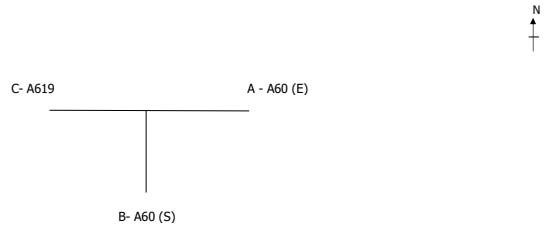
Appendix A - Traffic Flow Data

Summary of Manual Classified Turning Count at the A60/Mansfield Road/A619 3x Priority Junctions (Junction 1a)

Date of count:- Tuesday 16 July 2019
Data supplied by:- MHC Traffic Ltd



2019 Base Year

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	532	0	0
C	478	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	421	0	0
C	559	0	0

HGV% **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0%	0%	0%
B	5%	0%	0%
C	9%	0%	0%

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0%	0%	0%
B	2%	0%	0%
C	2%	0%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	637	0	0
C	539	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	576	0	0
C	683	0	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	787	0	0
C	737	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	721	0	0
C	860	0	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	787	0	0
C	748	0	0

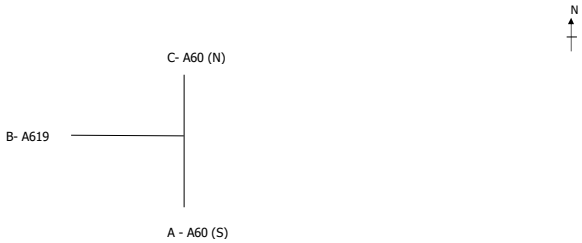
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	721	0	0
C	890	0	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the A60/Mansfield Road/A619 3x Priority Junctions (Junction 1b)

Date of count:- Tuesday 16 July 2019
Data supplied by:- MHC Traffic Ltd



2019 Base Year

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	9	0	0
C	849	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	28	0	0
C	1012	0	0

HGV% **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0%	0%	0%
B	44%	0%	0%
C	7%	0%	0%

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0%	0%	0%
B	4%	0%	0%
C	3%	0%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	17	0	0
C	1064	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	51	0	0
C	1166	0	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	31	0	0
C	1429	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	73	0	0
C	1471	0	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	31	0	0
C	1470	0	0

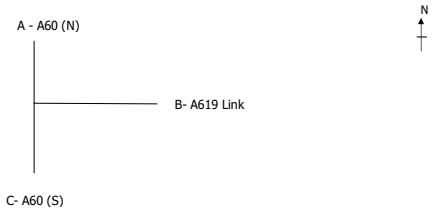
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	73	0	0
C	1485	0	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the A60/Mansfield Road/A619 3x Priority Junctions (Junction 1c)

Date of count:- Tuesday 16 July 2019
Data supplied by:- **MHC Traffic Ltd**



2019 Base Year

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	458	0	0
C	556	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	443	0	0
C	432	0	0

HGV% **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0%	0%	0%
B	7%	0%	0%
C	6%	0%	0%

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0%	0%	0%
B	4%	0%	0%
C	4%	0%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	510	0	0
C	670	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	493	0	0
C	593	0	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	689	0	0
C	843	0	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	660	0	0
C	751	0	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	0	0
B	730	0	0
C	843	0	0

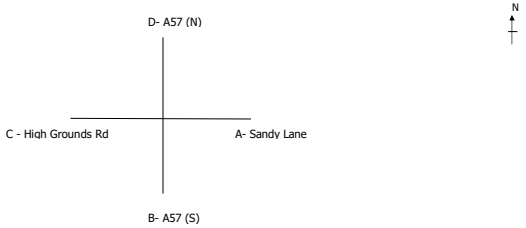
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	0	0
B	674	0	0
C	751	0	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the A57 Sandy Lane Junction (Junction 2)

Date of count:- Tuesday 16 July 2019
Data supplied by:- MHC Traffic Ltd



2019 Base Year

Flow **AM Peak :- 08:00 - 09:00**

To:

From :	A	B	C	D
A	0	339	103	96
B	371	0	144	611
C	107	95	1	83
D	121	880	120	0

PM Peak :- 16:30 - 17:30

To:

From :	A	B	C	D
A	0	451	147	111
B	418	0	213	800
C	176	189	0	154
D	130	812	110	0

HGV% **AM Peak :- 08:00 - 09:00**

To:

From :	A	B	C	D
A	0%	6%	7%	7%
B	4%	0%	1%	10%
C	5%	2%	0%	6%
D	7%	7%	5%	0%

PM Peak :- 16:30 - 17:30

To:

From :	A	B	C	D
A	0%	1%	1%	3%
B	2%	0%	0%	3%
C	1%	0%	0%	1%
D	1%	4%	2%	0%

2037 Reference Case

Flow **AM Peak :- 08:00 - 09:00**

To:

From :	A	B	C	D
A	0	339	103	130
B	375	0	144	804
C	107	95	1	83
D	139	1073	120	0

PM Peak :- 16:30 - 17:30

To:

From :	A	B	C	D
A	0	451	147	130
B	428	0	213	959
C	176	189	0	154
D	164	1172	110	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 08:00 - 09:00**

To:

From :	A	B	C	D
A	0	339	103	144
B	378	0	144	1077
C	107	95	1	83
D	181	1384	120	0

PM Peak :- 16:30 - 17:30

To:

From :	A	B	C	D
A	0	451	147	159
B	436	0	213	1237
C	176	189	0	154
D	178	1405	110	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 08:00 - 09:00**

To:

From :	A	B	C	D
A	0	339	103	144
B	378	0	144	1163
C	107	95	1	83
D	181	1407	120	0

PM Peak :- 16:30 - 17:30

To:

From :	A	B	C	D
A	0	451	147	159
B	436	0	213	1267
C	176	189	0	154
D	178	1470	110	0

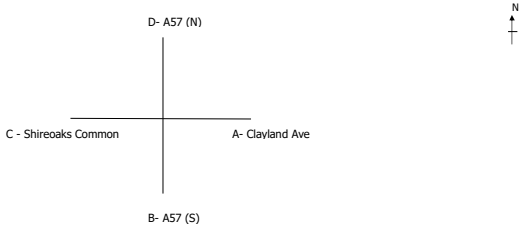
NOTE : - All Flows in PCU

	AM	PM
Factored Flows	5.3%	9.2%

The above percentage factores have been applied to the A57 Arms as agreed with NCC Highways

Summary of Manual Classified Turning Count at the A57/Claylands Ave/Shireoaks Common Junction (Junction 3)

Date of count:- Tuesday 16 July 2019
Data supplied by:- MHC Traffic Ltd



2019 Base Year

Flow **AM Peak :- 08:00 - 09:00**

From : \ To:	A	B	C	D
A	0	150	90	62
B	116	2	113	569
C	83	88	0	130
D	184	880	108	4

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	157	113	66
B	69	0	93	917
C	81	108	1	152
D	83	776	103	0

HGV% **AM Peak :- 08:00 - 09:00**

From : \ To:	A	B	C	D
A	0%	19%	5%	30%
B	12%	0%	5%	10%
C	3%	5%	0%	6%
D	13%	5%	4%	33%

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0%	3%	4%	8%
B	5%	0%	2%	2%
C	1%	4%	0%	3%
D	7%	5%	8%	0%

2037 Reference Case

Flow **AM Peak :- 08:00 - 09:00**

From : \ To:	A	B	C	D
A	0	164	90	74
B	245	2	123	677
C	84	117	0	147
D	318	1151	114	4

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	256	114	153
B	82	0	120	1148
C	81	120	1	159
D	96	1082	119	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 08:00 - 09:00**

From : \ To:	A	B	C	D
A	0	164	90	74
B	245	2	147	897
C	84	204	0	199
D	318	1461	128	4

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	256	114	153
B	82	0	187	1401
C	81	150	1	177
D	96	1281	159	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 08:00 - 09:00**

From : \ To:	A	B	C	D
A	0	164	90	74
B	245	2	147	940
C	84	204	0	199
D	318	1473	128	4

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	256	114	153
B	82	0	187	1416
C	81	150	1	177
D	96	1314	159	0

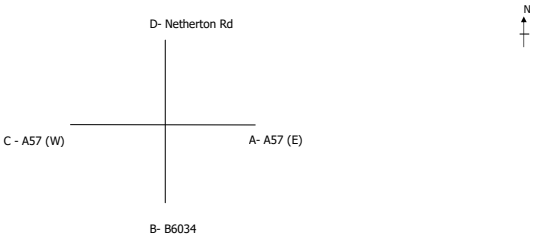
NOTE : - All Flows in PCU

	AM	PM
Factored Flows	5.3%	9.2%

The above percentage factores have been applied to the A57 Arms as agreed with NCC Highways

Summary of Manual Classified Turning Count at the A57/B6034/Netherton Road Junction (Junction 4)

Date of count:- Tuesday 16 July 2019
Data supplied by:- MHC Traffic Ltd



2019 Base Year

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D
A	0	51	518	24
B	71	0	147	65
C	857	225	0	79
D	44	80	100	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	60	829	23
B	63	0	196	68
C	622	216	0	82
D	20	58	78	0

HGV% **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D
A	0%	2%	13%	0%
B	1%	0%	4%	0%
C	6%	3%	0%	12%
D	0%	0%	5%	0%

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0%	2%	4%	0%
B	0%	0%	3%	1%
C	8%	1%	0%	0%
D	0%	2%	1%	0%

2037 Reference Case

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D
A	0	56	598	29
B	72	0	155	67
C	967	233	0	79
D	52	85	100	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	62	925	31
B	66	0	204	72
C	930	223	0	82
D	25	60	78	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D
A	0	182	907	141
B	207	0	160	76
C	1363	239	0	79
D	220	92	100	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	299	1295	185
B	137	0	208	78
C	1189	228	0	82
D	119	68	78	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D
A	0	217	1033	189
B	217	0	160	76
C	1398	239	0	79
D	234	92	100	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	311	1339	202
B	164	0	208	78
C	1284	228	0	82
D	155	68	78	0

NOTE : - All Flows in PCU

	AM	PM
Factored Flows	5.3%	9.2%

The above percentage factores have been applied to the A57 Arms as agreed with NCC Highways

Summary of Manual Classified Turning Count at the A57/B6040 Junction (Junction 5)

Date of count:- Tuesday 16 July 2019
Data supplied by:- **MHC Traffic Ltd**

2019 Base Year

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	240	96
B	203	0	469
C	354	614	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0	190	245
B	265	0	664
C	252	452	0

HGV% **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0%	6%	5%
B	6%	0%	12%
C	2%	7%	0%

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0%	4%	2%
B	3%	0%	6%
C	1%	10%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	249	97
B	208	0	558
C	354	733	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0	195	245
B	273	0	770
C	252	769	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	426	97
B	284	0	1105
C	354	1433	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0	267	245
B	402	0	1530
C	252	1192	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	433	97
B	309	0	1315
C	354	1490	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0	286	245
B	411	0	1603
C	252	1349	0

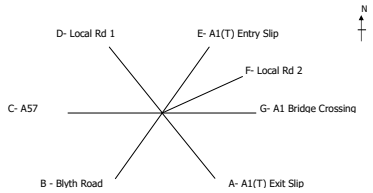
NOTE : - All Flows in PCU

	AM	PM
Factored Flows	5.3%	9.2%

The above percentage factores have been applied to the A57 Arms as agreed with NCC Highways

Summary of Manual Classified Turning Count at the A614/Blyth Road/A57/A1T Junction (Junction 6)

Date of count:- Tuesday 16 July 2019
Data supplied by:- MHC Traffic Ltd



2019 Base Year

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D	E	F	G
A	0	33	431	0	2	0	101
B	0	0	96	0	388	0	32
C	0	52	0	0	57	0	510
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	454	264	0	14	0	0

PM Peak :- 17:15 - 18:15

From : \ To:	A	B	C	D	E	F	G
A	0	16	456	0	2	0	58
B	0	0	41	0	253	0	107
C	0	83	0	0	98	0	486
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	456	114	0	2	0	0

HGV% **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D	E	F	G
A	0%	13%	8%	0%	0%	0%	8%
B	0%	0%	7%	0%	11%	0%	13%
C	0%	13%	0%	0%	30%	0%	9%
D	0%	0%	0%	0%	0%	0%	0%
E	0%	0%	0%	0%	0%	0%	0%
F	0%	0%	0%	0%	0%	0%	0%
G	0%	8%	12%	0%	50%	0%	0%

PM Peak :- 17:15 - 18:15

From : \ To:	A	B	C	D	E	F	G
A	0%	0%	6%	0%	0%	0%	8%
B	0%	0%	8%	0%	4%	0%	3%
C	0%	1%	0%	0%	5%	0%	7%
D	0%	0%	0%	0%	0%	0%	0%
E	0%	0%	0%	0%	0%	0%	0%
F	0%	0%	0%	0%	0%	0%	0%
G	0%	3%	5%	0%	0%	0%	0%

2037 Reference Case

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D	E	F	G
A	0	33	505	0	2	0	101
B	0	0	96	0	405	0	42
C	0	53	0	0	57	0	637
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	527	283	0	14	0	0

PM Peak :- 17:15 - 18:15

From : \ To:	A	B	C	D	E	F	G
A	0	16	561	0	2	0	58
B	0	0	42	0	298	0	131
C	0	83	0	0	98	0	807
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	487	122	0	2	0	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D	E	F	G
A	0	33	600	0	2	0	120
B	0	0	241	0	433	0	135
C	0	53	0	0	96	0	978
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	718	854	0	76	0	0

PM Peak :- 17:15 - 18:15

From : \ To:	A	B	C	D	E	F	G
A	0	16	643	0	2	0	92
B	0	0	72	0	302	0	290
C	0	83	0	0	207	0	1286
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	622	428	0	44	0	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D	E	F	G
A	0	33	1205	0	2	0	101
B	0	0	241	0	433	0	62
C	0	53	0	0	96	0	1042
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	558	485	0	14	0	0

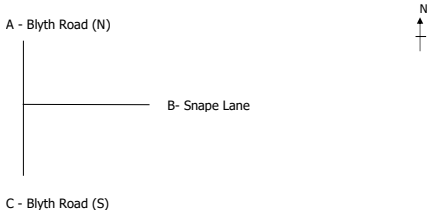
PM Peak :- 17:15 - 18:15

From : \ To:	A	B	C	D	E	F	G
A	0	16	976	0	2	0	58
B	0	0	72	0	302	0	151
C	0	83	0	0	207	0	1464
D	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0
G	0	528	176	0	2	0	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the Blyth Road/Snape Lane Junction (Junction 7)

Date of count:- Tuesday 16 July 2019
Data supplied by:- MHC Traffic Ltd



2019 Base Year

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	74	285
B	34	0	25
C	177	34	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	36	183
B	79	0	46
C	308	4	0

HGV% **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0%	5%	6%
B	13%	0%	19%
C	11%	10%	0%

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0%	0%	3%
B	0%	0%	5%
C	2%	0%	0%

2037 Reference Case

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	74	443
B	34	0	25
C	242	34	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	36	258
B	79	0	46
C	456	4	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	82	962
B	35	0	25
C	334	37	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	37	339
B	85	0	48
C	848	4	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	82	964
B	35	0	25
C	344	37	0

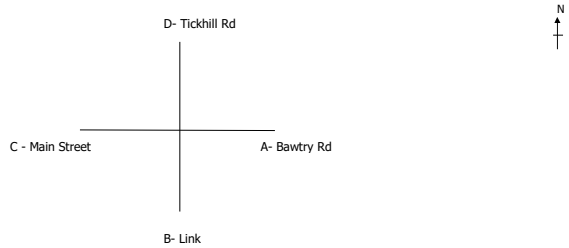
PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	37	343
B	85	0	48
C	855	4	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the Blyth Road/Scrooby Road/Bawtry Road/Main Street Junction (Junction 8a)

Date of count:- Tuesday 16 July 2019
Data supplied by:- **MHC Traffic Ltd**



2019 Base Year

Flow **AM Peak :- 08:30-09:30**

From : \ To:	A	B	C	D
A	0	107	47	14
B	69	0	84	233
C	44	101	0	45
D	9	380	36	0

PM Peak :- 16:15 - 17:15

From : \ To:	A	B	C	D
A	0	97	68	11
B	105	0	114	376
C	65	94	0	59
D	15	355	55	0

HGV% **AM Peak :- 08:30-09:30**

From : \ To:	A	B	C	D
A	0%	4%	7%	0%
B	4%	0%	4%	7%
C	7%	4%	0%	7%
D	2%	10%	3%	0%

PM Peak :- 16:15 - 17:15

From : \ To:	A	B	C	D
A	0%	3%	1%	0%
B	1%	0%	0%	1%
C	5%	0%	0%	5%
D	0%	5%	0%	0%

2037 Reference Case

Flow **AM Peak :- 08:30-09:30**

From : \ To:	A	B	C	D
A	0	125	58	14
B	75	0	186	341
C	55	152	0	45
D	9	418	36	0

PM Peak :- 16:15 - 17:15

From : \ To:	A	B	C	D
A	0	104	78	11
B	122	0	169	420
C	76	190	0	59
D	15	459	55	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 08:30-09:30**

From : \ To:	A	B	C	D
A	0	262	58	14
B	99	0	197	365
C	56	168	0	45
D	9	563	36	0

PM Peak :- 16:15 - 17:15

From : \ To:	A	B	C	D
A	0	123	78	11
B	227	0	181	526
C	77	201	0	59
D	15	479	55	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 08:30-09:30**

From : \ To:	A	B	C	D
A	0	262	58	14
B	99	0	197	365
C	56	168	0	45
D	9	564	36	0

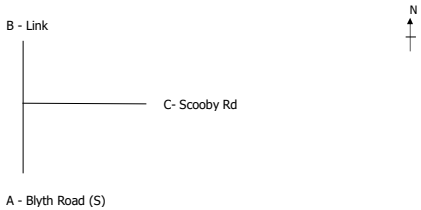
PM Peak :- 16:15 - 17:15

From : \ To:	A	B	C	D
A	0	123	78	11
B	227	0	181	526
C	77	201	0	59
D	15	480	55	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the Blyth Road/Scrooby Road/Bawtry Road/Main Street Junction (Junction 8b)

Date of count:- Tuesday 16 July 2019
Data supplied by:- **MHC Traffic Ltd**



2019 Base Year

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	169	50
B	310	0	154
C	78	234	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	296	111
B	159	0	128
C	43	254	0

HGV% **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0%	16%	2%
B	9%	0%	3%
C	1%	1%	0%

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0%	1%	1%
B	3%	0%	0%
C	0%	0%	0%

2037 Reference Case

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	366	50
B	389	0	182
C	78	253	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	384	111
B	347	0	147
C	43	281	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	413	50
B	672	0	197
C	78	264	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	597	111
B	386	0	158
C	43	292	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	413	50
B	672	0	197
C	78	264	0

PM Peak :- 17:00-18:00

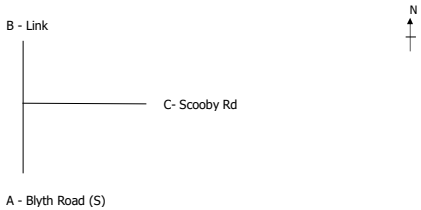
From : \ To:	A	B	C
A	0	597	111
B	387	0	158
C	43	292	0

NOTE : - All Flows in PCU

Only use 2019 Survey flows in Modelling. Use 2037 movements from adjacent tab taking into consideration 70% factor.

Summary of Manual Classified Turning Count at the Blyth Road/Scrooby Road/Bawtry Road/Main Street Junction (Junction 8b) with 70% Link Road Factor

Date of count:- Tuesday 16 July 2019
Data supplied by:- **MHC Traffic Ltd**



2019 Base Year

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	169	15
B	310	0	154
C	23	234	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	296	33
B	159	0	128
C	13	254	0

HGV% **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0%	16%	2%
B	9%	0%	3%
C	1%	1%	0%

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0%	1%	1%
B	3%	0%	0%
C	0%	0%	0%

2037 Reference Case

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	366	15
B	389	0	182
C	23	253	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	384	33
B	347	0	147
C	13	281	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	413	15
B	672	0	197
C	23	264	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	597	33
B	386	0	158
C	13	292	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 08:15-09:15**

From : \ To:	A	B	C
A	0	413	15
B	672	0	197
C	23	264	0

PM Peak :- 17:00-18:00

From : \ To:	A	B	C
A	0	597	33
B	387	0	158
C	13	292	0

NOTE : - All Flows in PCU

Do not use these 2019 Survey flows in Modelling - use 2037 and beyond scenarios

Summary of Manual Classified Turning Count at the Market Place/Sunderland Street Priority Junction (Junction 9)

Date of count:- Thursday 23rd May 2019
Data supplied by:- Road Data Services Ltd.

2019 Base Year

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	257	144
B	312	0	283
C	265	270	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	376	235
B	282	0	315
C	183	327	0

HGV% **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0%	5%	3%
B	3%	0%	10%
C	3%	15%	0%

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0%	2%	2%
B	3%	0%	4%
C	0%	2%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	295	152
B	422	0	295
C	284	276	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	479	253
B	326	0	321
C	191	339	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	378	157
B	436	0	300
C	289	295	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	490	257
B	390	0	336
C	197	342	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	378	158
B	436	0	300
C	291	295	0

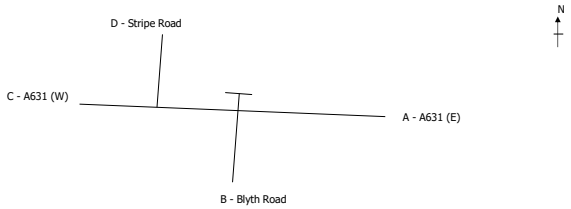
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	490	259
B	390	0	336
C	197	342	0

Notes
Baseline Survey Data provided by Doncaster Metropolitan Borough Council

Summary of Manual Classified Turning Count at the Stripe Road/Blyth Road/A631 Staggered Crossroads Junction (Junction 10)

Date of count:- Thursday 23rd May 2019
Data supplied by:- Road Data Services Ltd.



2019 Base Year

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D
A	0	4	328	47
B	5	0	186	101
C	234	154	0	182
D	34	123	129	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0	6	356	54
B	1	0	211	155
C	269	222	0	164
D	37	125	156	0

HGV% **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C	D
A	0%	25%	5%	13%
B	0%	0%	5%	10%
C	12%	11%	0%	7%
D	6%	7%	11%	0%

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C	D
A	0%	0%	3%	6%
B	0%	0%	3%	7%
C	2%	2%	0%	2%
D	8%	6%	5%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C	D
A	0	4	349	48
B	5	0	286	110
C	241	188	0	184
D	34	127	130	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C	D
A	0	6	364	54
B	1	0	251	159
C	288	316	0	165
D	38	135	158	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C	D
A	0	4	349	48
B	5	0	303	116
C	241	290	0	184
D	34	170	132	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C	D
A	0	6	364	54
B	1	0	329	186
C	288	330	0	166
D	38	142	158	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C	D
A	0	4	349	48
B	5	0	303	116
C	241	290	0	184
D	34	170	132	0

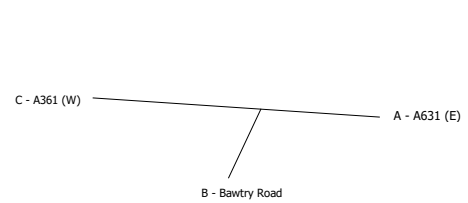
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C	D
A	0	6	364	54
B	1	0	329	186
C	288	330	0	166
D	38	143	158	0

Notes
Baseline Survey Data provided by Doncaster Metropolitan Borough Council

Summary of Manual Classified Turning Count at the A631/Bawtry Road Priority Junction (Junction 11)

Date of count:- Thursday 23rd May 2019
Data supplied by:- Road Data Services Ltd.



2019 Base Year

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	73	288
B	155	0	78
C	268	25	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0	159	376
B	96	0	48
C	269	48	0

HGV% **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0%	1%	7%
B	3%	0%	3%
C	10%	4%	0%

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0%	2%	3%
B	0%	0%	2%
C	3%	2%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	81	301
B	175	0	86
C	272	28	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	177	381
B	105	0	51
C	281	56	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	218	301
B	199	0	86
C	272	28	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	196	381
B	211	0	51
C	281	56	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	218	301
B	199	0	86
C	272	28	0

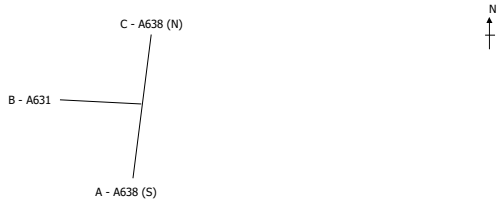
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	196	381
B	211	0	51
C	281	56	0

Notes
Baseline Survey Data provided by Doncaster Metropolitan Borough Council

Summary of Manual Classified Turning Count at the A631/A638 Priority Junction (Junction 12)

Date of count:- Thursday 23rd May 2019
Data supplied by:- **Road Data Services Ltd.**



2019 Base Year

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	132	669
B	97	0	139
C	621	168	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0	180	659
B	84	0	183
C	689	170	0

HGV% **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0%	8%	6%
B	11%	0%	12%
C	5%	7%	0%

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0%	3%	3%
B	1%	0%	3%
C	4%	3%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	149	834
B	109	0	151
C	682	172	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	193	792
B	100	0	188
C	840	180	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	149	848
B	109	0	175
C	712	308	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	193	822
B	101	0	293
C	851	199	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	149	850
B	109	0	175
C	712	308	0

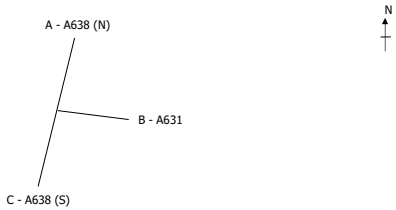
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	193	823
B	101	0	293
C	851	199	0

Notes
Baseline Survey Data provided by Doncaster Metropolitan Borough Council

Summary of Manual Classified Turning Count at the A638/A631 Priority Junction (Junction 13)

Date of count:- Thursday 23rd May 2019
Data supplied by:- Road Data Services Ltd.



2019 Base Year

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	333	347
B	349	0	138
C	390	163	0

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0	266	430
B	347	0	145
C	432	117	0

HGV% **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0%	11%	6%
B	6%	0%	17%
C	7%	24%	0%

PM Peak :- 16:30 - 17:30

From : \ To:	A	B	C
A	0%	5%	3%
B	3%	0%	10%
C	4%	10%	0%

2037 Reference Case

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	365	389
B	418	0	159
C	504	202	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	328	535
B	445	0	183
C	480	140	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	365	418
B	418	0	192
C	517	208	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	329	546
B	445	0	187
C	510	165	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:30 - 08:30**

From : \ To:	A	B	C
A	0	365	418
B	418	0	192
C	519	208	0

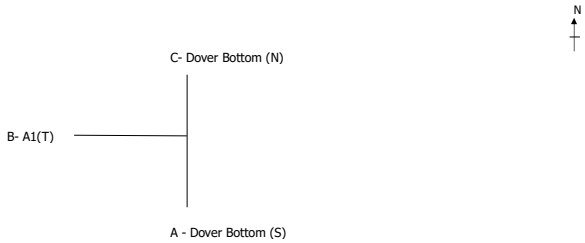
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	329	547
B	445	0	187
C	511	165	0

Notes
Baseline Survey Data provided by Doncaster Metropolitan Borough Council

Summary of Manual Classified Turning Count at the A1(T) Dover Bottom Northern Slip

Date of count:- Tuesday 24th September 2019
Data supplied by:- Road Traffic Data Services Ltd



2019 Base Year

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	71	196
B	42	0	30
C	137	5	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	70	226
B	26	0	22
C	179	6	0

HGV% **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0%	3%	3%
B	14%	0%	21%
C	5%	0%	0%

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0%	0%	2%
B	14%	0%	0%
C	4%	20%	0%

2037 Reference Case

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	94	201
B	42	0	30
C	152	5	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	126	240
B	26	0	22
C	185	6	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	175	202
B	42	0	30
C	155	5	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	146	242
B	26	0	22
C	186	6	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	200	321
B	113	0	285
C	790	47	0

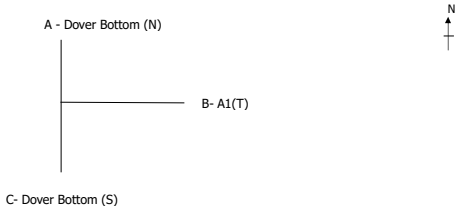
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	154	431
B	227	0	419
C	605	31	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the A1(T) Dover Bottom Southern Slip

Date of count:- Tuesday 24th September 2019
Data supplied by:- Road Traffic Data Services Ltd



2019 Base Year

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	12	165
B	8	0	76
C	259	31	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	16	188
B	6	0	90
C	289	25	0

HGV% **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0%	0%	8%
B	6%	0%	0%
C	3%	14%	0%

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0%	7%	5%
B	20%	0%	0%
C	1%	14%	0%

2037 Reference Case

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	12	180
B	8	0	119
C	287	31	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	16	194
B	6	0	135
C	359	25	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	12	183
B	8	0	141
C	369	31	0

PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	16	195
B	6	0	202
C	381	25	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:45 - 08:45**

From : \ To:	A	B	C
A	0	472	428
B	28	0	148
C	493	289	0

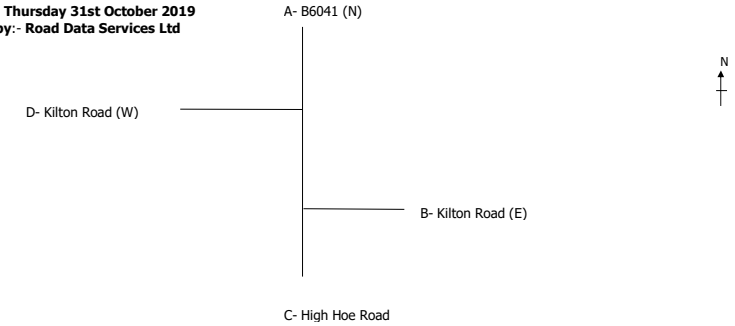
PM Peak :- 16:45 - 17:45

From : \ To:	A	B	C
A	0	323	508
B	41	0	221
C	542	115	0

NOTE : - All Flows in PCU

Summary of Manual Classified Turning Count at the Kilton Road/High Hoe Road Mini-Roundabout Junction (Junction 16 All)

Date of count:- Thursday 31st October 2019
Data supplied by:- **Road Data Services Ltd**



2019 Base Year

Flow **AM Peak :- 07:45-08:45**

To:

From :	A	B	C	D
A	0	3	278	202
B	1	0	1	4
C	238	3	0	126
D	103	4	109	0

PM Peak :- 16:15 - 17:15

To:

From :	A	B	C	D
A	0	10	302	255
B	4	0	0	3
C	438	2	0	202
D	344	20	234	0

2037 Reference Case

Flow **AM Peak :- 07:45-08:45**

To:

From :	A	B	C	D
A	0	3	297	217
B	1	0	1	4
C	257	3	0	126
D	116	4	109	0

PM Peak :- 16:15 - 17:15

To:

From :	A	B	C	D
A	0	10	321	268
B	4	0	0	3
C	457	2	0	202
D	359	20	234	0

2037 Design Flows (Reference Case + Allocations including Morton GV)

Flow **AM Peak :- 07:45-08:45**

To:

From :	A	B	C	D
A	0	3	474	280
B	1	0	1	4
C	349	3	0	127
D	159	4	112	0

PM Peak :- 16:15 - 17:15

To:

From :	A	B	C	D
A	0	10	404	310
B	4	0	0	3
C	587	2	0	205
D	409	20	235	0

2037 Design Flows (Reference Case + Allocations including Gamston GV)

Flow **AM Peak :- 07:45-08:45**

To:

From :	A	B	C	D
A	0	3	481	280
B	1	0	1	4
C	375	3	0	127
D	159	4	112	0

PM Peak :- 16:15 - 17:15

To:

From :	A	B	C	D
A	0	10	424	310
B	4	0	0	3
C	596	2	0	205
D	409	20	235	0

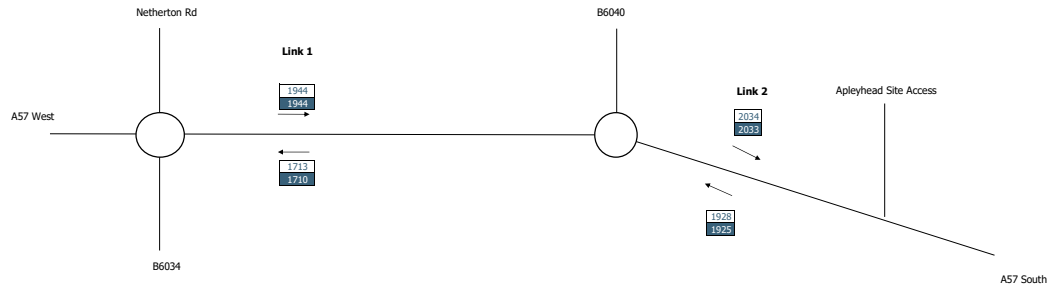
NOTE : - All Flows in PCU

Key

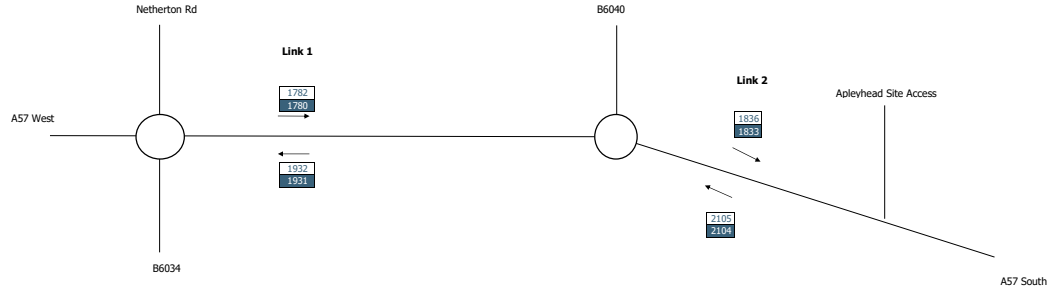
0 2037 Design Flows (Morton GV) (Base + Committed + Allocations)
0 2037 Design Flows (Gamston GV) (Base + Committed + Allocations)

N

AM Peak



PM Peak



Link 1

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 Design Flows (Morton GV) (Base + Committed + Allocations)	3657	3714	2650
2037 Design Flows (Gamston GV) (Base + Committed + Allocations)	3654	3711	2650

Link 2

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 Design Flows (Morton GV) (Base + Committed + Allocations)	3962	3941	2650
2037 Design Flows (Gamston GV) (Base + Committed + Allocations)	3958	3937	2650

Carriageway Width 7.3m

Figure 21: A57 Link Capacity Review (No Internalisation)

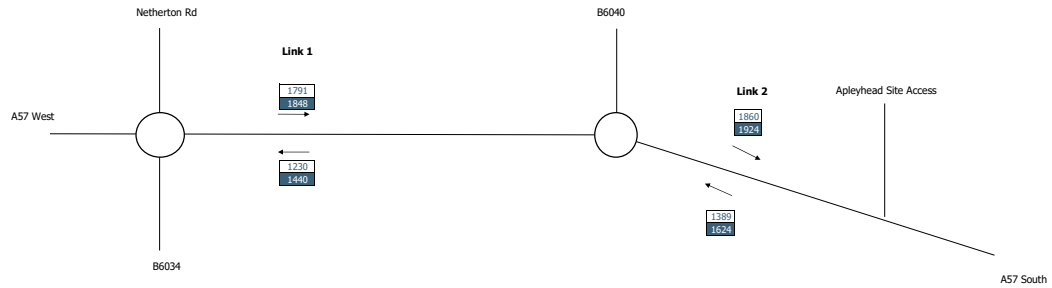
Bassetlaw Local Plan Transport Study

Key

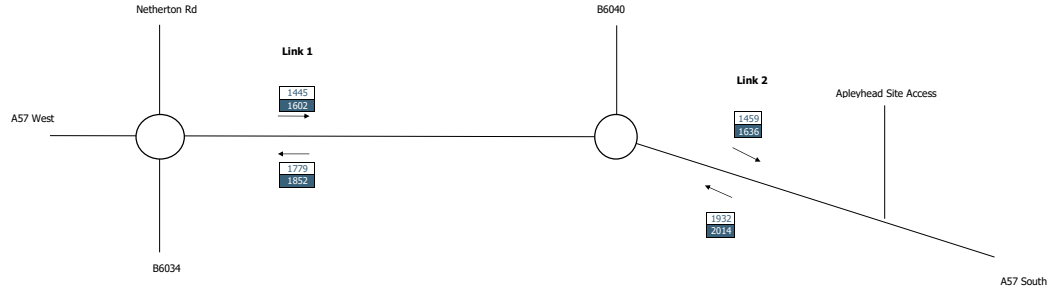
0 2037 Design Flows (Morton GV) (Base + Committed + Allocations)
0 2037 Design Flows (Gamston GV) (Base + Committed + Allocations)

N

AM Peak



PM Peak



Link 1

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 Design Flows (Morton GV) (Base + Committed + Allocations)	3021	3224	2650
2037 Design Flows (Gamston GV) (Base + Committed + Allocations)	3288	3454	2650

