	993	1.3	1.3	4.919	A
5 - the A507	632	158	767	1231	0.514	632	806	1.1	1.1	6.417	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	608	152	852	1317	0.461	608	548	0.9	0.9	5.483	A
2 - the B1038	773	193	995	1105	0.700	773	464	2.4	2.4	11.279	B
3 - Access Road	4	1	1611	205	0.020	4	157	0.0	0.0	17.892	C
4 - the A10 South	951	238	622	1731	0.550	951	993	1.3	1.3	4.919	A
5 - the A507	632	158	767	1230	0.514	632	806	1.1	1.1	6.417	A

2035 + Southern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	499	100.000
2 - the B1038		FLAT	✓	536	100.000
3 - Access Road		FLAT	✓	19	100.000
4 - the A10 South		FLAT	✓	959	100.000
5 - the A507		FLAT	✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	97	22	251	128
	2 - the B1038	137	0	28	228	143
	3 - Access Road	3	2	0	10	3
	4 - the A10 South	425	166	26	0	342
	5 - the A507	60	239	19	318	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	4	0	2	1
	2 - the B1038	2	0	0	0	3
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	2	4	0	0	4
	5 - the A507	3	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.37	4.24	0.6	A	499	499
2 - the B1038	0.43	5.18	0.8	A	536	536
3 - Access Road	0.06	11.97	0.1	B	19	19
4 - the A10 South	0.51	4.07	1.1	A	959	959
5 - the A507	0.51	6.02	1.1	A	636	636

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	499	125	766	1368	0.364	496	621	0.0	0.6	4.200	A
2 - the B1038	536	134	760	1243	0.432	533	502	0.0	0.8	5.120	A
3 - Access Road	19	5	1199	321	0.058	19	94	0.0	0.1	11.879	B
4 - the A10 South	959	240	415	1872	0.512	954	803	0.0	1.1	4.023	A
5 - the A507	636	159	756	1237	0.514	632	614	0.0	1.0	5.924	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	499	125	771	1366	0.365	499	625	0.6	0.6	4.235	A
2 - the B1038	536	134	764	1240	0.433	536	505	0.8	0.8	5.181	A
3 - Access Road	19	5	1206	319	0.059	19	95	0.1	0.1	11.972	B
4 - the A10 South	959	240	417	1870	0.513	959	807	1.1	1.1	4.066	A
5 - the A507	636	159	759	1235	0.515	636	617	1.0	1.1	6.024	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	499	125	771	1366	0.365	499	625	0.6	0.6	4.235	A
2 - the B1038	536	134	764	1240	0.433	536	505	0.8	0.8	5.181	A
3 - Access Road	19	5	1206	319	0.059	19	95	0.1	0.1	11.972	B
4 - the A10 South	959	240	417	1870	0.513	959	807	1.1	1.1	4.066	A
5 - the A507	636	159	759	1235	0.515	636	617	1.1	1.1	6.024	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	499	125	771	1366	0.365	499	625	0.6	0.6	4.235	A
2 - the B1038	536	134	764	1240	0.433	536	505	0.8	0.8	5.181	A
3 - Access Road	19	5	1206	319	0.059	19	95	0.1	0.1	11.972	B
4 - the A10 South	959	240	417	1870	0.513	959	807	1.1	1.1	4.066	A
5 - the A507	636	159	759	1235	0.515	636	617	1.1	1.1	6.024	A

2035 + Total Dev Sites, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	8.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2035 + Total Dev Sites	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	606	100.000
2 - the B1038		FLAT	✓	809	100.000
3 - Access Road		FLAT	✓	4	100.000
4 - the A10 South		FLAT	✓	991	100.000
5 - the A507		FLAT	✓	730	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	68	25	318	195
	2 - the B1038	216	0	58	291	245
	3 - Access Road	0	0	0	3	1
	4 - the A10 South	288	223	40	0	439
	5 - the A507	43	199	34	454	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
	1 - the A10 North	0	13	14	6	9
	2 - the B1038	2	0	6	3	7
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	7	4	3	0	8
	5 - the A507	3	8	13	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.48	5.98	1.0	A	606	606
2 - the B1038	0.76	14.77	3.3	B	809	809
3 - Access Road	0.02	21.07	0.0	C	4	4
4 - the A10 South	0.58	5.36	1.5	A	991	991
5 - the A507	0.59	7.66	1.5	A	730	730

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	606	152	943	1261	0.481	602	542	0.0	1.0	5.867	A
2 - the B1038	809	202	1059	1067	0.758	797	487	0.0	3.1	13.334	B
3 - Access Road	4	1	1700	180	0.023	4	155	0.0	0.0	20.429	C
4 - the A10 South	991	248	649	1712	0.579	985	1055	0.0	1.4	5.237	A
5 - the A507	730	182	761	1234	0.591	723	873	0.0	1.5	7.434	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	606	152	950	1257	0.482	606	547	1.0	1.0	5.976	A
2 - the B1038	809	202	1066	1063	0.762	809	490	3.1	3.2	14.696	B
3 - Access Road	4	1	1718	175	0.023	4	157	0.0	0.0	21.052	C
4 - the A10 South	991	248	657	1707	0.581	991	1065	1.4	1.5	5.359	A
5 - the A507	730	182	767	1231	0.593	729	881	1.5	1.5	7.659	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	606	152	950	1257	0.482	606	547	1.0	1.0	5.976	A
2 - the B1038	809	202	1066	1063	0.762	809	490	3.2	3.2	14.751	B
3 - Access Road	4	1	1719	175	0.023	4	157	0.0	0.0	21.067	C
4 - the A10 South	991	248	657	1707	0.581	991	1065	1.5	1.5	5.360	A
5 - the A507	730	182	767	1231	0.593	729	881	1.5	1.5	7.663	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	606	152	950	1257	0.482	606	547	1.0	1.0	5.976	A
2 - the B1038	809	202	1066	1063	0.762	809	490	3.2	3.3	14.769	B
3 - Access Road	4	1	1719	175	0.023	4	157	0.0	0.0	21.070	C
4 - the A10 South	991	248	657	1707	0.581	991	1065	1.5	1.5	5.360	A
5 - the A507	730	182	767	1231	0.593	729	881	1.5	1.5	7.663	A

2035 + Total Dev Sites, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2035 + Total Dev Sites	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	498	100.000
2 - the B1038		FLAT	✓	563	100.000
3 - Access Road		FLAT	✓	19	100.000
4 - the A10 South		FLAT	✓	1039	100.000
5 - the A507		FLAT	✓	708	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	97	22	251	128
	2 - the B1038	137	0	28	228	170
	3 - Access Road	3	2	0	10	3
	4 - the A10 South	425	166	26	0	422
	5 - the A507	59	269	19	361	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	4	0	2	1
	2 - the B1038	2	0	0	0	3
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	2	4	0	0	4
	5 - the A507	3	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.38	4.46	0.6	A	498	498
2 - the B1038	0.46	5.60	0.9	A	563	563
3 - Access Road	0.06	12.80	0.1	B	19	19
4 - the A10 South	0.56	4.56	1.3	A	1039	1039
5 - the A507	0.57	6.85	1.3	A	708	708

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	498	125	838	1325	0.376	496	620	0.0	0.6	4.417	A
2 - the B1038	563	141	802	1218	0.462	559	531	0.0	0.9	5.514	A
3 - Access Road	19	5	1267	302	0.062	18	94	0.0	0.1	12.681	B
4 - the A10 South	1039	260	440	1854	0.560	1034	845	0.0	1.3	4.494	A
5 - the A507	708	177	755	1237	0.572	703	719	0.0	1.3	6.686	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	498	125	844	1321	0.377	498	624	0.6	0.6	4.461	A
2 - the B1038	563	141	807	1215	0.463	563	535	0.9	0.9	5.595	A
3 - Access Road	19	5	1275	300	0.063	19	95	0.1	0.1	12.802	B
4 - the A10 South	1039	260	443	1853	0.561	1039	851	1.3	1.3	4.559	A
5 - the A507	708	177	759	1235	0.573	708	723	1.3	1.3	6.843	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	498	125	844	1321	0.377	498	624	0.6	0.6	4.461	A
2 - the B1038	563	141	807	1215	0.463	563	535	0.9	0.9	5.595	A
3 - Access Road	19	5	1275	300	0.063	19	95	0.1	0.1	12.803	B
4 - the A10 South	1039	260	443	1853	0.561	1039	851	1.3	1.3	4.559	A
5 - the A507	708	177	759	1235	0.573	708	723	1.3	1.3	6.846	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	498	125	844	1321	0.377	498	624	0.6	0.6	4.461	A
2 - the B1038	563	141	807	1215	0.463	563	535	0.9	0.9	5.595	A
3 - Access Road	19	5	1275	300	0.063	19	95	0.1	0.1	12.803	B
4 - the A10 South	1039	260	443	1853	0.561	1039	851	1.3	1.3	4.559	A
5 - the A507	708	177	759	1235	0.573	708	723	1.3	1.3	6.846	A

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: High St - B1038 DL (2035).j10

Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\1. ARCADY\TA Assessment 060224\06022024 Tests

Report generation date: 06/02/2024 10:59:51

- »Year 2023 Baseline, AM
- »Year 2023 Baseline , PM
- »Year 2035 Baseline, AM
- »Year 2035 Baseline, PM
- »Year 2035 + Northern Site, AM
- »Year 2035 + Northern Site, PM
- »Year 2035 + Southern Site, AM
- »Year 2035 + Southern Site, PM
- »Year 2035 + Dev Total Sites, AM
- »Year 2035 + Dev Total Sites, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Year 2023 Baseline						
Stream B-AC	0.6	11.64	0.36	0.4	10.66	0.30
Stream C-AB	0.9	8.74	0.36	1.1	9.73	0.40
Year 2035 Baseline						
Stream B-AC	0.7	12.76	0.40	0.5	11.57	0.34
Stream C-AB	1.2	9.21	0.41	1.4	10.53	0.46
Year 2035 + Northern Site						
Stream B-AC	0.8	13.82	0.43	0.6	12.42	0.37
Stream C-AB	1.3	9.22	0.42	1.5	10.65	0.48
Year 2035 + Southern Site						
Stream B-AC	0.9	15.42	0.48	0.5	11.91	0.35
Stream C-AB	1.2	9.09	0.41	1.4	10.83	0.47
Year 2035 + Dev Total Sites						
Stream B-AC	1.0	16.69	0.50	0.6	12.81	0.37
Stream C-AB	1.4	9.11	0.43	1.6	10.96	0.49

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	Baldock Rd/High St Junction
Location	Buntingford
Site number	
Date	16/10/2023
Version	A
Status	(new file)
Identifier	
Client	
Jobnumber	23161
Enumerator	JUBB\SRadford
Description	Geometric Input from OS/Satelite mapping