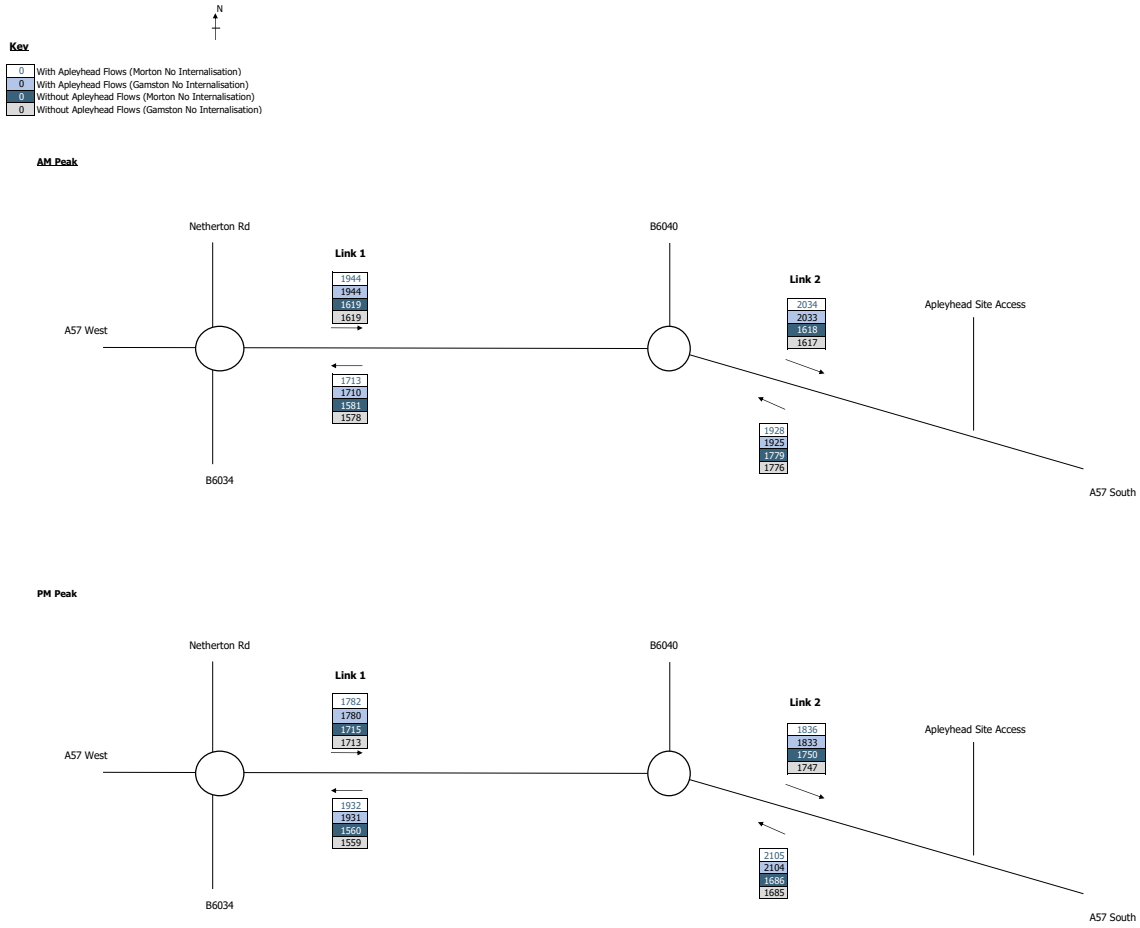
Link 2

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 Design Flows (Morton GV) (Base + Committed + Allocations)	3249	3391	2650
2037 Design Flows (Gamston GV) (Base + Committed + Allocations)	3548	3650	2650

Carriageway Width 7.3m

Figure 22: A57 Link Capacity Review (With Internalisation)

Bassetlaw Local Plan Transport Study



Link 1

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Morton Site	3657	3714	2650
2037 as above Without Apleyhead Site	3200	3275	2650

Link 2

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Morton Site	3962	3941	2650
2037 as above Without Apleyhead Site	3397	3436	2650

Carriageway Width 7.3m

Link 1

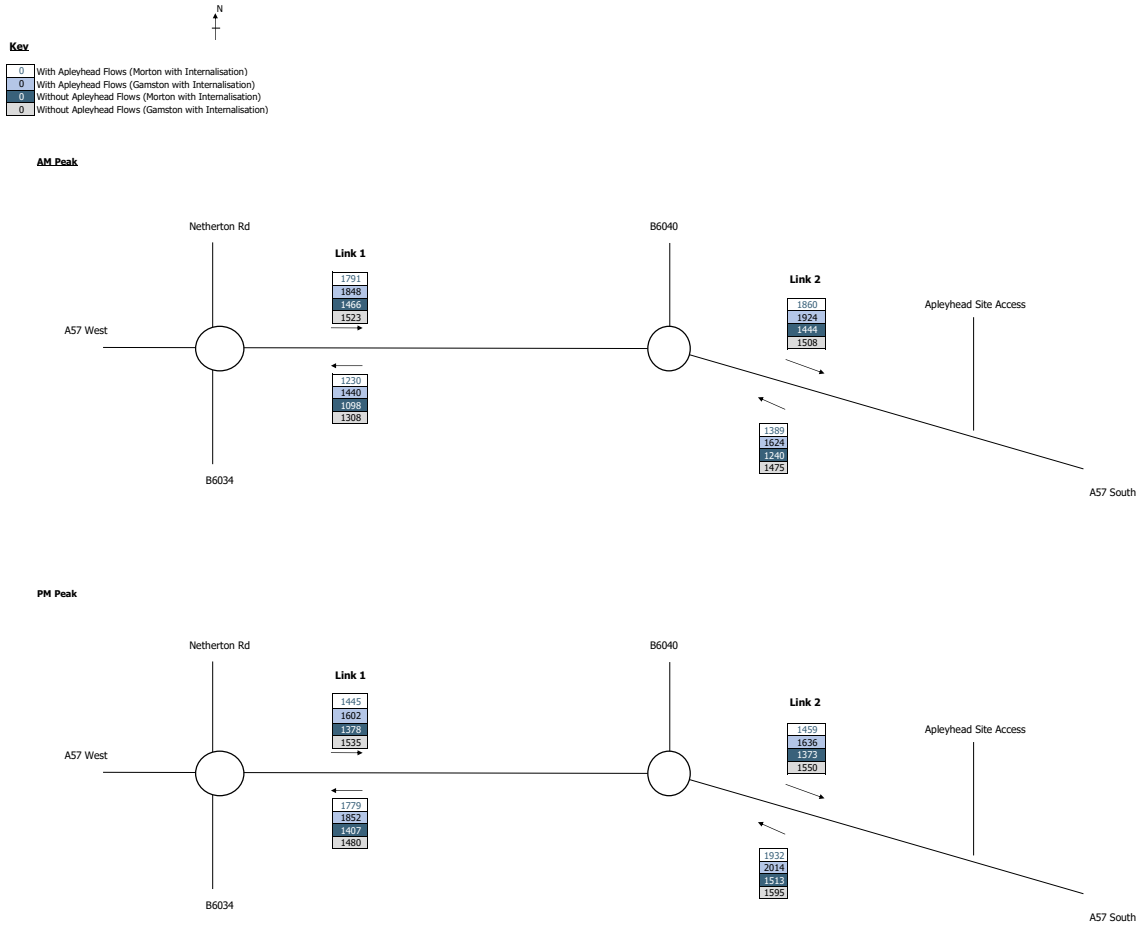
Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Gamston Site	3654	3711	2650
2037 as above Without Apleyhead Site	3197	3272	2650

Link 2

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Gamston Site	3958	3937	2650
2037 as above Without Apleyhead Site	3393	3432	2650

Figure 23: A57 Link Capacity Review Apleyhead (2037 Without Internalisation)

Bassetlaw Local Plan Transport Study



Link 1

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Morton Site	3021	3224	2650
2037 as above Without Apleyhead Site	2564	2785	2650

Link 2

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Morton Site	3249	3391	2650
2037 as above Without Apleyhead Site	2684	2886	2650

Carriageway Width 7.3m

Link 1

Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Gamston Site	3288	3454	2650
2037 as above Without Apleyhead Site	2831	3015	2650

Link 2

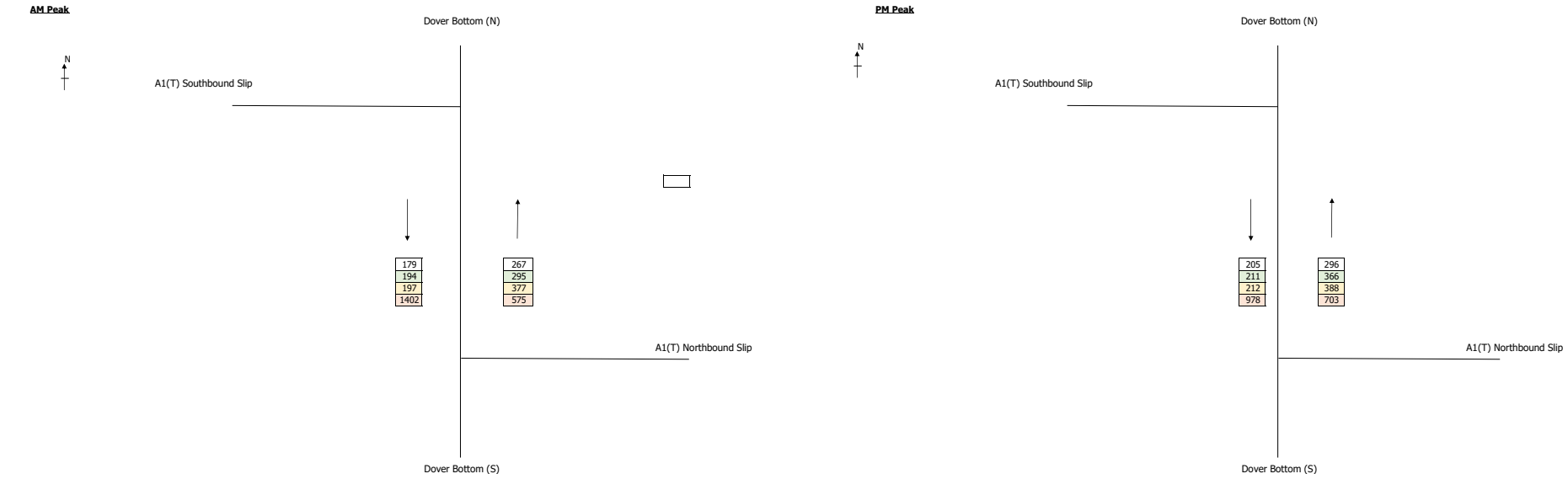
Scenario	Link Flow AM	Link Flow PM	CD122 Guide
2037 With Apleyhead & Gamston Site	3548	3650	2650
2037 as above Without Apleyhead Site	2983	3145	2650

Figure 24: A57 Link Capacity Review Apleyhead (2037 With Internalisation)

Bassetlaw Local Plan Transport Study

Key

0	2019 Base Year
0	2037 Reference Case
0	2037 Design Flows (Reference Case + Allocations including Morton GV)
0	2037 Design Flows (Reference Case + Allocations including Gamston GV)



Peak Period	2019 Base Year	2037 Reference Case	2037 Design Flows (Reference Case + Allocations including Morton GV)	2037 Design Flows (Reference Case + Allocations including Gamston GV)
AM	446	488	574	1977
PM	501	577	600	1681

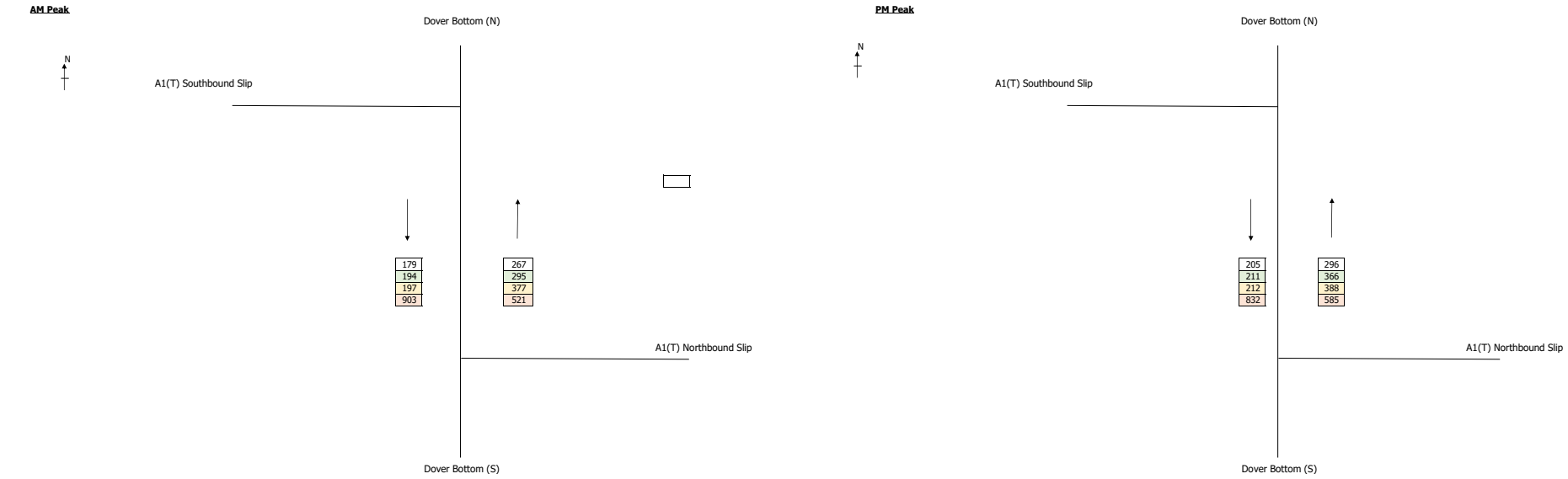
Carriageway Width 7.5m

Figure 25: Twyford Bridge Link Capacity (Without Internalisation)

Bassetlaw Local Plan Transport Study

Key

0	2019 Base Year
0	2037 Reference Case
0	2037 Design Flows (Reference Case + Allocations including Morton GV)
0	2037 Design Flows (Reference Case + Allocations including Gamston GV)



Peak Period	2019 Base Year	2037 Reference Case	2037 Design Flows (Reference Case + Allocations including Morton GV)	2037 Design Flows (Reference Case + Allocations including Gamston GV)
AM	446	488	574	1424
PM	501	577	600	1417

Carriageway Width 7.5m

Figure 26: Twyford Bridge Link Capacity (With Internalisation)

Bassetlaw Local Plan Transport Study

Appendix B - Collision Data

Full Accident Details Report - PUBLISH COPY

May be included within a report or assessment if required

6 Junctions in Worksop - Period 1-1-14 to 28-2-19 DR4556

Total number of reports = **43**

Total number of pages (including this page) = **47**

Note: *Where the age of a person is listed as* "U/K yrs"*, this signifies that the age is unknown*

ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER

These details are a record of the personal injury accidents reported to the Police. Every endeavour is made to ensure the accuracy and completeness of these records, which have been transcribed from the original Police Reports. The data is then entered and held on computer.

Occasions may arise when information from the Police, relevant to a particular accident, may not be available for several months and will therefore not be included.

No. 1	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 464509 / 378117
SEVERITY SLIGHT	Ref.No 2B031816			Police Officer Attend: No - reported over the counter

Date	22/01/2016	Day Friday	ROAD A57
Time	08:59		LOCATION (APPROX) 32M STH WEST /A614 BLYTH RD /A1 WORKSOP RD /A1 EXIT & ENTRY SLIP RDS, (5 LANE ENDS ROUNDABOUT), WORKSOP
Weather	Fine		
Road Surface	Wet		
Street Lighting	Daylight		

Speed Limit	50 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: Oil or diesel
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 44 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 23 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 23 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Car		
Manoeuvre		Waiting to go ahead but held up			
Direction from	South west to North east	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)		On main carriageway			
Junct. location of veh. at 1st impact		Not at junction			
Veh left carriageway?		Did not leave c'way			
Hit object in c'way?		None			
Hit object off c'way?		None			
First point of impact		Back			
Drivers age	28 yrs	Sex	Female	Other veh.hit (ref.) 2	Hit and run No
Foreign vehicle			Not foreign		Breath test Not contacted
Journey purpose			Journey as part of work		

No. 2	District Bassetlaw		VRUs	Grid Reference 464515 / 378122
SEVERITY **SLIGHT**	Ref.No 2B135315	**Full Accident Details**		Police Officer Attend: Yes

Date	10/07/2015 Day Friday	ROAD	A57
Time	10:10	LOCATION	A57 WORKSOP ROAD, BEND 35 metres southwest of RBT A1/A614, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

Dislodged load

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead left hand bend
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age 56 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Goods > 7.5t
Manoeuvre Going ahead right hand bend
Direction from North east to South west Towing? Articulated veh.
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Other object
Hit object off c'way? None
First point of impact Front
Drivers age 55 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 55 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 3	District Bassetlaw		VRUs	Grid Reference 464521 / 378124
SEVERITY **SLIGHT**	Ref.No 2B290114	**Full Accident Details**		Police Officer Attend: Yes

Date	08/12/2014 Day Monday	ROAD	A57
Time	19:40	LOCATION	A57 WORKSOP ROAD,(APPROX) 288 metres southwest of A614 BLYTH RD /A1 RBT, WORKSOP
Weather	Rain		
Road Surface	Wet		
Street Lighting	Dark/no lights		

Speed Limit	60 MPH	SITE DETAILS	
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

Other object

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	South west to North east	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	None				
Hit object off c'way?	Tree				
First point of impact	Front				
Drivers age	34 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose					

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SLIGHT**	Age	34 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 4	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 464522 / 378118
SEVERITY SLIGHT	Ref.No 2B018316			Police Officer Attend: Yes

Date	31/01/2016 Day Sunday	ROAD	A57
Time	13:43	LOCATION	A57 WORKSOP ROAD, (APPROX) 22 metres southwest of , A614 BLYTH RD / A1 WORKSOP RD /A1 SLP RD ENTRY EXIT, RBT (ADJ. GREAT WHIN COVERT - WOODS), WORKSOP.
Weather	Rain		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	
Speed Limit	60 MPH		Road surface defect
Carriageway	Single c'way	CARRIAGEWAY HAZARDS	
Lane markings	Centre/hazard line		Other object
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead left hand bend				
Direction from	South east to South west	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	Other object				
Hit object off c'way?	None				
First point of impact	Offside				
Drivers age	43 yrs	Sex	Female	Other veh.hit (ref.)	2
Foreign vehicle	Not foreign			Hit and run	No
Journey purpose	Other/Not known			Breath test	Negative

Veh.No.	2	Vehicle type	Car		
Manoeuvre	Going ahead right hand bend				
Direction from	South west to North east	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Offside				
Drivers age	51 yrs	Sex	Female	Other veh.hit (ref.)	1
Foreign vehicle	Not foreign			Hit and run	No
Journey purpose	Other/Not known			Breath test	Negative

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	SLIGHT	Age	43 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 5	District Bassetlaw	**Full Accident Details**	VRUs Motorcycle	Grid Reference 464523 / 378124
SEVERITY **SERIOUS**	Ref.No 2B047016			Police Officer Attend: Yes

Date 06/03/2016 Day Sunday
Time 08:40
Weather Other
Road Surface Ice
Street Lighting Daylight

ROAD A57

LOCATION A57 WORKSOP ROAD RBT, at its Junction with A1 NBND EXIT SLIP, WORKSOP

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A1
Pedestrian Facilities and No Human control within 50m / No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle > 500cc
Manoeuvre Turning left
Direction from South east to South west Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 22 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 64 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age 22 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 64 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 3 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 20 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 6	District Bassetlaw		VRUs	Grid Reference 464527 / 378130
SEVERITY **SLIGHT**	Ref.No 2B184518	**Full Accident Details**		Police Officer Attend: Yes

Date	15/09/2018	Day Saturday	ROAD A57
Time	16:45		LOCATION A57 RBT, at its Junction with A614 BLYTH ROAD, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A614
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? Lamp post
First point of impact Front
Drivers age 18 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Stopping
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? Lamp post
First point of impact Back
Drivers age 30 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 31 yrs Sex Female
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 7	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 464535 / 378129
SEVERITY SLIGHT	Ref.No 2B187714			Police Officer Attend: Yes

Date 25/08/2014 Day Monday
Time 14:30
Weather Rain
Road Surface Wet
Street Lighting Daylight

ROAD A57

LOCATION A57, at its RBT Junction with A1 / A614 BLYTH RD, WORKSOP

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A1
Pedestrian Facilities and No Human control within 50m
No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from East to South west Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 25 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead right hand bend
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 46 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 46 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 13 yrs Sex Female
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

Cas No 3 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 9 yrs Sex Female
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

No. 8	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 464541 / 378123
SEVERITY SLIGHT	Ref.No 2B210815			Police Officer Attend: Yes

Date 31/08/2015 Day Monday
Time 16:07
Weather Rain
Road Surface Wet
Street Lighting Daylight

ROAD A57

LOCATION A57 WORKSOP ROAD, RBT at its Junction with A1 /A614 (5 LANE ENDS), WORKSOP

Speed Limit 60 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A1
Pedestrian Facilities and No Human control within 50m
No crossing facility within 50m

SITE DETAILS

SPECIAL SITE CONDITIONS
None

CARRIAGEWAY HAZARDS
None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from East to South west Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 29 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 22 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 29 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 22 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 9	District Bassetlaw	Full Accident Details	VRUs Motorcycle	Grid Reference 464574 / 378098
SEVERITY SLIGHT	Ref.No 2B182118			Police Officer Attend: Yes

Date	11/08/2018 Day Saturday	ROAD	A614
Time	13:10	LOCATION	A614 BLYTH ROAD, at its Junction with A57 RBT, CLUMBER PARK
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A57		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 17 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type M/cycle > 500cc
Manoeuvre Waiting to go ahead but held up
Direction from South to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 58 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 58 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Goods > 7.5t		
Manoeuvre		Waiting to go ahead but held up			
Direction from	South to North west		Towing?	No	
Skidded	No				
Veh location at impact (restricted lane)		On main carriageway			
Junct. location of veh. at 1st impact		Entering roundabout			
Veh left carriageway?		Did not leave c'way			
Hit object in c'way?		None			
Hit object off c'way?		None			
First point of impact		Offside			
Drivers age	65 yrs	Sex	Male	Other veh.hit (ref.)	2
Foreign vehicle			Not foreign		
Journey purpose			Journey as part of work		

Hit and run No
Breath test Negative

No. **10**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 464576 / 378072
SEVERITY **SLIGHT**	Ref.No 2B060217			Police Officer Attend: Yes

Date	29/03/2017	Day Wednesday	ROAD A614
Time	09:20		LOCATION A614 BLYTH ROAD, 27M S RBT JN A57 CLUMBER PARK
Weather	Fine		
Road Surface	Wet		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from East to South Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 67 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Goods > 7.5t
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 47 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 67 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 47 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **11**	District Bassetlaw	**Full Accident Details**	VRUs **Motorcycle**	Grid Reference 464582 / 378084
SEVERITY **SLIGHT**	Ref.No 2B246114			Police Officer Attend: No - reported over the counter

Date	09/11/2014	Day Sunday	
Time	12:37		
Weather	Fine		
Road Surface	Wet		
Street Lighting	Daylight		

ROAD A614

LOCATION A614 BLYTH ROAD RBT, at its Junction with A57, WORKSOP

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A57
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

Oil or diesel

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type M/cycle > 500cc
Manoeuvre Turning left
Direction from East to South Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 47 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 56 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **12**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 461557 / 378123
SEVERITY **SLIGHT**	Ref.No 2B196917			Police Officer Attend: Yes

Date	16/10/2017	Day Monday	ROAD B6040
Time	10:12		LOCATION B6040 WORKSOP ROAD, 18 metres north of RBT A57 WORKSOP BYPASS, WORKSOP
Weather	Rain		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	
Speed Limit	60 MPH	None	
Carriageway	Roundabout		
Lane markings	Centre/hazard line	CARRIAGEWAY HAZARDS	
Junction Detail	Roundabout	None	
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A57		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car
Manoeuvre	Turning left		
Direction from	South east to North	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Leaving roundabout		
Veh left carriageway?	Left c'way near-side		
Hit object in c'way?	None		
Hit object off c'way?	Road sign or signal		
First point of impact	Front		
Drivers age	22 yrs	Sex Male	Other veh.hit (ref.) 0
Foreign vehicle	Not foreign		Hit and run No
Journey purpose			Breath test Negative

CASUALTIES INVOLVED 1

Cas No	1	Cas Class Driver or Rider	Veh ref No 1
Severity	**SLIGHT**	Age 22 yrs Sex Male	
Car Passenger?	No	PSV Passenger? No	
Ped Movement	Not a pedestrian		
Ped location	Not a pedestrian		
Ped Direction to	Not a pedestrian		
School Pupil	Other		
Roadworker injured	No		

No. 13	District Bassetlaw		VRUs	Grid Reference 461563 / 378067
SEVERITY **SERIOUS**	Ref.No 2B243418	**Full Accident Details**		Police Officer Attend: Yes

Date	18/11/2018 Day Sunday	ROAD	A57
Time	08:43	LOCATION	A57 WORKSOP BYPASS NETHERTON ROAD RBT, at its Junction with B6040, WORKSOP
Weather	Fog Mist		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	60 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	B6040		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Left c'way straight ahead at junction
Hit object in c'way? Central island of roundabout
Hit object off c'way? Road sign or signal
First point of impact Front
Drivers age 45 yrs Sex Female Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age 45 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **14**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 461580 / 378119
SEVERITY **SLIGHT**	Ref.No 2B127714			Police Officer Attend: Yes

Date	22/06/2014 Day Sunday	ROAD	B6040
Time	21:40		
Weather	Fine	LOCATION	B6040 WORKSOP ROAD RBT, at its Junction with A57 WORKSOP BYPASS, WORKSOP
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	40 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A57		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Changing lane to right
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 30 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 44 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 29 yrs Sex Male
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **15**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 461610 / 378049
SEVERITY **SLIGHT**	Ref.No 2B128614			Police Officer Attend: Yes

Date	27/06/2014 Day Friday	ROAD	A57
Time	13:07	LOCATION	A57 WORKSOP ROAD, RBT at its Junction with B6040, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	60 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	B6040		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t
Manoeuvre Turning left
Direction from South east to West Towing? Articulated veh.
Skidded Overturned
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? Lamp post
First point of impact Front
Drivers age 29 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre O/T moving vehicle on its O/S
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 0 Hit and run Non-stop, not hit
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 29 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **16**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 461625 / 378089
SEVERITY **SLIGHT**	Ref.No 2B188418			Police Officer Attend: Yes

Date	26/08/2018	Day Sunday	ROAD A57
Time	20:24		LOCATION A57 ROUNDABOUT (UN-NAMED ROUNDABOUT MANTON WOOD), at its Junction with B6040, WORKSOP
Weather	Rain		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	B6040
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead right hand bend
Direction from South west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Left c'way Offside
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Offside
Drivers age 22 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 22 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 17	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 459085 / 377630
SEVERITY SERIOUS	Ref.No 2B169214		Pedal Cycle	Police Officer Attend: Yes

Date 10/08/2014 Day Sunday
Time 09:30
Weather Rain
Road Surface Wet
Street Lighting Daylight

ROAD A57

LOCATION A57 WORKSOP BYPASS RBT, at its Junction with B6034 NETHERTON ROAD, WORKSOP

SITE DETAILS

Speed Limit 40 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number B6034
Pedestrian Facilities and Zebra crossing

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 87 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Pedal Cycle
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 46 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SERIOUS Age 46 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **18**	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 459088 / 377629
SEVERITY **SLIGHT**	Ref.No 2B091615			Police Officer Attend: Yes

Date	25/04/2015	Day Saturday	ROAD A57
Time	02:58		LOCATION A57 WORKSOP BYPASS, at its RBT Junction with B6034 NETHERTON ROAD, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	40 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	B6034		
Pedestrian Facilities and	No Human control within 50m Pelican etc crossing		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	West to East		Towing?	No	
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Entering roundabout				
Veh left carriageway?	Left c'way straight ahead at junction				
Hit object in c'way?	Kerb				
Hit object off c'way?	Tree				
First point of impact	Front				
Drivers age	24 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not provided
Journey purpose					

CASUALTIES INVOLVED 2

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SLIGHT**	Age	24 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

Cas No	2	Cas Class	Passenger	Veh ref No	1
Severity	**SLIGHT**	Age	34 yrs	Sex	Female
Car Passenger?	Front	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 19	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 459132 / 377643
SEVERITY SLIGHT	Ref.No 2B085818			Police Officer Attend: Yes

Date	05/06/2018 Day Tuesday	ROAD	A57
Time	16:45	LOCATION	A57 WORKSOP BYPASS RBT, at its Junction with U/C NETHERTON ROAD, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	40 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t
Manoeuvre Turning right
Direction from West to South Towing? Articulated veh.
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 54 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Foreign - left hand drive Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 54 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 54 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **20**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 459147 / 377618
SEVERITY **SERIOUS**	Ref.No 2B241616		**Pedal Cycle**	Police Officer Attend: Yes

Date	03/10/2016 Day Monday	ROAD	A57
Time	17:30	LOCATION	A57 WORKSOP BYPASS, at its Junction with B6034 NETHERTON ROAD, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS
Speed Limit	60 MPH	None
Carriageway	Roundabout	
Lane markings	Centre/hazard line	CARRIAGEWAY HAZARDS
Junction Detail	Roundabout	None
Junction Control	Give way sign or uncontrolled	
2nd Road Number	B6034	
Pedestrian Facilities	No Human control within 50m	
and	No crossing facility within 50m	

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 64 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Pedal Cycle
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 35 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SERIOUS** Age 35 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 21	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 456383 / 381124
SEVERITY SLIGHT	Ref.No 2B135714			Police Officer Attend: Yes

Date	04/07/2014 Day Friday	ROAD	A57
Time	18:25	LOCATION	A57 WORKSOP BYPASS "SHIREOAKS RBT" N-EXT, at its Junction with Unclassified Road SHIREOAKS COMMON / CLAYLANDS AVE, WORKSOP
Weather	Fine		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	60 MPH	None	None
Carriageway	Roundabout		
Lane markings	None		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t
Manoeuvre Turning right
Direction from South to East Towing? Articulated veh.
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age U/K yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Foreign - left hand drive Breath test Not contacted
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 27 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 27 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 22	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 456400 / 381049
SEVERITY SLIGHT	Ref.No 2B171814			Police Officer Attend: Yes

Date	02/07/2014 Day Wednesday	ROAD	A57
Time	15:45	LOCATION	A57 NORTHBOUND RBT, at its Junction with Unclassified Road CLAYLAND AVENUE, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Starting
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 29 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Stopping
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 36 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 36 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 23	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 456403 / 381052
SEVERITY **SLIGHT**	Ref.No 2B010815			Police Officer Attend: No - reported over the counter

Date 20/01/2015 Day Tuesday
Time 16:30
Weather Fine
Road Surface Dry
Street Lighting Dark/lights lit

ROAD A57

LOCATION A57 WORKSOP BYPASS, RBT at its Junction with Unclassified Road SHIREOAKS COMMON, WORKSOP

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre O/T stat.vehicle on its O/S
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age U/K yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 32 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Taking pupil to/from school

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 32 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 24	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 456405 / 381044
SEVERITY SLIGHT	Ref.No 2B041714			Police Officer Attend: Yes

Date	21/02/2014	Day Friday	ROAD A57
Time	18:44		LOCATION A57 WORKSOP BYPASS, RBT at its Junction with C153 SHIREOAKS COMMON, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	C153
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age U/K yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 29 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age U/K yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 29 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 25	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 456421 / 381123
SEVERITY SERIOUS	Ref.No 2B000518		Pedal Cycle	Police Officer Attend: No - reported over the counter

Date 08/01/2018 Day Monday
Time 12:00
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD A57

LOCATION A57 WORKSOP BYPASS, RBT at its Junction with U/C CLAYLANDS AVENUE/SHIREOAKS COMMON, WORKSOP

SITE DETAILS

Speed Limit 70 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Pedal Cycle
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 74 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run Yes
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SERIOUS Age 74 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **26**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 456430 / 381069
SEVERITY **SLIGHT**	Ref.No 2B003414			Police Officer Attend: No - reported over the counter

Date 17/01/2014 Day Friday
Time 17:00
Weather Fine
Road Surface Wet
Street Lighting Dark/unknown

ROAD A57

LOCATION A57 SBND RBT, at its Junction with Unclassified Road CLAYLANDS AVENUE

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 17 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 17 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 16 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

No. **27**	District Bassetlaw		VRUs	Grid Reference 456433 / 381037
SEVERITY **SERIOUS**	Ref.No 2B196815	**Full Accident Details**		Police Officer Attend: Yes

Date	21/09/2015	Day Monday	ROAD A57
Time	07:00		LOCATION A57 WORKSOP BYPASS, at its RBT Junction with C153 SHIREOAKS COMMON /CLAYLANDS AVENUE, WORKSOP
Weather	Rain		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	
Speed Limit	60 MPH	None	
Carriageway	Roundabout		
Lane markings	Centre/hazard line	CARRIAGEWAY HAZARDS	
Junction Detail	Roundabout	None	
Junction Control	Give way sign or uncontrolled		
2nd Road Number	C153		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from North to South Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Left c'way near-side
Hit object in c'way? Kerb
Hit object off c'way? Tree
First point of impact Front
Drivers age 22 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age 22 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **28**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 456435 / 381103
SEVERITY **SLIGHT**	Ref.No 2B032119		**Pedal Cycle**	Police Officer Attend: No - reported over the counter

Date 23/02/2019 Day Saturday
Time 12:00
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD A57

LOCATION A57 RBT (SHIREOAKS), at its Junction with U/C CLAYLANDS AVENUE, WORKSOP

SITE DETAILS

Speed Limit 70 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities and No Human control within 50m
No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 88 yrs Sex Female Other veh.hit (ref.) 2 Hit and run Yes
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Pedal Cycle
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 30 yrs Sex Male Other veh.hit (ref.) 1 Hit and run Yes
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 30 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 29	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 457190 / 379593
SEVERITY **SLIGHT**	Ref.No 2B039319			Police Officer Attend: No - reported over the counter

Date 11/02/2019 Day Monday
Time 15:37
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD U

LOCATION U/C HIGH GROUNDS ROAD RBT, at its Junction with A57 WORKSOP BYPASS, RHODESIA

Speed Limit 30 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A57
Pedestrian Facilities and No Human control within 50m
No crossing facility within 50m

SITE DETAILS

SPECIAL SITE CONDITIONS
None

CARRIAGEWAY HAZARDS
Dislodged load

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Bus or Coach
Manoeuvre Going ahead other
Direction from North west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age U/K yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from North west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 35 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 35 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **30**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 457193 / 379598
SEVERITY **SLIGHT**	Ref.No 2B109417			Police Officer Attend: No - reported over the counter

Date 27/05/2017 Day Saturday
Time 13:35
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD U

LOCATION Unclassified Road HIGH GROUNDS ROAD RBT, at its Junction with A57 WORKSOP BYPASS, RHODESIA

SITE DETAILS

Speed Limit 30 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A57
Pedestrian Facilities and No Human control within 50m
No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 45 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 32 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 42 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 32 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 31	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 457197 / 379610
SEVERITY SLIGHT	Ref.No 2B090314			Police Officer Attend: Yes

Date	12/05/2014 Day Monday	ROAD	U
Time	17:00	LOCATION	Unclassified Road HIGH GROUNDS ROAD RBT, at its Junction with A57 WORKSOP BYPASS, RHODESIA (WORKSOP)
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A57		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 23 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from South west to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 68 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 23 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 32	District Bassetlaw	Full Accident Details	VRUs Motorcycle	Grid Reference 457198 / 379615
SEVERITY SLIGHT	Ref.No 2B192818			Police Officer Attend: Yes

Date	25/09/2018	Day Tuesday	ROAD A57
Time	16:13		LOCATION A57 WORKSOP BYPASS RBT, at its Junction with U/C HIGH GROUNDS ROAD, RHODESIA
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 34 yrs Sex Male Other veh.hit (ref.) 2 Hit and run Yes
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type M/cycle > 500cc
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 34 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 32 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 33	District Bassetlaw		VRUs	Grid Reference 457206 / 379662
SEVERITY **SLIGHT**	Ref.No 2B236015	**Full Accident Details**		Police Officer Attend: No - reported over the counter

Date 13/10/2015 Day Tuesday
Time 13:40
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD A57

LOCATION A57 WORKSOP BYPASS, RBT at its Junction with A60 SANDY LANE, WORKSOP

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A60
Pedestrian Facilities and Pelican etc crossing No Human control within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from North west to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 17 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from North west to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 18 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 18 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 34	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 457209 / 379658
SEVERITY SLIGHT	Ref.No 2B095518			Police Officer Attend: Yes

Date 21/05/2018 Day Monday	ROAD A57
Time 07:31	
Weather Fine	LOCATION A57 WORKSOP BYPASS RBT, at its Junction with U/C HIGH GROUNDS ROAD, RHODESIA
Road Surface Dry	
Street Lighting Daylight	

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 24 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded Yes & Overturned
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 24 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 24 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 35	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 457226 / 379663
SEVERITY SLIGHT	Ref.No 2B197315			Police Officer Attend: No - reported over the counter

Date 21/09/2015 Day Monday
Time 08:10
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD A57

LOCATION A57 WORKSOP BYPASS, at its RBT Junction with A60 SANDY LANE, WORKSOP

SITE DETAILS

Speed Limit 30 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A60
Pedestrian Facilities and Pelican etc crossing No Human control within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from South to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age U/K yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 48 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Failed/Refused
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 48 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 59 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **36**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 457240 / 379589
SEVERITY **SLIGHT**	Ref.No 2B122214			Police Officer Attend: No - reported over the counter