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75				✓		0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	✓
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	✓
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	✓
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	✓
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	✓
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	✓
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	✓
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	✓
D9	Year 2035 + Dev Total Sites	AM	FLAT	07:45	08:45	60	15	✓
D10	Year 2035 + Dev Total Sites	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

Year 2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.66	A

Arms

Arms

Arm	Name	Description	Arm type
A	Baldock Rd		Major
B	High St		Minor
C	B1038		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B1038	6.15			0.0	✓	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 - High St	One lane	2.50	50	18

Slope / Intercept / Capacity

Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
1	C-B	✓	Queue	-100

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	477	0.088	0.222	0.139	0.317
B-C	603	0.090	0.229	-	-
C-B	474	0.221	0.221	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	262	100.000
B - High St		FLAT	✓	174	100.000
C - B1038		FLAT	✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	53	209
	B - High St	38	0	136
	C - B1038	318	121	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	10	6
	B - High St	5	0	0
	C - B1038	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	11.64	0.6	B	174	174
C-AB	0.36	8.74	0.9	A	235	235
C-A					204	204
A-B					53	53
A-C					209	209

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	487	0.357	172	0.0	0.6	11.472	B
C-AB	233	58	661	0.353	230	0.0	0.9	8.591	A
C-A	206	51			206				
A-B	53	13			53				
A-C	209	52			209				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	486	0.358	174	0.6	0.6	11.640	B
C-AB	235	59	662	0.355	235	0.9	0.9	8.740	A
C-A	204	51			204				
A-B	53	13			53				
A-C	209	52			209				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	486	0.358	174	0.6	0.6	11.642	B
C-AB	235	59	662	0.355	235	0.9	0.9	8.744	A
C-A	204	51			204				
A-B	53	13			53				
A-C	209	52			209				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	486	0.358	174	0.6	0.6	11.642	B
C-AB	235	59	662	0.355	235	0.9	0.9	8.743	A
C-A	204	51			204				
A-B	53	13			53				
A-C	209	52			209				

Year 2023 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	314	100.000
B - High St		FLAT	✓	146	100.000
C - B1038		FLAT	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	33	281
	B - High St	25	0	121
	C - B1038	290	136	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	0	6
	B - High St	0	0	0
	C - B1038	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	10.66	0.4	B	146	146
C-AB	0.40	9.73	1.1	A	254	254
C-A					172	172
A-B					33	33
A-C					281	281

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	484	0.302	144	0.0	0.4	10.549	B
C-AB	252	63	629	0.401	248	0.0	1.0	9.509	A
C-A	174	43			174				
A-B	33	8			33				
A-C	281	70			281				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	484	0.302	146	0.4	0.4	10.664	B
C-AB	254	64	631	0.403	254	1.0	1.0	9.720	A
C-A	172	43			172				
A-B	33	8			33				
A-C	281	70			281				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	484	0.302	146	0.4	0.4	10.664	B
C-AB	254	64	631	0.403	254	1.0	1.0	9.726	A
C-A	172	43			172				
A-B	33	8			33				
A-C	281	70			281				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	484	0.302	146	0.4	0.4	10.665	B
C-AB	254	64	631	0.403	254	1.0	1.1	9.725	A
C-A	172	43			172				
A-B	33	8			33				
A-C	281	70			281				

Year 2035 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	288	100.000
B - High St		FLAT	✓	192	100.000
C - B1038		FLAT	✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	58	230
	B - High St	42	0	150
	C - B1038	350	133	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	10	6
	B - High St	5	0	0
	C - B1038	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	12.76	0.7	B	192	192
C-AB	0.41	9.21	1.2	A	276	276
C-A					207	207
A-B					58	58
A-C					230	230

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	478	0.402	189	0.0	0.7	12.512	B
C-AB	274	68	681	0.402	269	0.0	1.1	8.998	A
C-A	209	52			209				
A-B	58	15			58				
A-C	230	58			230				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	477	0.402	192	0.7	0.7	12.754	B
C-AB	276	69	682	0.405	276	1.1	1.1	9.208	A
C-A	207	52			207				
A-B	58	15			58				
A-C	230	58			230				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	477	0.402	192	0.7	0.7	12.757	B
C-AB	276	69	682	0.405	276	1.1	1.2	9.210	A
C-A	207	52			207				
A-B	58	15			58				
A-C	230	58			230				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	477	0.402	192	0.7	0.7	12.759	B
C-AB	276	69	682	0.405	276	1.2	1.2	9.214	A
C-A	207	52			207				
A-B	58	15			58				
A-C	230	58			230				

Year 2035 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	346	100.000
B - High St		FLAT	✓	161	100.000
C - B1038		FLAT	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	36	310
	B - High St	28	0	133
	C - B1038	320	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	0	6
	B - High St	0	0	0
	C - B1038	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	11.57	0.5	B	161	161
C-AB	0.46	10.53	1.4	B	299	299
C-A					171	171
A-B					36	36
A-C					310	310

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	473	0.341	159	0.0	0.5	11.405	B
C-AB	297	74	647	0.459	292	0.0	1.3	10.197	B
C-A	173	43			173				
A-B	36	9			36				
A-C	310	78			310				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	472	0.341	161	0.5	0.5	11.565	B
C-AB	300	75	649	0.462	300	1.3	1.4	10.517	B
C-A	170	43			170				
A-B	36	9			36				
A-C	310	78			310				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	472	0.341	161	0.5	0.5	11.568	B
C-AB	300	75	649	0.462	300	1.4	1.4	10.526	B
C-A	170	43			170				
A-B	36	9			36				
A-C	310	78			310				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	472	0.341	161	0.5	0.5	11.568	B
C-AB	300	75	649	0.462	300	1.4	1.4	10.527	B
C-A	170	43			170				
A-B	36	9			36				
A-C	310	78			310				

Year 2035 + Northern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	314	100.000
B - High St		FLAT	✓	199	100.000
C - B1038		FLAT	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	65	249
	B - High St	49	0	150
	C - B1038	376	133	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	10	6
	B - High St	5	0	0
	C - B1038	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.43	13.82	0.8	B	199	199
C-AB	0.42	9.22	1.3	A	291	291
C-A					218	218
A-B					65	65
A-C					249	249

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	463	0.430	196	0.0	0.7	13.495	B
C-AB	289	72	696	0.416	284	0.0	1.2	8.989	A
C-A	220	55			220				
A-B	65	16			65				
A-C	249	62			249				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	463	0.430	199	0.7	0.8	13.809	B
C-AB	292	73	698	0.419	292	1.2	1.2	9.217	A
C-A	217	54			217				
A-B	65	16			65				
A-C	249	62			249				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	463	0.430	199	0.8	0.8	13.815	B
C-AB	292	73	698	0.419	292	1.2	1.3	9.224	A
C-A	217	54			217				
A-B	65	16			65				
A-C	249	62			249				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	50	463	0.430	199	0.8	0.8	13.815	B
C-AB	292	73	698	0.419	292	1.3	1.3	9.224	A
C-A	217	54			217				
A-B	65	16			65				
A-C	249	62			249				

Year 2035 + Northern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	373	100.000
B - High St		FLAT	✓	167	100.000
C - B1038		FLAT	✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	42	331
	B - High St	34	0	133
	C - B1038	339	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	0	6
	B - High St	0	0	0
	C - B1038	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.37	12.42	0.6	B	167	167
C-AB	0.48	10.65	1.5	B	312	312
C-A					177	177
A-B					42	42
A-C					331	331

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	457	0.365	165	0.0	0.6	12.212	B
C-AB	310	77	657	0.472	304	0.0	1.4	10.278	B
C-A	179	45			179				
A-B	42	11			42				
A-C	331	83			331				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	457	0.366	167	0.6	0.6	12.418	B
C-AB	313	78	659	0.475	313	1.4	1.5	10.634	B
C-A	176	44			176				
A-B	42	11			42				
A-C	331	83			331				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	457	0.366	167	0.6	0.6	12.421	B
C-AB	313	78	659	0.475	313	1.5	1.5	10.642	B
C-A	176	44			176				
A-B	42	11			42				
A-C	331	83			331				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	457	0.366	167	0.6	0.6	12.421	B
C-AB	313	78	659	0.475	313	1.5	1.5	10.645	B
C-A	176	44			176				
A-B	42	11			42				
A-C	331	83			331				

Year 2035 + Southern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	294	100.000
B - High St		FLAT	✓	215	100.000
C - B1038		FLAT	✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	61	233
	B - High St	65	0	150
	C - B1038	379	133	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	10	6
	B - High St	5	0	0
	C - B1038	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.48	15.42	0.9	C	215	215
C-AB	0.41	9.09	1.2	A	291	291
C-A					221	221
A-B					61	61
A-C					233	233

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	54	452	0.475	211	0.0	0.9	14.945	B
C-AB	289	72	702	0.412	284	0.0	1.2	8.863	A
C-A	223	56			223				
A-B	61	15			61				
A-C	233	58			233				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	54	452	0.476	215	0.9	0.9	15.404	C
C-AB	292	73	704	0.415	292	1.2	1.2	9.084	A
C-A	220	55			220				
A-B	61	15			61				
A-C	233	58			233				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	54	452	0.476	215	0.9	0.9	15.414	C
C-AB	292	73	704	0.415	292	1.2	1.2	9.086	A
C-A	220	55			220				
A-B	61	15			61				
A-C	233	58			233				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	54	452	0.476	215	0.9	0.9	15.416	C
C-AB	292	73	704	0.415	292	1.2	1.2	9.088	A
C-A	220	55			220				
A-B	61	15			61				
A-C	233	58			233				

Year 2035 + Southern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	383	100.000
B - High St		FLAT	✓	162	100.000
C - B1038		FLAT	✓	472	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	53	330
	B - High St	29	0	133
	C - B1038	322	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	0	6
	B - High St	0	0	0
	C - B1038	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.35	11.91	0.5	B	162	162
C-AB	0.47	10.83	1.4	B	303	303
C-A					169	169
A-B					53	53
A-C					330	330

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	465	0.349	160	0.0	0.5	11.734	B
C-AB	301	75	642	0.469	296	0.0	1.4	10.465	B
C-A	171	43			171				
A-B	53	13			53				
A-C	330	83			330				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	464	0.349	162	0.5	0.5	11.910	B
C-AB	304	76	644	0.472	304	1.4	1.4	10.820	B
C-A	168	42			168				
A-B	53	13			53				
A-C	330	83			330				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	464	0.349	162	0.5	0.5	11.913	B
C-AB	304	76	644	0.472	304	1.4	1.4	10.826	B
C-A	168	42			168				
A-B	53	13			53				
A-C	330	83			330				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	464	0.349	162	0.5	0.5	11.913	B
C-AB	304	76	644	0.472	304	1.4	1.4	10.832	B
C-A	168	42			168				
A-B	53	13			53				
A-C	330	83			330				

Year 2035 + Dev Total Sites, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Year 2035 + Dev Total Sites	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	318	100.000
B - High St		FLAT	✓	221	100.000
C - B1038		FLAT	✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
	From			
	A - Baldock Rd	0	67	251
	B - High St	71	0	150
	C - B1038	404	133	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
	From			
	A - Baldock Rd	0	10	6
	B - High St	5	0	0
	C - B1038	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.50	16.69	1.0	C	221	221
C-AB	0.43	9.11	1.4	A	307	307
C-A					230	230
A-B					67	67
A-C					251	251

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	441	0.501	217	0.0	1.0	16.081	C
C-AB	305	76	717	0.425	299	0.0	1.3	8.856	A
C-A	232	58			232				
A-B	67	17			67				
A-C	251	63			251				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	440	0.502	221	1.0	1.0	16.671	C
C-AB	308	77	719	0.428	308	1.3	1.3	9.104	A
C-A	229	57			229				
A-B	67	17			67				
A-C	251	63			251				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	440	0.502	221	1.0	1.0	16.683	C
C-AB	308	77	719	0.428	308	1.3	1.3	9.109	A
C-A	229	57			229				
A-B	67	17			67				
A-C	251	63			251				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	440	0.502	221	1.0	1.0	16.687	C
C-AB	308	77	719	0.428	308	1.3	1.4	9.111	A
C-A	229	57			229				
A-B	67	17			67				
A-C	251	63			251				

Year 2035 + Dev Total Sites, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	Year 2035 + Dev Total Sites	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	409	100.000
B - High St		FLAT	✓	168	100.000
C - B1038		FLAT	✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Baldock Rd	B - High St	C - B1038
	From			
	A - Baldock Rd	0	58	351
	B - High St	35	0	133
	C - B1038	340	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Baldock Rd	B - High St	C - B1038
	From			
	A - Baldock Rd	0	0	6
	B - High St	0	0	0
	C - B1038	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.37	12.81	0.6	B	168	168
C-AB	0.49	10.96	1.6	B	317	317
C-A					173	173
A-B					58	58
A-C					351	351

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	42	450	0.374	166	0.0	0.6	12.578	B
C-AB	314	78	651	0.482	308	0.0	1.5	10.558	B
C-A	176	44			176				
A-B	58	15			58				
A-C	351	88			351				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	42	449	0.374	168	0.6	0.6	12.803	B
C-AB	317	79	654	0.486	317	1.5	1.5	10.947	B
C-A	173	43			173				
A-B	58	15			58				
A-C	351	88			351				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	42	449	0.374	168	0.6	0.6	12.810	B
C-AB	317	79	654	0.486	317	1.5	1.5	10.956	B
C-A	173	43			173				
A-B	58	15			58				
A-C	351	88			351				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	42	449	0.374	168	0.6	0.6	12.810	B
C-AB	317	79	654	0.486	317	1.5	1.6	10.960	B
C-A	173	43			173				
A-B	58	15			58				
A-C	351	88			351				

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: High St - Hare St - Station Rd DL (2035).j10

Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\1. ARCADY\TA Assessment 060224\06022024 Tests

Report generation date: 06/02/2024 11:10:02

- »2023 Baseline, AM
- »2023 Baseline, PM
- »2035 Baseline, AM
- »2035 Baseline, PM
- »2035 + Dev Northern Site, AM
- »2035 + Dev Northern Site, PM
- »2035 + Dev Southern Site, AM
- »2035 + Dev Southern Site, PM
- »2035 + Dev Total Sites, AM
- »2035 + Dev Total Sites, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2023 Baseline						
1 - High Street	0.6	6.00	0.36	0.7	6.50	0.41
2 - Hare Street	0.4	6.42	0.30	0.4	6.34	0.27
3 - Station Road	0.8	7.39	0.43	0.8	7.46	0.46
2035 Baseline						
1 - High Street	0.7	6.42	0.40	0.8	7.10	0.45
2 - Hare Street	0.5	6.88	0.34	0.4	6.80	0.30
3 - Station Road	1.0	8.17	0.48	1.0	8.32	0.51
2035 + Dev Northern Site						
1 - High Street	0.7	6.64	0.42	0.9	7.39	0.48
2 - Hare Street	0.5	7.08	0.35	0.5	7.02	0.32
3 - Station Road	1.0	8.61	0.51	1.1	8.65	0.53
2035 + Dev Southern Site						
1 - High Street	0.7	6.46	0.40	0.9	7.39	0.48
2 - Hare Street	0.6	7.19	0.36	0.5	6.86	0.31
3 - Station Road	1.0	8.53	0.50	1.0	8.34	0.51
2035 + Dev Total Sites						
1 - High Street	0.8	6.66	0.42	1.0	7.70	0.50
2 - Hare Street	0.6	7.39	0.38	0.5	7.06	0.32
3 - Station Road	1.1	9.00	0.52	1.1	8.66	0.53

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	High Street/Hare St/Station Rd
Location	Buntingford
Site number	
Date	16/10/2023
Version	A
Status	(new file)
Identifier	
Client	
Jobnumber	23161
Enumerator	JUBB\SRadford
Description	Geometric Input from Dev 3/22/1551

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Baseline	AM	FLAT	07:45	08:45	60	15	✓
D2	2023 Baseline	PM	FLAT	17:00	18:00	60	15	✓
D3	2035 Baseline	AM	FLAT	07:45	08:45	60	15	✓
D4	2035 Baseline	PM	FLAT	17:00	18:00	60	15	✓
D5	2035 + Dev Northern Site	AM	FLAT	07:45	08:45	60	15	✓
D6	2035 + Dev Northern Site	PM	FLAT	17:00	18:00	60	15	✓
D7	2035 + Dev Southern Site	AM	FLAT	07:45	08:45	60	15	✓
D8	2035 + Dev Southern Site	PM	FLAT	17:00	18:00	60	15	✓
D9	2035 + Dev Total Sites	AM	FLAT	07:45	08:45	60	15	✓
D10	2035 + Dev Total Sites	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.65	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.65	A

Arms

Arms

Arm	Name	Description
1	High Street	
2	Hare Street	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - High Street	4.30	3.90	3.90	0.0	8.90	5.70	0.0	
2 - Hare Street	3.10	3.10	4.50	4.0	7.30	4.70	0.0	
3 - Station Road	4.10	3.70	3.70	0.0	12.20	11.80	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - High Street	0.624	1027
2 - Hare Street	0.619	962
3 - Station Road	0.622	972

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Baseline	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	352	100.000
2 - Hare Street		FLAT	✓	247	100.000
3 - Station Road		FLAT	✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	129	223
	2 - Hare Street	141	0	106
	3 - Station Road	296	87	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	6	2
	2 - Hare Street	2	0	4
	3 - Station Road	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.36	6.00	0.6	A	352	352
2 - Hare Street	0.30	6.42	0.4	A	247	247
3 - Station Road	0.43	7.39	0.8	A	383	383

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	352	88	86	973	0.362	350	434	0.0	0.6	5.955	A
2 - Hare Street	247	62	222	824	0.300	245	214	0.0	0.4	6.374	A
3 - Station Road	383	96	140	885	0.433	380	327	0.0	0.8	7.295	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	352	88	87	972	0.362	352	437	0.6	0.6	6.002	A
2 - Hare Street	247	62	223	823	0.300	247	216	0.4	0.4	6.422	A
3 - Station Road	383	96	141	885	0.433	383	329	0.8	0.8	7.390	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	352	88	87	972	0.362	352	437	0.6	0.6	6.002	A
2 - Hare Street	247	62	223	823	0.300	247	216	0.4	0.4	6.422	A
3 - Station Road	383	96	141	885	0.433	383	329	0.8	0.8	7.390	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	352	88	87	972	0.362	352	437	0.6	0.6	6.002	A
2 - Hare Street	247	62	223	823	0.300	247	216	0.4	0.4	6.422	A
3 - Station Road	383	96	141	885	0.433	383	329	0.8	0.8	7.390	A

2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.85	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Baseline	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	391	100.000
2 - Hare Street		FLAT	✓	215	100.000
3 - Station Road		FLAT	✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
	1 - High Street	0	122	269
	2 - Hare Street	128	0	87
	3 - Station Road	299	111	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
	1 - High Street	0	3	2
	2 - Hare Street	3	0	1
	3 - Station Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.41	6.50	0.7	A	391	391
2 - Hare Street	0.27	6.34	0.4	A	215	215
3 - Station Road	0.46	7.46	0.8	A	410	410

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	391	98	110	958	0.408	388	424	0.0	0.7	6.435	A
2 - Hare Street	215	54	267	796	0.270	214	231	0.0	0.4	6.296	A
3 - Station Road	410	103	127	893	0.459	407	353	0.0	0.8	7.349	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	391	98	111	957	0.408	391	427	0.7	0.7	6.502	A
2 - Hare Street	215	54	269	795	0.270	215	233	0.4	0.4	6.341	A
3 - Station Road	410	103	128	893	0.459	410	356	0.8	0.8	7.456	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	391	98	111	957	0.408	391	427	0.7	0.7	6.502	A
2 - Hare Street	215	54	269	795	0.270	215	233	0.4	0.4	6.341	A
3 - Station Road	410	103	128	893	0.459	410	356	0.8	0.8	7.456	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	391	98	111	957	0.408	391	427	0.7	0.7	6.502	A
2 - Hare Street	215	54	269	795	0.270	215	233	0.4	0.4	6.341	A
3 - Station Road	410	103	128	893	0.459	410	356	0.8	0.8	7.456	A

2035 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.22	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2035 Baseline	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	387	100.000
2 - Hare Street		FLAT	✓	272	100.000
3 - Station Road		FLAT	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	142	245
	2 - Hare Street	155	0	117
	3 - Station Road	326	96	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	6	2
	2 - Hare Street	2	0	4
	3 - Station Road	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.40	6.42	0.7	A	387	387
2 - Hare Street	0.34	6.88	0.5	A	272	272
3 - Station Road	0.48	8.17	1.0	A	422	422