Date	13/06/2014	Day Friday	ROAD A57
Time	13:30		LOCATION A57 WORKSOP BYPASS, RBT at its Junction with Unclassified Road HIGH GROUNDS ROAD/A60, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS
Speed Limit	60 MPH	None
Carriageway	Roundabout	
Lane markings	Centre/hazard line	CARRIAGEWAY HAZARDS
Junction Detail	Roundabout	None
Junction Control	Give way sign or uncontrolled	
2nd Road Number	U	
Pedestrian Facilities	No Human control within 50m	
and	No crossing facility within 50m	

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Waiting to go ahead but held up
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 42 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 26 yrs Sex Female Other veh.hit (ref.) 3 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 26 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Car
Manoeuvre	Going ahead other		
Direction from	South east to North west	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Approaching or parked on approach to junction		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front		
Drivers age	U/K yrs	Sex	Not traced
Other veh.hit (ref.)	2	Hit and run	Yes
Foreign vehicle	Not foreign	Breath test	Not contacted
Journey purpose			

No. **37**	District Bassetlaw	**Full Accident Details**	VRUs	Grid Reference 457240 / 379592
SEVERITY **SLIGHT**	Ref.No 2B135616			Police Officer Attend: Yes

Date	18/04/2016	Day Monday	ROAD A57
Time	16:30		LOCATION A57 WORKSOP BYPASS, RBT at its Junction with Unclassified Road HIGH GROUNDS ROAD/A60, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	60 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t
Manoeuvre Starting
Direction from South east to North west Towing? Articulated veh.
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 41 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Foreign - left hand drive Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Starting
Direction from South east to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 51 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 43 yrs Sex Male
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 38	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 457252 / 379586
SEVERITY SLIGHT	Ref.No 2B085217			Police Officer Attend: No - reported over the counter

Date	03/05/2017	Day Wednesday	ROAD A57
Time	12:00		LOCATION A57 WORKSOP BYPASS, RBT at its Junction with Unclassified Road HIGH GROUNDS ROAD/A60, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	None
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 67 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Stopping
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 18 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 18 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 57 yrs Sex Male
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 39	District Bassetlaw		VRUs	Grid Reference 457264 / 379644
SEVERITY **SLIGHT**	Ref.No 2B081018	**Full Accident Details**		Police Officer Attend: No - reported over the counter

Date	14/05/2018 Day Monday	ROAD	A60
Time	19:30	LOCATION	A60 SANDY LANE, at its Junction with A57 RBT, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A57		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning left
Direction from North east to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 51 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Turning left
Direction from North east to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 23 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 23 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **40**	District Bassetlaw	**Full Accident Details**	VRUs **Motorcycle**	Grid Reference 457266 / 379655
SEVERITY **SLIGHT**	Ref.No 2B278115			Police Officer Attend: Yes

Date 17/11/2015 Day Tuesday
Time 14:00
Weather Fine
Road Surface Wet
Street Lighting Daylight

ROAD A60

LOCATION A60 SANDY LANE, RBT at its Junction with A57 WORKSOP BYPASS, WORKSOP

Speed Limit 60 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number A57
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SITE DETAILS

SPECIAL SITE CONDITIONS
None

CARRIAGEWAY HAZARDS
None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre Overtaking on nearside
Direction from North east to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 47 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North east to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 70 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 47 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 41	District Bassetlaw	# Full Accident Details	VRUs Motorcycle	Grid Reference 457267 / 379618
SEVERITY SERIOUS	Ref.No 2B088418			Police Officer Attend: Yes

Date	02/05/2018	Day	Wednesday
Time	20:48		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

ROAD A57

LOCATION A57 WORKSOP BYPASS, at its Junction with A60 SANDY LANE, WORKSOP

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A60
Pedestrian Facilities	No Human control within 50m
and	Pelican etc crossing

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre Turning right
Direction from North west to South west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 56 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 70 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SERIOUS Age 56 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 42	District Bassetlaw		VRUs	Grid Reference 456227 / 378022
SEVERITY **SLIGHT**	Ref.No 2B235416	**Full Accident Details**		Police Officer Attend: Yes

Date	06/11/2016 Day Sunday	ROAD	A60
Time	23:26	LOCATION	A60 MANSFIELD ROAD, (APPROX) 131 metres south of A619 MANSFIELD ROAD, WORKSOP
Weather	Fine Wind		
Road Surface	Wet		
Street Lighting	Dark/lights lit		

Speed Limit	60 MPH	SITE DETAILS	
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead left hand bend				
Direction from	South west to North east	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way Offside				
Hit object in c'way?	None				
Hit object off c'way?	Tree				
First point of impact	Offside				
Drivers age	20 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not requested
Journey purpose	Other/Not known				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SLIGHT**	Age	20 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 43	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 456245 / 378093
SEVERITY **SLIGHT**	Ref.No 2B294115			Police Officer Attend: No - reported over the counter

Date	30/12/2015	Day Wednesday	ROAD A60
Time	13:15		LOCATION A60 MANSFIELD ROAD, at its RBT Junction with A619 CHESTERFIELD ROAD, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	Other Junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	A619
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

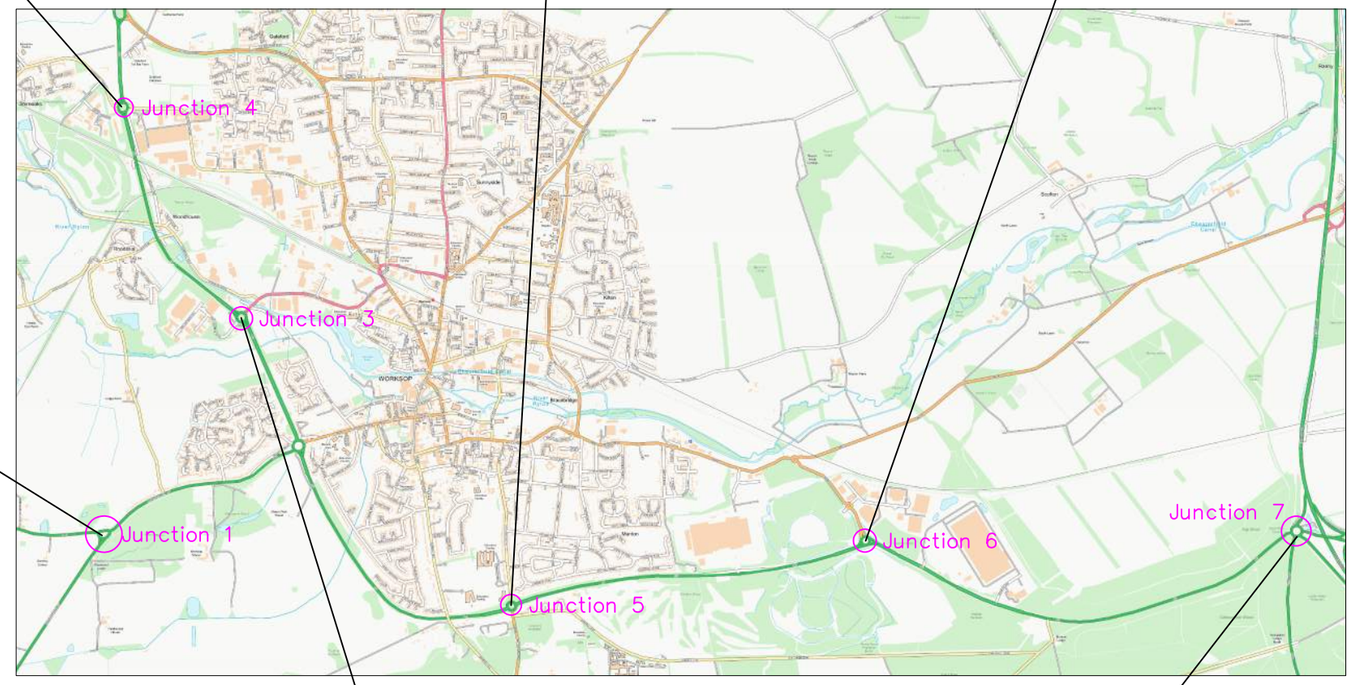
VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 18 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 44 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 44 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No



21 2B13 5714 | 22 2B17 1814 | 23 2B01 0815 | 24 2B04 1714
25 2B00 0518 | 26 2B00 3414 | 27 2B19 6815 | 28 2B03 2119

17 2B16 9214 | 18 2B09 1615
19 2B08 5818 | 20 2B24 1616

12 2B19 6917 | 13 2B24 3418
15 2B12 8614 | 14 2B12 7714 | 16 2B18 8418

42 2B23 5416
43 2B29 4115

32 2B19 2818 | 31 2B09 0314 | 30 2B10 9417 | 29 2B03 9319
33 2B23 6015 | 34 2B09 5518 | 35 2B19 7315 | 36 2B12 2214
37 2B13 5616 | 38 2B08 5217 | 39 2B08 1018 | 40 2B27 8115
41 2B08 8418

1 2B03 1816 | 2 2B13 5315 | 3 2B29 0114 | 4 2B01 8316 | 5 2B04 7016
6 2B18 4518 | 7 2B18 7714 | 8 2B21 0815 | 9 2B18 2118 | 10 2B06 0217
11 2B24 6114

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Key

107 2B 051609 — Slight

P 2C 067010 — Slight involving pedestrian

78 4A 158910 — Serious

48 2D 281409 — Fatal

Last two digits of 8 figure collision number is the year

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Six Junctions in Worksop, Nottinghamshire for Bassetlaw Local Plan

Property No.

Project No. WYG – A113816

Title

Collision Severity Plot
Period 1–1–14 to 28–2–19
(Prepared for WYG)

Scale NTS

Drawn PG Date 28–6–19

Ch'kd Date

Auth Traced

Drawing No. DR4556 Rev

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A3

Full Accident Details Report - PUBLISH COPY

May be included within a report or assessment if required

2 Junctions Ref 17 and 18 in Harworth - Period 1-1-14 to 28-2-19 DR4556

Total number of reports = **7**

Total number of pages (including this page) = **8**

Note: *Where the age of a person is listed as* "U/K yrs"*, this signifies that the age is unknown*

ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER

These details are a record of the personal injury accidents reported to the Police. Every endeavour is made to ensure the accuracy and completeness of these records, which have been transcribed from the original Police Reports. The data is then entered and held on computer.

Occasions may arise when information from the Police, relevant to a particular accident, may not be available for several months and will therefore not be included.

No. 1	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 461635 / 391536
SEVERITY **SLIGHT**	Ref.No 2B187214			Police Officer Attend: Yes

Date	29/07/2014	Day Tuesday	ROAD B6463
Time	09:58		LOCATION Unclassified Road BLYTH ROAD MRBT, at its Junction with Unclassified Road SCROOBY ROAD, HARWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS
Speed Limit	30 MPH	None
Carriageway	Roundabout	
Lane markings	Centre/hazard line	CARRIAGEWAY HAZARDS
Junction Detail	Mini Roundabout	None
Junction Control	Give way sign or uncontrolled	
2nd Road Number	B6463	
Pedestrian Facilities	No Human control within 50m	
and	No crossing facility within 50m	

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 31 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 26 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 26 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 8 yrs Sex Male
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

Cas No 3 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 31 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 2	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 461620 / 391553
SEVERITY SLIGHT	Ref.No 2B191114			Police Officer Attend: Yes

Date	15/08/2014 Day Friday	ROAD	B6463
Time	04:25	LOCATION	B6463 MAIN STREET RBT, at its Junction with B6463 TICKHILL ROAD, HARWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	B6463		
Pedestrian Facilities and	No Human control within 50m Pelican etc crossing		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 20 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Goods > 7.5t
Manoeuvre Going ahead other
Direction from South to North Towing? Articulated veh.
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 54 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 20 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 3	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 461628 / 391556
SEVERITY SLIGHT	Ref.No 2B186716			Police Officer Attend: Yes

Date	10/09/2016 Day Saturday	ROAD	B6463
Time	15:15	LOCATION	Unclassified Road TICKHILL ROAD M-RBT, at its Junction with B6463 MAIN STREET, HARWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	B6463		
Pedestrian Facilities	No Human control within 50m		
and	Central Refuge only		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	North to South	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Entering roundabout				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Offside				
Drivers age	25 yrs	Sex	Male	Other veh.hit (ref.)	2
Foreign vehicle	Not foreign			Hit and run	No
Journey purpose	Other/Not known			Breath test	Negative

Veh.No.	2	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	West to East	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Mid junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Drivers age	19 yrs	Sex	Male	Other veh.hit (ref.)	1
Foreign vehicle	Not foreign			Hit and run	No
Journey purpose	Other/Not known			Breath test	Negative

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Passenger	Veh ref No	2
Severity	SLIGHT	Age	17 yrs	Sex	Female
Car Passenger?	Front	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 4	District Bassetlaw		VRUs	Grid Reference 461621 / 391548
SEVERITY **SLIGHT**	Ref.No 2B210216	**Full Accident Details**		Police Officer Attend: Yes

Date	20/10/2016 Day Thursday	ROAD	B6463
Time	22:04	LOCATION	Unclassified Road BLYTH ROAD, at its Junction with B6463 BAWTRY ROAD, HARWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	B6463		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 33 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 35 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 13 yrs Sex Female
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age U/K yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

No. 5	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 461632 / 391565
SEVERITY **SLIGHT**	Ref.No 2B203017			Police Officer Attend: Yes

Date	03/10/2017 Day Tuesday	ROAD	U
Time	16:25	LOCATION	U/C BAWTRY ROAD M-RBT, at its Junction with U/C BLYTH ROAD, HARWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 2 Hit and run Yes
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Bus or Coach
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 37 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 34 yrs Sex Male
Car Passenger? No PSV Passenger? Standing
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 6	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 461620 / 391548
SEVERITY SLIGHT	Ref.No 2B168118			Police Officer Attend: Yes

Date	01/09/2018	Day Saturday	ROAD U
Time	15:05		LOCATION U/C MAIN STREET M-RBT, at its Junction with B6463 TICKHILL ROAD, HARWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Mini Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	B6463
Pedestrian Facilities	No Human control within 50m
and	Central Refuge only

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 70 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North east to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 29 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 70 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 7	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 461623 / 391547
SEVERITY **SLIGHT**	Ref.No 2B226318			Police Officer Attend: Yes

Date	29/11/2018	Day Thursday	ROAD B6463
Time	14:42		LOCATION B6463 TICKHILL ROAD M-RBT, at its Junction with U/C BAWTRY ROAD, HARWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities and	No Human control within 50m Central Refuge only		

VEHICLES INVOLVED 2

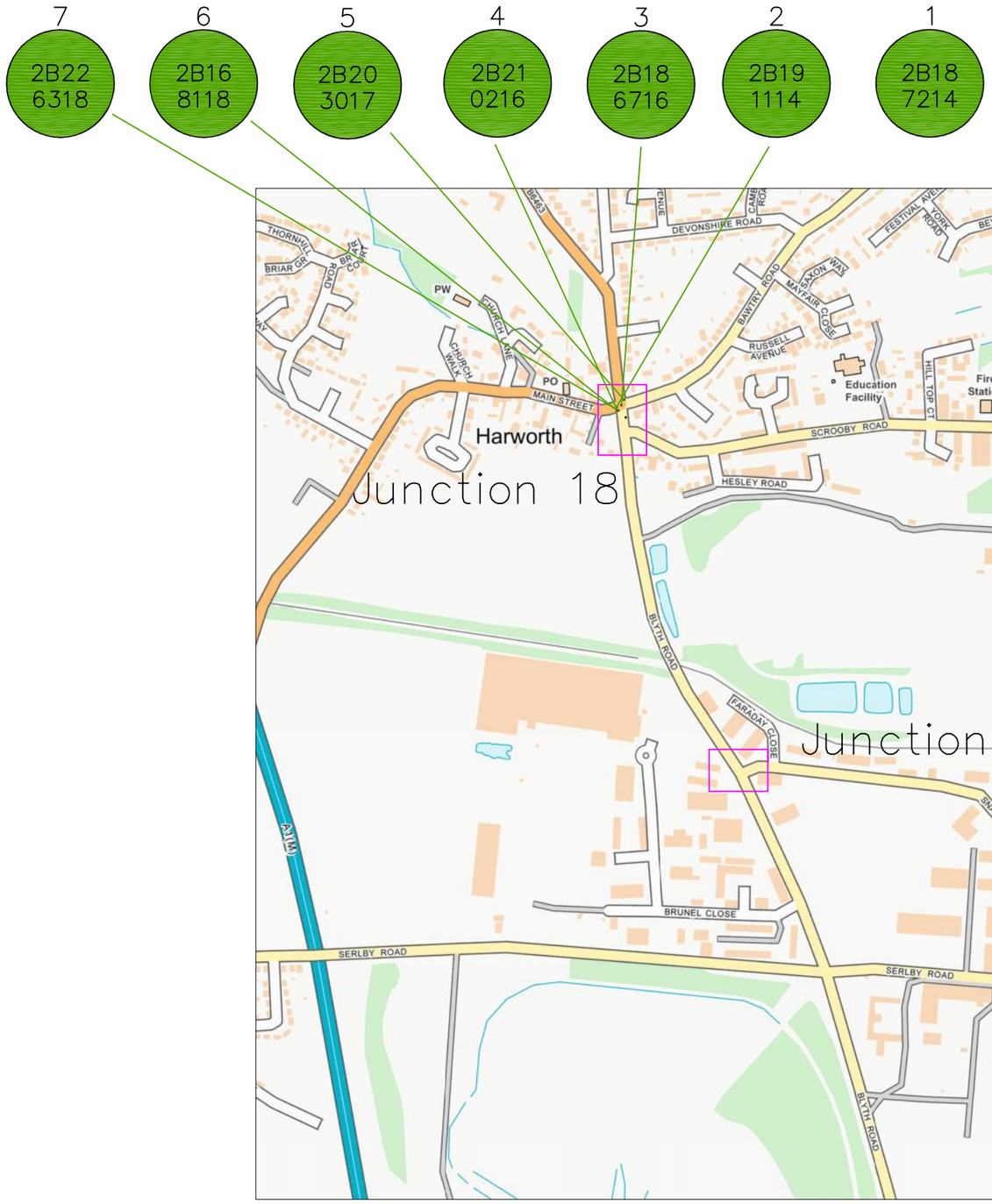
Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 70 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North east to South west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way Offside
Hit object in c'way? None
Hit object off c'way? Road sign or signal
First point of impact Nearside
Drivers age 61 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 70 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 53 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No



Key

- Slight
- Slight involving pedestrian
- Serious
- Fatal

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Two Junctions in Harworth
Nottinghamshire for
Bassetlaw Local Plan

Property No. | Project No.

Title

Collision Severity Plot
Period 1–1–14 to 28–2–19
(Prepared for WYG)

Scale: NTS | Drawn: PG | Date: 28–6–19 | Ch'kd | Date | Auth | Traced

Drawing No. | Rev

DR4556 – J17 – J18

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A3

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

A-00127-14 30/01/2014 Thursday Time: 1453 Vehicles 2 Casualties 3 Slight
Easting: 459,267 Northing: 393,265
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CASTLEGATE DONCASTER J/W SUNDERLAND STREET
Description: V1 M/CAR TRAVELLING A60 FROM DONCASTER. V2 M/CAR TRAVELLING A60 FROM ROTHERHAM. V2 SLOWS TO TURN RIGHT ONTO A631 SUNDERLAND STREET. V2 COLLIDES WITH V1

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 21 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 17 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Other
Age of Driver : 58 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 2 Age: 58 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

A-00727-15 22/05/2015 Friday Time: 1150 Vehicles 1 Casualties 1 Serious
Easting: 459,263 Northing: 393,289
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARKET PLACE TICKHILL J/W SUNDERLAND STREET
Description: PED STEPPED INTO CARR AND INTO PATH OF VEH AND COLL OCC

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Other
Age of Driver : 69 Breath test: Not requested

Contributory Factors : 802 803

Casualty Reference: 1 Age: 29 Male Pedestrian Severity: Serious
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

A-01445-15 04/10/2015 Sunday Time: 1510 Vehicles 1 Casualties 1 Slight
Easting: 459,257 Northing: 393,292
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARKET PLACE DONCASTER J/W TICKHILL ROAD
Description: CAS001 RAN INTO C/W HITTING N/S OF V1

Vehicle Reference: 1 Motorcycle over 500cc Going ahead
First point of impact: Offside
Vehicle direction: S to N Journey: Other
Age of Driver : 50 Breath test: Not requested

Contributory Factors : 802 808

Casualty Reference: 1 Age: 49 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Driver's nearside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

1678945 13/06/2016 Monday Time: 1333 Vehicles 2 Casualties 3 Serious
Easting: 459,264 Northing: 393,284
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARKET PLACE (A60) DONCASTER AT OR WITHIN 20 MTS OF SUNDERLAND STREET (A631)
Description: V1 TRAVELLING MARKET PLACE TOWARDS MALTBY. V2 TRAVELLING IN OPP DIRC TURNS RIGHT ACROSS PATH OF V1 AND A COLL OCCURS.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 35 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 62 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Other
Age of Driver : 65 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 2 Age: 65 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

16124916 29/10/2016 Saturday Time: 1945 Vehicles 2 Casualties 2 Slight
Easting: 459,265 Northing: 393,285
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: MARKET PLACE (A60) DONCASTER AT OR WITHIN 20 MTS OF SUNDERLAND STREET (A631)
Description: V1 TURNS RIGHT FROM MARKET PLACE ONTO SUNDERLAND STREET AND COLL OCCURS WITH V2 TRAVELLING ALONG MARKET PLACE TOWARDS TICKHILL CASTLE.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Other
Age of Driver : 21 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

17172453 22/03/2017 Wednesda Time: 1705 Vehicles 1 Casualties 1 Slight
Easting: 459,262 Northing: 393,252
Unknown Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CASTLE GATE (A60) DONCASTER AT OR NR JN WITH SUNDERLAND STREET (A631)
Description: V1 PARKED INITIALLY ON N/S. V1 REVERSED TO ENTER C/W AND COLL WITH CAS001 WALKING BEHIND KNOCKING HER TO FLOOR

Vehicle Reference: 1 Car Reversing
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 40 Breath test: Driver not contacted

Contributory Factors : 405

Casualty Reference: 1 Age: 76 Female Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: Within 50m ped crossing

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

17174019 27/03/2017 Monday Time: 0820 Vehicles 2 Casualties 1 Slight
Easting: 459,273 Northing: 393,237
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CASTLE GATE (A60) DONCASTER
Description: V1 TURNS LEFT FROM SUNDERLAND STREET INTO CASTLE GATE. V2 COLL INTO REAR OF V1 AND FTS. WITNESS DETAILS OBTAINED.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 48 Breath test: Driver not contacted

Contributory Factors : 406

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

17258332 25/12/2017 Monday Time: 1930 Vehicles 2 Casualties 1 Serious
Easting: 459,264 Northing: 393,285
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: MARKET PLACE (A60) DONCASTER AT OR NR JN WITH SUNDERLAND STREET (A631)
Description: VEHICLE 1 WAS TRAVELLING ALONG MARKET PLACE, TICKHILL IN THE DIRECTION OF WADWORTH, WHILST VEHICLE 2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 WAS INTENDING TO TURN RIGHT ONTO SUNDERLAND ST, WHEN THE VEHICLE STRADDLED THE WHITE CENTRE LINE AND
VEERED TOWARDS THE OTHER SIDE OF THE ROAD, COLLIDING WITH VEHICLE 2.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Other
Age of Driver : 85 Breath test: Negative

Contributory Factors : 707 103 406

Casualty Reference: 1 Age: 84 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 28 Breath test: Negative

Contributory Factors : 707 103 406

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

18807117 20/12/2018 Thursday Time: 0950 Vehicles 2 Casualties 1 Slight
Easting: 459,262 Northing: 393,251
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CASTLE GATE (A60) DONCASTER AT OR NR JN WITH SUNDERLAND STREET (A631)
Description: P/CYCLIST WAS RIDING HIS BIKE ALONG CASTLEGATE, TICKHILL ON THE LEFT HAND SIDE OF THE ROAD TRAVELLING TOWARDS ROSSINGTON. JUST BEFORE THE JUNCTION OF SUNDERLAND STREET THE CYCLIST WAS PASSING PARKED CARS WHICH WERE PARKED ON THE LEFT. VEHICLE 1 WHICH WAS A HGV WAS TRAVELLING IN THE SAME DIRECTION HAS ATTEMPTED TO OVERTAKE THE PARKED CARS AND THE CYCLIST AND AS THE REAR OF THE HGV HAS PASSED THE CYCLIST IT HAS CLIPPED THE LEG OF THE CYCLIST CAUSING HIM TO FALL OFF. THE HANDLEBARS AND THE FRAME ON THE BIKE ARE DAMAGED AND CYCLIST HAS GRAZES TO THE LEFT SIDE OF HIS BODY AND BRUSING TO THE RIGHT SIDE. THE HGV DRIVER STOPPED AND EXCHANGED DETAILS. RTC REPORTED DUE TO INJURIES.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Overtaking on nearside
First point of impact: Nearside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 21 Breath test: Driver not contacted

Contributory Factors : 407

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 25 Breath test: Not applicable

Contributory Factors : 407

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

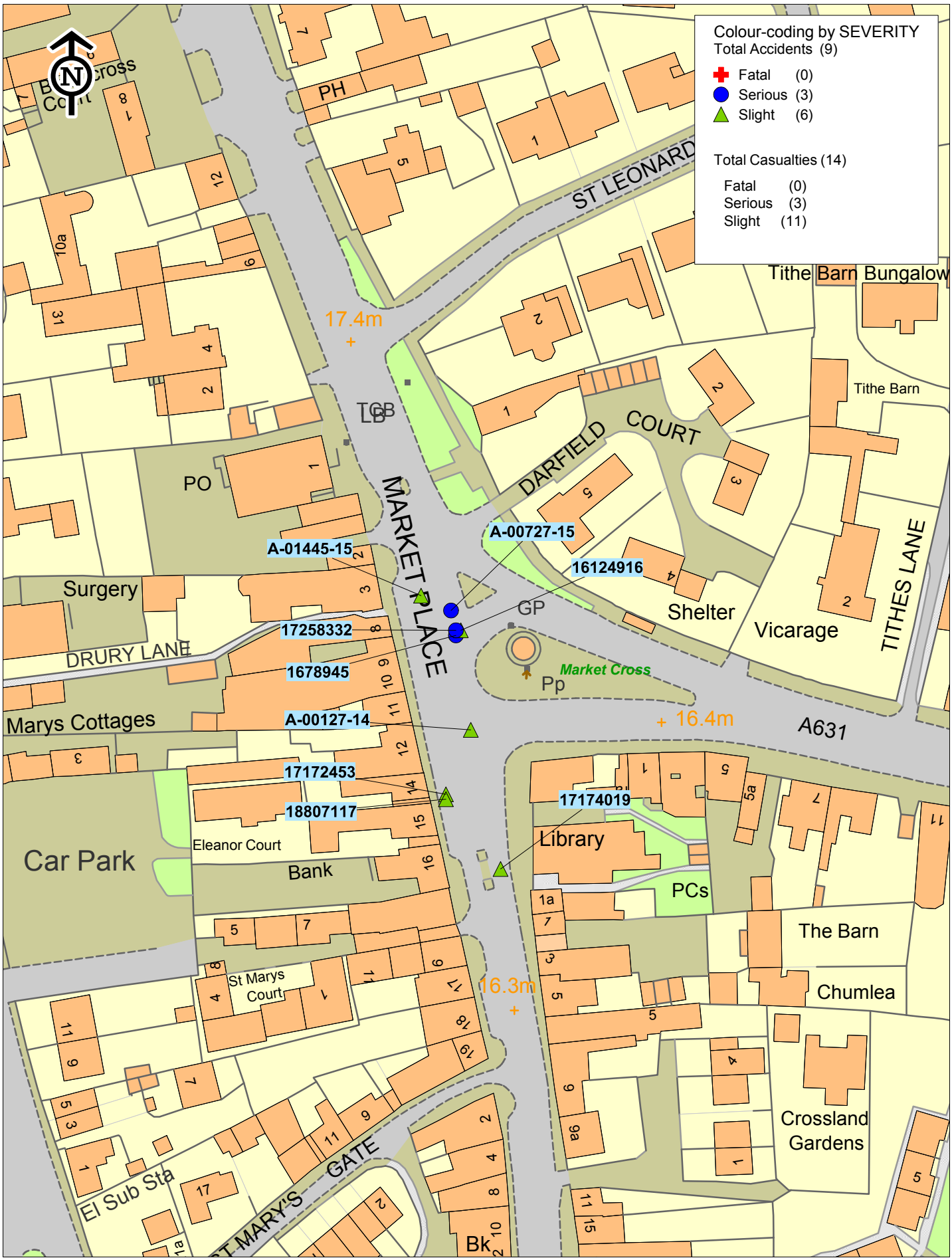
Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	3	4	7
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	3	6	9

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	5	6
Passenger	0	1	3	4
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	0	3	11	14



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MAKING SOUTH YORKSHIRE ROADS SAFER

5 Year Collision Search
Market Place J/W Sunderland Street
Tickhill

SCALE	NTS
DATE	30/09/2019
DRWG No.	46002/313/NJA
DRN BY	

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

A-01043-14 24/07/2014 Thursday Time: 1653 Vehicles 2 Casualties 1 Slight
Easting: 461,062 Northing: 393,144
Unknown Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: STRIPE ROAD TICKHILL J/W BAWTRY ROAD
Description: VEH1 TV STRIPE RD FROM DIRC OF ROSSINGTON INDICATING TO TURN RT. VEH2 TV BAWTRY RD FROM TICKHILL TURNS ONTO STRIPE RD AND A COLL OCCURS WITH VEH1.

Vehicle Reference: 1 Car Waiting to turn right
First point of impact: Front
Vehicle direction: NE to NW Journey: Other
Age of Driver : 47 Breath test: Negative

Contributory Factors : 401 501

Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: SE to NE Journey: Other
Age of Driver : 48 Breath test: Positive

Contributory Factors : 401 501

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

A-01756-14 27/11/2014 Thursday Time: 1620 Vehicles 2 Casualties 1 Slight
Easting: 461,081 Northing: 393,106
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BAWTRY ROAD DONCASTER J/W STRIPE ROAD
Description: V2 TRAVELS ON A631 BAWTRY RD T/W TICKHILL WHEN V1 PULLS OUT OF B6463 STRIPE RD INTO THE PATH OF V2.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to SE Journey: Other
Age of Driver : 23 Breath test: Negative

Contributory Factors : 405 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 84 Breath test: Negative

Contributory Factors : 405 406

Casualty Reference: 1 Age: 84 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

A-01964-14 27/12/2014 Saturday Time: 1235 Vehicles 2 Casualties 1 Slight
Easting: 461,057 Northing: 393,138
Fine without high winds Road Surface: Snow Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BAWTRY ROAD TICKHILL J/W STRIPE ROAD
Description: V2 TURNING RIGHT INTO JCT. V1 WAITING TO PULL OUT FROM JCT. V1 MADE MANOEUVRE BEFORE V2 HAD COMPLETED TURN AND COLL WITH V2

Vehicle Reference: 1 Car Turning right
First point of impact: Back
Vehicle direction: NE to NW Journey: Other
Age of Driver : 29 Breath test: Not requested

Contributory Factors : 405 706

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: SE to NE Journey: Other
Age of Driver : 24 Breath test: Not requested

Contributory Factors : 405 706

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

A-00089-15 20/01/2015 Tuesday Time: 0922 Vehicles 2 Casualties 1 Slight
Easting: 461,056 Northing: 393,144
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BAWTRY ROAD TICKHILL SPITAL J/W STRIPE ROAD
Description: V1 TURNING RIGHT AND FAILED TO SEE V2 ON MAIN C/W COLL OCCURRED

Vehicle Reference: 1 Car Turning right
First point of impact: Nearside
Vehicle direction: SE to N Journey: Other
Age of Driver : 61 Breath test: Not requested

Contributory Factors : 706

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 35 Breath test: Not requested

Contributory Factors : 706

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

A-01140-15 06/08/2015 Thursday Time: 1245 Vehicles 3 Casualties 4 Serious
Easting: 461,056 Northing: 393,142
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BAWTRY ROAD TICKHILL J/W STRIPE ROAD
Description: V2 PULLS OUT OF JCT INTO PATH OF V1 DEFLECTING V1 INTO V3

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: NW to SE Journey: Other
Age of Driver : 85 Breath test: Negative

Contributory Factors : 405 403

Casualty Reference: 1 Age: 85 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 85 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: NE to NW Journey: Other
Age of Driver : 34 Breath test: Negative

Contributory Factors : 405 403

Casualty Reference: 3 Age: 22 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

Vehicle Reference: 3 Car Waiting to turn left
First point of impact: Offside
Vehicle direction: NW to NE Journey: Journey as part of work
Age of Driver : 50 Breath test: Negative

Contributory Factors : 405 403

Casualty Reference: 2 Age: 50 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

1688041 14/07/2016 Thursday Time: 1429 Vehicles 2 Casualties 2 Slight
Easting: 461,057 Northing: 393,141
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BAWTRY ROAD (A631) DONCASTER AT OR WITHIN 20 MTS OF STRIPE ROAD (B6463)
Description: V1 EMERGED FROM JNC INTO PATH OF V2.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: NE to NW Journey: Not known
Age of Driver : 70 Breath test: Not requested

Contributory Factors : 405 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 30 Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 29 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

16110397 23/09/2016 Friday Time: 1050 Vehicles 2 Casualties 1 Serious
Easting: 461,054 Northing: 393,142
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BAWTRY ROAD (A631) DONCASTER AT OR WITHIN 20 MTS OF STRIPE ROAD (B6463)
Description: V2 HAS BEEN TRAVELLING FROM TICKHILL IN THE DIRECTION OF BAWTRY/ DRIVER V1 HAS BEEN TRAVELLING FROM DIRECTION OF BAWTRY AND INDICATED TO TURN RIGHT AT THE JUNCTION WITH STRI[E ROAD. V1 MAKES THE TURN AND COLLIDES WITH THE FRONT OF V2. EXTENSIVE DAMAGE.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: SE to NE Journey: Other
Age of Driver : 67 Breath test: Negative

Contributory Factors : 406 602

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 82 Breath test: Not provided (medical)

Contributory Factors : 406 602

Casualty Reference: 1 Age: 82 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

17184260 17/05/2017 Wednesda Time: 0845 Vehicles 2 Casualties 1 Slight
Easting: 461,060 Northing: 393,143
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: STRIPE ROAD (B6463) DONCASTER AT OR NR JN WITH BAWTRY ROAD (A631)
Description: V1 TRAVELLING STRIPE ROAD SEES V2 TURNING FROM BAWTRY ROAD INTO STRIPE ROAD. V1 MISJUDGED DISTANCE AND HAS STRUCK SIDE OF V2.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 31 Breath test: Not requested

Contributory Factors : 406 401 602

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Turning right
First point of impact: Offside
Vehicle direction: SE to NE Journey: Journey as part of work
Age of Driver : 52 Breath test: Not requested

Contributory Factors : 406 401 602

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

18298482 26/05/2018 Saturday Time: 1130 Vehicles 2 Casualties 3 Slight
Easting: 461,052 Northing: 393,142
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: TICKHILL ROAD (A631) DONCASTER AT OR NR JN WITH STRIPE ROAD (B6463)
Description: V1 WAS TRAVELLING ON TICKHILL ROAD, FROM THE DIRECTION OF TICKHILL, HEADING TO THE JUNCTION OF STRIPE ROAD. V1 INDICATED TO TURN LEFT ONTO STRIPE ROAD, BUT A VEHICLE IN FRONT WHOM WAS ALSO INDICATING TO TURN LEFT, STOPPED TO ALLOW ON COMING VEHCILES, TO TURN ONTO STRIPE ROAD. BECAUSE OF THIS, V1 STOPPED. V2 WAS TRAVELLING BEHIND V1, BUT COLLIDED WITH THE REAR OF V1, CAUSING DAMAGE. V2 STATED HE WAS UNABLE TO STOP IN TIME. INJURIES WERE CAUSED TO BOTH DRIVERS AND ONE PASSENGER FROM V2.