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	387	97	95	967	0.400	384	477	0.0	0.7	6.359	A
2 - Hare Street	272	68	243	811	0.335	270	236	0.0	0.5	6.818	A
3 - Station Road	422	106	154	877	0.481	418	359	0.0	0.9	8.026	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	387	97	96	967	0.400	387	481	0.7	0.7	6.422	A
2 - Hare Street	272	68	245	810	0.336	272	238	0.5	0.5	6.883	A
3 - Station Road	422	106	155	876	0.482	422	362	0.9	0.9	8.166	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	387	97	96	967	0.400	387	481	0.7	0.7	6.422	A
2 - Hare Street	272	68	245	810	0.336	272	238	0.5	0.5	6.883	A
3 - Station Road	422	106	155	876	0.482	422	362	0.9	1.0	8.168	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	387	97	96	967	0.400	387	481	0.7	0.7	6.422	A
2 - Hare Street	272	68	245	810	0.336	272	238	0.5	0.5	6.883	A
3 - Station Road	422	106	155	876	0.482	422	362	1.0	1.0	8.168	A

2035 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.53	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2035 Baseline	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	432	100.000
2 - Hare Street		FLAT	✓	237	100.000
3 - Station Road		FLAT	✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	135	297
	2 - Hare Street	141	0	96
	3 - Station Road	330	122	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	3	2
	2 - Hare Street	3	0	1
	3 - Station Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.45	7.10	0.8	A	432	432
2 - Hare Street	0.30	6.80	0.4	A	237	237
3 - Station Road	0.51	8.32	1.0	A	452	452

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	432	108	121	951	0.454	429	467	0.0	0.8	7.005	A
2 - Hare Street	237	59	295	779	0.304	235	255	0.0	0.4	6.742	A
3 - Station Road	452	113	140	885	0.511	448	390	0.0	1.0	8.157	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	432	108	122	950	0.455	432	471	0.8	0.8	7.103	A
2 - Hare Street	237	59	297	778	0.305	237	257	0.4	0.4	6.802	A
3 - Station Road	452	113	141	885	0.511	452	393	1.0	1.0	8.318	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	432	108	122	950	0.455	432	471	0.8	0.8	7.103	A
2 - Hare Street	237	59	297	778	0.305	237	257	0.4	0.4	6.802	A
3 - Station Road	452	113	141	885	0.511	452	393	1.0	1.0	8.320	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	432	108	122	950	0.455	432	471	0.8	0.8	7.103	A
2 - Hare Street	237	59	297	778	0.305	237	257	0.4	0.4	6.802	A
3 - Station Road	452	113	141	885	0.511	452	393	1.0	1.0	8.320	A

2035 + Dev Northern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.52	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2035 + Dev Northern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	406	100.000
2 - Hare Street		FLAT	✓	279	100.000
3 - Station Road		FLAT	✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	148	258
	2 - Hare Street	162	0	117
	3 - Station Road	345	96	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	6	2
	2 - Hare Street	2	0	4
	3 - Station Road	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.42	6.64	0.7	A	406	406
2 - Hare Street	0.35	7.08	0.5	A	279	279
3 - Station Road	0.51	8.61	1.0	A	441	441

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	406	102	95	967	0.420	403	503	0.0	0.7	6.565	A
2 - Hare Street	279	70	256	803	0.347	277	242	0.0	0.5	7.009	A
3 - Station Road	441	110	161	872	0.506	437	372	0.0	1.0	8.437	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	406	102	96	967	0.420	406	507	0.7	0.7	6.639	A
2 - Hare Street	279	70	258	802	0.348	279	244	0.5	0.5	7.079	A
3 - Station Road	441	110	162	872	0.506	441	375	1.0	1.0	8.610	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	406	102	96	967	0.420	406	507	0.7	0.7	6.639	A
2 - Hare Street	279	70	258	802	0.348	279	244	0.5	0.5	7.079	A
3 - Station Road	441	110	162	872	0.506	441	375	1.0	1.0	8.611	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	406	102	96	967	0.420	406	507	0.7	0.7	6.639	A
2 - Hare Street	279	70	258	802	0.348	279	244	0.5	0.5	7.079	A
3 - Station Road	441	110	162	872	0.506	441	375	1.0	1.0	8.611	A

2035 + Dev Northern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.81	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2035 + Dev Northern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	452	100.000
2 - Hare Street		FLAT	✓	244	100.000
3 - Station Road		FLAT	✓	464	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	140	312
	2 - Hare Street	148	0	96
	3 - Station Road	342	122	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	3	2
	2 - Hare Street	3	0	1
	3 - Station Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.48	7.39	0.9	A	452	452
2 - Hare Street	0.32	7.02	0.5	A	244	244
3 - Station Road	0.53	8.65	1.1	A	464	464

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	121	951	0.475	448	486	0.0	0.9	7.273	A
2 - Hare Street	244	61	309	770	0.317	242	260	0.0	0.5	6.948	A
3 - Station Road	464	116	147	881	0.527	460	405	0.0	1.1	8.459	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	122	950	0.476	452	490	0.9	0.9	7.388	A
2 - Hare Street	244	61	312	768	0.318	244	262	0.5	0.5	7.015	A
3 - Station Road	464	116	148	880	0.527	464	408	1.1	1.1	8.643	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	122	950	0.476	452	490	0.9	0.9	7.388	A
2 - Hare Street	244	61	312	768	0.318	244	262	0.5	0.5	7.015	A
3 - Station Road	464	116	148	880	0.527	464	408	1.1	1.1	8.645	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	122	950	0.476	452	490	0.9	0.9	7.388	A
2 - Hare Street	244	61	312	768	0.318	244	262	0.5	0.5	7.015	A
3 - Station Road	464	116	148	880	0.527	464	408	1.1	1.1	8.647	A

2035 + Dev Southern Site, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.45	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2035 + Dev Southern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	390	100.000
2 - Hare Street		FLAT	✓	295	100.000
3 - Station Road		FLAT	✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	144	246
	2 - Hare Street	178	0	117
	3 - Station Road	331	96	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	6	2
	2 - Hare Street	2	0	4
	3 - Station Road	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.40	6.46	0.7	A	390	390
2 - Hare Street	0.36	7.19	0.6	A	295	295
3 - Station Road	0.50	8.53	1.0	A	427	427

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	390	98	95	967	0.403	387	505	0.0	0.7	6.401	A
2 - Hare Street	295	74	244	810	0.364	293	238	0.0	0.6	7.118	A
3 - Station Road	427	107	177	863	0.495	423	360	0.0	1.0	8.366	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	390	98	96	967	0.403	390	509	0.7	0.7	6.456	A
2 - Hare Street	295	74	246	809	0.365	295	240	0.6	0.6	7.194	A
3 - Station Road	427	107	178	862	0.496	427	363	1.0	1.0	8.528	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	390	98	96	967	0.403	390	509	0.7	0.7	6.456	A
2 - Hare Street	295	74	246	809	0.365	295	240	0.6	0.6	7.194	A
3 - Station Road	427	107	178	862	0.496	427	363	1.0	1.0	8.530	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	390	98	96	967	0.403	390	509	0.7	0.7	6.456	A
2 - Hare Street	295	74	246	809	0.365	295	240	0.6	0.6	7.194	A
3 - Station Road	427	107	178	862	0.496	427	363	1.0	1.0	8.530	A

2035 + Dev Southern Site, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.66	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2035 + Dev Southern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	452	100.000
2 - Hare Street		FLAT	✓	239	100.000
3 - Station Road		FLAT	✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	151	301
	2 - Hare Street	143	0	96
	3 - Station Road	330	122	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	3	2
	2 - Hare Street	3	0	1
	3 - Station Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.48	7.39	0.9	A	452	452
2 - Hare Street	0.31	6.86	0.5	A	239	239
3 - Station Road	0.51	8.34	1.0	A	452	452

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	121	951	0.475	448	469	0.0	0.9	7.275	A
2 - Hare Street	239	60	299	777	0.308	237	271	0.0	0.4	6.798	A
3 - Station Road	452	113	142	884	0.511	448	394	0.0	1.0	8.180	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	122	950	0.476	452	473	0.9	0.9	7.389	A
2 - Hare Street	239	60	301	775	0.308	239	273	0.4	0.5	6.860	A
3 - Station Road	452	113	143	883	0.512	452	397	1.0	1.0	8.342	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	122	950	0.476	452	473	0.9	0.9	7.389	A
2 - Hare Street	239	60	301	775	0.308	239	273	0.5	0.5	6.860	A
3 - Station Road	452	113	143	883	0.512	452	397	1.0	1.0	8.344	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	452	113	122	950	0.476	452	473	0.9	0.9	7.389	A
2 - Hare Street	239	60	301	775	0.308	239	273	0.5	0.5	6.860	A
3 - Station Road	452	113	143	883	0.512	452	397	1.0	1.0	8.344	A

2035 + Dev Total Sites, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.75	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2035 + Dev Total Sites	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	408	100.000
2 - Hare Street		FLAT	✓	301	100.000
3 - Station Road		FLAT	✓	446	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	150	258
	2 - Hare Street	184	0	117
	3 - Station Road	350	96	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	6	2
	2 - Hare Street	2	0	4
	3 - Station Road	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.42	6.66	0.8	A	408	408
2 - Hare Street	0.38	7.39	0.6	A	301	301
3 - Station Road	0.52	9.00	1.1	A	446	446

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	408	102	95	967	0.422	405	529	0.0	0.7	6.589	A
2 - Hare Street	301	75	256	803	0.375	299	244	0.0	0.6	7.300	A
3 - Station Road	446	112	183	859	0.519	442	372	0.0	1.1	8.800	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	408	102	96	967	0.422	408	534	0.7	0.8	6.664	A
2 - Hare Street	301	75	258	802	0.375	301	246	0.6	0.6	7.386	A
3 - Station Road	446	112	184	858	0.520	446	375	1.1	1.1	8.997	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	408	102	96	967	0.422	408	534	0.8	0.8	6.664	A
2 - Hare Street	301	75	258	802	0.375	301	246	0.6	0.6	7.386	A
3 - Station Road	446	112	184	858	0.520	446	375	1.1	1.1	8.999	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	408	102	96	967	0.422	408	534	0.8	0.8	6.664	A
2 - Hare Street	301	75	258	802	0.375	301	246	0.6	0.6	7.386	A
3 - Station Road	446	112	184	858	0.520	446	375	1.1	1.1	9.001	A

2035 + Dev Total Sites, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.94	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2035 + Dev Total Sites	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	472	100.000
2 - Hare Street		FLAT	✓	245	100.000
3 - Station Road		FLAT	✓	464	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
	1 - High Street	0	156	316
	2 - Hare Street	149	0	96
	3 - Station Road	342	122	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - High Street	2 - Hare Street	3 - Station Road
	1 - High Street	0	3	2
	2 - Hare Street	3	0	1
	3 - Station Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.50	7.70	1.0	A	472	472
2 - Hare Street	0.32	7.06	0.5	A	245	245
3 - Station Road	0.53	8.66	1.1	A	464	464