Vehicle Reference: 1 Car Waiting to turn left
First point of impact: Back
Vehicle direction: NW to NE Journey: Not known
Age of Driver : 28 Breath test: Not requested

Contributory Factors : 308 408

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query :

Vehicle Reference: 2 Car Turning left
First point of impact: Front
Vehicle direction: NW to NE Journey: Not known
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 308 408

Casualty Reference: 2 Age: 21 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

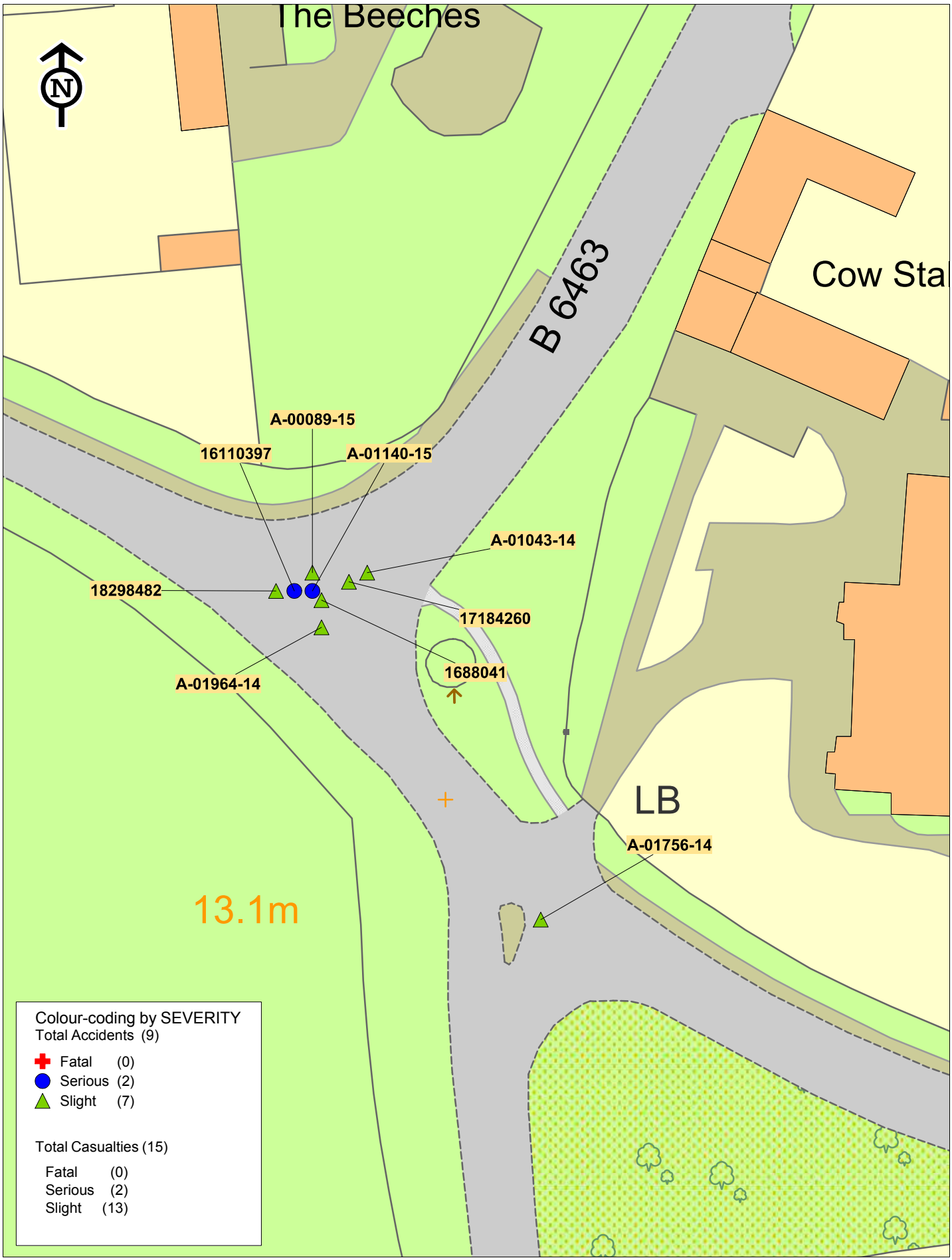
Casualty Reference: 3 Age: 22 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	2	6	8
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	2	7	9

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	9	10
Passenger	0	1	3	4
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	13	15



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5 Year Collision Search
Stripe Road/Blythe Road
Tickhill Spital

SCALE	NTS
DATE	30/09/2019
DRWG No.	46002/313/NJA
DRN BY	

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

A-01229-15 27/07/2015 Monday Time: 0820 Vehicles 1 Casualties 1 Slight
Easting: 462,768 Northing: 392,480
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: TICKHILL ROAD DONCASTER J/W BAWTRY ROAD
Description: V1 LOST CONTROL ON CORNER COLL WITH KERB AND ROLLED INTO ADJ FIELD

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 44 Breath test: Negative

Contributory Factors : 103 108 410

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

17215999 04/08/2017 Friday Time: 1700 Vehicles 1 Casualties 1 Serious
Easting: 462,806 Northing: 392,476
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: TICKHILL ROAD (A631) DONCASTER
Description: VEH 1 TRAVELS ALONG TICKHILL RD IN THE DIRECTION OF TICKHILL , TAKES BEND TOO FAST AND COLLIDES WITH SIGN POST.

Vehicle Reference: 1 Motorcycle over 500cc Going ahead right hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 55 Breath test: Driver not contacted

Contributory Factors :

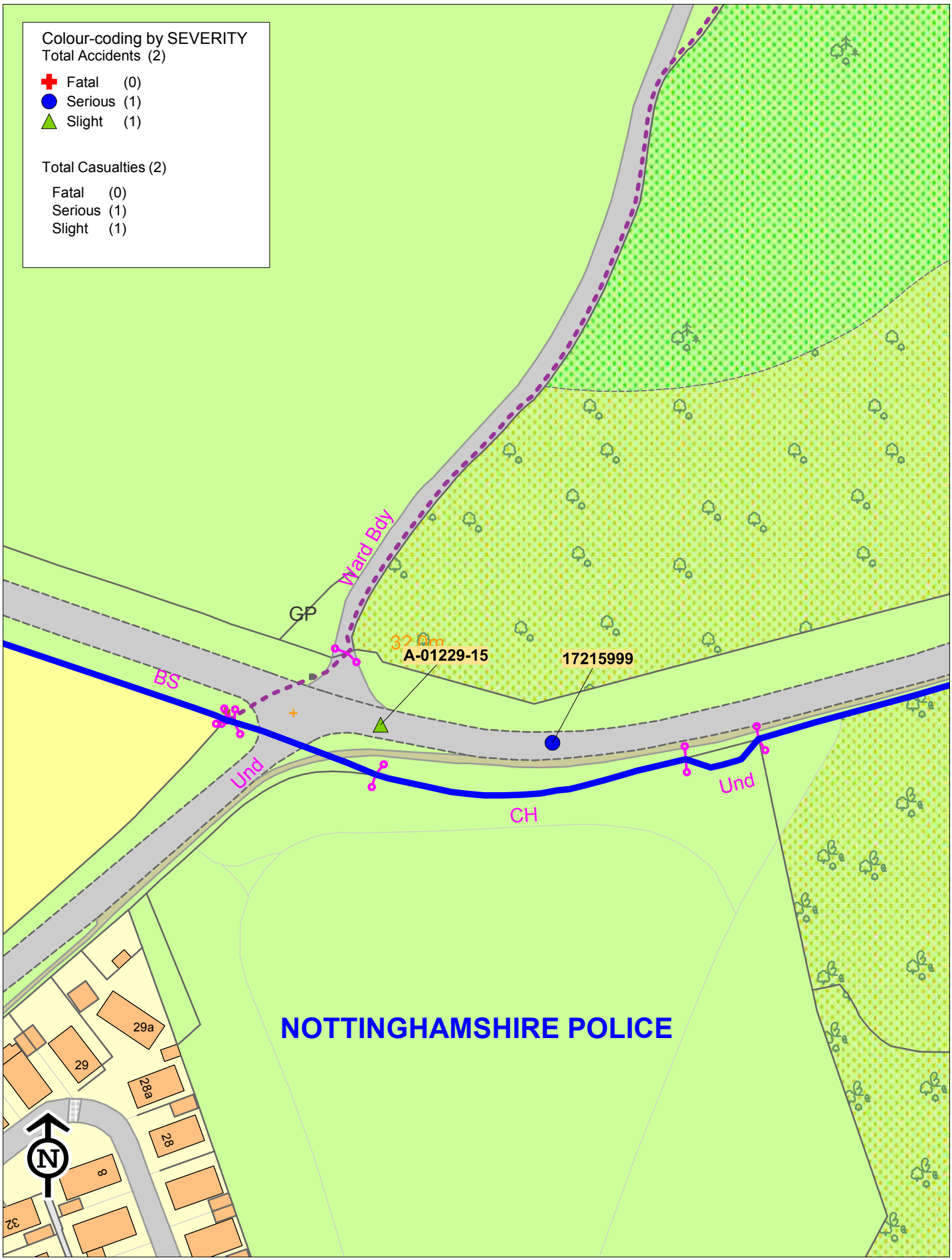
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	1	1
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	1	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	1	2



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MAKING SOUTH YORKSHIRE ROADS SAFER

5 Year Collision Search
A631 J/W Bawtry Road
Harworth/Bawtry

SCALE	NTS
DATE	30/09/2019
DRWG No.	46002/313/NJA
DRN BY	

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

A-01758-14 27/11/2014 Thursday Time: 1930 Vehicles 2 Casualties 1 Slight
Easting: 465,153 Northing: 393,029
Other Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET BAWTRY 10 MTS TICKHILL ROAD
Description: VEH1 TV BAWTRY RD TW RETFORD WHEN VEH2 EMERGES FROM BET PARKED VEHS. VEH1 BRAKES AND SWERVES BUT COLL OCCURS.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 41 Breath test: Negative

Contributory Factors : 701

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: E to S Journey: Journey as part of work
Age of Driver : 20 Breath test: Not requested

Contributory Factors : 701

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

A-01853-14 14/12/2014 Sunday Time: 0116 Vehicles 1 Casualties 1 Slight
Easting: 465,146 Northing: 393,035
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: TICKHILL ROAD BAWTRY J/W MARKET PLACE
Description: IT APPEARS THAT A PEDESTRIAN (C1) HAS BEEN TRYING TO GET INTO A MOVING TAXI, FALLEN AND BEEN RUN OVER BY TAXI (V1)

Vehicle Reference: 1 Taxi Slowing or Stopping
First point of impact: Nearside
Vehicle direction: S to W Journey: Journey as part of work
Age of Driver : 56 Breath test: Not requested

Contributory Factors : 806 807 805

Casualty Reference: 1 Age: 21 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Driver's nearside
Ped Location: In cent carr

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

17155145 13/01/2017 Friday Time: 1800 Vehicles 1 Casualties 1 Slight
Easting: 465,146 Northing: 393,048
Unknown Road Surface: Dry Darkness: street lights present and lit
Road Type: One way street Speed Limit: 30

Location: MARKET PLACE DONCASTER AT OR NR JN WITH TICKHILL ROAD (A631)
Description: PEDN STRUCK FROM BEHIND WHILST WALKING ACROSS ROAD OF A631. VEH FTS.

Vehicle Reference: 1 Turning left
First point of impact: Did not impact
Vehicle direction: W to N Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405 809 501 406

Casualty Reference: 1 Age: 84 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : In carr back to traffic
Ped Location: In carr not crossing

Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

18333827 24/09/2018 Monday Time: 1420 Vehicles 2 Casualties 1 Slight
Easting: 465,159 Northing: 393,028
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (A638) DONCASTER AT OR NR JN WITH TICKHILL ROAD (A631)
Description: CYCLIST AT JUNTION WITH A638 AND A631 IN BAWTRY. CYCLIST HAD RIGHT OF WAY TO GO FORWARD - V002 TURNED RIGHT AND THE CYCLIST HIT THE REAR NEARSIDE OF V002 - CYCLIST FELL FROM BIKE IN TO ROAD .V002 FAILED TO STOP TURNING RIGHT ON TO THE A631 HEADING TOWARD
S TICKHILL. WITHNESSES STOP TO ATTEND TO CYCLIST BUT NO VRM OBTAINED FOR V002

Vehicle Reference: 1 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 67 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Nearside
Vehicle direction: N to W Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

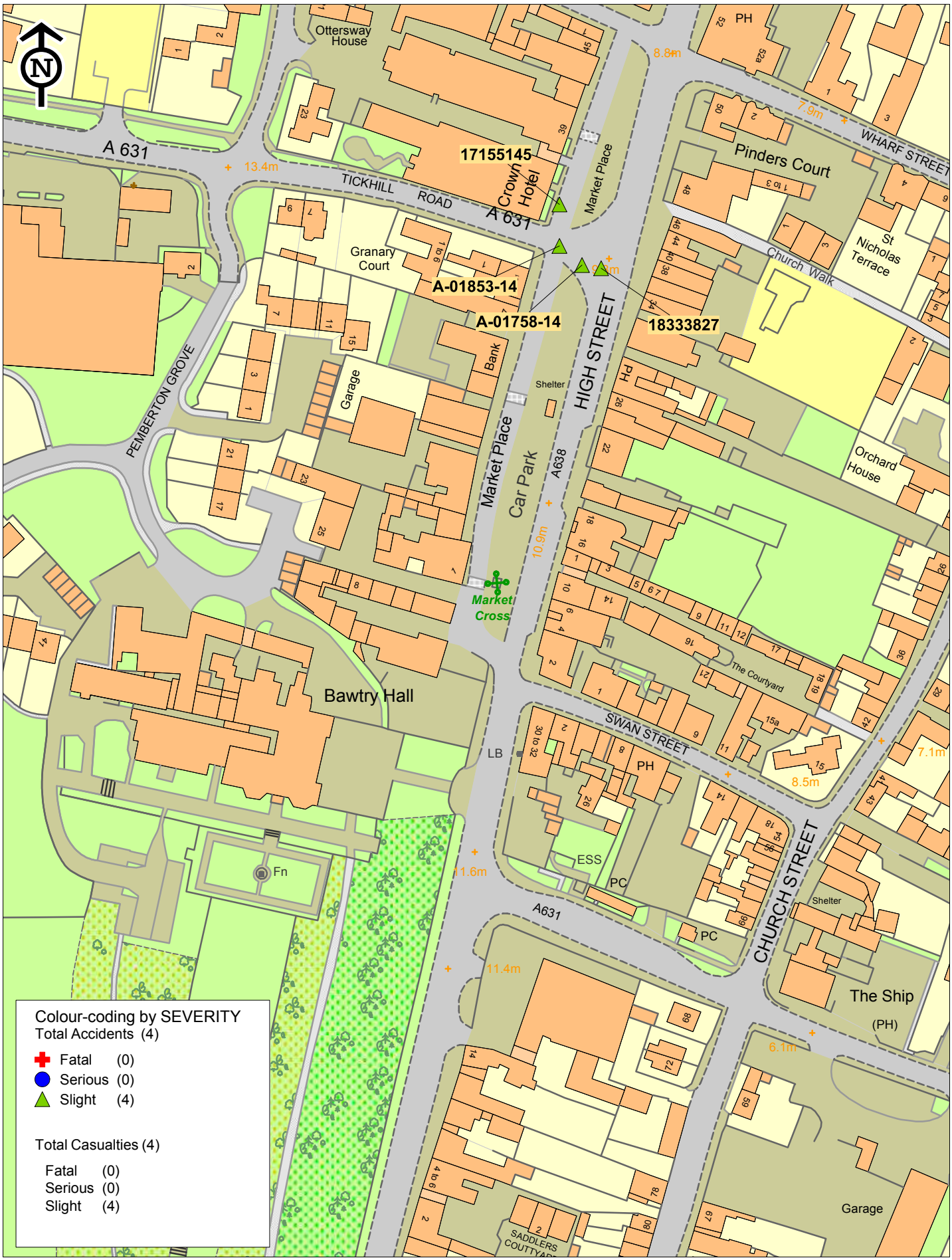
Accidents between dates **01/01/2014 and 31/08/2019 (68) months**
Selection: **Notes:**
Selected using Pre-defined Query : District - (Doncaster) collis

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	3	3
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	1	1
Total	0	0	4	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	0	4	4



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5 Year Collision Search
A631 J/W A638 High Street
Bawtry

SCALE	NTS
DATE	30/09/2019
DRWG No.	46002/313/NJA
DRN BY	

Full Accident Details Report - PUBLISH COPY

May be included within a report or assessment if required

B6387 Dover Bottom A1 Junction, Twyford Bridge Elkesley
01.01.2014 – 31.12.2018 + to Jun 2019

Total number of reports = **4**

Total number of pages (including this page) = **5**

Note: *Where the age of a person is listed as "U/K yrs", this signifies that the age is unknown*

ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER

These details are a record of the personal injury accidents reported to the Police. Every endeavour is made to ensure the accuracy and completeness of these records, which have been transcribed from the original Police Reports. The data is then entered and held on computer.

Occasions may arise when information from the Police, relevant to a particular accident, may not be available for several months and will therefore not be included.

Full Accident Details

No. **1**	District Bassetlaw		VRUs	Grid Reference 469841 / 375068
SEVERITY **SLIGHT**	Ref.No 2B282015			Police Officer Attend: Yes

Date	14/12/2015 Day Monday	ROAD	B6387
Time	18:08	LOCATION	B6387 DOVER BOTTOM, at its Junction with A1 NBND ENT/EXT SLIP ROAD, GAMSTON
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

Speed Limit	60 MPH	SITE DETAILS	
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	T or Staggered junction		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A1		
Pedestrian Facilities	No Human control within 50m No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1	Vehicle type Car		
Manoeuvre	Turning left		
Direction from	North to East	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Leaving main road		
Veh left carriageway?	Left c'way Offside		
Hit object in c'way?	None		
Hit object off c'way?	Entered ditch		
First point of impact	Front		
Drivers age 18 yrs	Sex Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign		Breath test Negative
Journey purpose	Other/Not known		

CASUALTIES INVOLVED 1

Cas No 1	Cas Class Driver or Rider		Veh ref No 1
Severity **SLIGHT**	Age 18 yrs	Sex Female	
Car Passenger?	No	PSV Passenger?	No
Ped Movement	Not a pedestrian		
Ped location	Not a pedestrian		
Ped Direction to	Not a pedestrian		
School Pupil	Other		
Roadworker injured	No		

No. 2	District Bassetlaw	**Full Accident Details**	VRUs Motorcycle	Grid Reference 469831 / 375259
SEVERITY SERIOUS	Ref.No 2B161118			Police Officer Attend: Yes

Date	26/07/2018	Day Thursday	ROAD A1
Time	18:23		LOCATION A1 TWYFORD LANE ADJ DOVER BOTTOM OVERBRIDGE, ELKESLEY
Weather	Fine		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	70 MPH	None	None
Carriageway	Dual c'way		
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Other: N/K
Manoeuvre Changing lane to left
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 0 Hit and run Non-stop, not hit
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type M/cycle > 500cc
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded Yes & Overturned
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age 64 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SERIOUS Age 64 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 3	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 469747 / 375371
SEVERITY **SLIGHT**	Ref.No 2B186315			Police Officer Attend: Yes

Date	13/09/2015	Day Sunday	ROAD A1
Time	15:45		LOCATION A1 SBND EXIT/ENTRY SLIP RD, BEND 92 metres southwest of /B6387 DOVER BOTTOM, ELKESLEY
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	60 MPH	None	None
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 — Vehicle type Car

Manoeuvre: Going ahead right hand bend
Direction from: South to North east
Towing?: No
Skidded: No
Veh location at impact (restricted lane): On main carriageway
Junct. location of veh. at 1st impact: Not at junction
Veh left carriageway?: Did not leave c'way
Hit object in c'way?: None
Hit object off c'way?: None
First point of impact: Front
Drivers age: 55 yrs
Sex: Male
Other veh.hit (ref.): 2
Hit and run: No
Foreign vehicle: Not foreign
Breath test: Negative
Journey purpose:

Veh.No. 2 — Vehicle type Car

Manoeuvre: Going ahead left hand bend
Direction from: North east to South
Towing?: No
Skidded: No
Veh location at impact (restricted lane): On main carriageway
Junct. location of veh. at 1st impact: Not at junction
Veh left carriageway?: Did not leave c'way
Hit object in c'way?: None
Hit object off c'way?: None
First point of impact: Front
Drivers age: 70 yrs
Sex: Male
Other veh.hit (ref.): 1
Hit and run: No
Foreign vehicle: Not foreign
Breath test: Negative
Journey purpose:

CASUALTIES INVOLVED 3

Cas No 1 — Cas Class Driver or Rider — Veh ref No 1

Severity: **SLIGHT**
Age: 55 yrs
Sex: Male
Car Passenger?: No
PSV Passenger?: No
Ped Movement: Not a pedestrian
Ped location: Not a pedestrian
Ped Direction to: Not a pedestrian
School Pupil: Other
Roadworker injured: No

Cas No 2 — Cas Class Driver or Rider — Veh ref No 2

Severity: **SLIGHT**
Age: 70 yrs
Sex: Male
Car Passenger?: No
PSV Passenger?: No
Ped Movement: Not a pedestrian
Ped location: Not a pedestrian
Ped Direction to: Not a pedestrian
School Pupil: Other
Roadworker injured: No

Cas No 3 — Cas Class Passenger — Veh ref No 1

Severity: **SLIGHT**
Age: 71 yrs
Sex: Male
Car Passenger?: Front
PSV Passenger?: No
Ped Movement: Not a pedestrian
Ped location: Not a pedestrian
Ped Direction to: Not a pedestrian
School Pupil: Other
Roadworker injured: No

Full Accident Details

No. **4**	District Bassetlaw		VRUs	Grid Reference 469832 / 375408
SEVERITY **SLIGHT**	Ref.No 2B135814			Police Officer Attend: Yes

Date	06/07/2014 Day Sunday	ROAD	B6387
Time	20:39	LOCATION	B6387 DOVER BOTTOM, at its Junction with A1 STH BND ENT/EXIT RD, ELKESLEY
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	T or Staggered junction		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A1		
Pedestrian Facilities	No Human control within 50m No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 — Vehicle type Car

Manoeuvre	Turning left		
Direction from	West to North	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Entering main road		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front		
Drivers age	28 yrs	Sex	Male
Other veh.hit (ref.)	2	Hit and run	No
Foreign vehicle	Not foreign	Breath test	Negative
Journey purpose	Other/Not known		

Veh.No. 2 — Vehicle type Car

Manoeuvre	Going ahead other		
Direction from	South to North	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Mid junction		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Nearside		
Drivers age	31 yrs	Sex	Male
Other veh.hit (ref.)	1	Hit and run	No
Foreign vehicle	Not foreign	Breath test	Negative
Journey purpose	Other/Not known		

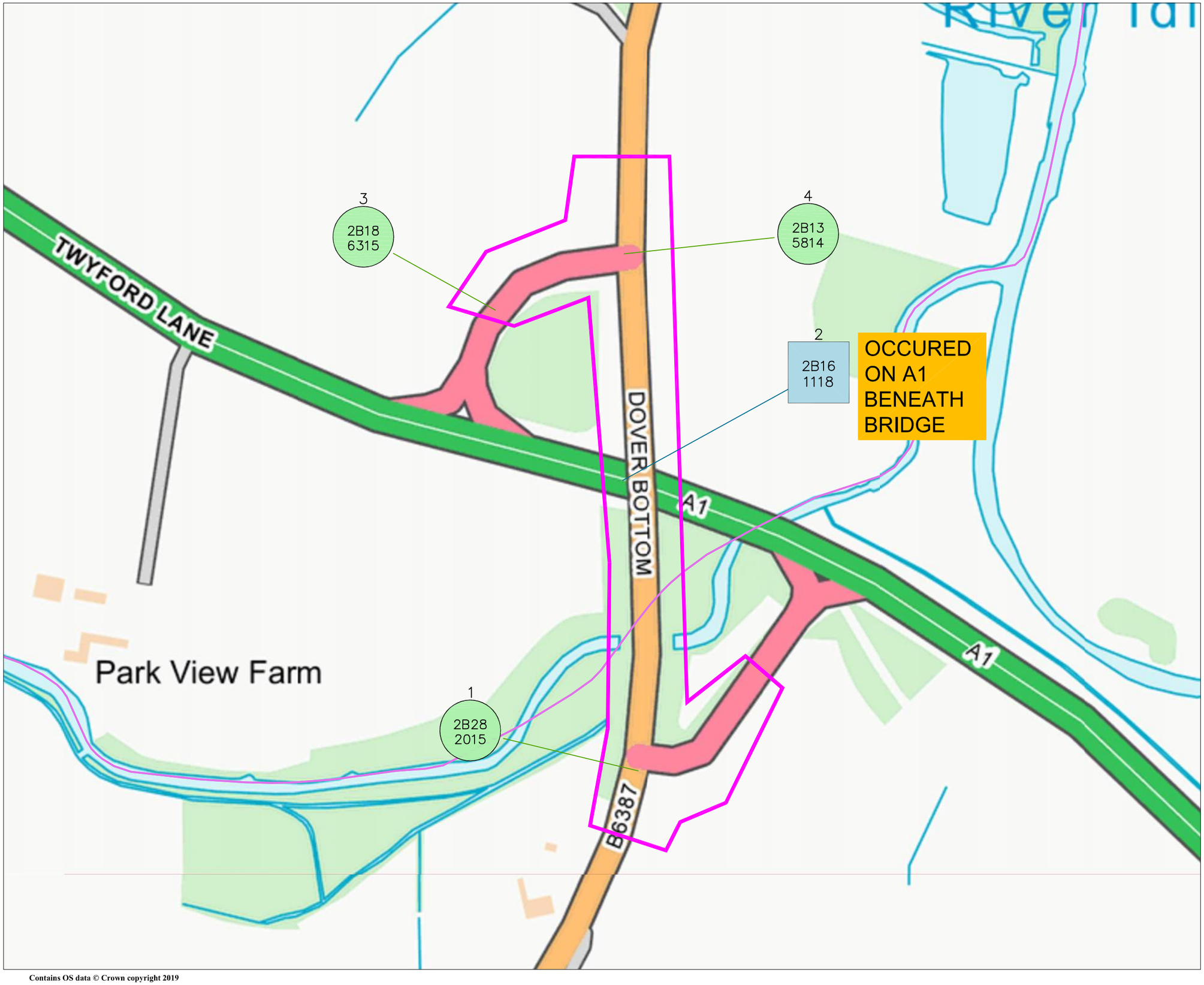
CASUALTIES INVOLVED 2

Cas No 1 — Cas Class Driver or Rider — Veh ref No 1

Severity	**SLIGHT**	Age	28 yrs
Sex	Male		
Car Passenger?	No	PSV Passenger?	No
Ped Movement	Not a pedestrian		
Ped location	Not a pedestrian		
Ped Direction to	Not a pedestrian		
School Pupil	Other		
Roadworker injured	No		

Cas No 2 — Cas Class Driver or Rider — Veh ref No 2

Severity	**SLIGHT**	Age	31 yrs
Sex	Male		
Car Passenger?	No	PSV Passenger?	No
Ped Movement	Not a pedestrian		
Ped location	Not a pedestrian		
Ped Direction to	Not a pedestrian		
School Pupil	Other		
Roadworker injured	No		



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Key

- 64 2B21 0616 — Slight
- P 6 2A23 7816 — Slight involving pedestrian
- 59 2B06 5118 — Serious
- 37 2B24 9614 — Fatal

Last two digits of the accident number refers to the year of the accident

Rev Status	Description	Drawn	Ch'kd	Auth	Date

B6387 Dover Bottom A1 Junction
Twyford Bridge
Elkesley

Property No.	Project No.
	DR4591 02 & 03

Title: Reported Injury Accidents
01.01.2014 - 31.12.2018
+ to June 2019

Scale	Drawn	Date
N.T.S.	GC	Nov 2019
	Ch'kd	Date
	Auth	Traced

Drawing No. Rev

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A3

Full Accident Details Report - PUBLISH COPY

May be included within a report or assessment if required

Kilton Hill, High Hoe Road, Kilton Road, Worksop
01.01.2014 – 31.12.2018 + to June 2019

Total number of reports = **4**

Total number of pages (including this page) = **5**

Note: *Where the age of a person is listed as* "U/K yrs"*, this signifies that the age is unknown*

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No. 1	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 459370 / 379436
SEVERITY SLIGHT	Ref.No 2B168516			Police Officer Attend: No - reported over the counter

Date	21/08/2016 Day Sunday	ROAD	B6041
Time	02:10	LOCATION	B6041 HIGH HOE ROAD M-RBT, at its Junction with Unclassified Road EASTGATE, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 19 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Turning right
Direction from North to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 34 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 34 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 2	District Bassetlaw	# Full Accident Details	VRUs	Grid Reference 459368 / 379444
SEVERITY **SLIGHT**	Ref.No 2B081317			Police Officer Attend: Yes

Date	16/05/2017 Day Tuesday	ROAD	U
Time	17:02	LOCATION	Unclassified Road KILTON HILL M-RBT, at its Junction with Unclassified Road KILTON ROAD, WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

		SITE DETAILS	SPECIAL SITE CONDITIONS	
Speed Limit	30 MPH		Oil or diesel	
Carriageway	Roundabout			
Lane markings	Centre/hazard line		CARRIAGEWAY HAZARDS	
Junction Detail	Mini Roundabout		None	
Junction Control	Give way sign or uncontrolled			
2nd Road Number	U			
Pedestrian Facilities	No Human control within 50m No crossing facility within 50m			

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Turning right				
Direction from	North to West	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Mid junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	Bollard/refuge				
Hit object off c'way?	None				
First point of impact	Front				
Drivers age	21 yrs	Sex	Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Commuting to/from work				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SLIGHT**	Age	21 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 3	District Bassetlaw	Full Accident Details	VRUs	Grid Reference 459361 / 379452
SEVERITY SLIGHT	Ref.No 2B242214			Police Officer Attend: Yes

Date	14/10/2014 Day Tuesday	ROAD	B6041
Time	19:05		
Weather	Rain	LOCATION	B6041 KILTON HILL-HIGH HOE RD, at its Junction with Unclassified Road EASTGATE, WORKSOP
Road Surface	Wet		
Street Lighting	Dark/lights lit		

Speed Limit	30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	None		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m Central Refuge only		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from West to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 23 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 32 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 23 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 32 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 4	District Bassetlaw	Full Accident Details	VRUs Motorcycle	Grid Reference 459370 / 379452
SEVERITY SLIGHT	Ref.No 2B165217			Police Officer Attend: Yes

Date	06/06/2017 Day Tuesday	ROAD	B6041
Time	20:11	LOCATION	B6041 KILTON HILL, /KILTON ROAD, /HIGH HOE ROAD MINI RBT WORKSOP
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Roundabout		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Mini Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m Pelican etc crossing		

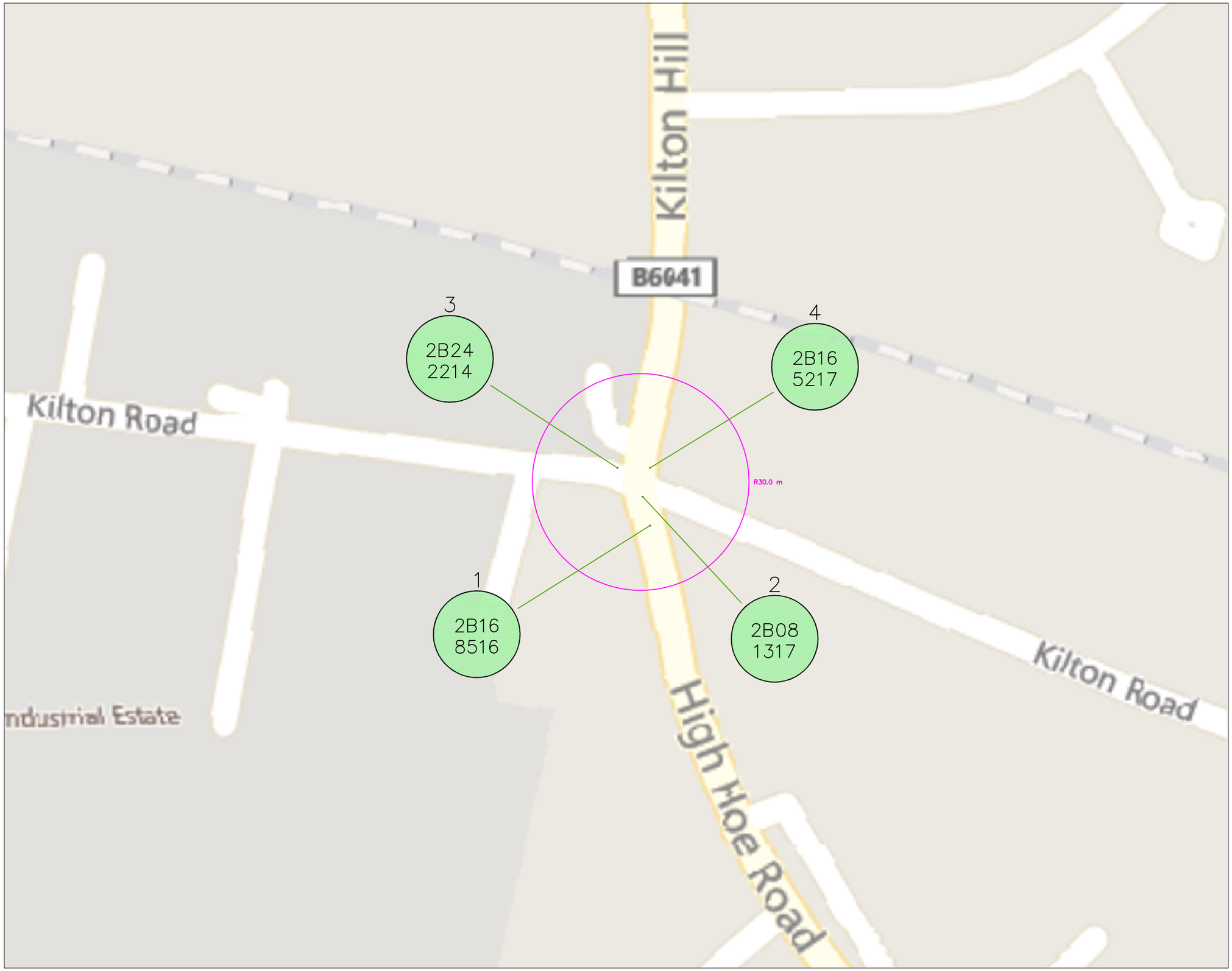
VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 27 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 27 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No



Key

64 2B21 0616 — Slight

P 6 2A23 7816 — Slight involving pedestrian

59 2B06 5118 — Serious

37 2B24 9614 — Fatal

Last two digits of the accident number refers to the year of the accident

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Kilton Hill High Hoe Rd Kilton Rd Worksop

Property No.	Project No. DR4591 01

Title: Reported Injury Accidents 01.01.2014 - 31.12.2018 + to June 2019

Scale	Drawn	Date
N.T.S.	GC	Nov 2019
	Ch'kd	Date
	Auth	Traced

Drawing No. Rev

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Appendix C - Comparison with TEMPro

TEMPRO Analysis

Information on growth assumptions obtained from TEMPRO (7.2 dataset) for the study time period of 2019 to 2037 are summarised in the table below.

Area	Base (2019) Households	Base (2019) Jobs	Future (2037) Households	Future (2037) Jobs	Increase in Households	Increase in Jobs
Bassetlaw (Authority)	50,392	59,165	55,556	62,439	5,164	3,274

TEMPRO therefore assumes an increase of 5,164 dwellings within Bassetlaw District during the study time period.

The study has examined the following increase in dwellings in the District during the study time period:

	Scenario
Committed Residential Dwellings	7,145
Proposed Residential Dwellings	6,023
Total Residential Dwellings	13,168

The lowest committed/proposed residential development that has been assessed therefore exceeds the growth assumptions contained within TEMPRO by a factor of: 2.55
Additional allowance has also been made for the effect of committed development trips from outside of the district that will pass through the District.
On this basis it is not considered necessary to apply any additional traffic growth to the highway network within the district.

TEMPRO assumes an increase of 3,274 jobs, or employees within Bassetlaw District during the study time period.
Employee densities for different employment uses are provided in Chapter 4 of Homes & Communities Agency 'Employment Density Guide 3rd Edition', November 2015, an extract of which is reproduced below:

Use Class	Sub-Category	Sub-Sector	Density (sqm)	Notes
B1a Offices	General Office	Corporate	13	NIA
		Professional Services	12	NIA
		Public Sector	12	NIA
		TMT	11	NIA
		Finance & Insurance	10	NIA
	Call Centres		8	NIA
B1b	R&D Space		40-60	NIA lower densities will be achieved in units with higher provision of shared or communal spaces
B1c	Light Industrial		47	NIA
B2	Industrial & Manufacturing		36	GIA
B8	Storage & Distribution	National Distribution Centre	95	GEA
		Regional Distribution Centre	77	GEA
		'Final Mile' Distribution Centre	70	GEA
Mixed B Class	Small Business Workspace	Incubator	30-60	B1a, B1b – the density will relate to balance between spaces, as the share of B1a increases so too will employment densities.
		Maker Spaces	15-40	B1c, B2, B8 - Difference between 'planned space' density and utilisation due to membership model
		Studio	20-40	B1c, B8
		Co-Working	10-15	B1a - Difference between 'planned space' density and utilisation due to membership model
		Managed Workspace	12-47	B1a, b, c

Applying these employee densities to the committed and LP Allocation employment uses proposed within the District gives:

Proposed Use-Class	Sqm/Employee	Committed GFA (Sqm)	LP Allocation GFA (Sqm)	Total GFA (Sqm)	Estimated Employees
B1	12	0	168,635	168,635	14,053
B2	36	0	400,013	400,013	11,111
B8	77	0	606,247	606,247	7,873
Total		0	1,174,895	1,174,895	33,038

The increase in employees in TEMPRO is 3,274
Assuming the same proportional split between employment uses the increase in TEMPRO is equivalent to the following employment areas:

Proposed Use-Class	% of Total	Estimated Total GFA (Sqm)
B1	14%	5,639
B2	34%	40,129
B8	52%	130,083
Total	100%	175,851

The study has examined the following increase in employment floor area in the District during the study time period:

Committed Employment (Sqm)	0
Growth Employment (Sqm)	1,174,895
Total Employment (Sqm)	1,174,895

With an equivalent employee increase of 33,038

The committed/proposed employment development that has been assessed therefore exceeds the growth assumptions contained within TEMPRO by a factor of: 6.68
Additional allowance has also been made for the effect of committed development trips from outside of the district that will pass through the District.
On this basis it is not considered necessary to apply any additional traffic growth to the highway network within the district.