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	472	118	121	951	0.496	468	487	0.0	1.0	7.563	A
2 - Hare Street	245	61	313	768	0.319	243	276	0.0	0.5	6.991	A
3 - Station Road	464	116	148	880	0.527	460	409	0.0	1.1	8.471	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	472	118	122	950	0.497	472	491	1.0	1.0	7.697	A
2 - Hare Street	245	61	316	766	0.320	245	278	0.5	0.5	7.062	A
3 - Station Road	464	116	149	880	0.527	464	412	1.1	1.1	8.656	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	472	118	122	950	0.497	472	491	1.0	1.0	7.699	A
2 - Hare Street	245	61	316	766	0.320	245	278	0.5	0.5	7.062	A
3 - Station Road	464	116	149	880	0.527	464	412	1.1	1.1	8.658	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	472	118	122	950	0.497	472	491	1.0	1.0	7.699	A
2 - Hare Street	245	61	316	766	0.320	245	278	0.5	0.5	7.062	A
3 - Station Road	464	116	149	880	0.527	464	412	1.1	1.1	8.660	A

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.0.4.1693	
© Copyright TRL Software Limited, 2021	
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: London Rd - A10 - Sainsbury Depot Access DL (2035).j10

Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\1. ARCADY\TA Assessment 060224\06022024 Tests

Report generation date: 08/02/2024 14:52:27

-
- »Year 2023 Baseline, AM
 - »Year 2023 Baseline, PM
 - »Year 2035 Baseline, AM
 - »Year 2035 Baseline, PM
 - »Year 2035 + Dev Northern Site, AM
 - »Year 2035 + Dev Northern Site, PM
 - »Year 2035 + Dev Southern Site, AM
 - »Year 2035 + Dev Southern Site, PM
 - »Year 2035 + Dev Total , AM
 - »Year 2035 + Dev Total , PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Year 2023 Baseline						
1 - London Rd	0.6	4.20	0.37	0.2	2.85	0.19
2 - Sainsbury Depot Access	0.0	3.61	0.01	0.0	3.15	0.01
3 - A10 (S)	0.9	3.35	0.46	1.6	4.40	0.61
4 - A10 (N)	1.1	4.38	0.51	0.7	3.65	0.40
Year 2035 Baseline						
1 - London Rd	0.8	4.77	0.42	0.3	3.01	0.21
2 - Sainsbury Depot Access	0.0	3.93	0.01	0.0	3.29	0.01
3 - A10 (S)	1.1	3.68	0.50	2.1	5.26	0.67
4 - A10 (N)	1.4	4.99	0.57	0.8	4.05	0.45
Year 2035 + Dev Northern Site						
1 - London Rd	0.8	5.17	0.45	0.3	3.08	0.22
2 - Sainsbury Depot Access	0.0	4.17	0.01	0.0	3.36	0.01
3 - A10 (S)	1.1	3.82	0.52	2.5	5.97	0.71
4 - A10 (N)	1.7	5.56	0.61	0.9	4.27	0.48
Year 2035 + Dev Southern Site						
1 - London Rd	0.8	4.80	0.42	0.3	3.10	0.22
2 - Sainsbury Depot Access	0.0	3.96	0.01	0.0	3.39	0.01
3 - A10 (S)	1.2	3.98	0.54	2.1	5.30	0.67
4 - A10 (N)	1.4	5.05	0.58	0.9	4.31	0.48
Year 2035 + Dev Total						
1 - London Rd	0.8	5.19	0.45	0.3	3.16	0.23
2 - Sainsbury Depot Access	0.0	4.18	0.01	0.0	3.45	0.01
3 - A10 (S)	1.3	4.13	0.55	2.5	5.97	0.71
4 - A10 (N)	1.7	5.59	0.62	1.0	4.55	0.51

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	A10-London Rd RA
Location	Buntingford
Site number	
Date	16/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	Geometric Input from OS/Satellite Mapping

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	✓
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	✓
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	✓
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	✓
D5	Year 2035 + Dev Northern Site	AM	FLAT	07:45	08:45	60	15	✓
D6	Year 2035 + Dev Northern Site	PM	FLAT	17:00	18:00	60	15	✓
D7	Year 2035 + Dev Southern Site	AM	FLAT	07:45	08:45	60	15	✓
D8	Year 2035 + Dev Southern Site	PM	FLAT	17:00	18:00	60	15	✓
D9	Year 2035 + Dev Total	AM	FLAT	07:45	08:45	60	15	✓
D10	Year 2035 + Dev Total	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

Year 2023 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	A

Arms

Arms

Arm	Name	Description	No give-way line
1	London Rd		
2	Sainsbury Depot Access		
3	A10 (S)		
4	A10 (N)		

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)	Entry only	Exit only
1 - London Rd	3.70	9.40	21.8	18.0	54.0	44.0		
2 - Sainsbury Depot Access	4.10	8.00	16.7	18.0	54.0	43.0		
3 - A10 (S)	3.40	7.30	77.5	33.0	54.0	19.0		
4 - A10 (N)	3.50	7.00	42.7	35.0	54.0	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - London Rd	0.620	1950
2 - Sainsbury Depot Access	0.598	1822
3 - A10 (S)	0.691	2166
4 - A10 (N)	0.639	1940

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	518	100.000
2 - Sainsbury Depot Access		FLAT	✓	6	100.000
3 - A10 (S)		FLAT	✓	956	100.000
4 - A10 (N)		FLAT	✓	918	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	9	417	92
	2 - Sainsbury Depot Access	1	0	4	1
	3 - A10 (S)	234	8	0	714
	4 - A10 (N)	54	4	860	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	0	3	9
	2 - Sainsbury Depot Access	0	0	0	0
	3 - A10 (S)	9	0	0	6
	4 - A10 (N)	15	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.37	4.20	0.6	A	518	518
2 - Sainsbury Depot Access	0.01	3.61	0.0	A	6	6
3 - A10 (S)	0.46	3.35	0.9	A	956	956
4 - A10 (N)	0.51	4.38	1.1	A	918	918

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	518	130	868	1412	0.367	516	288	0.0	0.6	4.166	A
2 - Sainsbury Depot Access	6	2	1363	1007	0.006	6	21	0.0	0.0	3.594	A
3 - A10 (S)	956	239	94	2101	0.455	952	1275	0.0	0.9	3.334	A
4 - A10 (N)	918	230	242	1786	0.514	914	804	0.0	1.1	4.334	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	518	130	872	1409	0.368	518	289	0.6	0.6	4.199	A
2 - Sainsbury Depot Access	6	2	1369	1003	0.006	6	21	0.0	0.0	3.608	A
3 - A10 (S)	956	239	94	2101	0.455	956	1281	0.9	0.9	3.353	A
4 - A10 (N)	918	230	243	1785	0.514	918	807	1.1	1.1	4.380	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	518	130	872	1409	0.368	518	289	0.6	0.6	4.199	A
2 - Sainsbury Depot Access	6	2	1369	1003	0.006	6	21	0.0	0.0	3.608	A
3 - A10 (S)	956	239	94	2101	0.455	956	1281	0.9	0.9	3.353	A
4 - A10 (N)	918	230	243	1785	0.514	918	807	1.1	1.1	4.380	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	518	130	872	1409	0.368	518	289	0.6	0.6	4.199	A
2 - Sainsbury Depot Access	6	2	1369	1003	0.006	6	21	0.0	0.0	3.608	A
3 - A10 (S)	956	239	94	2101	0.455	956	1281	0.9	0.9	3.353	A
4 - A10 (N)	918	230	243	1785	0.514	918	807	1.1	1.1	4.380	A

Year 2023 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	299	100.000
2 - Sainsbury Depot Access		FLAT	✓	9	100.000
3 - A10 (S)		FLAT	✓	1288	100.000
4 - A10 (N)		FLAT	✓	662	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	8	236	55
	2 - Sainsbury Depot Access	4	0	4	1
	3 - A10 (S)	439	1	0	848
	4 - A10 (N)	64	2	596	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S) 4 - A10 (N)
From	1 - London Rd	0	0	1 2
	2 - Sainsbury Depot Access	0	0	33 0
	3 - A10 (S)	1	0	0 3
	4 - A10 (N)	0	0	1 0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.19	2.85	0.2	A	299	299
2 - Sainsbury Depot Access	0.01	3.15	0.0	A	9	9
3 - A10 (S)	0.61	4.40	1.6	A	1288	1288
4 - A10 (N)	0.40	3.65	0.7	A	662	662

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	299	75	597	1580	0.189	298	505	0.0	0.2	2.839	A
2 - Sainsbury Depot Access	9	2	884	1293	0.007	9	11	0.0	0.0	3.149	A
3 - A10 (S)	1288	322	60	2124	0.606	1282	833	0.0	1.6	4.339	A
4 - A10 (N)	662	166	442	1658	0.399	659	900	0.0	0.7	3.629	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	299	75	599	1578	0.189	299	507	0.2	0.2	2.845	A
2 - Sainsbury Depot Access	9	2	887	1291	0.007	9	11	0.0	0.0	3.154	A
3 - A10 (S)	1288	322	60	2124	0.606	1288	836	1.6	1.6	4.404	A
4 - A10 (N)	662	166	444	1657	0.400	662	904	0.7	0.7	3.651	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	299	75	599	1578	0.189	299	507	0.2	0.2	2.845	A
2 - Sainsbury Depot Access	9	2	887	1291	0.007	9	11	0.0	0.0	3.154	A
3 - A10 (S)	1288	322	60	2124	0.606	1288	836	1.6	1.6	4.404	A
4 - A10 (N)	662	166	444	1657	0.400	662	904	0.7	0.7	3.651	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	299	75	599	1578	0.189	299	507	0.2	0.2	2.845	A
2 - Sainsbury Depot Access	9	2	887	1291	0.007	9	11	0.0	0.0	3.154	A
3 - A10 (S)	1288	322	60	2124	0.606	1288	836	1.6	1.6	4.404	A
4 - A10 (N)	662	166	444	1657	0.400	662	904	0.7	0.7	3.651	A

Year 2035 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	570	100.000
2 - Sainsbury Depot Access		FLAT	✓	6	100.000
3 - A10 (S)		FLAT	✓	1051	100.000
4 - A10 (N)		FLAT	✓	1009	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	10	458	102
	2 - Sainsbury Depot Access	1	0	4	1
	3 - A10 (S)	257	9	0	785
	4 - A10 (N)	59	4	946	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	0	3	9
	2 - Sainsbury Depot Access	0	0	0	0
	3 - A10 (S)	9	0	0	6
	4 - A10 (N)	15	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.42	4.77	0.8	A	570	570
2 - Sainsbury Depot Access	0.01	3.93	0.0	A	6	6
3 - A10 (S)	0.50	3.68	1.1	A	1051	1051
4 - A10 (N)	0.57	4.99	1.4	A	1009	1009