Appendix D – Trip Generation Calculations

Committed Development Trip Generation Calculations

Summary of all Committed Developments within Bassetlaw District

Development	Application Number	Size of Development (Gross Floor Area)							Size of Development (Gross Floor Area)						
		No. of	sqm				Beds	Spaces	No. of	100 sqm				Beds	Spaces
		Dwgs.	B1	B2	B8	A1	Hotel	P+R	Dwgs.	B1	B2	B8	A1	Hotel	P+R
Harworth & Bircotes															
Plumtree Farm, Harworth	13/00793/FUL	95							95	0	0	0	0	0	0
Bryndale 223, Scrooby Road	16/00473/FUL	25							25	0	0	0	0	0	0
Land off Hawkins Close	17/01073/RES	24							24	0	0	0	0	0	0
Harworth Colliery (Jones), Scrooby Road	17/01566/RES	71							71	0	0	0	0	0	0
Harworth Colliery (Kier), Scrooby Road	17/01575/RES	125							125	0	0	0	0	0	0
Land off Bramble Way	14/00389/OUT	10							10	0	0	0	0	0	0
Harworth Colliery	Pending	1,300							1,300	0	0	0	0	0	0
125 Scrooby Road, Bircotes	17/00517/FUL	17							17	0	0	0	0	0	0
Worksop															
Stanton House, 43 Westgate	13/00471/RENU	10							10	0	0	0	0	0	0
Phase 2: Land at Ashes Park (originally 750 dwellings)	14/00431/OUT	332							332	0	0	0	0	0	0
Land at Gateford Park (Barratt S81 7RD)	16/01487/RES	168							168	0	0	0	0	0	0
Land at Monmouth Road	16/01556/FUL	14							14	0	0	0	0	0	0
Land At Gateford Park, Ashes Park Avenue, Worksop	17/00033/RES	155							155	0	0	0	0	0	0
239 Sandy Lane	17/0053/FUL	10							10	0	0	0	0	0	0
Abbey Street, Worksop	17/00215/FUL	51							51	0	0	0	0	0	0
Land south of Gateford Road	17/00213/OUT	380							380	0	0	0	0	0	0
North of Thievedale Road (Phase 2)	15/01477/OUT	137							137	0	0	0	0	0	0
North of Thievedale Road (Phase 1)	18/00882/RES & [illegible]	45							45	0	0	0	0	0	0
Old Manton Allotments (219)	19/00399/FUL	120							120	0	0	0	0	0	0
Turner Road	19/00644/FUL	111							111	0	0	0	0	0	0
Retford															
Land at London Road	01/06/00280	1							1	0	0	0	0	0	0
Former Newell and Jenkins Site, Thrumpton Lane	01/08/00182	24							24	0	0	0	0	0	0
Idle Valley, Amcott Way	01/11/00242	41							41	0	0	0	0	0	0
Fairy Grove Nursery	01/11/00284	16							16	0	0	0	0	0	0
King Edward VI School, London Road	12/01312/FUL	7							7	0	0	0	0	0	0
Land off West Hill Road	13/01025/RES	17							17	0	0	0	0	0	0
Kenilworth Nurseries, London Road	16/01777/FUL	110							110	0	0	0	0	0	0
18-20 West Street	18/00748/FUL	12							12	0	0	0	0	0	0
Land West of Tiln Lane	14/00503/OUT	107							107	0	0	0	0	0	0
Land West of Tiln Lane	19/01493/RES & [illegible]	68							68	0	0	0	0	0	0
Land adjacent to 17 Dunham Grove	15/00495/RSB	10							10	0	0	0	0	0	0
Land adjacent to 17 Dunham Grove	18/00141/FUL	4							4	0	0	0	0	0	0
Former Retford Oaks School, Pennington Walk	16/00363/OUT	28							28	0	0	0	0	0	0
Former Yates Pub, Chapelgate	18/01037/FUL	21							21	0	0	0	0	0	0
Land to the rear of Kenilworth Nurseries	18/00695/FUL	109							109	0	0	0	0	0	0
Bridgegate	19/00348/FUL	15							15	0	0	0	0	0	0
Land at North Road	15/00493/OUT	196							196	0	0	0	0	0	0
The Church of St Albans	19/00455/FUL	10							10	0	0	0	0	0	0
Villages															
Ranskill		122							122	0	0	0	0	0	0
Blyth		111							111	0	0	0	0	0	0
Scrooby		30							30	0	0	0	0	0	0
Torworth		23							23	0	0	0	0	0	0
Carlton-in-Lindrick		520							520	0	0	0	0	0	0
Styrrup with Oldcotes		59							59	0	0	0	0	0	0
Hodsock		227							227	0	0	0	0	0	0
Shireoaks		124							124	0	0	0	0	0	0
Rhodesia		84							84	0	0	0	0	0	0
Cuckney		21							21	0	0	0	0	0	0
Holbeck		19							19	0	0	0	0	0	0
Norton		14							14	0	0	0	0	0	0
Nether Langwith		42							42	0	0	0	0	0	0
Hayton		32							32	0	0	0	0	0	0
Clarborough and Welham		99							99	0	0	0	0	0	0
Sutton-cum-Lound		65							65	0	0	0	0	0	0
Lound		43							43	0	0	0	0	0	0
Barnby Moor		24							24	0	0	0	0	0	0
Babworth		53							53	0	0	0	0	0	0
Tuxford		246							246	0	0	0	0	0	0
Askham		16							16	0	0	0	0	0	0
East Markham		103							103	0	0	0	0	0	0
West Markham		15							15	0	0	0	0	0	0
Normanton		15							15	0	0	0	0	0	0
Marnham		31							31	0	0	0	0	0	0
North Leverton with Habblesthorpe		93							93	0	0	0	0	0	0
Stokeham		4							4	0	0	0	0	0	0
Laneham		34							34	0	0	0	0	0	0
North Wheatley		44							44	0	0	0	0	0	0
South Wheatley		9							9	0	0	0	0	0	0
South Leverton		43							43	0	0	0	0	0	0
Sturton-le-Steeple		42							42	0	0	0	0	0	0
Cottam		9							9	0	0	0	0	0	0
Treswell		21							21	0	0	0	0	0	0
Rampton		75							75	0	0	0	0	0	0
Gringley-on-the-Hill		69							69	0	0	0	0	0	0
Misterton		192							192	0	0	0	0	0	0
Walkeringham		96							96	0	0	0	0	0	0
Beckingham		109							109	0	0	0	0	0	0
West Stockwith		31							31	0	0	0	0	0	0
Everton		74							74	0	0	0	0	0	0
Mattersey		66							66	0	0	0	0	0	0
EMPLOYMENT															
Gateford Common			19,000						0	190	0	0	0	0	0

Notes:

1. Where development composition is not confimed an equal split between employment uses has been assumed.

Dwellings	B1	B2	B8	A1	Hotel	P+R	
7,145	0	0	0	0	0	0	100sqm
7,145	0	0	0	0	0	0	sqm

Vehicle Trip Calculation Parameters

Vehicle Trip Rates - Applied to Committed Developments

Development Type	Vehicle Trips per Dwelling/100sqm								
	AM			PM			Inter-Peak		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Residential - Houses Privately Owned	0.128	0.371	0.499	0.348	0.149	0.497	0.153	0.147	0.300

Note:

1. Trip rates taken from TRICS 7.6.2
2. Trip rates are average rates
3. Highest Inter-Peak rates have been taken between 10am-2pm

This table is included for the Employment development at Gateford Common

MSOA	AM			PM			Inter-Peak		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005843 : Bassetlaw 009	1.583	0.166	1.749	0.158	1.199	1.358	0.348	0.712	1.060

Summary of all Committed Developments within Bassetlaw District

Development	Application Number	Size of Development (Gross Floor Area)						Vehicle Trips								
		No. of	100 sqm				Beds	AM			PM			Inter-Peak		
		Dwgs.	B1	B2	B8	A1	Hotel	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Harworth & Bircotes																
Plumtree Farm, Harworth	13/00793/FUL	95						12	35	47	33	14	47	15	14	29
Bryndale 223, Scrooby Road	16/00473/FUL	25						3	9	12	9	4	12	4	4	8
Land off Hawkins Close	17/01073/RES	24						3	9	12	8	4	12	4	4	7
Harworth Colliery (Jones), Scrooby Road	17/01566/RES	71						9	26	35	25	11	35	11	10	21
Harworth Colliery (Kier), Scrooby Road	17/01575/RES	125						16	46	62	44	19	62	19	18	38
Land off Bramble Way	14/00389/OUT	10						1	4	5	3	1	5	2	1	3
Harworth Colliery	Pending	1,300						166	482	649	452	194	646	199	191	390
125 Scrooby Road, Bircotes	17/00517/FUL	17						2	6	8	6	3	8	3	2	5
Worksop																
Stanton House, 43 Westgate	13/00471/RENU	10						1	4	5	3	1	5	2	1	3
Phase 2: Land at Ashes Park (originally 750 dwellings)	14/00431/OUT	332						42	123	166	116	49	165	51	49	100
Land at Gateford Park (Barratt S81 7RD)	16/01487/RES	168						22	62	84	58	25	83	26	25	50
Land at Monmouth Road	16/01556/FUL	14						2	5	7	5	2	7	2	2	4
Land At Gateford Park, Ashes Park Avenue, Worksop	17/00033/RES	155						20	58	77	54	23	77	24	23	47
239 Sandy Lane	17/00053/FUL	10						1	4	5	3	1	5	2	1	3
Abbey Street, Worksop	17/00215/FUL	51						7	19	25	18	8	25	8	7	15
Land south of Gateford Road	17/00213/OUT	380						49	141	190	132	57	189	58	56	114
North of Thievedale Road (Phase 2)	15/01477/OUT	137						18	51	68	48	20	68	21	20	41
North of Thievedale Road (Phase 1)	18/00882/RES &	45						6	17	22	16	7	22	7	7	14
Old Manton Allotments (219)	19/00399/FUL	120						15	45	60	42	18	60	18	18	36
Turner Road	19/00644/FUL	111						14	41	55	39	17	55	17	16	33
Retford																
Land at London Road	01/06/00280	1						0	0	0	0	0	0	0	0	0
Former Newell and Jenkins Site, Thrumpton Lane	01/08/00182	24						3	9	12	8	4	12	4	4	7
Idle Valley, Amcott Way	01/11/00242	41						5	15	20	14	6	20	6	6	12
Fairy Grove Nursery	01/11/00284	16						2	6	8	6	2	8	2	2	5
King Edward VI School, London Road	12/01312/FUL	7						1	3	3	2	1	3	1	1	2
Land off West Hill Road	13/01025/RES	17						2	6	8	6	3	8	3	2	5
Kenilworth Nurseries, London Road	16/01777/FUL	110						14	41	55	38	16	55	17	16	33
18-20 West Street	18/00748/FUL	12						2	4	6	4	2	6	2	2	4
Land West of Tiln Lane	14/00503/OUT	107						14	40	53	37	16	53	16	16	32
Land West of Tiln Lane	19/01192/RES &	68						9	25	34	24	10	34	10	10	20
Land adjacent to 17 Dunham Grove	15/00495/RSB	10						1	4	5	3	1	5	2	1	3
Land adjacent to 17 Dunham Grove	18/00141/FUL	4						1	1	2	1	1	2	1	1	1
Former Retford Oaks School, Pennington Walk	16/00363/OUT	28						4	10	14	10	4	14	4	4	8
Former Yates Pub, Chapelgate	18/01037/FUL	21						3	8	10	7	3	10	3	3	6
Land to the rear of Kenilworth Nurseries	18/00695/FUL	109						14	40	54	38	16	54	17	16	33
Bridgegate	19/00348/FUL	15						2	6	7	5	2	7	2	2	5
Land at North Road	15/00493/OUT	196						25	73	98	68	29	97	30	29	59
The Church of St Albans	19/00455/FUL	10						1	4	5	3	1	5	2	1	3
Villages																
Ranskill		122						16	45	61	42	18	61	19	18	37
Blyth		111						14	41	55	39	17	55	17	16	33
Scrooby		30						4	11	15	10	4	15	5	4	9
Torworth		23						3	9	11	8	3	11	4	3	7
Carlton-in-Lindrick		520						67	193	259	181	77	258	80	76	156
Styrrup with Oldcotes		59						8	22	29	21	9	29	9	9	18
Hodsock		227						29	84	113	79	34	113	35	33	68
Shireoaks		124						16	46	62	43	18	62	19	18	37
Rhodesia		84						11	31	42	29	13	42	13	12	25
Cuckney		21						3	8	10	7	3	10	3	3	6
Holbeck		19						2	7	9	7	3	9	3	3	6
Norton		14						2	5	7	5	2	7	2	2	4
Nether Langwith		42						5	16	21	15	6	21	6	6	13
Hayton		32						4	12	16	11	5	16	5	5	10
Clarborough and Welham		99						13	37	49	34	15	49	15	15	30
Sutton-cum-Lound		65						8	24	32	23	10	32	10	10	20
Lound		43						6	16	21	15	6	21	7	6	13
Barnby Moor		24						3	9	12	8	4	12	4	4	7
Babworth		53						7	20	26	18	8	26	8	8	16
Tuxford		246						31	91	123	86	37	122	38	36	74
Askham		16						2	6	8	6	2	8	2	2	5
East Markham		103						13	38	51	36	15	51	16	15	31
West Markham		15						2	6	7	5	2	7	2	2	5
Normanton		15						2	6	7	5	2	7	2	2	5
Marnham		31						4	12	15	11	5	15	5	5	9
North Leverton with Habblesthorpe		93						12	35	46	32	14	46	14	14	28
Stokeham		4						1	1	2	1	1	2	1	1	1
Laneham		34						4	13	17	12	5	17	5	5	10
North Wheatley		44						6	16	22	15	7	22	7	6	13
South Wheatley		9						1	3	4	3	1	4	1	1	3
South Leverton		43						6	16	21	15	6	21	7	6	13
Sturton-le-Steeple		42						5	16	21	15	6	21	6	6	13
Cottam		9						1	3	4	3	1	4	1	1	3
Treswell		21						3	8	10	7	3	10	3	3	6
Rampton		75						10	28	37	26	11	37	11	11	23
Gringley-on-the-Hill		69						9	26	34	24	10	34	11	10	21
Misterton		192						25	71	96	67	29	95	29	28	58
Walkeringham		96						12	36	48	33	14	48	15	14	29
Beckingham		109						14	40	54	38	16	54	17	16	33
West Stockwith		31						4	12	15	11	5	15	5	5	9
Everton		74						9	27	37	26	11	37	11	11	22
Mattersey		66						8	24	33	23	10	33	10	10	20
EMPLOYMENT																
Gateford Common			19,000					301	32	332	30	228	258	66	135	201

Allocated Sites Trip Generation Calculations (Residential)

Analysis of 2011 Census Data: 2001 Travel to Work Definitions

2011 MSOA Names	Census 2011: Usual Residence Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)													
	All People	Not currently working	Currently Working	Work From Home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	7,379	2,858	4,521	438	3	29	186	15	3,051	318	31	82	351	17
E02005836 : Bassetlaw 002	6,637	2,327	4,310	684	5	39	61	3	3,107	169	26	61	132	23
E02005837 : Bassetlaw 003	6,133	2,610	3,523	729	2	37	52	2	2,342	144	20	29	145	21
E02005838 : Bassetlaw 004	6,003	2,377	3,626	332	3	23	208	4	2,492	265	36	44	200	19
E02005839 : Bassetlaw 005	4,380	1,642	2,738	194	3	25	41	3	1,820	140	17	115	367	13
E02005840 : Bassetlaw 006	6,649	1,869	4,780	342	3	80	67	21	3,332	363	36	122	404	10
E02005842 : Bassetlaw 008	6,276	2,243	4,033	348	3	53	51	8	2,526	234	28	131	638	13
E02005843 : Bassetlaw 009	4,745	1,441	3,304	269	4	43	90	10	2,287	253	21	87	229	11
E02005844 : Bassetlaw 010	5,513	1,891	3,622	285	1	59	73	7	2,379	206	28	147	426	11
E02005846 : Bassetlaw 012	4,635	2,082	2,553	159	0	33	110	22	1,281	294	18	146	481	9
E02005847 : Bassetlaw 013	4,937	1,719	3,218	293	0	32	64	11	2,039	284	24	89	367	15
E02005848 : Bassetlaw 014	5,038	1,855	3,183	338	4	37	52	4	2,118	248	19	80	275	8
E02005849 : Bassetlaw 015	6,838	2,518	4,320	792	1	34	52	5	2,894	183	24	59	253	23
E02006903 : Bassetlaw 016	8,142	3,059	5,083	322	3	59	121	30	3,316	445	46	128	605	8
District Average	5,950	2,178	3,772	395	3	42	88	10	2,499	253	27	94	348	14
District Total	83,305	30,491	52,814	5,525	35	583	1,228	145	34,984	3,546	374	1,320	4,873	201

	Census 2011: Usual Residence Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
District Average	0.07%	1.23%	2.60%	0.31%	73.98%	7.50%	0.79%	2.79%	10.30%	0.43%	100.00%

Definitions:

The usual residence population in area A is defined as the population residing in area A. It is an estimate of all individuals that live in area A, irrespective of whether they work or where they work.

Trip Rate and Modal Split Summary

Person trips per household are estimated from data obtained from the following tip rates obtained from the TRICS database.

AM			PM			Inter-Peak		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.207	0.769	0.976	0.588	0.269	0.857	0.247	0.246	0.493

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.6.2 Mean trip rates for 'Residential - Houses Privately Owned'. Highest Inter-Peak range taken between 10am-2pm

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel. This is considered to be a good approximation of the modal split of all residential trips as the majority of trips made during the AM and PM peak hours will be work related.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Resident Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.07%	0.71%	4.56%	0.37%	74.72%	7.79%	0.76%	2.01%	8.60%	0.42%	100.00%
E02005836 : Bassetlaw 002	0.14%	1.08%	1.68%	0.08%	85.69%	4.66%	0.72%	1.68%	3.64%	0.63%	100.00%
E02005837 : Bassetlaw 003	0.07%	1.32%	1.86%	0.07%	83.82%	5.15%	0.72%	1.04%	5.19%	0.75%	100.00%
E02005838 : Bassetlaw 004	0.09%	0.70%	6.31%	0.12%	75.65%	8.04%	1.09%	1.34%	6.07%	0.58%	100.00%
E02005839 : Bassetlaw 005	0.12%	0.98%	1.61%	0.12%	71.54%	5.50%	0.67%	4.52%	14.43%	0.51%	100.00%
E02005840 : Bassetlaw 006	0.07%	1.80%	1.51%	0.47%	75.08%	8.18%	0.81%	2.75%	9.10%	0.23%	100.00%
E02005842 : Bassetlaw 008	0.08%	1.44%	1.38%	0.22%	68.55%	6.35%	0.76%	3.55%	17.31%	0.35%	100.00%
E02005843 : Bassetlaw 009	0.13%	1.42%	2.97%	0.33%	75.35%	8.34%	0.69%	2.87%	7.55%	0.36%	100.00%
E02005844 : Bassetlaw 010	0.03%	1.77%	2.19%	0.21%	71.29%	6.17%	0.84%	4.41%	12.77%	0.33%	100.00%
E02005846 : Bassetlaw 012	0.00%	1.38%	4.59%	0.92%	53.51%	12.28%	0.75%	6.10%	20.09%	0.38%	100.00%
E02005847 : Bassetlaw 013	0.00%	1.09%	2.19%	0.38%	69.71%	9.71%	0.82%	3.04%	12.55%	0.51%	100.00%
E02005848 : Bassetlaw 014	0.14%	1.30%	1.83%	0.14%	74.45%	8.72%	0.67%	2.81%	9.67%	0.28%	100.00%
E02005849 : Bassetlaw 015	0.03%	0.96%	1.47%	0.14%	82.03%	5.19%	0.68%	1.67%	7.17%	0.65%	100.00%
E02006903 : Bassetlaw 016	0.06%	1.24%	2.54%	0.63%	69.65%	9.35%	0.97%	2.69%	12.71%	0.17%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per dwelling:

AM			PM			Inter-Peak		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.155	0.575	0.729	0.439	0.201	0.640	0.185	0.184	0.368
0.177	0.659	0.836	0.504	0.230	0.734	0.212	0.211	0.422
0.174	0.645	0.818	0.493	0.225	0.718	0.207	0.206	0.413
0.157	0.582	0.738	0.445	0.204	0.648	0.187	0.186	0.373
0.148	0.550	0.698	0.421	0.192	0.613	0.177	0.176	0.353
0.155	0.577	0.733	0.441	0.202	0.643	0.185	0.185	0.370
0.142	0.527	0.669	0.403	0.184	0.587	0.169	0.169	0.338
0.156	0.579	0.735	0.443	0.203	0.646	0.186	0.185	0.371
0.148	0.548	0.696	0.419	0.192	0.611	0.176	0.175	0.351
0.111	0.411	0.522	0.315	0.144	0.459	0.132	0.132	0.264
0.144	0.536	0.680	0.410	0.188	0.597	0.172	0.171	0.344
0.154	0.572	0.727	0.438	0.200	0.638	0.184	0.183	0.367
0.170	0.631	0.801	0.482	0.221	0.703	0.203	0.202	0.404
0.144	0.536	0.680	0.410	0.187	0.597	0.172	0.171	0.343

Multiplying the TRICS person trip rates by the percentage of persons
Driving a Car or Van' provides vehicle trip generation rates per dwelling

Proposed Residential Development Sites

Settlements & Village Clusters	MSOA the Settlement is Located in	Representative MSOA for Trip Generation/Distribution (see note below)	Proposed Dwellings	Comments
Morton Garden Village	E02005837 : Bassetlaw 003	E02005846 : Bassetlaw 012	4,000	
Worksop & Villages Cluster				
Peaks Hill Farm (210)	E02005838 : Bassetlaw 004	E02005840 : Bassetlaw 006	750	
Former Bassettlaw Learning Centre (142)	E02005847 : Bassetlaw 013	E02005847 : Bassetlaw 013	23	
Canal Road	E02005846 : Bassetlaw 012	E02005846 : Bassetlaw 012	80	
Former Manton Primary School (147)	E02005848 : Bassetlaw 014	E02005846 : Bassetlaw 012	100	
Talbot Road (149)	E02005847 : Bassetlaw 013	E02005847 : Bassetlaw 013	15	
Shireoaks Common	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	167	
Gateford Common	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	380	
Woodend Farm	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	73	
Former Knitwear Factory	E02005846 : Bassetlaw 012	E02005846 : Bassetlaw 012	40	
Retford & Villages Cluster				
Land South East of Ollerton Road (276)	E02005844 : Bassetlaw 010	E02005844 : Bassetlaw 010	275	
Sandhills (218)	E02005844 : Bassetlaw 010	E02005844 : Bassetlaw 010	120	
		Total	6,023	

Gamston Airport GV	E02005849 : Bassetlaw 015	E02005846 : Bassetlaw 012	3000	
Bevercotes GV	E02005849 : Bassetlaw 015	E02005846 : Bassetlaw 012	1000	

Notes:

Where significant new residential development is proposed in areas of the district that are currently rural the existing modal splits for that MSOA will not be representative of the completed development. Therefore modal splits from a more representative MSOA to the completed development have been applied.

Residential AM Inbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM Inbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	750	155	0	3	2	1	117	13	1	4	14	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	620	128	0	2	4	0	97	11	1	4	10	0
E02005844 : Bassetlaw 010	395	82	0	1	2	0	58	5	1	4	10	0
E02005846 : Bassetlaw 012	8,220	1,702	0	23	78	16	910	209	13	104	342	6
E02005847 : Bassetlaw 013	38	8	0	0	0	0	5	1	0	0	1	0
E02005848 : Bassetlaw 014	0	0	0	0	0	0	0	0	0	0	0	0
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0
Total	10,023	2,075	0	30	86	17	1,188	238	16	116	377	8

Residential AM Outbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM Outbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	750	577	0	10	9	3	433	47	5	16	53	1
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	620	477	1	7	14	2	359	40	3	14	36	2
E02005844 : Bassetlaw 010	395	304	0	5	7	1	217	19	3	13	39	1
E02005846 : Bassetlaw 012	8,220	6,321	0	87	290	58	3,382	776	48	386	1,270	24
E02005847 : Bassetlaw 013	38	29	0	0	1	0	20	3	0	1	4	0
E02005848 : Bassetlaw 014	0	0	0	0	0	0	0	0	0	0	0	0
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0
Total	10,023	7,708	1	110	321	63	4,412	885	58	429	1,401	28

	Total	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Inbound	2,075	0	30	86	17	1,188	238	16	116	377	8
Outbound	7,708	1	110	321	63	4,412	885	58	429	1,401	28
2-Way	9,782	1	140	407	80	5,599	1,123	74	545	1,778	35

2-Way

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM 2-Way Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	750	732	0	13	11	3	550	60	6	20	67	2
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	620	605	1	9	18	2	456	50	4	17	46	2
E02005844 : Bassetlaw 010	395	386	0	7	8	1	275	24	3	17	49	1
E02005846 : Bassetlaw 012	8,220	8,023	0	111	369	74	4,293	985	60	489	1,612	30
E02005847 : Bassetlaw 013	38	37	0	0	1	0	26	4	0	1	5	0
E02005848 : Bassetlaw 014	0	0	0	0	0	0	0	0	0	0	0	0
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0
Total	10,023	9,782	1	140	407	80	5,599	1,123	74	545	1,778	35

Residential Vehicle Trip Generation

Representative MSOA for Trip Generation/Distribution	Proposed Dwellings	Vehicle Trips								
		AM			PM			Inter-Peak		
		Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	750	117	433	550	331	151	483	139	139	278
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	620	97	359	456	275	126	400	115	115	230
E02005844 : Bassetlaw 010	395	58	217	275	166	76	241	70	69	139
E02005846 : Bassetlaw 012	8,220	910	3,382	4,293	2,586	1,183	3,769	1,086	1,082	2,168
E02005847 : Bassetlaw 013	38	5	20	26	16	7	23	7	7	13
E02005848 : Bassetlaw 014	0	0	0	0	0	0	0	0	0	0
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0
Total	10,023	1,188	4,412	5,599	3,373	1,543	4,916	1,417	1,411	2,828

Residential Vehicle Trip Generation by Settlement

Settlements & Village Clusters	Dwelling Numbers	Representative MSOA	AM			PM			Inter-Peak		
			Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Morton Garden Village	4,000	E02005846 : Bassetlaw 012	443	1,646	2,089	1,259	576	1,834	529	527	1,055
Worksop & Villages Cluster											
Peaks Hill Farm (210)	750	E02005840 : Bassetlaw 006	117	433	550	331	151	483	139	139	278
Former Bassettlaw Learning Centre (142)	23	E02005847 : Bassetlaw 013	3	12	16	9	4	14	4	4	8
Canal Road	80	E02005846 : Bassetlaw 012	9	33	42	25	12	37	11	11	21
Former Manton Primary School (147)	100	E02005846 : Bassetlaw 012	11	41	52	31	14	46	13	13	26
Talbot Road (149)	15	E02005847 : Bassetlaw 013	2	8	10	6	3	9	3	3	5
Shireoaks Common	167	E02005843 : Bassetlaw 009	26	97	123	74	34	108	31	31	62
Gateford Common	380	E02005843 : Bassetlaw 009	59	220	279	168	77	245	71	70	141
Woodend Farm	73	E02005843 : Bassetlaw 009	11	42	54	32	15	47	14	14	27
Former Knitwear Factory	40	E02005846 : Bassetlaw 012	4	16	21	13	6	18	5	5	11
Retford & Villages Cluster											
Land South East of Ollerton Road (276)	275	E02005844 : Bassetlaw 010	41	151	191	115	53	168	48	48	97
Sandhills (218)	120	E02005844 : Bassetlaw 010	18	66	83	50	23	73	21	21	42
Totals	6,023		744	2,766	3,510	2,115	967	3,082	888	885	1,773
Gamston Airport GV	3,000	E02005846 : Bassetlaw 012	332	1,234	1,567	944	432	1,376	397	395	791
Bevercotes GV	1,000	E02005846 : Bassetlaw 012	111	411	522	315	144	459	132	132	264

TRICS Methodology

TRICS data has been derived using the largest sample of 'Multi Modal' data available within TRICS 7.6.2 in order to be as representative as possible (TRICS Good Practice Guide recommends a minimum of 20 sites). The only sites that were excluded from the analysis were sites in Greater London, Northern Ireland and the Republic of Ireland as these were considered to be unrepresentative.

The trip generation methodology applies the total 'Person Trip' rates obtained from TRICS and estimates modal share using observed modal splits derived from 2011 Census data. Modal splits are applied for each Middle Super Output Area (MSOA).

The TRICS 'Person Trip' rates have been checked for robustness using the mean/median 'cross-testing' methodology advocated in the TRICS Good Practice Guide (see following worksheets for details). The test reveals that the 2-way mean trip rates are slightly higher than the Median rates therefore, mean rates have been applied for robustness.

The use of average/median trip rates as opposed to 85th %ile trip rates is considered appropriate for this strategic study because there is no reason to suggest that residential sites within the Bassetlaw area are likely to exhibt higher trip rates than the average trip rates extracted from the TRICS database. On this basis the applied rates are considered to be robust.

TRICS 7.6.2
Trip Rate Parameter: Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS			
Time Range	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	77	86	0.106	77	86	0.46	77	86	0.566	
08:00-09:00	77	86	0.207	77	86	0.769	77	86	0.976	Mean AM
09:00-10:00	77	86	0.216	77	86	0.273	77	86	0.489	
10:00-11:00	77	86	0.198	77	86	0.253	77	86	0.451	
11:00-12:00	77	86	0.205	77	86	0.234	77	86	0.439	
12:00-13:00	77	86	0.248	77	86	0.232	77	86	0.48	
13:00-14:00	77	86	0.247	77	86	0.246	77	86	0.493	Inter-Peak
14:00-15:00	77	86	0.256	77	86	0.289	77	86	0.545	
15:00-16:00	77	86	0.537	77	86	0.293	77	86	0.83	
16:00-17:00	77	86	0.516	77	86	0.286	77	86	0.802	
17:00-18:00	77	86	0.588	77	86	0.269	77	86	0.857	Mean PM
18:00-19:00	77	86	0.464	77	86	0.292	77	86	0.756	
19:00-20:00	1	7	0	1	7	0	1	7	0	
20:00-21:00	1	7	0	1	7	0	1	7	0	
21:00-22:00	1	7	0	1	7	0	1	7	0	
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			3.788			3.896			7.684	

TRICS 7.6.2
Trip Rat Number of dwellings

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Ranking Type: TOTALS Time Range: 08:00-09:00
85th Percentile and 15th Percentile not highlighted

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals
1	WK-03-A-02	BUNGALOWS	COVENTRY	17	Thursday	17/10/2013	1.706	1.765	3.471
2	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wednesday	11/05/2011	1.111	1.472	2.583
3	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tuesday	25/09/2018	0.667	1.643	2.310
4	MS-03-A-03	DETACHED	LIVERPOOL	15	Friday	21/06/2013	0.667	1.267	1.934
5	VG-03-A-01	SEMI-DETACHED & TERRACED	BARRY	12	Monday	08/05/2017	0.583	1.333	1.916
6	KC-03-A-04	SEMI-DETACHED & TERRACED	AYLESFORD	110	Friday	22/09/2017	0.382	1.500	1.882
7	SF-03-A-04	DETACHED & BUNGALOWS	LOWESTOFT	7	Tuesday	23/10/2012	0.714	1.143	1.857
8	ST-03-A-06	SEMI-DET. & TERRACED	WOLVERHAMPTON	17	Friday	09/05/2014	0.824	1.000	1.824
9	CA-03-A-05	DETACHED HOUSES	PETERBOROUGH	28	Monday	17/10/2016	0.321	1.464	1.785
10	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tuesday	25/09/2018	0.366	1.366	1.732
11	CA-03-A-04	DETACHED	PETERBOROUGH	9	Tuesday	18/10/2011	0.000	1.556	1.556
12	KC-03-A-07	MIXED HOUSES	HERNE BAY	288	Wednesday	27/09/2017	0.451	1.073	1.524
13	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wednesday	18/09/2013	0.130	1.348	1.478
14	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thursday	14/07/2016	0.255	1.196	1.451
15	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wednesday	23/03/2016	0.225	1.200	1.425
16	DV-03-A-03	TERRACED & SEMI DETACHED	HONITON	70	Monday	28/09/2015	0.243	1.157	1.400
17	GM-03-A-10	DETACHED/SEMI	MANCHESTER	29	Wednesday	12/10/2011	0.172	1.207	1.379
18	CH-03-A-08	DETACHED	CHESTER	11	Tuesday	22/05/2012	0.182	1.182	1.364
19	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK	37	Thursday	30/05/2013	0.324	1.000	1.324
20	WL-03-A-02	SEMI DETACHED	SWINDON	27	Thursday	22/09/2016	0.407	0.852	1.259
21	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tuesday	17/09/2013	0.254	0.986	1.240
22	HC-03-A-20	HOUSES & FLATS	LIPHOOK	62	Tuesday	20/11/2018	0.242	0.968	1.210
23	DV-03-A-01	TERRACED HOUSES	TORQUAY	37	Wednesday	30/09/2015	0.189	1.000	1.189
24	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	918	Tuesday	02/04/2019	0.224	0.956	1.180
25	WS-03-A-09	MIXED HOUSES & FLATS	WORTHING	197	Thursday	05/07/2018	0.254	0.924	1.178
26	CH-03-A-09	TERRACED HOUSES	MACCLESFIELD	24	Monday	24/11/2014	0.333	0.833	1.166
27	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM	57	Friday	19/10/2018	0.404	0.737	1.141
28	CB-03-A-05	DETACHED/TERRACED HOUSING	PENRITH	50	Tuesday	21/06/2016	0.200	0.920	1.120
29	ES-03-A-03	MIXED HOUSES & FLATS	POLEGATE	212	Monday	11/07/2016	0.184	0.910	1.094
30	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	180	Tuesday	20/05/2014	0.189	0.889	1.078
31	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	52	Monday	16/09/2013	0.327	0.750	1.077
32	TW-03-A-02	SEMI-DETACHED	GATESHEAD	16	Monday	07/10/2013	0.438	0.625	1.063
33	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	24	Friday	14/06/2013	0.250	0.792	1.042
34	SY-03-A-01	SEMI DETACHED HOUSES	DONCASTER	54	Wednesday	18/09/2013	0.074	0.944	1.018
35	PS-03-A-02	DETACHED/SEMI-DETACHED	WELSHPOOL	28	Monday	11/05/2015	0.357	0.643	1.000
36	SF-03-A-07	MIXED HOUSES	IPSWICH	73	Thursday	09/05/2019	0.110	0.890	1.000
37	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORD	248	Wednesday	22/11/2017	0.145	0.839	0.984
38	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thursday	24/09/2015	0.212	0.727	0.939
39	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLN	30	Monday	29/06/2015	0.300	0.633	0.933
40	KC-03-A-06	MIXED HOUSES & FLATS	HERNE BAY	363	Wednesday	27/09/2017	0.129	0.782	0.911
41	NY-03-A-13	TERRACED HOUSES	CATTERICK GARRISON	10	Wednesday	10/05/2017	0.200	0.700	0.900
42	HC-03-A-21	TERRACED & SEMI-DETACHED	BASINGSTOKE	39	Tuesday	13/11/2018	0.154	0.744	0.898
43	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thursday	23/01/2014	0.268	0.606	0.874
44	WS-03-A-08	MIXED HOUSES	ANGMERING	180	Thursday	19/04/2018	0.133	0.739	0.872
45	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	7	Tuesday	22/05/2012	0.286	0.571	0.857
46	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tuesday	16/10/2012	0.296	0.556	0.852
47	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thursday	28/06/2018	0.282	0.565	0.847
48	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	28	Monday	24/03/2014	0.357	0.464	0.821
49	NY-03-A-08	TERRACED HOUSES	YORK	21	Monday	16/09/2013	0.048	0.762	0.810
50	NF-03-A-02	HOUSES & FLATS	NORWICH	98	Monday	22/10/2012	0.173	0.633	0.806
51	SH-03-A-05	SEMI-DETACHED/TERRACED	TELFORD	54	Thursday	24/10/2013	0.222	0.574	0.796
52	FA-03-A-02	MIXED HOUSES	FALKIRK	161	Wednesday	29/05/2013	0.186	0.602	0.788
53	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tuesday	18/09/2012	0.091	0.682	0.773
54	WM-03-A-04	TERRACED HOUSES	COVENTRY	39	Monday	21/11/2016	0.154	0.615	0.769
55	PS-03-A-01	MIXED HOUSES	WELSHPOOL	16	Monday	11/05/2015	0.375	0.375	0.750
56	DS-03-A-02	MIXED HOUSES	DERBY	371	Tuesday	10/07/2018	0.105	0.636	0.741
57	ES-03-A-02	PRIVATE HOUSING	PEACEHAVEN	37	Friday	18/11/2011	0.108	0.622	0.730
58	NY-03-A-06	BUNGALOWS & SEMI DET.	BOROUGHBRIDGE	115	Friday	14/10/2011	0.157	0.539	0.696
59	WS-03-A-05	TERRACED & FLATS	SHOREHAM BY SEA	48	Wednesday	18/04/2012	0.167	0.521	0.688
60	DV-03-A-02	HOUSES & BUNGALOWS	HONITON	116	Friday	25/09/2015	0.129	0.534	0.663
61	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	47	Tuesday	27/09/2016	0.213	0.447	0.660
62	SF-03-A-06	DETACHED & SEMI-DETACHED	KENTFORD	38	Friday	22/09/2017	0.105	0.553	0.658
63	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	40	Wednesday	31/10/2018	0.075	0.575	0.650
64	WS-03-A-04	MIXED HOUSES	HORSHAM	151	Thursday	11/12/2014	0.172	0.457	0.629
65	SF-03-A-05	DETACHED HOUSES	BURY ST EDMUNDS	18	Wednesday	09/09/2015	0.167	0.444	0.611
66	WM-03-A-05	TERRACED & DETACHED	COVENTRY	89	Monday	21/11/2016	0.135	0.472	0.607
67	KC-03-A-08	MIXED HOUSES	CHARING	159	Tuesday	22/05/2018	0.145	0.447	0.592
68	NE-03-A-02	SEMI DETACHED & DETACHED	SCUNTHORPE	432	Monday	12/05/2014	0.079	0.507	0.586
69	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wednesday	07/11/2018	0.101	0.380	0.481
70	ES-03-A-04	MIXED HOUSES & FLATS	CAMBER	134	Friday	15/07/2016	0.082	0.328	0.410
71	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thursday	19/10/2017	0.158	0.193	0.351
72	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tuesday	28/03/2017	0.080	0.260	0.340
73	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	125	Monday	27/03/2017	0.064	0.240	0.304
74	NF-03-A-03	DETACHED HOUSES	THETFORD	10	Wednesday	16/09/2015	0.200	0.100	0.300
75	WK-03-A-01	TERRACED/SEMI/DET.	LEAMINGTON SPA	6	Friday	21/10/2011	0.000	0.167	0.167
76	SH-03-A-06	BUNGALOWS	SHREWSBURY	16	Thursday	22/05/2014	0.000	0.125	0.125
77	KC-03-A-05	DETACHED & SEMI-DETACHED	NEAR CHATHAM	8	Friday	22/09/2017	0.000	0.000	0.000

	Arrivals	Departures	2-Way
85th percentile	0.379	1.198	1.506
Mean	0.207	0.769	0.976
Median	0.200	0.737	0.933
Difference between mean and median	0.007	0.032	0.043
	3.4%	4.2%	4.4%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being unduly biased by low or high trip generation sites in the sample.