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	954	1358	0.420	567	316	0.0	0.7	4.711	A
2 - Sainsbury Depot Access	6	2	1498	926	0.006	6	23	0.0	0.0	3.911	A
3 - A10 (S)	1051	263	103	2094	0.502	1047	1400	0.0	1.1	3.651	A
4 - A10 (N)	1009	252	266	1770	0.570	1003	884	0.0	1.4	4.918	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	959	1355	0.421	570	317	0.7	0.8	4.766	A
2 - Sainsbury Depot Access	6	2	1506	921	0.007	6	23	0.0	0.0	3.932	A
3 - A10 (S)	1051	263	104	2094	0.502	1051	1408	1.1	1.1	3.681	A
4 - A10 (N)	1009	252	267	1770	0.570	1009	888	1.4	1.4	4.992	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	959	1355	0.421	570	317	0.8	0.8	4.766	A
2 - Sainsbury Depot Access	6	2	1506	921	0.007	6	23	0.0	0.0	3.932	A
3 - A10 (S)	1051	263	104	2094	0.502	1051	1408	1.1	1.1	3.681	A
4 - A10 (N)	1009	252	267	1770	0.570	1009	888	1.4	1.4	4.992	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	959	1355	0.421	570	317	0.8	0.8	4.766	A
2 - Sainsbury Depot Access	6	2	1506	921	0.007	6	23	0.0	0.0	3.932	A
3 - A10 (S)	1051	263	104	2094	0.502	1051	1408	1.1	1.1	3.681	A
4 - A10 (N)	1009	252	267	1770	0.570	1009	888	1.4	1.4	4.992	A

Year 2035 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	330	100.000
2 - Sainsbury Depot Access		FLAT	✓	9	100.000
3 - A10 (S)		FLAT	✓	1420	100.000
4 - A10 (N)		FLAT	✓	730	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	9	260	61
	2 - Sainsbury Depot Access	4	0	4	1
	3 - A10 (S)	484	1	0	935
	4 - A10 (N)	71	2	657	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
	1 - London Rd	0	0	1	2
	2 - Sainsbury Depot Access	0	0	33	0
	3 - A10 (S)	1	0	0	3
	4 - A10 (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.21	3.01	0.3	A	330	330
2 - Sainsbury Depot Access	0.01	3.29	0.0	A	9	9
3 - A10 (S)	0.67	5.26	2.1	A	1420	1420
4 - A10 (N)	0.45	4.05	0.8	A	730	730

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	657	1542	0.214	329	556	0.0	0.3	2.998	A
2 - Sainsbury Depot Access	9	2	974	1239	0.007	9	12	0.0	0.0	3.287	A
3 - A10 (S)	1420	355	66	2120	0.670	1412	917	0.0	2.0	5.142	A
4 - A10 (N)	730	183	486	1630	0.448	727	991	0.0	0.8	4.009	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	660	1541	0.214	330	559	0.3	0.3	3.007	A
2 - Sainsbury Depot Access	9	2	978	1237	0.007	9	12	0.0	0.0	3.294	A
3 - A10 (S)	1420	355	66	2120	0.670	1420	921	2.0	2.1	5.258	A
4 - A10 (N)	730	183	489	1628	0.448	730	997	0.8	0.8	4.045	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	660	1541	0.214	330	559	0.3	0.3	3.007	A
2 - Sainsbury Depot Access	9	2	978	1237	0.007	9	12	0.0	0.0	3.294	A
3 - A10 (S)	1420	355	66	2120	0.670	1420	921	2.1	2.1	5.260	A
4 - A10 (N)	730	183	489	1628	0.448	730	997	0.8	0.8	4.045	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	660	1541	0.214	330	559	0.3	0.3	3.007	A
2 - Sainsbury Depot Access	9	2	978	1237	0.007	9	12	0.0	0.0	3.294	A
3 - A10 (S)	1420	355	66	2120	0.670	1420	921	2.1	2.1	5.260	A
4 - A10 (N)	730	183	489	1628	0.448	730	997	0.8	0.8	4.045	A

Year 2035 + Dev Northern Site, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	Year 2035 + Dev Northern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	587	100.000
2 - Sainsbury Depot Access		FLAT	✓	6	100.000
3 - A10 (S)		FLAT	✓	1077	100.000
4 - A10 (N)		FLAT	✓	1086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	10	458	119
	2 - Sainsbury Depot Access	1	0	4	1
	3 - A10 (S)	257	9	0	811
	4 - A10 (N)	66	4	1016	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S) 4 - A10 (N)
From	1 - London Rd	0	0	3 9
	2 - Sainsbury Depot Access	0	0	0 0
	3 - A10 (S)	9	0	0 6
	4 - A10 (N)	15	0	5 0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.45	5.17	0.8	A	587	587
2 - Sainsbury Depot Access	0.01	4.17	0.0	A	6	6
3 - A10 (S)	0.52	3.82	1.1	A	1077	1077
4 - A10 (N)	0.61	5.56	1.7	A	1086	1086

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1023	1316	0.446	584	323	0.0	0.8	5.099	A
2 - Sainsbury Depot Access	6	2	1584	875	0.007	6	23	0.0	0.0	4.142	A
3 - A10 (S)	1077	269	120	2083	0.517	1072	1469	0.0	1.1	3.784	A
4 - A10 (N)	1086	272	266	1770	0.613	1079	927	0.0	1.6	5.448	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1029	1312	0.447	587	324	0.8	0.8	5.170	A
2 - Sainsbury Depot Access	6	2	1593	869	0.007	6	23	0.0	0.0	4.169	A
3 - A10 (S)	1077	269	121	2082	0.517	1077	1478	1.1	1.1	3.819	A
4 - A10 (N)	1086	272	267	1770	0.614	1086	931	1.6	1.7	5.556	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1029	1312	0.448	587	324	0.8	0.8	5.170	A
2 - Sainsbury Depot Access	6	2	1593	869	0.007	6	23	0.0	0.0	4.169	A
3 - A10 (S)	1077	269	121	2082	0.517	1077	1478	1.1	1.1	3.819	A
4 - A10 (N)	1086	272	267	1770	0.614	1086	931	1.7	1.7	5.556	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1029	1312	0.448	587	324	0.8	0.8	5.170	A
2 - Sainsbury Depot Access	6	2	1593	869	0.007	6	23	0.0	0.0	4.169	A
3 - A10 (S)	1077	269	121	2082	0.517	1077	1478	1.1	1.1	3.819	A
4 - A10 (N)	1086	272	267	1770	0.614	1086	931	1.7	1.7	5.556	A

Year 2035 + Dev Northern Site, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	Year 2035 + Dev Northern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	336	100.000
2 - Sainsbury Depot Access		FLAT	✓	9	100.000
3 - A10 (S)		FLAT	✓	1499	100.000
4 - A10 (N)		FLAT	✓	777	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	9	260	67
	2 - Sainsbury Depot Access	4	0	4	1
	3 - A10 (S)	484	1	0	1014
	4 - A10 (N)	83	2	692	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
	1 - London Rd	0	0	1	2
	2 - Sainsbury Depot Access	0	0	33	0
	3 - A10 (S)	1	0	0	3
	4 - A10 (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.22	3.08	0.3	A	336	336
2 - Sainsbury Depot Access	0.01	3.36	0.0	A	9	9
3 - A10 (S)	0.71	5.97	2.5	A	1499	1499
4 - A10 (N)	0.48	4.27	0.9	A	777	777

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	692	1521	0.221	335	567	0.0	0.3	3.068	A
2 - Sainsbury Depot Access	9	2	1015	1215	0.007	9	12	0.0	0.0	3.353	A
3 - A10 (S)	1499	375	72	2116	0.708	1489	952	0.0	2.4	5.792	A
4 - A10 (N)	777	194	486	1630	0.477	773	1075	0.0	0.9	4.223	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	695	1519	0.221	336	571	0.3	0.3	3.078	A
2 - Sainsbury Depot Access	9	2	1019	1213	0.007	9	12	0.0	0.0	3.361	A
3 - A10 (S)	1499	375	72	2116	0.708	1499	956	2.4	2.5	5.969	A
4 - A10 (N)	777	194	489	1628	0.477	777	1082	0.9	0.9	4.268	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	695	1519	0.221	336	571	0.3	0.3	3.078	A
2 - Sainsbury Depot Access	9	2	1019	1213	0.007	9	12	0.0	0.0	3.361	A
3 - A10 (S)	1499	375	72	2116	0.708	1499	956	2.5	2.5	5.971	A
4 - A10 (N)	777	194	489	1628	0.477	777	1082	0.9	0.9	4.268	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	695	1519	0.221	336	571	0.3	0.3	3.078	A
2 - Sainsbury Depot Access	9	2	1019	1213	0.007	9	12	0.0	0.0	3.361	A
3 - A10 (S)	1499	375	72	2116	0.708	1499	956	2.5	2.5	5.971	A
4 - A10 (N)	777	194	489	1628	0.477	777	1082	0.9	0.9	4.268	A

Year 2035 + Dev Southern Site, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	Year 2035 + Dev Southern Site	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	570	100.000
2 - Sainsbury Depot Access		FLAT	✓	6	100.000
3 - A10 (S)		FLAT	✓	1130	100.000
4 - A10 (N)		FLAT	✓	1018	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	10	458	102
	2 - Sainsbury Depot Access	1	0	4	1
	3 - A10 (S)	257	9	0	864
	4 - A10 (N)	59	4	955	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
	1 - London Rd	0	0	3	9
	2 - Sainsbury Depot Access	0	0	0	0
	3 - A10 (S)	9	0	0	6
	4 - A10 (N)	15	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.42	4.80	0.8	A	570	570
2 - Sainsbury Depot Access	0.01	3.96	0.0	A	6	6
3 - A10 (S)	0.54	3.98	1.2	A	1130	1130
4 - A10 (N)	0.58	5.05	1.4	A	1018	1018