TRICS 7.6.2
Trip Rat Number of dwellings

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Ranking Type: TOTALS Time Range: 17:00-18:00
85th Percentile and 15th Percentile not highlighted

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wednesday	11/05/2011	1.444	1.194	2.638
2	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	7	Tuesday	22/05/2012	1.429	0.571	2.000
3	ST-03-A-06	SEMI-DET. & TERRACED	WOLVERHAMPTON	17	Friday	09/05/2014	1.118	0.824	1.942
4	VG-03-A-01	SEMI-DETACHED & TERRACED	BARRY	12	Monday	08/05/2017	0.750	1.083	1.833
5	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thursday	14/07/2016	0.941	0.745	1.686
6	CH-03-A-09	TERRACED HOUSES	MACCLESFIELD	24	Monday	24/11/2014	0.958	0.625	1.583
7	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wednesday	18/09/2013	1.304	0.261	1.565
8	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tuesday	25/09/2018	1.049	0.463	1.512
9	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	24	Friday	14/06/2013	0.958	0.500	1.458
10	CB-03-A-05	DETACHED/TERRACED HOUSING	PENRITH	50	Tuesday	21/06/2016	0.840	0.600	1.440
11	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tuesday	25/09/2018	0.810	0.571	1.381
12	WL-03-A-02	SEMI DETACHED	SWINDON	27	Thursday	22/09/2016	0.815	0.519	1.334
13	CA-03-A-05	DETACHED HOUSES	PETERBOROUGH	28	Monday	17/10/2016	0.714	0.571	1.285
14	KC-03-A-07	MIXED HOUSES	HERNE BAY	288	Wednesday	27/09/2017	0.972	0.299	1.271
15	CA-03-A-04	DETACHED	PETERBOROUGH	9	Tuesday	18/10/2011	1.000	0.222	1.222
16	HC-03-A-20	HOUSES & FLATS	LIPHOOK	62	Tuesday	20/11/2018	0.952	0.194	1.146
17	KC-03-A-06	MIXED HOUSES & FLATS	HERNE BAY	363	Wednesday	27/09/2017	0.788	0.350	1.138
18	SF-03-A-07	MIXED HOUSES	IPSWICH	73	Thursday	09/05/2019	0.712	0.411	1.123
19	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLN	30	Monday	29/06/2015	0.567	0.533	1.100
20	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	52	Monday	16/09/2013	0.827	0.269	1.096
21	CH-03-A-08	DETACHED	CHESTER	11	Tuesday	22/05/2012	0.818	0.273	1.091
22	WS-03-A-05	TERRACED & FLATS	SHOREHAM BY SEA	48	Wednesday	18/04/2012	0.729	0.333	1.062
23	ES-03-A-03	MIXED HOUSES & FLATS	POLEGATE	212	Monday	11/07/2016	0.689	0.363	1.052
24	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tuesday	16/10/2012	0.778	0.259	1.037
25	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wednesday	23/03/2016	0.650	0.325	0.975
26	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thursday	24/09/2015	0.667	0.303	0.970
27	DV-03-A-02	HOUSES & BUNGALOWS	HONITON	116	Friday	25/09/2015	0.603	0.362	0.965
28	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	40	Wednesday	31/10/2018	0.475	0.475	0.950
29	DV-03-A-03	TERRACED & SEMI DETACHED	HONITON	70	Monday	28/09/2015	0.757	0.186	0.943
30	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thursday	28/06/2018	0.612	0.329	0.941
31	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	918	Tuesday	02/04/2019	0.641	0.290	0.931
32	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tuesday	17/09/2013	0.803	0.113	0.916
33	FA-03-A-02	MIXED HOUSES	FALKIRK	161	Wednesday	29/05/2013	0.528	0.385	0.913
34	NY-03-A-13	TERRACED HOUSES	CATTERICK GARRISON	10	Wednesday	10/05/2017	0.300	0.600	0.900
35	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORD	248	Wednesday	22/11/2017	0.677	0.214	0.891
36	SF-03-A-05	DETACHED HOUSES	BURY ST EDMUNDS	18	Wednesday	09/09/2015	0.667	0.222	0.889
37	TW-03-A-02	SEMI-DETACHED	GATESHEAD	16	Monday	07/10/2013	0.625	0.250	0.875
38	KC-03-A-04	SEMI-DETACHED & TERRACED	AYLESFORD	110	Friday	22/09/2017	0.700	0.127	0.827
39	HC-03-A-21	TERRACED & SEMI-DETACHED	BASINGSTOKE	39	Tuesday	13/11/2018	0.436	0.359	0.795
40	WS-03-A-08	MIXED HOUSES	ANGMERING	180	Thursday	19/04/2018	0.461	0.328	0.789
41	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	47	Tuesday	27/09/2016	0.596	0.191	0.787
42	GM-03-A-10	DETACHED/SEMI	MANCHESTER	29	Wednesday	12/10/2011	0.621	0.138	0.759
43	ES-03-A-04	MIXED HOUSES & FLATS	CAMBER	134	Friday	15/07/2016	0.478	0.276	0.754
44	WS-03-A-09	MIXED HOUSES & FLATS	WORTHING	197	Thursday	05/07/2018	0.538	0.198	0.736
45	MS-03-A-03	DETACHED	LIVERPOOL	15	Friday	21/06/2013	0.467	0.267	0.734
46	ES-03-A-02	PRIVATE HOUSING	PEACEHAVEN	37	Friday	18/11/2011	0.703	0.027	0.730
47	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	180	Tuesday	20/05/2014	0.406	0.322	0.728
48	WM-03-A-04	TERRACED HOUSES	COVENTRY	39	Monday	21/11/2016	0.538	0.179	0.717
49	SF-03-A-04	DETACHED & BUNGALOWS	LOWESTOFT	7	Tuesday	23/10/2012	0.571	0.143	0.714
50	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM	57	Friday	19/10/2018	0.404	0.298	0.702
51	NY-03-A-06	BUNGALOWS & SEMI DET.	BOROUGHBRIDGE	115	Friday	14/10/2011	0.417	0.270	0.687
52	SF-03-A-06	DETACHED & SEMI-DETACHED	KENTFORD	38	Friday	22/09/2017	0.500	0.184	0.684
53	NF-03-A-02	HOUSES & FLATS	NORWICH	98	Monday	22/10/2012	0.480	0.204	0.684
54	DV-03-A-01	TERRACED HOUSES	TORQUAY	37	Wednesday	30/09/2015	0.405	0.270	0.675
55	DS-03-A-02	MIXED HOUSES	DERBY	371	Tuesday	10/07/2018	0.558	0.116	0.674
56	NY-03-A-08	TERRACED HOUSES	YORK	21	Monday	16/09/2013	0.524	0.143	0.667
57	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK	37	Thursday	30/05/2013	0.459	0.189	0.648
58	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tuesday	18/09/2012	0.455	0.182	0.637
59	SH-03-A-05	SEMI-DETACHED/TERRACED	TELFORD	54	Thursday	24/10/2013	0.370	0.259	0.629
60	PS-03-A-01	MIXED HOUSES	WELSHPOOL	16	Monday	11/05/2015	0.375	0.250	0.625
61	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thursday	23/01/2014	0.465	0.155	0.620
62	NE-03-A-02	SEMI DETACHED & DETACHED	SCUNTHORPE	432	Monday	12/05/2014	0.368	0.241	0.609
63	KC-03-A-08	MIXED HOUSES	CHARING	159	Tuesday	22/05/2018	0.484	0.113	0.597
64	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tuesday	28/03/2017	0.440	0.120	0.560
65	SY-03-A-01	SEMI DETACHED HOUSES	DONCASTER	54	Wednesday	18/09/2013	0.426	0.111	0.537
66	WS-03-A-04	MIXED HOUSES	HORSHAM	151	Thursday	11/12/2014	0.331	0.185	0.516
67	NF-03-A-03	DETACHED HOUSES	THETFORD	10	Wednesday	16/09/2015	0.500	0.000	0.500
68	WM-03-A-05	TERRACED & DETACHED	COVENTRY	89	Monday	21/11/2016	0.371	0.124	0.495
69	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wednesday	07/11/2018	0.291	0.165	0.456
70	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	28	Monday	24/03/2014	0.214	0.179	0.393
71	KC-03-A-05	DETACHED & SEMI-DETACHED	NEAR CHATHAM	8	Friday	22/09/2017	0.375	0.000	0.375
72	PS-03-A-02	DETACHED/SEMI-DETACHED	WELSHPOOL	28	Monday	11/05/2015	0.179	0.107	0.286
73	SH-03-A-06	BUNGALOWS	SHREWSBURY	16	Thursday	22/05/2014	0.000	0.250	0.250
74	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thursday	19/10/2017	0.105	0.088	0.193
75	WK-03-A-01	TERRACED/SEMI/DET.	LEAMINGTON SPA	6	Friday	21/10/2011	0.167	0.000	0.167
76	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	125	Monday	27/03/2017	0.128	0.016	0.144
77	WK-03-A-02	BUNGALOWS	COVENTRY	17	Thursday	17/10/2013	0.000	0.000	0.000

	Arrivals	Departures	2-Way
85th percentile	0.835	0.511	1.314
Mean	0.588	0.269	0.857
Median	0.567	0.259	0.795
Difference between mean and median	0.021	0.010	0.062
	3.6%	3.7%	7.2%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being unduly biased by low or high trip generation sites in the sample.

Allocated Sites Trip Generation Calculations (Employment)

Analysis of 2011 Census Data: 2001 Travel to Work Definitions

2011 MSOA Names	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)													
	All People	Not currently working	Currently Working	Work From Home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	6,388	2,858	3,530	438	0	7	77	8	2,353	233	22	65	317	10
E02005836 : Bassetlaw 002	5,723	2,327	3,396	684	2	10	19	5	2,252	182	26	69	132	15
E02005837 : Bassetlaw 003	5,664	2,610	3,054	729	0	12	62	1	1,877	130	23	67	138	15
E02005838 : Bassetlaw 004	4,583	2,377	2,206	332	1	7	53	4	1,406	150	19	39	184	11
E02005839 : Bassetlaw 005	4,366	1,642	2,724	194	2	14	44	2	1,837	146	26	145	308	6
E02005840 : Bassetlaw 006	3,516	1,869	1,647	342	2	12	26	9	966	97	5	22	164	2
E02005842 : Bassetlaw 008	4,838	2,243	2,595	348	2	23	92	6	1,356	134	13	99	516	6
E02005843 : Bassetlaw 009	6,833	1,441	5,392	269	3	19	145	21	3,686	576	59	207	392	15
E02005844 : Bassetlaw 010	5,107	1,891	3,216	285	0	24	83	3	1,991	160	11	106	541	12
E02005846 : Bassetlaw 012	4,862	2,082	2,780	159	3	14	121	10	1,794	242	13	60	356	8
E02005847 : Bassetlaw 013	6,858	1,719	5,139	293	4	40	334	24	3,251	329	33	100	722	9
E02005848 : Bassetlaw 014	8,040	1,855	6,185	338	5	32	189	23	4,042	913	85	213	320	25
E02005849 : Bassetlaw 015	8,957	2,518	6,439	792	2	26	62	5	4,748	352	63	95	274	20
E02006903 : Bassetlaw 016	6,585	3,059	3,526	322	5	32	75	15	2,413	193	13	35	422	1
District Average	5,880	2,178	3,702	395	2	19	99	10	2,427	274	29	94	342	11

	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
District Average	0.07%	0.59%	2.98%	0.29%	73.37%	8.29%	0.89%	2.86%	10.34%	0.33%	100.00%

Definitions:

The workday population in area A is defined as all people that are in area A during a normal workday. It includes all people that work in area A, whether residents or non-residents in the area, plus all residents in the area not in work, i.e. it is the sum of the workplace population and residents not in work.

Trip Rate and Modal Split Summary - B1 Business Parks

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM			Inter Peak		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
2.200	0.231	2.431	0.220	1.667	1.887	0.483	0.990	1.473

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.6.2 Mean or Median trip rates for 'B1 Business Parks' (Highest rates applied), Highest Interpeak hour between 10am-2pm taken

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

	AM			PM			Inter-Peak		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	1.674	0.176	1.850	0.167	1.269	1.436	0.368	0.753	1.121
E02005836 : Bassetlaw 002	1.827	0.192	2.019	0.183	1.384	1.567	0.401	0.822	1.223
E02005837 : Bassetlaw 003	1.776	0.186	1.963	0.178	1.346	1.523	0.390	0.799	1.189
E02005838 : Bassetlaw 004	1.651	0.173	1.824	0.165	1.251	1.416	0.362	0.743	1.105
E02005839 : Bassetlaw 005	1.597	0.168	1.765	0.160	1.210	1.370	0.351	0.719	1.070
E02005840 : Bassetlaw 006	1.629	0.171	1.799	0.163	1.234	1.397	0.358	0.733	1.090
E02005842 : Bassetlaw 008	1.328	0.139	1.467	0.133	1.006	1.139	0.291	0.597	0.889
E02005843 : Bassetlaw 009	1.583	0.166	1.749	0.158	1.199	1.358	0.348	0.712	1.060
E02005844 : Bassetlaw 010	1.494	0.157	1.651	0.149	1.132	1.282	0.328	0.672	1.001
E02005846 : Bassetlaw 012	1.506	0.158	1.664	0.151	1.141	1.292	0.331	0.678	1.008
E02005847 : Bassetlaw 013	1.476	0.155	1.631	0.148	1.118	1.266	0.324	0.664	0.988
E02005848 : Bassetlaw 014	1.521	0.160	1.681	0.152	1.152	1.304	0.334	0.684	1.018
E02005849 : Bassetlaw 015	1.850	0.194	2.044	0.185	1.402	1.587	0.406	0.832	1.238
E02006903 : Bassetlaw 016	1.657	0.174	1.831	0.166	1.255	1.421	0.364	0.746	1.109

Multiplying the TRICS person trip rates by the percentage of persons
Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Trip Rate and Modal Split Summary - B2 Industrial Estates

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM			Inter Peak		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.612	0.223	0.835	0.205	0.582	0.787	0.155	0.315	0.470

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.6.2 Mean or Median trip rates for 'B2 Industrial Estates' (Highest rates applied)Highest Interpeak hour between 10am-2pm taken

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

MSOA	AM			PM			Inter-Peak		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	0.466	0.170	0.635	0.156	0.443	0.599	0.118	0.240	0.358
E02005836 : Bassetlaw 002	0.508	0.185	0.693	0.170	0.483	0.654	0.129	0.262	0.390
E02005837 : Bassetlaw 003	0.494	0.180	0.674	0.165	0.470	0.635	0.125	0.254	0.379
E02005838 : Bassetlaw 004	0.459	0.167	0.626	0.154	0.437	0.590	0.116	0.236	0.353
E02005839 : Bassetlaw 005	0.444	0.162	0.606	0.149	0.423	0.571	0.113	0.229	0.341
E02005840 : Bassetlaw 006	0.453	0.165	0.618	0.152	0.431	0.583	0.115	0.233	0.348
E02005842 : Bassetlaw 008	0.369	0.135	0.504	0.124	0.351	0.475	0.094	0.190	0.284
E02005843 : Bassetlaw 009	0.440	0.160	0.601	0.147	0.419	0.566	0.112	0.227	0.338
E02005844 : Bassetlaw 010	0.416	0.151	0.567	0.139	0.395	0.535	0.105	0.214	0.319
E02005846 : Bassetlaw 012	0.419	0.153	0.572	0.140	0.398	0.539	0.106	0.216	0.322
E02005847 : Bassetlaw 013	0.411	0.150	0.560	0.138	0.390	0.528	0.104	0.211	0.315
E02005848 : Bassetlaw 014	0.423	0.154	0.577	0.142	0.402	0.544	0.107	0.218	0.325
E02005849 : Bassetlaw 015	0.515	0.187	0.702	0.172	0.489	0.662	0.130	0.265	0.395
E02006903 : Bassetlaw 016	0.461	0.168	0.629	0.154	0.438	0.593	0.117	0.237	0.354

Multiplying the TRICS person trip rates by the percentage of persons
Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Trip Rate and Modal Split Summary - B8 Commercial Warehouse

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM			Inter Peak		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.191	0.041	0.232	0.020	0.127	0.147	0.119	0.149	0.268

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.6.2 Mean or Median trip rates for 'B8 Commercial Warehouses' (Highest rates applied). Highest Interpeak hour between 10am-2pm taken

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

MSOA	AM			PM			Inter-Peak		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	0.145	0.031	0.177	0.015	0.097	0.111	0.091	0.113	0.204
E02005836 : Bassetlaw 002	0.159	0.034	0.193	0.016	0.105	0.122	0.099	0.124	0.223
E02005837 : Bassetlaw 003	0.154	0.033	0.187	0.016	0.103	0.118	0.096	0.120	0.216
E02005838 : Bassetlaw 004	0.143	0.031	0.174	0.015	0.095	0.110	0.089	0.112	0.201
E02005839 : Bassetlaw 005	0.139	0.030	0.168	0.014	0.092	0.106	0.086	0.108	0.195
E02005840 : Bassetlaw 006	0.141	0.030	0.172	0.014	0.094	0.108	0.088	0.110	0.198
E02005842 : Bassetlaw 008	0.115	0.025	0.140	0.012	0.077	0.088	0.072	0.090	0.162
E02005843 : Bassetlaw 009	0.137	0.029	0.167	0.014	0.091	0.105	0.086	0.107	0.193
E02005844 : Bassetlaw 010	0.130	0.028	0.158	0.013	0.086	0.100	0.081	0.101	0.182
E02005846 : Bassetlaw 012	0.131	0.028	0.159	0.013	0.087	0.100	0.081	0.102	0.183
E02005847 : Bassetlaw 013	0.128	0.028	0.156	0.013	0.085	0.098	0.080	0.100	0.180
E02005848 : Bassetlaw 014	0.132	0.028	0.160	0.013	0.088	0.101	0.082	0.103	0.185
E02005849 : Bassetlaw 015	0.161	0.034	0.195	0.016	0.107	0.123	0.100	0.125	0.225
E02006903 : Bassetlaw 016	0.144	0.031	0.175	0.015	0.096	0.110	0.090	0.112	0.202

Multiplying the TRICS person trip rates by the percentage of persons
Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Proposed Employment Development Sites

Settlement	MSOA the Settlement is Located in	Representative MSOA for Trip Generation/Distribution (see note below)	Gross Site Area (Ha)	Net Floor Area (sqm)	Net Floor Area (sqm) - B1	Net Floor Area (sqm) - B2	Net Floor Area (sqm) - B8	Comments
Worksop								
Carlton Forest	E02005838 : Bassetlaw 004	E02006903 : Bassetlaw 016	13.6	54,240	6,780	20,340	27,120	40% of GFA developable. This split between land uses B1 (12.5%), B2 (37.5%) and B8 (50%) as agreed with BDC
Gateford Common	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	4.5	19,000	19,000	0	0	Employment use taken from planning application
A57 South of Manton	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	24.86	93,000	0	30,690	62,310	Areas taken from TA for Outline Planning Permission 18/00737/OUT
Shireoaks Common	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	15.4	60,000	4,000	12,000	44,000	Employment use taken from planning application
Blyth Road East	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	4.3	710	710	0	0	Layout plan as part of application states 710 sqm B1/B2 use - worst case B1 used
Retford								
West of North Road (071)	E02005839 : Bassetlaw 005	E02005839 : Bassetlaw 005	10.7	42,800	5,350	16,050	21,400	40% of GFA developable. This split between land uses B1 (12.5%), B2 (37.5%) and B8 (50%) as agreed with BDC
Trinty Farm	E02005839 : Bassetlaw 005	E02005839 : Bassetlaw 005	11.1	20,489	1,839	18,650	0	TA States Mixed Use so assumed: 1,839 B1 and 18,650 B2 use given available information
Other								
Symertary Park (Blyth)	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	9.9	9,000	5,000	2,000	2,000	TA states 7,000sqm B1/B2 use and 2,000sqm B8 use. Also 3,000sqm A3/A4/A5 and 4,000sqm Hotel
South of Snape Lane	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	23.5	214,818	33,101	33,101	148,616	TA assumes 66,203 sqm B1/B2 use and 148,616 sqm B8 use
Morton Garden Village	E02005837 : Bassetlaw 003	E02005846 : Bassetlaw 012	15.0	60,000	7,500	22,500	30,000	40% of GFA developable. This split between land uses B1 (12.5%), B2 (37.5%) and B8 (50%) as agreed with BDC
Land off the A57 Appleyhead	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	118.0	392,980	0	78,596	314,384	Land Uses Split as per TA provided by BDC
Land at Steetley	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	46.5	21,500	0	21,500	0	TA states 21,500sqm B2 employment use
High Marnham Power Station	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	37.6	150,400	18,800	56,400	75,200	40% of GFA developable. This split between land uses B1 (12.5%), B2 (37.5%) and B8 (50%) as agreed with BDC
Welbeck Colliery	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	19.0	12,578	2,885	6,462	3,231	TA states 2,885 sqm B1, 6,462 sqm B2, 3,231 sqm B8 use
		Total	353.8	1,151,515	104,965	318,289	728,261	

GV Sites								
Gamston Airport GV	E02005849 : Bassetlaw 015	E02005846 : Bassetlaw 012	15.0	60,000	7,500	22,500	30,000	40% of GFA developable. This split between land uses B1 (12.5%), B2 (37.5%) and B8 (50%) as agreed with BDC

Employment AM Inbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Employment Floor Area - B1 (sqm)	Growth Scenario Employment Floor Area - B2 (sqm)	Growth Scenario Employment Floor Area - B8 (sqm)	Total AM Inbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	38,811	35,101	150,616	1,356	0	3	34	4	1,032	102	10	29	139	4
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	7,189	34,700	21,400	411	0	2	7	0	299	24	4	24	50	1
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	23,000	12,000	44,000	663	0	2	19	3	477	75	8	27	51	2
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	15,000	45,000	60,000	720	1	4	33	3	493	66	4	16	98	2
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	2,885	137,248	379,925	1,629	1	9	53	6	1,126	254	24	59	89	7
E02005849 : Bassetlaw 015	18,800	56,400	75,200	902	0	4	10	1	759	56	10	15	44	3
E02006903 : Bassetlaw 016	6,780	20,340	27,120	325	1	3	8	2	245	20	1	4	43	0
Total	112,465	340,789	758,261	6,008	4	28	163	18	4,431	597	60	173	514	20

Employment AM Outbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Employment Floor Area - B1 (sqm)	Growth Scenario Employment Floor Area - B2 (sqm)	Growth Scenario Employment Floor Area - B8 (sqm)	Total AM Outbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	38,811	35,101	150,616	230	0	1	6	1	175	17	2	5	24	1
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	7,189	34,700	21,400	103	0	1	2	0	75	6	1	6	13	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	23,000	12,000	44,000	98	0	0	3	0	70	11	1	4	7	0
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	15,000	45,000	60,000	160	0	1	7	1	109	15	1	4	22	0
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	2,885	137,248	379,925	468	0	3	15	2	324	73	7	17	26	2
E02005849 : Bassetlaw 015	18,800	56,400	75,200	200	0	1	2	0	168	12	2	3	10	1
E02006903 : Bassetlaw 016	6,780	20,340	27,120	72	0	1	2	0	54	4	0	1	10	0
Total	112,465	340,789	758,261	1,331	1	7	37	4	975	139	14	40	110	4

	Total Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Inbound	6,008	4	28	163	18	4,431	597	60	173	514	20
Outbound	1,331	1	7	37	4	975	139	14	40	110	4
2-Way	7,339	5	34	200	22	5,407	736	74	213	624	24

Employment Vehicle Trip Generation

Representative MSOA for Trip Generation/Distribution	Employment Floor Area (sqm) - B1	Employment Floor Area (sqm) - B2	Employment Floor Area (sqm) - B8	Vehicle Trips								
				AM			PM			Inter-Peak		
				Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	38,811	35,101	150,616	1,032	175	1,207	142	793	935	320	547	868
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	7,189	34,700	21,400	299	75	373	66	253	320	83	154	237
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	23,000	12,000	44,000	477	70	548	60	366	427	131	238	369
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	15,000	45,000	60,000	493	109	602	94	403	496	146	260	406
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	2,885	137,248	379,925	1,126	324	1,450	250	919	1,169	469	710	1,179
E02005849 : Bassetlaw 015	18,800	56,400	75,200	759	168	927	144	620	764	225	400	625
E02006903 : Bassetlaw 016	6,780	20,340	27,120	245	54	299	47	200	247	73	129	202
Total	112,465	340,789	758,261	4,431	975	5,407	803	3,555	4,358	1,447	2,439	3,886

Employment Vehicle Trip Generation by Settlement

Settlement	Net Floor Area (sqm) - B1	Net Floor Area (sqm) - B2	Net Floor Area (sqm) - B8	Representative MSOA	AM			PM			Inter-Peak		
					Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Worksop													
Carlton Forest	6,780	20,340	27,120	E02006903 : Bassetlaw 016	245	54	299	47	200	247	73	129	202
Gateford Common	19,000	0	0	E02005843 : Bassetlaw 009	301	32	332	30	228	258	66	135	201
A57 South of Manton	0	30,690	62,310	E02005848 : Bassetlaw 014	212	65	277	52	178	230	84	131	215
Shireoaks Common	4,000	12,000	44,000	E02005843 : Bassetlaw 009	177	39	216	30	138	169	65	103	168
Blyth Road East	710	0	0	E02005835 : Bassetlaw 001	12	1	13	1	9	10	3	5	8
Retford													
West of North Road (071)	5,350	16,050	21,400	E02005839 : Bassetlaw 005	186	41	228	35	152	188	55	98	154
Trinty Farm	1,839	18,650	0	E02005839 : Bassetlaw 005	112	33	146	31	101	132	27	56	83
Other													
Symertary Park (Blyth)	5,000	2,000	2,000	E02005835 : Bassetlaw 001	96	13	109	12	74	86	23	45	67
South of Snape Lane	33,101	33,101	148,616	E02005835 : Bassetlaw 001	924	161	1,085	129	710	839	295	497	793
Morton Garden Village	7,500	22,500	30,000	E02005846 : Bassetlaw 012	246	55	301	47	201	248	73	130	203
Land off the A57 Appleyhead	0	78,596	314,384	E02005848 : Bassetlaw 014	748	210	958	154	592	746	343	495	838
Land at Steetley	0	21,500	0	E02005848 : Bassetlaw 014	91	33	124	30	87	117	23	47	70
High Marnham Power Station	18,800	56,400	75,200	E02005849 : Bassetlaw 015	759	168	927	144	620	764	225	400	625
Welbeck Colliery	2,885	6,462	3,231	E02005848 : Bassetlaw 014	75	15	91	14	62	76	19	37	56
Totals	104,965	318,289	728,261		4,185	921	5,106	756	3,353	4,110	1,374	2,309	3,683

GV Sites													
Gamston Airport GV	7,500	22,500	30,000	E02005846 : Bassetlaw 012	246	55	301	47	201	248	73	130	203

TRICS Methodology

TRICS data has been derived using the largest sample of 'Multi Modal' data available within TRICS 7.6.2 in order to be as representative as possible (TRICS Good Practice Guide recommends a minimum of 20 sites). The only sites that were excluded from the analysis were sites in Greater London, Northern Ireland and the Republic of Ireland as these were considered to be unrepresentative.

The trip generation methodology applies the total 'Person Trip' rates obtained from TRICS and estimates modal share using observed modal splits derived from 2011 Census data. Modal splits are applied for each Middle Super Output Area (MSOA).

The TRICS 'Person Trip' rates have been checked for robustness using the mean/median 'cross-testing' methodology advocated in the TRICS Good Practice Guide (see following worksheets for details). Where the test reveals differences the higher of the two rates has been applied.

The use of average/median trip rates as opposed to 85th %ile trip rates is considered appropriate for this strategic study because there is no reason to suggest that employment/commercial sites within the Bassetlaw area are likely to exhibt higher trip rates than the average trip rates extracted from the TRICS database. On this basis the applied rates are considered to be robust.

TRICS 7.6.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-00:30										
00:30-01:00										
01:00-01:30										
01:30-02:00										
02:00-02:30										
02:30-03:00										
03:00-03:30										
03:30-04:00										
04:00-04:30										
04:30-05:00										
05:00-05:30										
05:30-06:00										
06:00-06:30										
06:30-07:00										
07:00-07:30	21	20440	0.231	21	20440	0.04	21	20440	0.271	
07:30-08:00	21	20440	0.595	21	20440	0.076	21	20440	0.671	
08:00-08:30	21	20440	0.814	21	20440	0.114	21	20440	0.928	
08:30-09:00	21	20440	0.999	21	20440	0.117	21	20440	1.116	Mean AM
09:00-09:30	21	20440	0.522	21	20440	0.126	21	20440	0.648	
09:30-10:00	21	20440	0.266	21	20440	0.111	21	20440	0.377	
10:00-10:30	21	20440	0.158	21	20440	0.108	21	20440	0.266	
10:30-11:00	21	20440	0.14	21	20440	0.101	21	20440	0.241	
11:00-11:30	21	20440	0.156	21	20440	0.124	21	20440	0.28	
11:30-12:00	21	20440	0.188	21	20440	0.154	21	20440	0.342	
12:00-12:30	21	20440	0.178	21	20440	0.287	21	20440	0.465	
12:30-13:00	21	20440	0.226	21	20440	0.251	21	20440	0.477	
13:00-13:30	21	20440	0.257	21	20440	0.256	21	20440	0.513	Inter-Peak
13:30-14:00	21	20440	0.227	21	20440	0.177	21	20440	0.404	
14:00-14:30	21	20440	0.156	21	20440	0.168	21	20440	0.324	
14:30-15:00	21	20440	0.126	21	20440	0.174	21	20440	0.3	
15:00-15:30	21	20440	0.114	21	20440	0.233	21	20440	0.347	
15:30-16:00	21	20440	0.129	21	20440	0.253	21	20440	0.382	
16:00-16:30	21	20440	0.116	21	20440	0.42	21	20440	0.536	
16:30-17:00	21	20440	0.147	21	20440	0.536	21	20440	0.683	
17:00-17:30	21	20440	0.11	21	20440	0.816	21	20440	0.926	
17:30-18:00	21	20440	0.068	21	20440	0.618	21	20440	0.686	Mean PM
18:00-18:30	21	20440	0.055	21	20440	0.417	21	20440	0.472	
18:30-19:00	21	20440	0.034	21	20440	0.254	21	20440	0.288	
19:00-19:30										
19:30-20:00										
20:00-20:30										
20:30-21:00										
21:00-21:30										
21:30-22:00										
22:00-22:30										
22:30-23:00										
23:00-23:30										
23:30-24:00										
Daily Trip Rates:			6.012			5.931			11.943	

TRICS 7.6.2
Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Ranking Type: TOTALS Time Range: 08:00-09:00
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WO-02-B-02	BUSINESS PARK	NEAR BROMSGROVE	4187	Tuesday	26/06/2018	5.374	0.191	5.565
2	CF-02-B-06	BUSINESS PARK	CARDIFF	1642	Monday	12/03/2018	4.141	0.548	4.689
3	EX-02-B-01	BUSINESS PARK	COLCHESTER	2900	Friday	18/05/2018	2.655	0.724	3.379
4	SH-02-B-04	BUSINESS PARK	TELFORD	10175	Thursday	24/10/2013	2.811	0.246	3.057
5	NF-02-B-02	BUSINESS PARK	NORWICH	7400	Thursday	17/05/2007	2.635	0.392	3.027
6	EB-02-B-03	BUSINESS PARK	EDINBURGH	6675	Tuesday	01/05/2007	2.787	0.120	2.907
7	NT-02-B-01	BUSINESS PARK	NOTTINGHAM	2321	Thursday	17/05/2007	2.499	0.388	2.887
8	TW-02-B-03	BUSINESS PARK	SUNDERLAND	77513	Thursday	09/10/2008	2.405	0.320	2.725
9	ST-02-B-04	BUSINESS PARK	STAFFORD	20760	Wednesday	22/11/2017	2.404	0.140	2.544
10	DV-02-B-01	BUSINESS PARK	EXETER	1500	Wednesday	05/07/2017	2.200	0.267	2.467
11	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	55000	Friday	18/10/2013	2.202	0.178	2.380
12	FA-02-B-02	BUSINESS PARK	FALKIRK	16000	Friday	31/05/2013	2.125	0.181	2.306
13	DC-02-B-01	BUSINESS PARK	POOLE	1570	Thursday	17/07/2008	2.166	0.127	2.293
14	LN-02-B-02	BUSINESS PARK	LINCOLN	5000	Thursday	25/06/2015	1.600	0.600	2.200
15	EX-02-B-02	BUSINESS PARK	COLCHESTER	4083	Friday	18/05/2018	1.421	0.612	2.033
16	SH-02-B-03	BUSINESS CENTRE	TELFORD	1300	Tuesday	16/06/2009	1.385	0.308	1.693
17	CA-02-B-03	SCIENCE PARK	CAMBRIDGE	142687	Friday	06/10/2017	1.309	0.230	1.539
18	SC-02-B-03	BUSINESS PARK	FRIMLEY	20160	Tuesday	27/11/2012	1.374	0.124	1.498
19	CF-02-B-07	BUSINESS PARK	CARDIFF	15930	Tuesday	13/03/2018	1.174	0.144	1.318
20	TW-02-B-02	BUSINESS PARK	NORTH SHIELDS	27142	Friday	10/10/2008	0.711	0.107	0.818
21	CF-02-B-04	BUSINESS PARK	CARDIFF	5300	Friday	05/05/2017	0.528	0.170	0.698

	Arrivals	Departures	2-Way
85th percentile	2.787	0.548	3.057
Mean	1.813	0.231	2.044
Median	2.200	0.230	2.380
Difference between mean and median	-0.387	0.001	-0.336
	-21.3%	0.4%	-16.4%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.6.2
Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Ranking Type: TOTALS Time Range: 17:00-18:00
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WO-02-B-02	BUSINESS PARK	NEAR BROMSGROVE	4187	Tuesday	43277	0.239	5.565	5.804
2	CF-02-B-06	BUSINESS PARK	CARDIFF	1642	Monday	43171	0.426	4.446	4.872
3	EB-02-B-03	BUSINESS PARK	EDINBURGH	6675	Tuesday	39203	0.36	2.801	3.161
4	EX-02-B-02	BUSINESS PARK	COLCHESTER	4083	Friday	43238	1.47	1.567	3.037
5	DC-02-B-01	BUSINESS PARK	POOLE	1570	Thursday	39646	0.701	2.293	2.994
6	NF-02-B-02	BUSINESS PARK	NORWICH	7400	Thursday	39219	0.405	2.568	2.973
7	EX-02-B-01	BUSINESS PARK	COLCHESTER	2900	Friday	43238	0.483	2.379	2.862
8	NT-02-B-01	BUSINESS PARK	NOTTINGHAM	2321	Thursday	39219	0.259	2.154	2.413
9	TW-02-B-03	BUSINESS PARK	SUNDERLAND	77513	Thursday	39730	0.27	2.068	2.338
10	ST-02-B-04	BUSINESS PARK	STAFFORD	20760	Wednesday	43061	0.135	1.888	2.023
11	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	55000	Friday	41565	0.167	1.669	1.836
12	DV-02-B-01	BUSINESS PARK	EXETER	1500	Wednesday	42921	0.133	1.667	1.8
13	SH-02-B-04	BUSINESS PARK	TELFORD	10175	Thursday	41571	0.069	1.622	1.691
14	SH-02-B-03	BUSINESS CENTRE	TELFORD	1300	Tuesday	39980	0.154	1.308	1.462
15	CF-02-B-04	BUSINESS PARK	CARDIFF	5300	Friday	42860	0.377	1.038	1.415
16	SC-02-B-03	BUSINESS PARK	FRIMLEY	20160	Tuesday	41240	0.144	1.265	1.409
17	FA-02-B-02	BUSINESS PARK	FALKIRK	16000	Friday	41425	0.113	1.294	1.407
18	LN-02-B-02	BUSINESS PARK	LINCOLN	5000	Thursday	42180	0.22	0.9	1.12
19	CA-02-B-03	SCIENCE PARK	CAMBRIDGE	142687	Friday	43014	0.109	0.953	1.062
20	CF-02-B-07	BUSINESS PARK	CARDIFF	15930	Tuesday	43172	0.063	0.766	0.829
21	TW-02-B-02	BUSINESS PARK	NORTH SHIELDS	27142	Friday	10/10/2008	0.070	0.339	0.409