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	963	1353	0.421	567	316	0.0	0.8	4.744	A
2 - Sainsbury Depot Access	6	2	1507	921	0.007	6	23	0.0	0.0	3.934	A
3 - A10 (S)	1130	283	103	2094	0.540	1125	1409	0.0	1.2	3.941	A
4 - A10 (N)	1018	255	266	1770	0.575	1012	963	0.0	1.4	4.974	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	968	1350	0.422	570	317	0.8	0.8	4.800	A
2 - Sainsbury Depot Access	6	2	1515	916	0.007	6	23	0.0	0.0	3.955	A
3 - A10 (S)	1130	283	104	2094	0.540	1130	1417	1.2	1.2	3.982	A
4 - A10 (N)	1018	255	267	1770	0.575	1018	967	1.4	1.4	5.052	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	968	1350	0.422	570	317	0.8	0.8	4.800	A
2 - Sainsbury Depot Access	6	2	1515	916	0.007	6	23	0.0	0.0	3.955	A
3 - A10 (S)	1130	283	104	2094	0.540	1130	1417	1.2	1.2	3.982	A
4 - A10 (N)	1018	255	267	1770	0.575	1018	967	1.4	1.4	5.052	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	570	143	968	1350	0.422	570	317	0.8	0.8	4.800	A
2 - Sainsbury Depot Access	6	2	1515	916	0.007	6	23	0.0	0.0	3.955	A
3 - A10 (S)	1130	283	104	2094	0.540	1130	1417	1.2	1.2	3.982	A
4 - A10 (N)	1018	255	267	1770	0.575	1018	967	1.4	1.4	5.052	A

Year 2035 + Dev Southern Site, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	Year 2035 + Dev Southern Site	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	330	100.000
2 - Sainsbury Depot Access		FLAT	✓	9	100.000
3 - A10 (S)		FLAT	✓	1425	100.000
4 - A10 (N)		FLAT	✓	786	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	9	260	61
	2 - Sainsbury Depot Access	4	0	4	1
	3 - A10 (S)	484	1	0	940
	4 - A10 (N)	71	2	713	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
	1 - London Rd	0	0	1	2
	2 - Sainsbury Depot Access	0	0	33	0
	3 - A10 (S)	1	0	0	3
	4 - A10 (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.22	3.10	0.3	A	330	330
2 - Sainsbury Depot Access	0.01	3.39	0.0	A	9	9
3 - A10 (S)	0.67	5.30	2.1	A	1425	1425
4 - A10 (N)	0.48	4.31	0.9	A	786	786

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	713	1508	0.219	329	556	0.0	0.3	3.085	A
2 - Sainsbury Depot Access	9	2	1030	1206	0.007	9	12	0.0	0.0	3.378	A
3 - A10 (S)	1425	356	66	2120	0.672	1417	973	0.0	2.1	5.177	A
4 - A10 (N)	786	197	486	1630	0.482	782	996	0.0	0.9	4.268	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	716	1506	0.219	330	559	0.3	0.3	3.096	A
2 - Sainsbury Depot Access	9	2	1034	1204	0.007	9	12	0.0	0.0	3.386	A
3 - A10 (S)	1425	356	66	2120	0.672	1425	977	2.1	2.1	5.296	A
4 - A10 (N)	786	197	489	1628	0.483	786	1002	0.9	0.9	4.314	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	716	1506	0.219	330	559	0.3	0.3	3.096	A
2 - Sainsbury Depot Access	9	2	1034	1204	0.007	9	12	0.0	0.0	3.386	A
3 - A10 (S)	1425	356	66	2120	0.672	1425	977	2.1	2.1	5.298	A
4 - A10 (N)	786	197	489	1628	0.483	786	1002	0.9	0.9	4.314	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	330	83	716	1506	0.219	330	559	0.3	0.3	3.096	A
2 - Sainsbury Depot Access	9	2	1034	1204	0.007	9	12	0.0	0.0	3.386	A
3 - A10 (S)	1425	356	66	2120	0.672	1425	977	2.1	2.1	5.298	A
4 - A10 (N)	786	197	489	1628	0.483	786	1002	0.9	0.9	4.314	A

Year 2035 + Dev Total , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Year 2035 + Dev Total	AM	FLAT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	587	100.000
2 - Sainsbury Depot Access		FLAT	✓	6	100.000
3 - A10 (S)		FLAT	✓	1153	100.000
4 - A10 (N)		FLAT	✓	1090	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	10	458	119
	2 - Sainsbury Depot Access	1	0	4	1
	3 - A10 (S)	257	9	0	887
	4 - A10 (N)	66	4	1020	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	0	3	9
	2 - Sainsbury Depot Access	0	0	0	0
	3 - A10 (S)	9	0	0	6
	4 - A10 (N)	15	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.45	5.19	0.8	A	587	587
2 - Sainsbury Depot Access	0.01	4.18	0.0	A	6	6
3 - A10 (S)	0.55	4.13	1.3	A	1153	1153
4 - A10 (N)	0.62	5.59	1.7	A	1090	1090

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1027	1313	0.447	584	322	0.0	0.8	5.114	A
2 - Sainsbury Depot Access	6	2	1587	873	0.007	6	23	0.0	0.0	4.153	A
3 - A10 (S)	1153	288	120	2083	0.554	1148	1473	0.0	1.3	4.083	A
4 - A10 (N)	1090	273	266	1771	0.616	1083	1002	0.0	1.7	5.477	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1033	1309	0.448	587	324	0.8	0.8	5.188	A
2 - Sainsbury Depot Access	6	2	1597	867	0.007	6	23	0.0	0.0	4.180	A
3 - A10 (S)	1153	288	121	2082	0.554	1153	1482	1.3	1.3	4.130	A
4 - A10 (N)	1090	273	267	1770	0.616	1090	1007	1.7	1.7	5.588	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1033	1309	0.448	587	324	0.8	0.8	5.188	A
2 - Sainsbury Depot Access	6	2	1597	867	0.007	6	23	0.0	0.0	4.180	A
3 - A10 (S)	1153	288	121	2082	0.554	1153	1482	1.3	1.3	4.130	A
4 - A10 (N)	1090	273	267	1770	0.616	1090	1007	1.7	1.7	5.588	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	587	147	1033	1309	0.448	587	324	0.8	0.8	5.188	A
2 - Sainsbury Depot Access	6	2	1597	867	0.007	6	23	0.0	0.0	4.180	A
3 - A10 (S)	1153	288	121	2082	0.554	1153	1482	1.3	1.3	4.130	A
4 - A10 (N)	1090	273	267	1770	0.616	1090	1007	1.7	1.7	5.588	A

Year 2035 + Dev Total , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	Year 2035 + Dev Total	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	336	100.000
2 - Sainsbury Depot Access		FLAT	✓	9	100.000
3 - A10 (S)		FLAT	✓	1499	100.000
4 - A10 (N)		FLAT	✓	829	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	9	260	67
	2 - Sainsbury Depot Access	4	0	4	1
	3 - A10 (S)	484	1	0	1014
	4 - A10 (N)	83	2	744	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S) 4 - A10 (N)
From	1 - London Rd	0	0	1 2
	2 - Sainsbury Depot Access	0	0	33 0
	3 - A10 (S)	1	0	0 3
	4 - A10 (N)	0	0	1 0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.23	3.16	0.3	A	336	336
2 - Sainsbury Depot Access	0.01	3.45	0.0	A	9	9
3 - A10 (S)	0.71	5.97	2.5	A	1499	1499
4 - A10 (N)	0.51	4.55	1.0	A	829	829

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	743	1489	0.226	335	567	0.0	0.3	3.153	A
2 - Sainsbury Depot Access	9	2	1066	1184	0.008	9	12	0.0	0.0	3.441	A
3 - A10 (S)	1499	375	72	2116	0.708	1489	1003	0.0	2.4	5.792	A
4 - A10 (N)	829	207	486	1630	0.509	825	1075	0.0	1.0	4.491	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	747	1487	0.226	336	571	0.3	0.3	3.164	A
2 - Sainsbury Depot Access	9	2	1071	1181	0.008	9	12	0.0	0.0	3.450	A
3 - A10 (S)	1499	375	72	2116	0.708	1499	1008	2.4	2.5	5.969	A
4 - A10 (N)	829	207	489	1628	0.509	829	1082	1.0	1.0	4.546	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	747	1487	0.226	336	571	0.3	0.3	3.164	A
2 - Sainsbury Depot Access	9	2	1071	1181	0.008	9	12	0.0	0.0	3.450	A
3 - A10 (S)	1499	375	72	2116	0.708	1499	1008	2.5	2.5	5.971	A
4 - A10 (N)	829	207	489	1628	0.509	829	1082	1.0	1.0	4.546	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	336	84	747	1487	0.226	336	571	0.3	0.3	3.164	A
2 - Sainsbury Depot Access	9	2	1071	1181	0.008	9	12	0.0	0.0	3.450	A
3 - A10 (S)	1499	375	72	2116	0.708	1499	1008	2.5	2.5	5.971	A
4 - A10 (N)	829	207	489	1628	0.509	829	1082	1.0	1.0	4.546	A

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: South Site Access RA.j10

Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\1. ARCADY\TA Assessment 060224\06022024 Tests

Report generation date: 06/02/2024 11:32:14

- »Year 2035 + Northern Site, AM
- »Year 2035 + Northern Site, PM
- »Year 2035 + Southern Site, AM
- »Year 2035 + Southern Site, PM
- »Year 2035 + Both Sites, AM
- »Year 2035 + Both Sites, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Year 2035 + Northern Site						
1 - Site Access North	0.2	5.44	0.17	0.1	4.80	0.11
2 - Baldock Rd East	1.5	7.33	0.59	1.4	7.20	0.59
3 - Site Access South	0.0	0.00	0.00	0.0	0.00	0.00
4 - Baldock Rd West	1.2	6.96	0.55	0.9	6.21	0.49
Year 2035 + Southern Site						
1 - Site Access North	0.0	0.00	0.00	0.0	0.00	0.00
2 - Baldock Rd East	2.1	9.57	0.68	1.0	5.92	0.50
3 - Site Access South	0.0	4.90	0.04	0.3	5.99	0.23
4 - Baldock Rd West	1.4	7.48	0.59	0.9	5.97	0.46
Year 2035 + Both Sites						
1 - Site Access North	0.2	6.23	0.18	0.1	5.21	0.12
2 - Baldock Rd East	3.5	14.51	0.78	1.5	7.30	0.59
3 - Site Access South	0.0	5.58	0.04	0.3	6.60	0.24
4 - Baldock Rd West	2.2	10.18	0.69	1.1	6.91	0.51

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

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

File summary

File Description

Title	
Location	
Site number	
Date	20/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15
D2	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15
D3	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15
D4	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15
D5	Year 2035 + Both Sites	AM	FLAT	07:45	08:45	60	15
D6	Year 2035 + Both Sites	PM	FLAT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Year 2035 + Northern Site, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	7.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.00	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access North		
2	Baldock Rd East		
3	Site Access South		
4	Baldock Rd West		

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)	Entry only	Exit only
1 - Site Access North	3.30	4.50	4.4	10.0	28.0	36.0		
2 - Baldock Rd East	3.60	4.80	6.8	10.0	28.0	37.0		
3 - Site Access South	3.00	4.50	7.9	14.0	28.0	50.0		
4 - Baldock Rd West	3.80	4.80	5.3	10.0	28.0	49.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Site Access North	0.517	1111
2 - Baldock Rd East	0.540	1226
3 - Site Access South	0.505	1084
4 - Baldock Rd West	0.519	1186