	Arrivals	Departures	2-Way
85th percentile	0.426	2.568	3.037
Mean	0.178	1.434	1.612
Median	0.220	1.667	1.836
Difference between mean and median	-0.042	-0.233	-0.224
	-23.6%	-16.2%	-13.9%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.6.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-00:30										
00:30-01:00										
01:00-01:30										
01:30-02:00										
02:00-02:30										
02:30-03:00										
03:00-03:30										
03:30-04:00										
04:00-04:30										
04:30-05:00										
05:00-05:30										
05:30-06:00										
06:00-06:30										
06:30-07:00										
07:00-07:30	30	53062	0.065	30	53062	0.018	30	53062	0.083	
07:30-08:00	30	53062	0.121	30	53062	0.032	30	53062	0.153	
08:00-08:30	30	53062	0.129	30	53062	0.042	30	53062	0.171	
08:30-09:00	30	53062	0.105	30	53062	0.046	30	53062	0.151	Mean AM
09:00-09:30	30	53062	0.089	30	53062	0.048	30	53062	0.137	
09:30-10:00	30	53062	0.077	30	53062	0.05	30	53062	0.127	
10:00-10:30	30	53062	0.068	30	53062	0.057	30	53062	0.125	
10:30-11:00	30	53062	0.065	30	53062	0.053	30	53062	0.118	
11:00-11:30	30	53062	0.062	30	53062	0.055	30	53062	0.117	
11:30-12:00	30	53062	0.066	30	53062	0.069	30	53062	0.135	
12:00-12:30	30	53062	0.065	30	53062	0.076	30	53062	0.141	
12:30-13:00	30	53062	0.07	30	53062	0.077	30	53062	0.147	
13:00-13:30	30	53062	0.075	30	53062	0.07	30	53062	0.145	
13:30-14:00	30	53062	0.089	30	53062	0.068	30	53062	0.157	
14:00-14:30	30	53062	0.066	30	53062	0.092	30	53062	0.158	Inter-Peak
14:30-15:00	30	53062	0.06	30	53062	0.073	30	53062	0.133	
15:00-15:30	30	53062	0.053	30	53062	0.091	30	53062	0.144	
15:30-16:00	30	53062	0.058	30	53062	0.078	30	53062	0.136	
16:00-16:30	30	53062	0.06	30	53062	0.099	30	53062	0.159	
16:30-17:00	30	53062	0.057	30	53062	0.097	30	53062	0.154	
17:00-17:30	30	53062	0.041	30	53062	0.134	30	53062	0.175	
17:30-18:00	30	53062	0.036	30	53062	0.095	30	53062	0.131	Mean PM
18:00-18:30	30	53062	0.026	30	53062	0.059	30	53062	0.085	
18:30-19:00	30	53062	0.028	30	53062	0.036	30	53062	0.064	
19:00-19:30										
19:30-20:00										
20:00-20:30										
20:30-21:00										
21:00-21:30										
21:30-22:00										
22:00-22:30										
22:30-23:00										
23:00-23:30										
23:30-24:00										
Daily Trip Rates:			1.631			1.615			3.246	

TRICS 7.6.2
Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Ranking Type: TOTALS Time Range: 08:00-09:00
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WY-02-D-07	INDUSTRIAL ESTATE	CASTLEFORD	3191	Monday	15/05/2017	2.256	1.786	4.042
2	WM-02-D-03	INDUSTRIAL ESTATE	STOURBRIDGE	1138	Tuesday	28/11/2017	2.373	0.000	2.373
3	ES-02-D-07	INDUSTRIAL ESTATE	BRIGHTON	6625	Thursday	16/10/2014	1.570	0.755	2.325
4	CA-02-D-04	INDUSTRIAL ESTATE	PETERBOROUGH	4133	Tuesday	02/12/2014	1.379	0.750	2.129
5	DV-02-D-07	INDUSTRIAL ESTATE	EXETER	3600	Monday	03/07/2017	0.917	0.917	1.834
6	CM-02-D-03	WORKSHOPS	AMMANFORD	2900	Tuesday	14/10/2014	1.000	0.759	1.759
7	EX-02-D-05	INDUSTRIAL ESTATE	COLCHESTER	7280	Friday	18/05/2018	1.044	0.577	1.621
8	EX-02-D-04	INDUSTRIAL ESTATE	WITHAM	37130	Thursday	43230	1.252	0.269	1.521
9	VG-02-D-01	INDUSTRIAL ESTATE	BARRY	13091	Monday	42863	1.092	0.382	1.474
10	WY-02-D-05	INDUSTRIAL ESTATE	CASTLEFORD	1776	Monday	42877	0.901	0.563	1.464
11	NY-02-D-02	INDUSTRIAL ESTATE	RICHMOND	35183	Tuesday	43536	1.009	0.441	1.450
12	ES-02-D-06	INDUSTRIAL ESTATE	EASTBOURNE	7525	Monday	41568	1.116	0.292	1.408
13	WO-02-D-03	INDUSTRIAL ESTATE	EVESHAM	84575	Tuesday	43277	1.003	0.161	1.164
14	WL-02-D-02	INDUSTRIAL ESTATE	SWINDON	10000	Tuesday	42633	0.790	0.300	1.090
15	CW-02-D-03	IND. ESTATE	NEAR PENZANCE	36500	Monday	40819	0.658	0.430	1.088
16	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK	21250	Thursday	41424	0.485	0.471	0.956
17	HE-02-D-02	BUSINESS PARK	HEREFORD	5214	Tuesday	41569	0.479	0.269	0.748
18	TW-02-D-08	INDUSTRIAL ESTATE	SUNDERLAND	8310	Tuesday	42829	0.566	0.120	0.686
19	WM-02-D-02	INDUSTRIAL ESTATE	BIRMINGHAM	23480	Wednesday	41220	0.405	0.166	0.571
20	WY-02-D-08	INDUSTRIAL ESTATE	HALIFAX	11305	Wednesday	43390	0.354	0.168	0.522
21	KC-02-D-02	INDUSTRIAL ESTATE	DEAL	10715	Wednesday	41241	0.429	0.047	0.476
22	WY-02-D-06	INDUSTRIAL ESTATE (PART)	CASTLEFORD	4328	Tuesday	42878	0.347	0.116	0.463
23	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL	18128	Friday	41607	0.265	0.177	0.442
24	AG-02-D-02	INDUSTRIAL ESTATE	ARBROATH	78500	Tuesday	42850	0.180	0.131	0.311
25	EX-02-D-03	INDUSTRIAL ESTATE	COLCHESTER	4876	Friday	43238	0.164	0.144	0.308
26	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL	18018	Friday	41607	0.266	0.000	0.266
27	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK	1250	Friday	41425	0.080	0.160	0.240
28	LC-02-D-05	INDUSTRIAL ESTATE	BLACKBURN	7020	Tuesday	41429	0.142	0.085	0.227
29	WK-02-D-01	INDUSTRIAL ESTATE	RUGBY	150564	Wednesday	43278	0.123	0.038	0.161
30	WK-02-D-02	INDUSTRIAL ESTATE	RUGBY	974258	Wednesday	43278	0.029	0.011	0.040

	Arrivals	Departures	2-Way
85th percentile	1.204	0.689	1.808
Mean	0.234	0.088	0.322
Median	0.612	0.223	1.022
Difference between mean and median	-0.378	-0.135	-0.700
	-161.5%	-153.4%	-217.4%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.6.2
Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Ranking Type: TOTALS Time Range: 17:00-18:00
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WY-02-D-08	INDUSTRIAL ESTATE	HALIFAX	11305	Wednesday	17/10/2018	1.150	1.663	2.813
2	EX-02-D-03	INDUSTRIAL ESTATE	COLCHESTER	4876	Friday	18/05/2018	0.595	1.641	2.236
3	CA-02-D-04	INDUSTRIAL ESTATE	PETERBOROUGH	4133	Tuesday	02/12/2014	0.653	1.210	1.863
4	WY-02-D-07	INDUSTRIAL ESTATE	CASTLEFORD	3191	Monday	15/05/2017	0.658	1.160	1.818
5	WM-02-D-03	INDUSTRIAL ESTATE	STOURBRIDGE	1138	Tuesday	28/11/2017	0.000	1.670	1.670
6	VG-02-D-01	INDUSTRIAL ESTATE	BARRY	13091	Monday	08/05/2017	0.695	0.947	1.642
7	EX-02-D-04	INDUSTRIAL ESTATE	WITHAM	37130	Thursday	10/05/2018	0.304	1.234	1.538
8	DV-02-D-07	INDUSTRIAL ESTATE	EXETER	3600	Monday	03/07/2017	0.333	1.194	1.527
9	NY-02-D-02	INDUSTRIAL ESTATE	RICHMOND	35183	Tuesday	12/03/2019	0.404	1.020	1.424
10	CM-02-D-03	WORKSHOPS	AMMANFORD	2900	Tuesday	14/10/2014	0.517	0.828	1.345
11	ES-02-D-06	INDUSTRIAL ESTATE	EASTBOURNE	7525	Monday	21/10/2013	0.266	1.023	1.289
12	WO-02-D-03	INDUSTRIAL ESTATE	EVESHAM	84575	Tuesday	26/06/2018	0.174	1.071	1.245
13	WY-02-D-05	INDUSTRIAL ESTATE	CASTLEFORD	1776	Monday	22/05/2017	0.450	0.732	1.182
14	EX-02-D-05	INDUSTRIAL ESTATE	COLCHESTER	7280	Friday	18/05/2018	0.563	0.604	1.167
15	HE-02-D-02	BUSINESS PARK	HEREFORD	5214	Tuesday	22/10/2013	0.211	0.652	0.863
16	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK	21250	Thursday	41424	0.344	0.504	0.848
17	WL-02-D-02	INDUSTRIAL ESTATE	SWINDON	10000	Tuesday	42633	0.190	0.560	0.750
18	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK	1250	Friday	41425	0.320	0.400	0.720
19	ES-02-D-07	INDUSTRIAL ESTATE	BRIGHTON	6625	Thursday	41928	0.151	0.543	0.694
20	CW-02-D-03	IND. ESTATE	NEAR PENZANCE	36500	Monday	40819	0.132	0.507	0.639
21	WM-02-D-02	INDUSTRIAL ESTATE	BIRMINGHAM	23480	Wednesday	41220	0.085	0.498	0.583
22	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL	18018	Friday	41607	0.100	0.372	0.472
23	TW-02-D-08	INDUSTRIAL ESTATE	SUNDERLAND	8310	Tuesday	42829	0.096	0.349	0.445
24	LC-02-D-05	INDUSTRIAL ESTATE	BLACKBURN	7020	Tuesday	41429	0.199	0.214	0.413
25	KC-02-D-02	INDUSTRIAL ESTATE	DEAL	10715	Wednesday	41241	0.019	0.345	0.364
26	AG-02-D-02	INDUSTRIAL ESTATE	ARBROATH	78500	Tuesday	42850	0.055	0.177	0.232
27	WY-02-D-06	INDUSTRIAL ESTATE (PART)	CASTLEFORD	4328	Tuesday	42878	0.000	0.231	0.231
28	WK-02-D-01	INDUSTRIAL ESTATE	RUGBY	150564	Wednesday	43278	0.043	0.123	0.166
29	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL	18128	Friday	41607	0.011	0.083	0.094
30	WK-02-D-02	INDUSTRIAL ESTATE	RUGBY	974258	Wednesday	43278	0.010	0.019	0.029

	Arrivals	Departures	2-Way
85th percentile	0.584	1.204	1.660
Mean	0.077	0.229	0.306
Median	0.205	0.582	0.856
Difference between mean and median	-0.128	-0.353	-0.550
	-166.2%	-154.1%	-179.6%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.6.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-00:30										
00:30-01:00										
01:00-01:30										
01:30-02:00										
02:00-02:30										
02:30-03:00										
03:00-03:30										
03:30-04:00										
04:00-04:30										
04:30-05:00										
05:00-05:30	1	2950	0	1	2950	0	1	2950	0	
05:30-06:00	1	2950	0.203	1	2950	0	1	2950	0.203	
06:00-06:30	1	2950	0.034	1	2950	0	1	2950	0.034	
06:30-07:00	1	2950	0.271	1	2950	0.034	1	2950	0.305	
07:00-07:30	4	30469	0.019	4	30469	0.01	4	30469	0.029	
07:30-08:00	4	30469	0.052	4	30469	0.013	4	30469	0.065	
08:00-08:30	4	30469	0.032	4	30469	0.013	4	30469	0.045	
08:30-09:00	4	30469	0.041	4	30469	0.011	4	30469	0.052	Mean AM
09:00-09:30	4	30469	0.054	4	30469	0.018	4	30469	0.072	
09:30-10:00	4	30469	0.057	4	30469	0.017	4	30469	0.074	
10:00-10:30	4	30469	0.019	4	30469	0.027	4	30469	0.046	
10:30-11:00	4	30469	0.007	4	30469	0.007	4	30469	0.014	
11:00-11:30	4	30469	0.016	4	30469	0.023	4	30469	0.039	
11:30-12:00	4	30469	0.017	4	30469	0.017	4	30469	0.034	
12:00-12:30	4	30469	0.026	4	30469	0.029	4	30469	0.055	
12:30-13:00	4	30469	0.021	4	30469	0.013	4	30469	0.034	
13:00-13:30	4	30469	0.057	4	30469	0.026	4	30469	0.083	
13:30-14:00	4	30469	0.105	4	30469	0.072	4	30469	0.177	
14:00-14:30	4	30469	0.014	4	30469	0.077	4	30469	0.091	Inter-Peak
14:30-15:00	4	30469	0.023	4	30469	0.034	4	30469	0.057	
15:00-15:30	4	30469	0.016	4	30469	0.03	4	30469	0.046	
15:30-16:00	4	30469	0.014	4	30469	0.031	4	30469	0.045	
16:00-16:30	4	30469	0.023	4	30469	0.036	4	30469	0.059	
16:30-17:00	4	30469	0.011	4	30469	0.046	4	30469	0.057	
17:00-17:30	4	30469	0.014	4	30469	0.033	4	30469	0.047	
17:30-18:00	4	30469	0.006	4	30469	0.04	4	30469	0.046	Mean PM
18:00-18:30	4	30469	0.013	4	30469	0.051	4	30469	0.064	
18:30-19:00	4	30469	0.007	4	30469	0.023	4	30469	0.03	
19:00-19:30	1	2950	0.203	1	2950	0.102	1	2950	0.305	
19:30-20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136	
20:00-20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068	
20:30-21:00	1	2950	0.068	1	2950	0.102	1	2950	0.17	
21:00-21:30										
21:30-22:00										
22:00-22:30										
22:30-23:00										
23:00-23:30										
23:30-24:00										
Daily Trip Rates:			1.511			1.071			2.582	

TRICS 7.6.2
Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Ranking Type: TOTALS Time Range: 08:00-09:00
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	EX-02-F-01	SPORTS SUPPLEMENTS	COLCHESTER	6560	Friday	18/05/2018	0.564	0.061	0.625
2	CB-02-F-01	DOMINO'S PIZZA	PENRITH	2950	Tuesday	10/06/2014	0.305	0.136	0.441
3	LN-02-F-01	BOOK SERVICE	GRANTHAM	32300	Monday	29/11/2010	0.077	0.012	0.089
4	TV-02-F-02	ARGOS WAREHOUSE	DARLINGTON	80066	Tuesday	07/10/2008	0.022	0.021	0.043

	Arrivals	Departures	2-Way
85th percentile	0.447	0.102	0.542
Mean	0.073	0.024	0.097
Median	0.191	0.041	0.265
Difference between mean and median	-0.118	-0.017	-0.168
	-161.6%	-70.8%	-173.2%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.6.2
Trip Rat Gross floor area

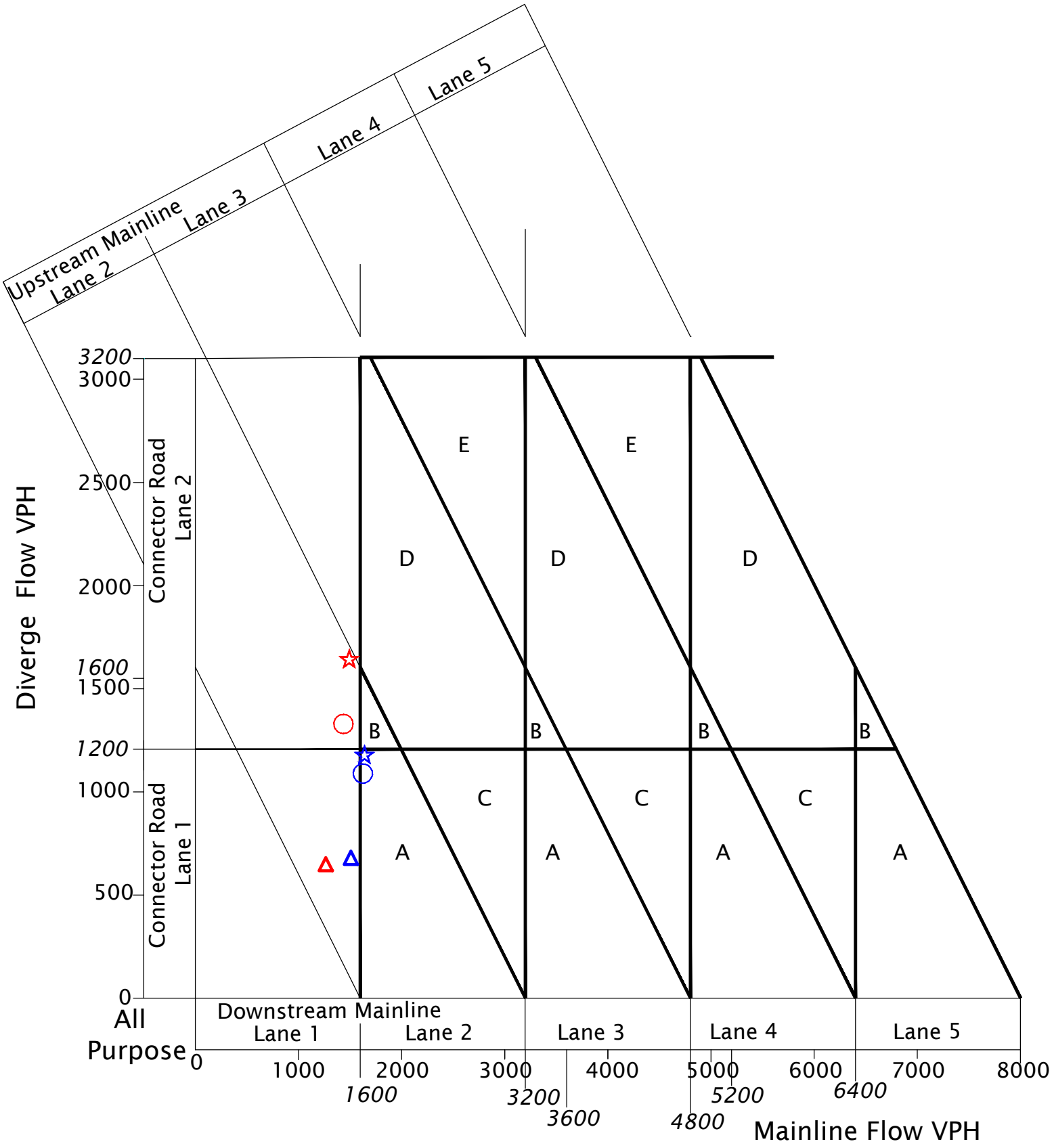
RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Ranking Type: TOTALS Time Range: 17:00-18:00
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	EX-02-F-01	SPORTS SUPPLEMENTS	COLCHESTER	6560	Friday	18/05/2018	0.015	0.473	0.488
2	CB-02-F-01	DOMINO'S PIZZA	PENRITH	2950	Tuesday	10/06/2014	0.034	0.203	0.237
3	TV-02-F-02	ARGOS WAREHOUSE	DARLINGTON	80066	Tuesday	07/10/2008	0.024	0.051	0.075
4	LN-02-F-01	BOOK SERVICE	GRANTHAM	32300	Monday	29/11/2010	0.009	0.034	0.043

	Arrivals	Departures	2-Way
85th percentile	0.030	0.352	0.375
Mean	0.020	0.073	0.093
Median	0.020	0.127	0.156
Difference between mean and median	0.001	-0.054	-0.063
	2.5%	-74.0%	-67.7%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

Appendix E – Merge/Diverge Assessments



Key :-

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- 2037 Reference - PM
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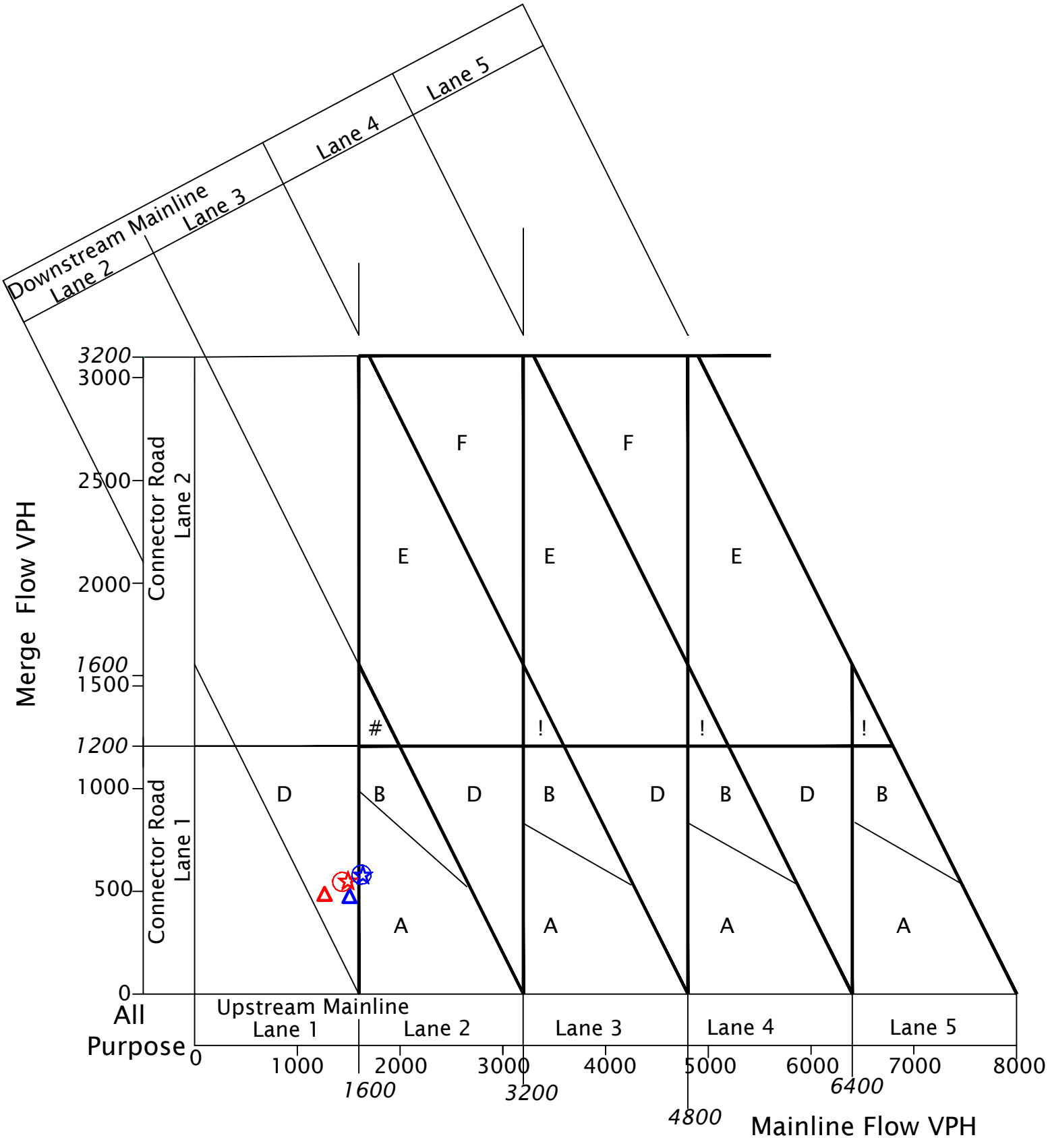
- 2037 + Development - PM
- 2037 + Development (MS) - AM
- 2037 + Development (MS) - PM

A1(T) Blyth Road Northbound Diverge



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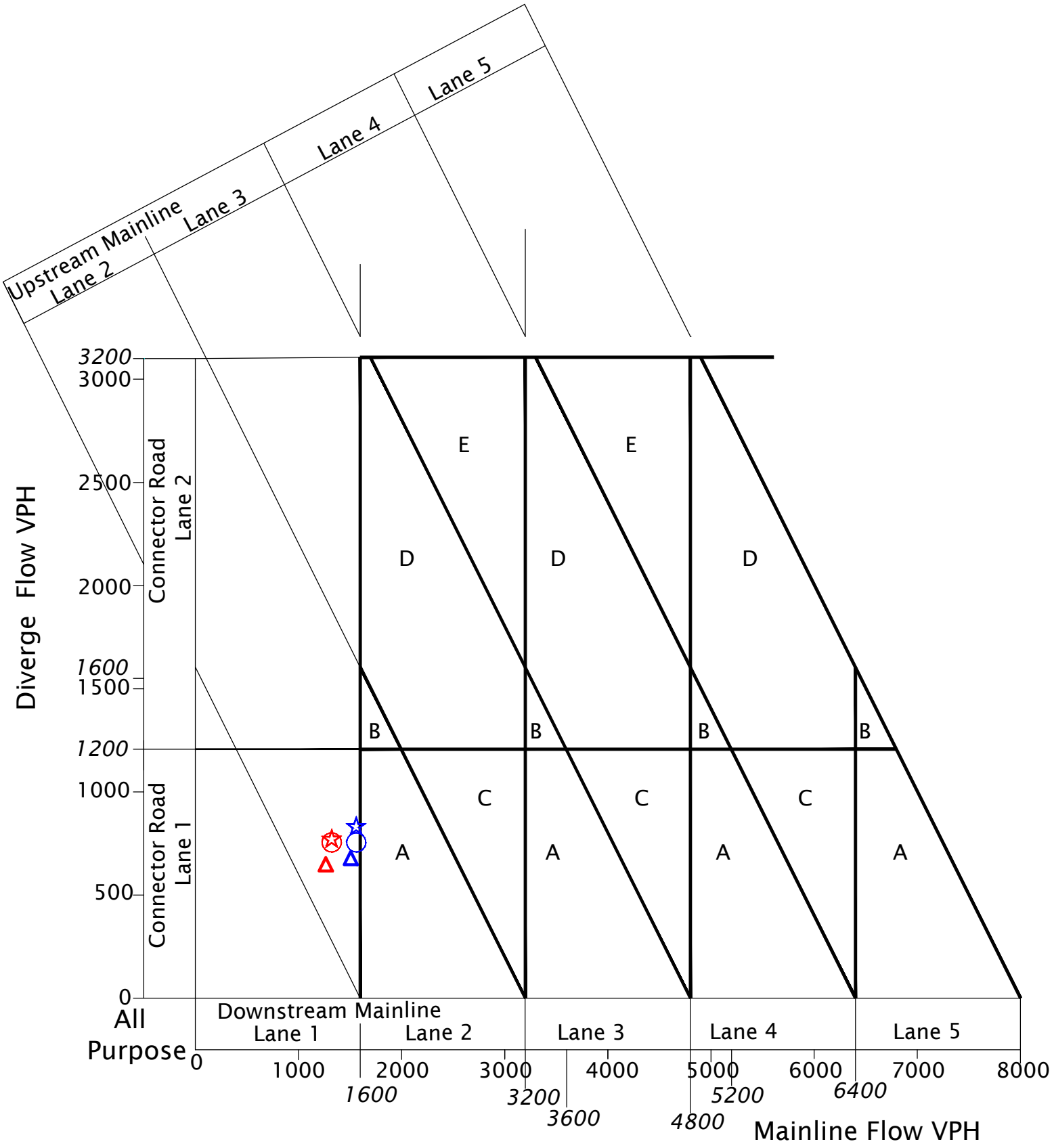
A1(T) Blyth Road Northbound Merge



Key :-

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- 2037 Reference - PM
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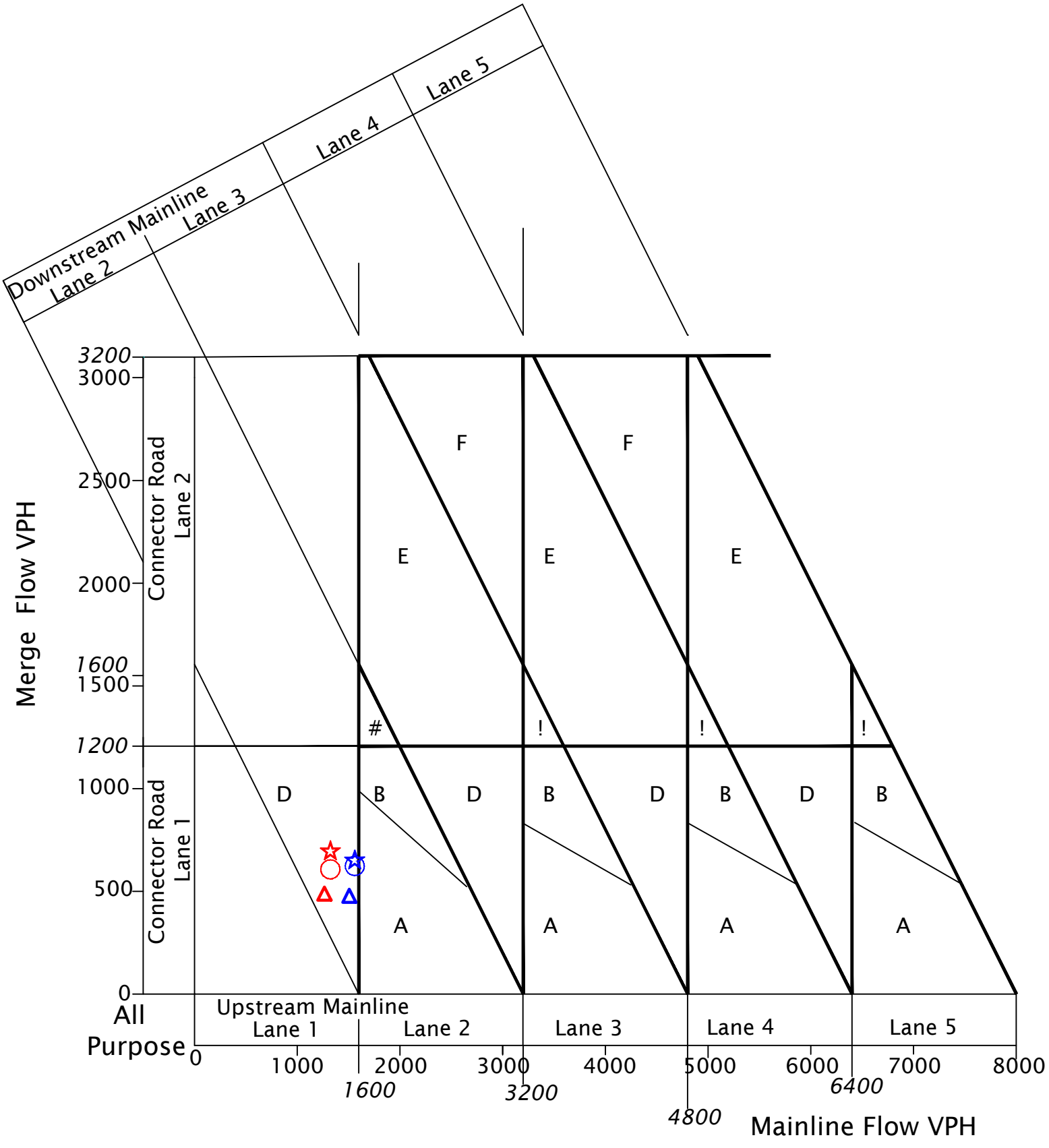
A1(T) Blyth Road Northbound Diverge



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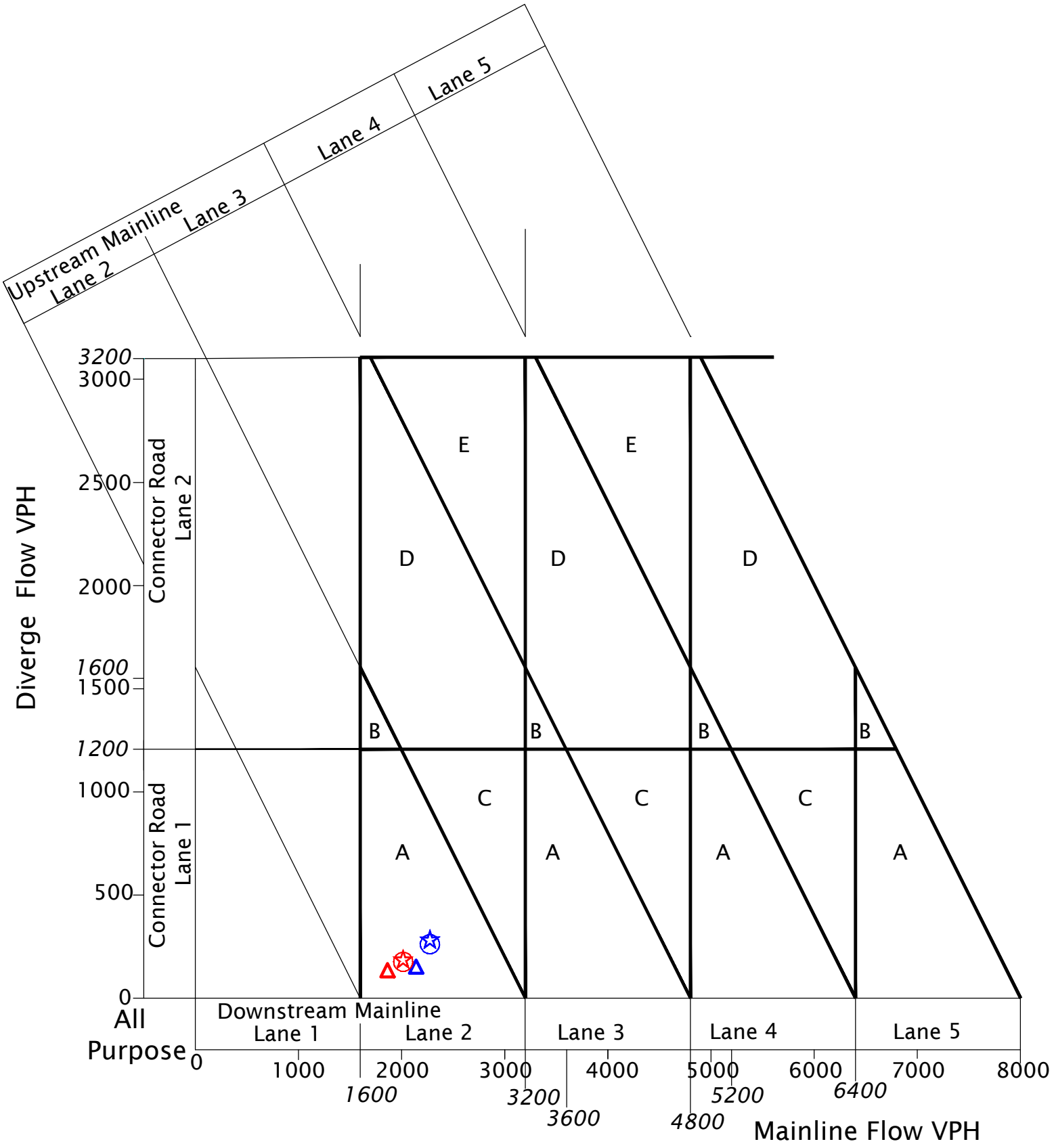
A1(T) Blyth Road Northbound Merge