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	132	100.000
2 - Baldock Rd East		✓	720	100.000
3 - Site Access South		✓	0	100.000
4 - Baldock Rd West		✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	104	0	28
	2 - Baldock Rd East	82	0	0	638
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	13	614	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.17	5.44	0.2	A
2 - Baldock Rd East	0.59	7.33	1.5	A
3 - Site Access South	0.00	0.00	0.0	A
4 - Baldock Rd West	0.55	6.96	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	132	609	796	0.166	131	0.2	5.409	A
2 - Baldock Rd East	720	28	1211	0.594	714	1.4	7.163	A
3 - Site Access South	0	742	709	0.000	0	0.0	0.000	A
4 - Baldock Rd West	627	81	1144	0.548	622	1.2	6.836	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	132	614	793	0.166	132	0.2	5.443	A
2 - Baldock Rd East	720	28	1211	0.594	720	1.5	7.324	A
3 - Site Access South	0	748	706	0.000	0	0.0	0.000	A
4 - Baldock Rd West	627	82	1144	0.548	627	1.2	6.963	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	132	614	793	0.166	132	0.2	5.443	A
2 - Baldock Rd East	720	28	1211	0.594	720	1.5	7.327	A
3 - Site Access South	0	748	706	0.000	0	0.0	0.000	A
4 - Baldock Rd West	627	82	1144	0.548	627	1.2	6.963	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	132	614	793	0.166	132	0.2	5.443	A
2 - Baldock Rd East	720	28	1211	0.594	720	1.5	7.327	A
3 - Site Access South	0	748	706	0.000	0	0.0	0.000	A
4 - Baldock Rd West	627	82	1144	0.548	627	1.2	6.963	A

Year 2035 + Northern Site, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	6.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	94	100.000
2 - Baldock Rd East		✓	718	100.000
3 - Site Access South		✓	0	100.000
4 - Baldock Rd West		✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	79	0	15
	2 - Baldock Rd East	113	0	0	605
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	31	517	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.11	4.80	0.1	A
2 - Baldock Rd East	0.59	7.20	1.4	A
3 - Site Access South	0.00	0.00	0.0	A
4 - Baldock Rd West	0.49	6.21	0.9	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	94	513	845	0.111	94	0.1	4.785	A
2 - Baldock Rd East	718	15	1218	0.589	712	1.4	7.040	A
3 - Site Access South	0	727	717	0.000	0	0.0	0.000	A
4 - Baldock Rd West	548	112	1128	0.486	544	0.9	6.125	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	94	517	843	0.111	94	0.1	4.803	A
2 - Baldock Rd East	718	15	1218	0.589	718	1.4	7.192	A
3 - Site Access South	0	733	714	0.000	0	0.0	0.000	A
4 - Baldock Rd West	548	113	1128	0.486	548	0.9	6.208	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	94	517	843	0.111	94	0.1	4.803	A
2 - Baldock Rd East	718	15	1218	0.589	718	1.4	7.195	A
3 - Site Access South	0	733	714	0.000	0	0.0	0.000	A
4 - Baldock Rd West	548	113	1128	0.486	548	0.9	6.208	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	94	517	843	0.111	94	0.1	4.803	A
2 - Baldock Rd East	718	15	1218	0.589	718	1.4	7.195	A
3 - Site Access South	0	733	714	0.000	0	0.0	0.000	A
4 - Baldock Rd West	548	113	1128	0.486	548	0.9	6.208	A

Year 2035 + Southern Site, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	8.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	0	100.000
2 - Baldock Rd East		✓	806	100.000
3 - Site Access South		✓	27	100.000
4 - Baldock Rd West		✓	696	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	168	638
	3 - Site Access South	0	18	0	9
	4 - Baldock Rd West	0	614	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.00	0.00	0.0	A
2 - Baldock Rd East	0.68	9.57	2.1	A
3 - Site Access South	0.04	4.90	0.0	A
4 - Baldock Rd West	0.59	7.48	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	708	745	0.000	0	0.0	0.000	A
2 - Baldock Rd East	806	81	1182	0.682	798	2.1	9.173	A
3 - Site Access South	27	631	765	0.035	27	0.0	4.875	A
4 - Baldock Rd West	696	18	1177	0.591	690	1.4	7.314	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	714	742	0.000	0	0.0	0.000	A
2 - Baldock Rd East	806	82	1182	0.682	806	2.1	9.559	A
3 - Site Access South	27	638	762	0.035	27	0.0	4.899	A
4 - Baldock Rd West	696	18	1177	0.591	696	1.4	7.479	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	714	742	0.000	0	0.0	0.000	A
2 - Baldock Rd East	806	82	1182	0.682	806	2.1	9.566	A
3 - Site Access South	27	638	762	0.035	27	0.0	4.899	A
4 - Baldock Rd West	696	18	1177	0.591	696	1.4	7.482	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	714	742	0.000	0	0.0	0.000	A
2 - Baldock Rd East	806	82	1182	0.682	806	2.1	9.568	A
3 - Site Access South	27	638	762	0.035	27	0.0	4.899	A
4 - Baldock Rd West	696	18	1177	0.591	696	1.4	7.482	A

Year 2035 + Southern Site, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	0	100.000
2 - Baldock Rd East		✓	616	100.000
3 - Site Access South		✓	177	100.000
4 - Baldock Rd West		✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	11	605
	3 - Site Access South	0	119	0	58
	4 - Baldock Rd West	0	517	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.00	0.00	0.0	A
2 - Baldock Rd East	0.50	5.92	1.0	A
3 - Site Access South	0.23	5.99	0.3	A
4 - Baldock Rd West	0.46	5.97	0.9	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	637	781	0.000	0	0.0	0.000	A
2 - Baldock Rd East	616	5	1224	0.503	612	1.0	5.849	A
3 - Site Access South	177	601	780	0.227	176	0.3	5.945	A
4 - Baldock Rd West	522	118	1125	0.464	519	0.9	5.903	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	641	779	0.000	0	0.0	0.000	A
2 - Baldock Rd East	616	5	1224	0.503	616	1.0	5.923	A
3 - Site Access South	177	605	778	0.227	177	0.3	5.985	A
4 - Baldock Rd West	522	119	1125	0.464	522	0.9	5.972	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	641	779	0.000	0	0.0	0.000	A
2 - Baldock Rd East	616	5	1224	0.503	616	1.0	5.923	A
3 - Site Access South	177	605	778	0.227	177	0.3	5.985	A
4 - Baldock Rd West	522	119	1125	0.464	522	0.9	5.972	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	0	641	779	0.000	0	0.0	0.000	A
2 - Baldock Rd East	616	5	1224	0.503	616	1.0	5.923	A
3 - Site Access South	177	605	778	0.227	177	0.3	5.985	A
4 - Baldock Rd West	522	119	1125	0.464	522	0.9	5.972	A

Year 2035 + Both Sites, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	11.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.94	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Year 2035 + Both Sites	AM	FLAT	07:45	08:45	60	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 (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	126	100.000
2 - Baldock Rd East		✓	880	100.000
3 - Site Access South		✓	24	100.000
4 - Baldock Rd West		✓	783	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	100	0	26
	2 - Baldock Rd East	80	0	162	638
	3 - Site Access South	0	16	0	8
	4 - Baldock Rd West	12	614	80	77

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.18	6.23	0.2	A
2 - Baldock Rd East	0.78	14.51	3.5	B
3 - Site Access South	0.04	5.58	0.0	A
4 - Baldock Rd West	0.69	10.18	2.2	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	126	778	708	0.178	125	0.2	6.165	A
2 - Baldock Rd East	880	181	1129	0.780	867	3.3	13.160	B
3 - Site Access South	24	809	675	0.036	24	0.0	5.525	A
4 - Baldock Rd West	783	95	1137	0.688	774	2.1	9.707	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	126	787	704	0.179	126	0.2	6.228	A
2 - Baldock Rd East	880	183	1128	0.780	880	3.4	14.443	B
3 - Site Access South	24	821	669	0.036	24	0.0	5.577	A
4 - Baldock Rd West	783	96	1137	0.689	783	2.2	10.163	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	126	787	704	0.179	126	0.2	6.229	A
2 - Baldock Rd East	880	183	1128	0.780	880	3.5	14.489	B
3 - Site Access South	24	821	669	0.036	24	0.0	5.578	A
4 - Baldock Rd West	783	96	1137	0.689	783	2.2	10.171	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	126	787	704	0.179	126	0.2	6.229	A
2 - Baldock Rd East	880	183	1128	0.780	880	3.5	14.507	B
3 - Site Access South	24	821	669	0.036	24	0.0	5.578	A
4 - Baldock Rd West	783	96	1137	0.689	783	2.2	10.175	B

Year 2035 + Both Sites, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	6.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	Year 2035 + Both Sites	PM	FLAT	17:00	18:00	60	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 (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	92	100.000
2 - Baldock Rd East		✓	723	100.000
3 - Site Access South		✓	170	100.000
4 - Baldock Rd West		✓	550	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	77	0	15
	2 - Baldock Rd East	109	0	9	605
	3 - Site Access South	0	114	0	56
	4 - Baldock Rd West	29	517	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.12	5.21	0.1	A
2 - Baldock Rd East	0.59	7.30	1.5	A
3 - Site Access South	0.24	6.60	0.3	A
4 - Baldock Rd West	0.51	6.91	1.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	92	630	785	0.117	91	0.1	5.189	A
2 - Baldock Rd East	723	19	1216	0.595	717	1.4	7.136	A
3 - Site Access South	170	723	719	0.237	169	0.3	6.532	A
4 - Baldock Rd West	550	221	1072	0.513	546	1.0	6.795	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	92	635	782	0.118	92	0.1	5.213	A
2 - Baldock Rd East	723	19	1216	0.595	723	1.5	7.297	A
3 - Site Access South	170	729	716	0.238	170	0.3	6.595	A
4 - Baldock Rd West	550	223	1071	0.514	550	1.0	6.912	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	92	635	782	0.118	92	0.1	5.213	A
2 - Baldock Rd East	723	19	1216	0.595	723	1.5	7.300	A
3 - Site Access South	170	729	716	0.238	170	0.3	6.595	A
4 - Baldock Rd West	550	223	1071	0.514	550	1.1	6.912	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	92	635	782	0.118	92	0.1	5.213	A
2 - Baldock Rd East	723	19	1216	0.595	723	1.5	7.300	A
3 - Site Access South	170	729	716	0.238	170	0.3	6.596	A
4 - Baldock Rd West	550	223	1071	0.514	550	1.1	6.912	A