Key :-

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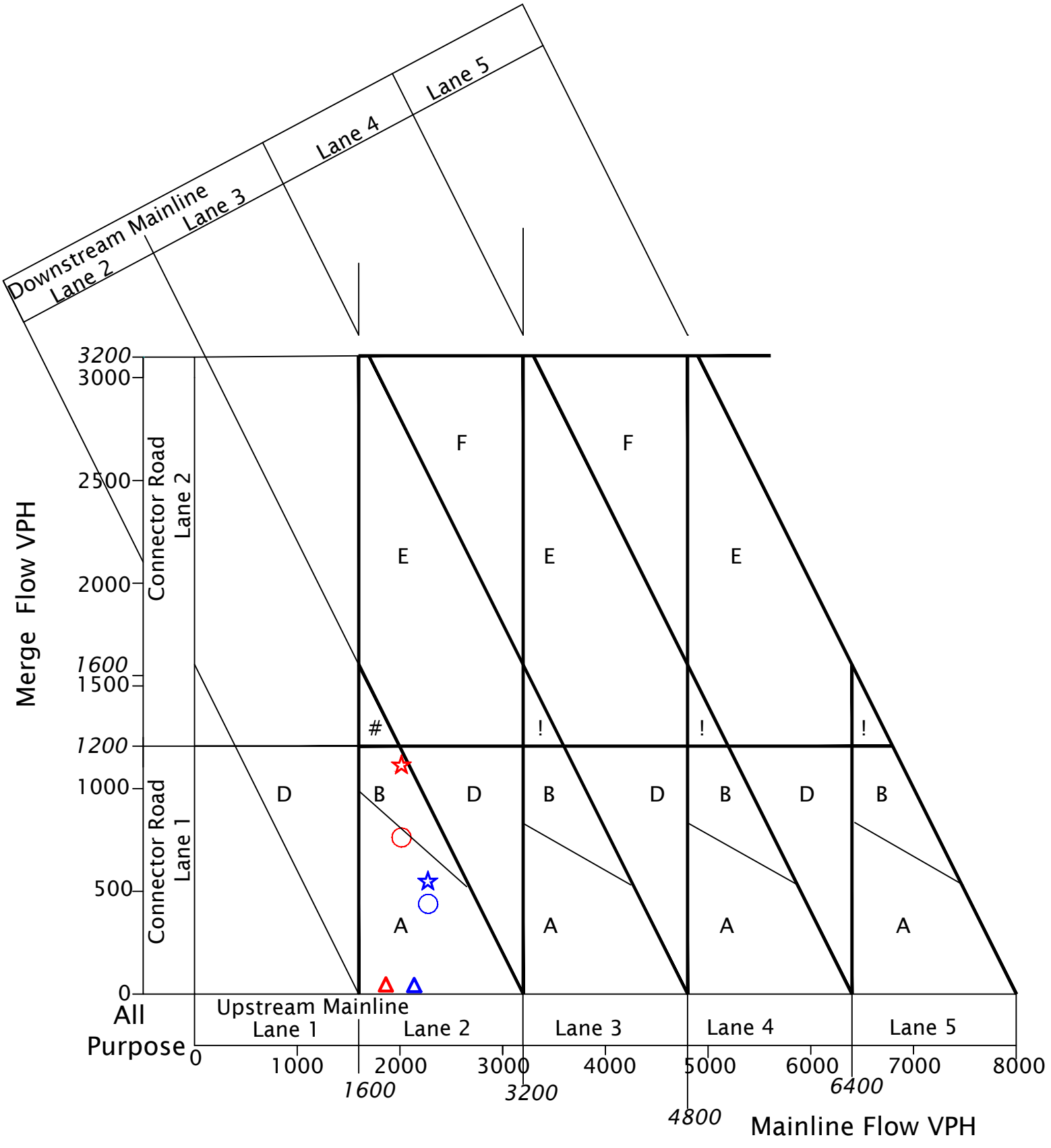
A1(T) Dover Bottom Northbound Diverge



Key :-

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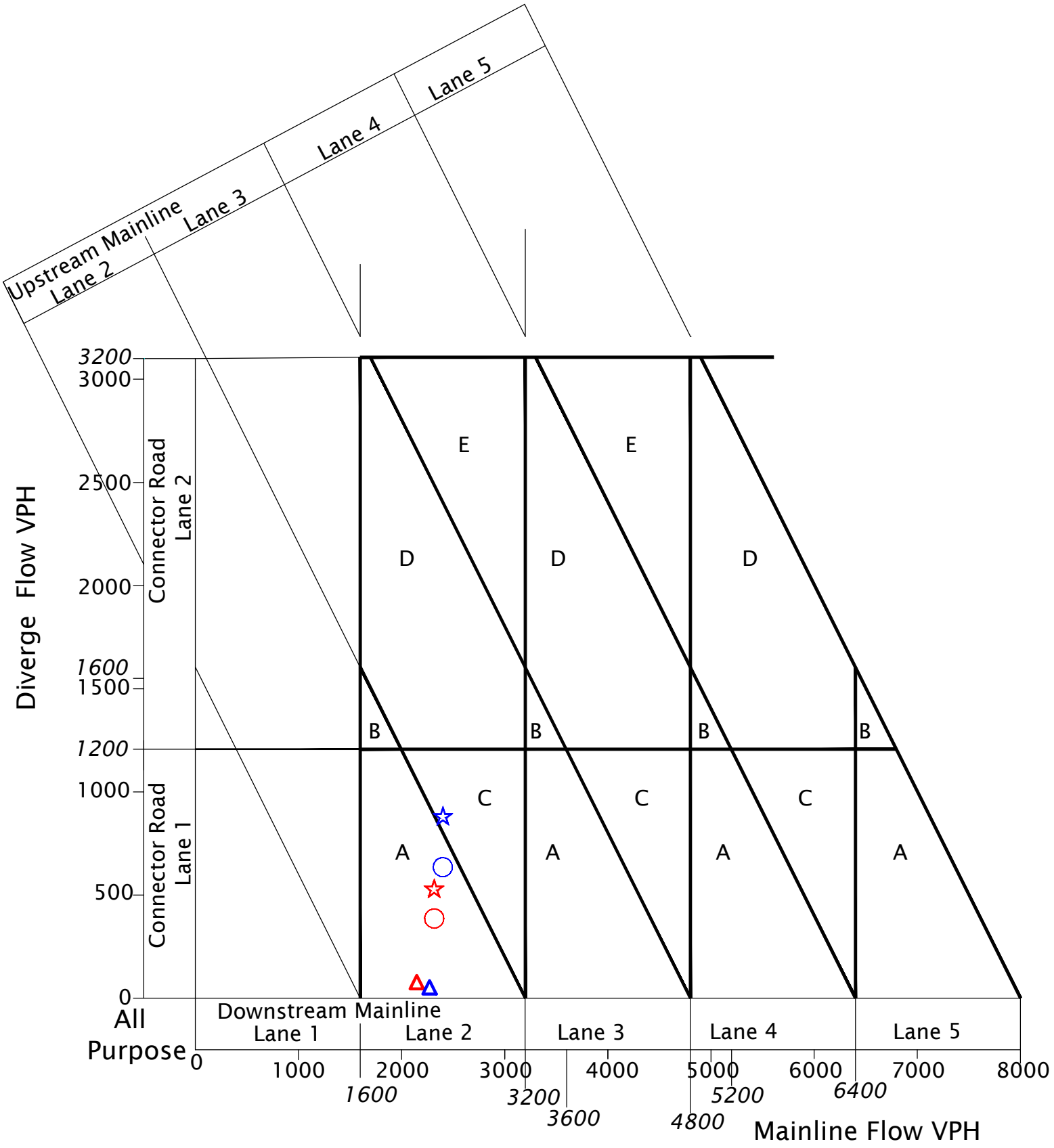
A1(T) Dover Bottom Northbound Merge



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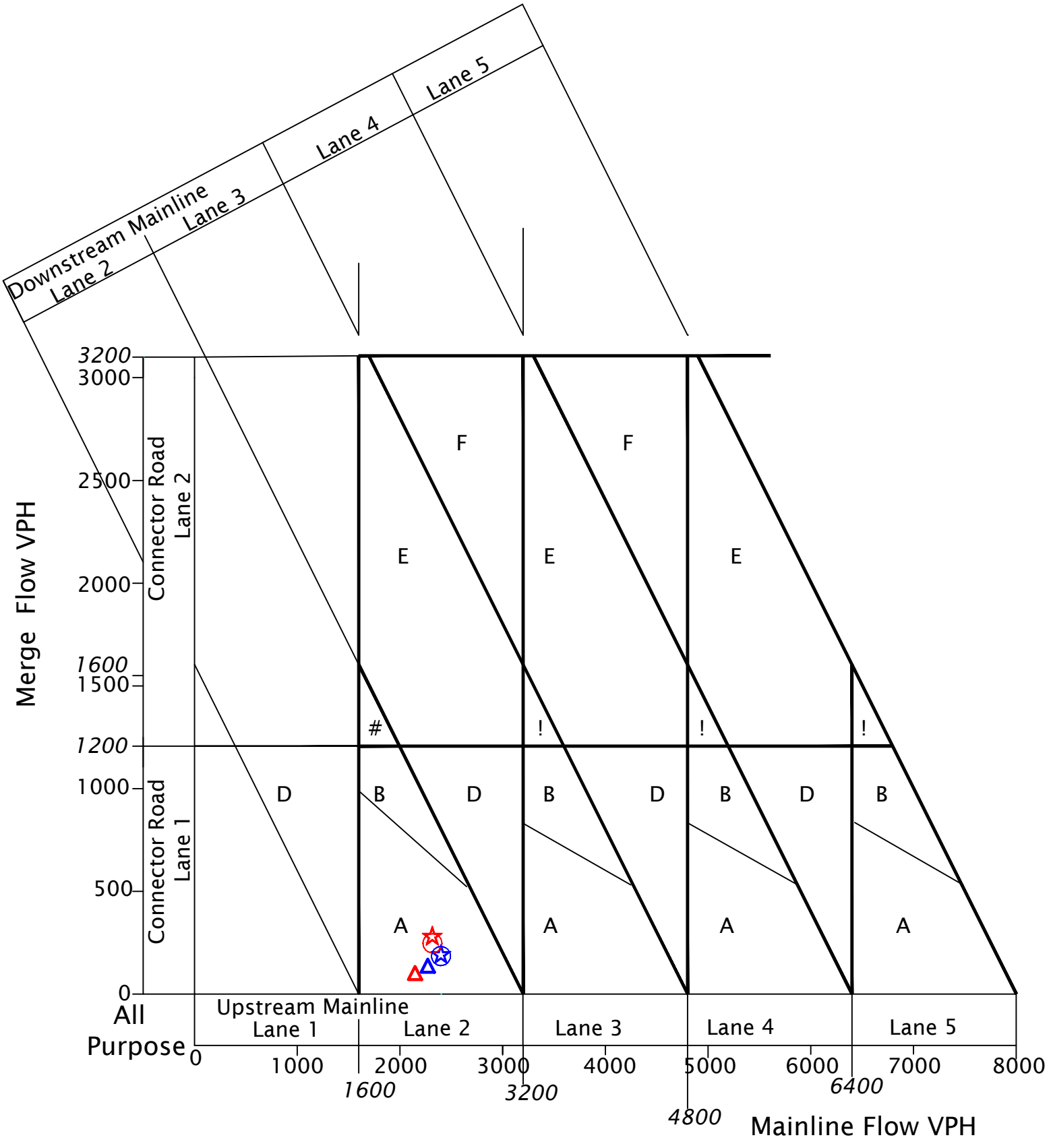
A1(T) Dover Bottom Southbound Diverge



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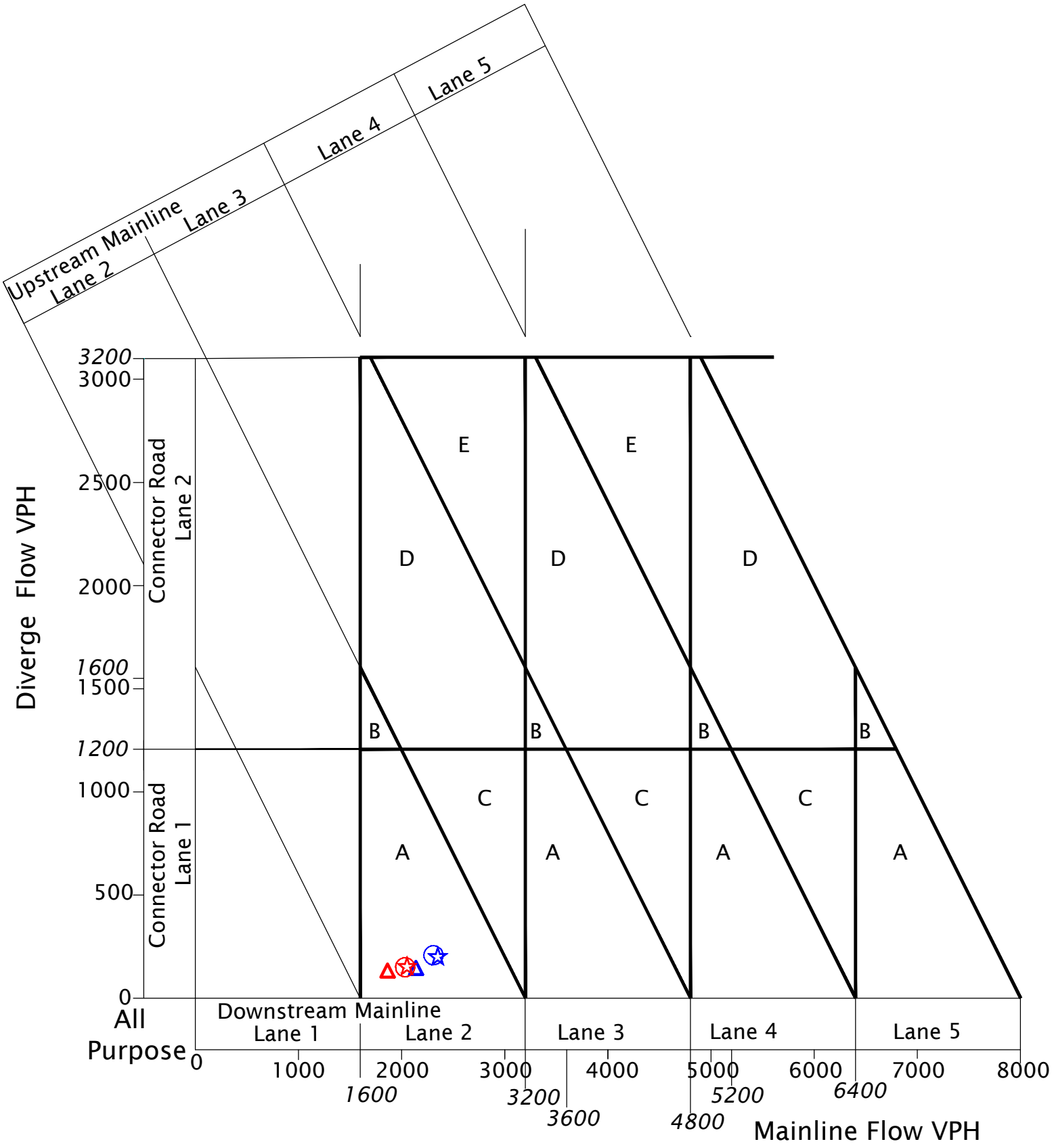
A1(T) Dover Bottom Southbound Merge



Key :-

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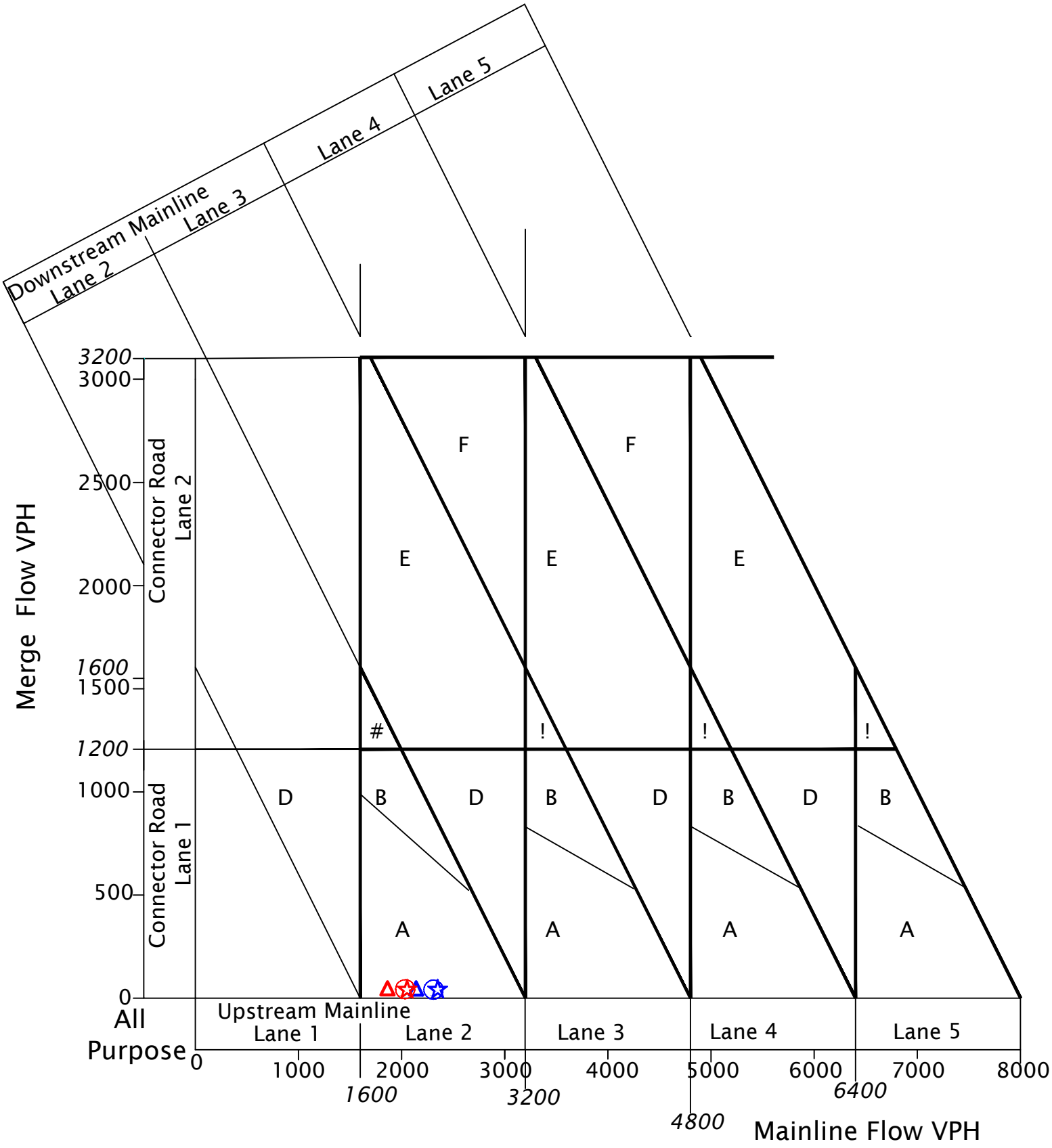
- 2037 + Development (MS) - AM
- 2037 + Development (MS) - PM

A1(T) Dover Bottom Northbound Diverge



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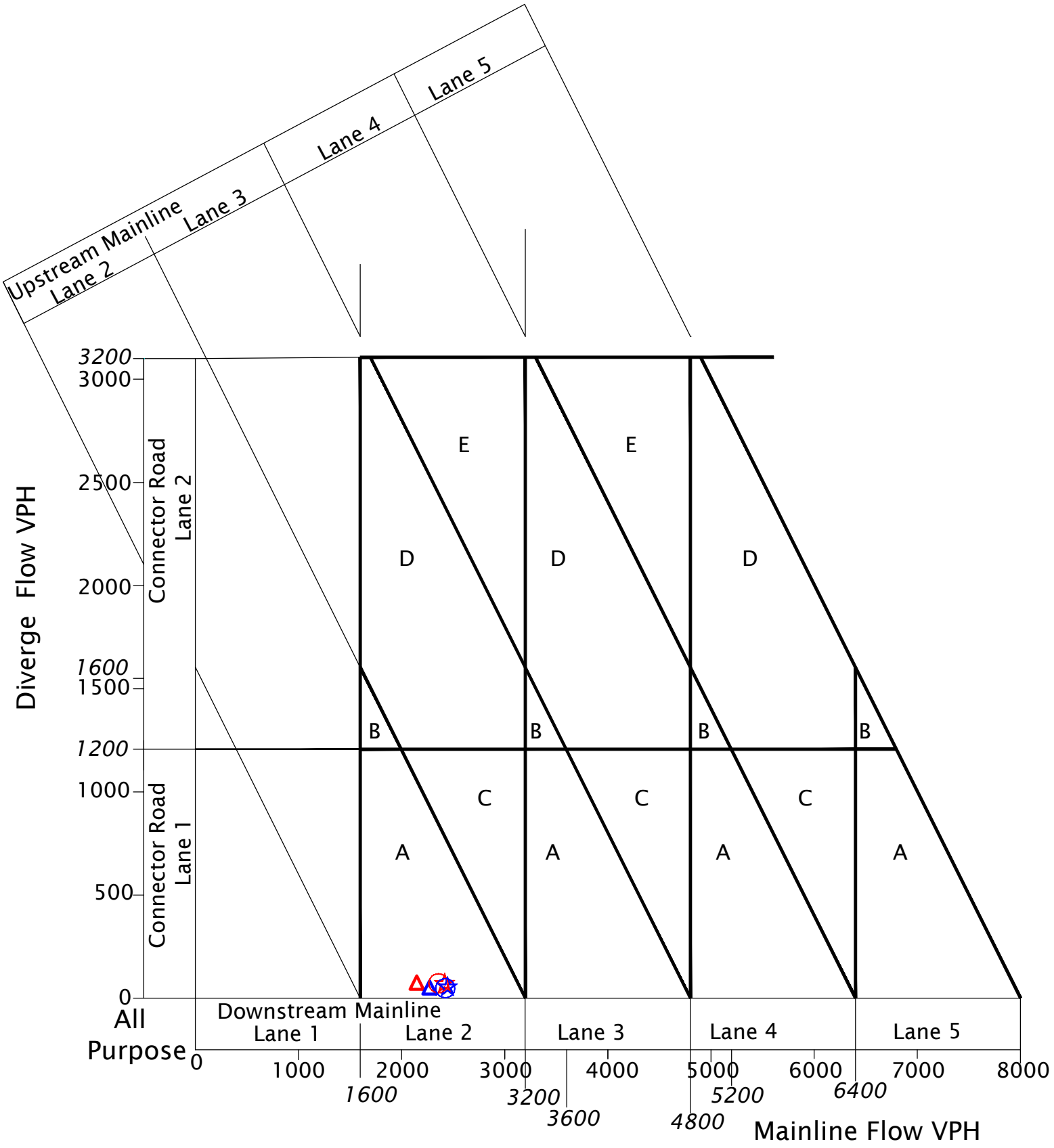
A1(T) Dover Bottom Northbound Merge



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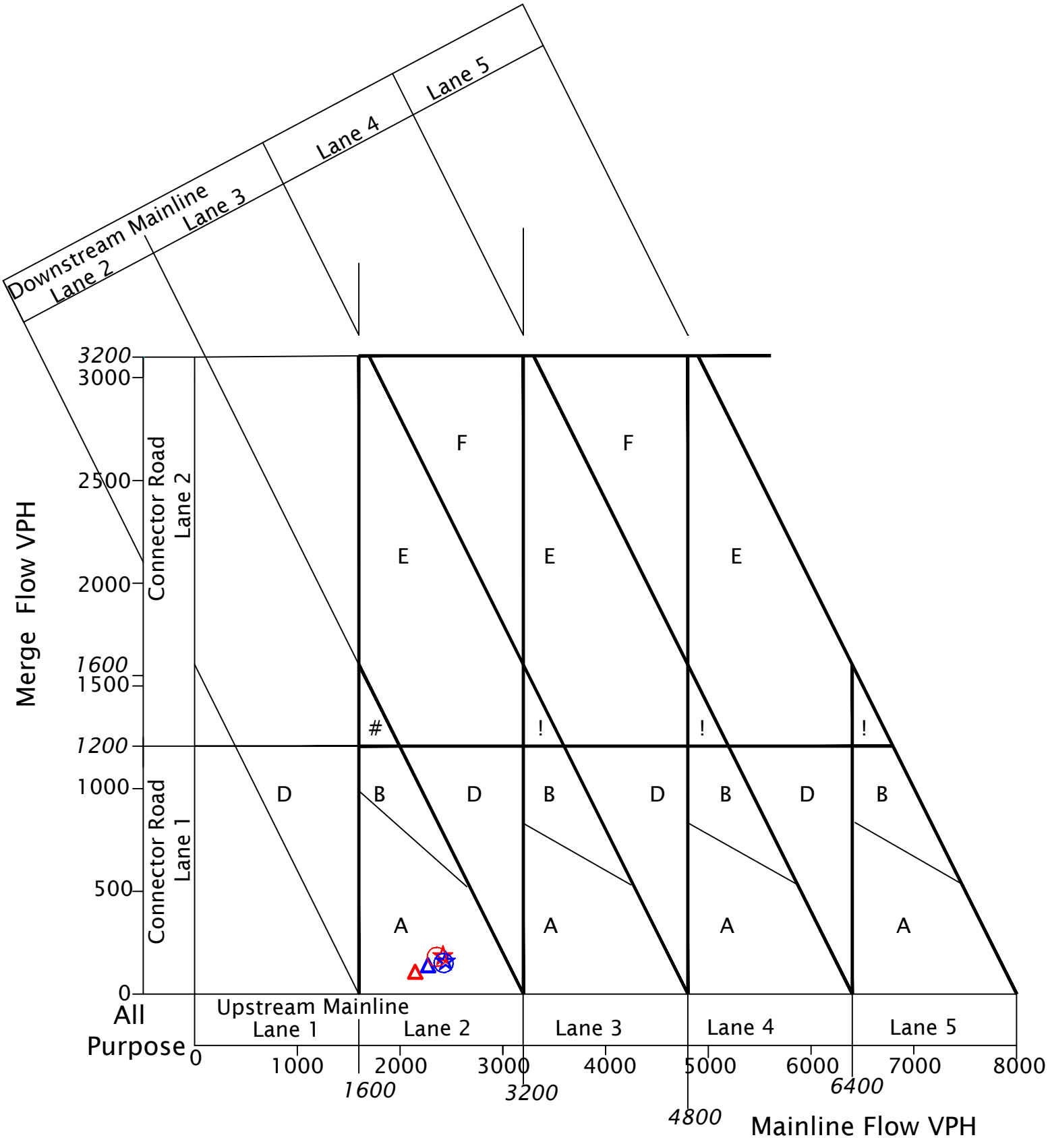
A1(T) Dover Bottom Southbound Diverge



Key :-

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- 2037 + Development (MS) - PM

A1(T) Dover Bottom Southbound Merge

Appendix F – Junction Capacity Assessments

Junction 1 - A60/A619

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Junction 1 A60 Priorities_Junctions 9.j9
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Report generation date: 16/10/2019 15:19:30

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV , PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - Give Way 1 - Stream B-AC	10.2	67.12	0.94	F	1.8	17.04	0.63	C	3.0	24.32	0.76	C
1 - Give Way 1 - Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-A	0.0	11.08	0.02	B	0.1	8.49	0.05	A	0.1	8.74	0.07	A
2 - Give Way 2 - Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-A	8.2	63.27	0.91	F	2.8	24.81	0.72	C	5.5	43.21	0.86	E
3 - Give Way 3 - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2037 Committed Only											
1 - Give Way 1 - Stream B-AC	53.0	276.88	1.14	F					31.0	169.40	1.07	F
1 - Give Way 1 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-A	0.1	11.93	0.04	B					0.2	9.72	0.13	A
2 - Give Way 2 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-A	24.7	156.04	1.04	F					15.6	106.94	0.99	F
3 - Give Way 3 - Stream C-AB	0.0	0.00	0.00	A					0.0	0.00	0.00	A
	2037 Committed + Allocated + Morton GV											
1 - Give Way 1 - Stream B-AC	209.4	1211.94	1.49	F					162.8	958.37	1.43	F
1 - Give Way 1 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-A	0.1	14.17	0.09	B					0.3	11.62	0.20	B
2 - Give Way 2 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-A	284.0	1838.39	1.67	F					163.6	1035.59	1.44	F
3 - Give Way 3 - Stream C-AB	0.0	0.00	0.00	A					0.0	0.00	0.00	A
	2037 Committed + Allocated + Gamston GV											
1 - Give Way 1 - Stream B-AC	208.3	1205.28	1.49	F					160.8	934.48	1.42	F
1 - Give Way 1 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-A	0.1	14.16	0.09	B					0.3	11.61	0.20	B
2 - Give Way 2 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A

3 - Give Way 3 - Stream B-A	284.0	1838.39	1.67	F					163.3	1033.62	1.44	F
3 - Give Way 3 - Stream C-AB	0.0	0.00	0.00	A					0.0	0.00	0.00	A
	2037 Committed + Allocated + Morton GV Modal Shift											
1 - Give Way 1 - Stream B-AC	201.3	1155.89	1.48	F					150.4	869.23	1.40	F
1 - Give Way 1 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-A	0.1	13.75	0.08	B					0.3	11.48	0.20	B
2 - Give Way 2 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-A	174.1	1125.81	1.47	F					134.1	846.37	1.38	F
3 - Give Way 3 - Stream C-AB	0.0	0.00	0.00	A					0.0	0.00	0.00	A
	2037 Committed + Allocated + Gamston GV Modal Shift											
1 - Give Way 1 - Stream B-AC	202.8	1167.41	1.48	F					154.3	894.26	1.41	F
1 - Give Way 1 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
2 - Give Way 2 - Stream B-A	0.1	13.92	0.08	B					0.3	11.54	0.20	B
2 - Give Way 2 - Stream C-B	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-C	0.0	0.00	0.00	A					0.0	0.00	0.00	A
3 - Give Way 3 - Stream B-A	217.9	1434.78	1.56	F					147.9	925.75	1.41	F
3 - Give Way 3 - Stream C-AB	0.0	0.00	0.00	A					0.0	0.00	0.00	A

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

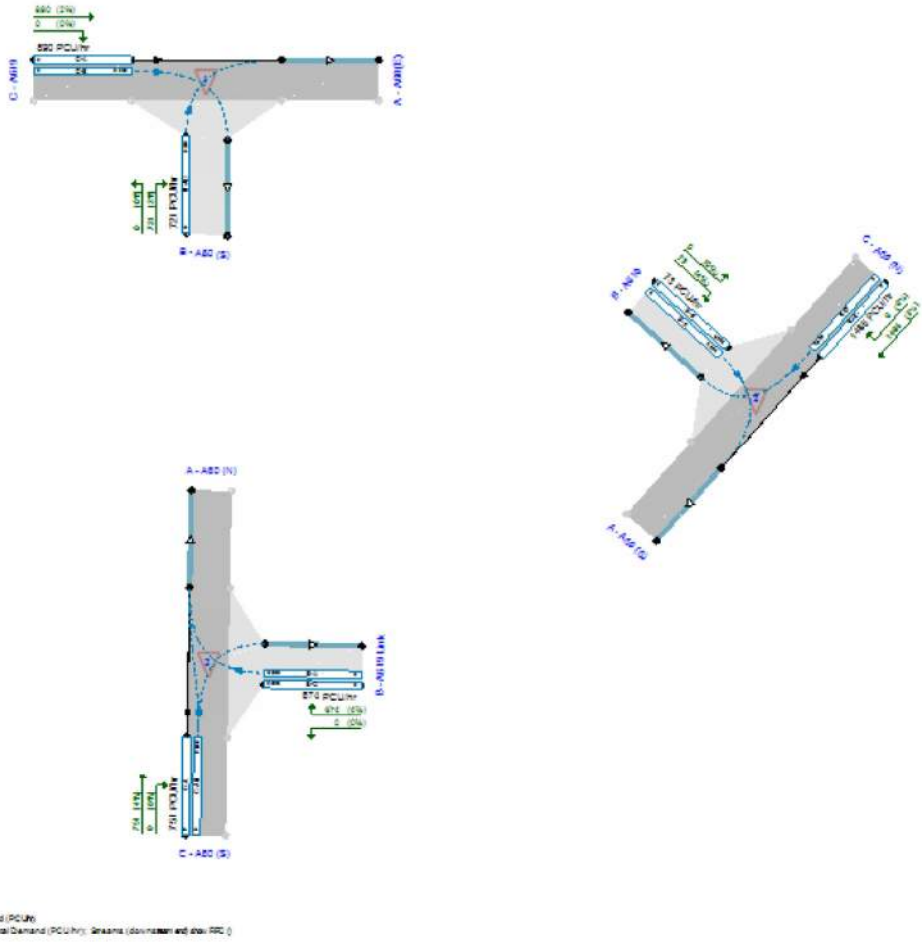
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:30	15:00	15
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	35.35	E
2	Give Way 2	T-Junction	One-way from C to A	0.12	A
3	Give Way 3	T-Junction	One-way from C to A	28.58	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Give Way 1	A	A60 (E)		Major
	B	A60 (S)		Minor
	C	A619		Major
2 - Give Way 2	A	A60 (S)		Major
	B	A619		Minor
	C	A60 (N)		Major
3 - Give Way 3	A	A60 (N)		Major
	B	A619 Link		Minor
	C	A60 (S)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Give Way 1	C - A619	6.95			120.0		-
2 - Give Way 2	C - A60 (N)	7.30			120.0		-
3 - Give Way 3	C - A60 (S)	7.10			70.0	✓	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

Junction	Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
1 - Give Way 1	B - A60 (S)	One lane	5.00			120	120
2 - Give Way 2	B - A619	Two lanes		2.95	2.95	120	120
3 - Give Way 3	B - A619 Link	Two lanes		4.20	4.20	120	78

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	694	0.083	0.210	0.132	0.299
1	B-C	840	0.084	0.213	-	-
1	C-B	643	0.164	0.164	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	575	0.066	0.166	0.104	0.237
2	B-C	696	0.067	0.169	-	-
2	C-B	643	0.156	0.156	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	623	0.073	0.185	0.116	0.264
3	B-C	754	0.074	0.188	-	-
3	C-B	615	0.153	0.153	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	532	100.000
	C - A619		✓	478	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	9	100.000
	C - A60 (N)		✓	849	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	458	100.000
	C - A60 (S)		✓	556	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	532	0	0
	C - A619	478	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	9	0	0
	C - A60 (N)	849	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	458	0	0
	C - A60 (S)	556	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	5	0	0
	C - A619	9	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	44	0	0
	C - A60 (N)	7	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	7	0	0
	C - A60 (S)	6	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	0.94	67.12	10.2	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.02	11.08	0.0	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	0.91	63.27	8.2	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	401	646	0.620	394	1.6	14.624	B
	C-A	360			360			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	694	0.000	0	0.0	0.000	A
	B-A	7	509	0.013	7	0.0	10.328	B
	C-A	639			639			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	641	0.000	0	0.0	0.000	A
	B-A	345	574	0.600	339	1.5	15.952	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	419			419			
	A-B	0			0			
	A-C	0			0			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
	B-AC	478	637	0.751	473	2.9	22.359	C
	C-A	430			430			

1 - Give Way 1	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	693	0.000	0	0.0	0.000	A
	B-A	8	496	0.016	8	0.0	10.632	B
	C-A	763			763			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	615	0.000	0	0.0	0.000	A
	B-A	412	565	0.729	407	2.6	23.737	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	500			500			
	A-B	0			0			
	A-C	0			0			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	586	624	0.938	564	8.4	49.679	E
	C-A	526			526			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	692	0.000	0	0.0	0.000	A
	B-A	10	478	0.021	10	0.0	11.080	B
	C-A	935			935			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	578	0.000	0	0.0	0.000	A
	B-A	504	552	0.914	487	7.0	49.149	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	612			612			
	A-B	0			0			
	A-C	0			0			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	586	624	0.938	578	10.2	67.119	F
	C-A	526			526			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	692	0.000	0	0.0	0.000	A
	B-A	10	478	0.021	10	0.0	11.080	B
	C-A	935			935			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	572	0.000	0	0.0	0.000	A
	B-A	504	552	0.914	499	8.2	63.273	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	612			612			
	A-B	0			0			
	A-C	0			0			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	478	637	0.751	505	3.5	32.794	D
	C-A	430			430			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	693	0.000	0	0.0	0.000	A
	B-A	8	496	0.016	8	0.0	10.633	B
	C-A	763			763			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			

3 - Give Way 3	B-C	0	606	0.000	0	0.0	0.000	A
	B-A	412	565	0.729	432	3.2	32.267	D
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	500			500			
	A-B	0			0			
	A-C	0			0			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	401	646	0.620	407	1.8	16.232	C
	C-A	360			360			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	694	0.000	0	0.0	0.000	A
	B-A	7	509	0.013	7	0.0	10.331	B
	C-A	639			639			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	637	0.000	0	0.0	0.000	A
	B-A	345	574	0.600	351	1.7	17.636	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	419			419			
	A-B	0			0			
	A-C	0			0			

2019 Base Survey, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	7.47	A
2	Give Way 2	T-Junction	One-way from C to A	0.25	A
3	Give Way 3	T-Junction	One-way from C to A	12.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:30	15:00	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	359	100.000
	C - A619		✓	460	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	24	100.000
	C - A60 (N)		✓	790	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	377	100.000
	C - A60 (S)		✓	391	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	359	0	0
	C - A619	460	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	24	0	0
	C - A60 (N)	790	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	377	0	0
	C - A60 (S)	391	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	10	0	0
	C - A619	13	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	8	0	0
	C - A60 (N)	8	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	10	0	0
	C - A60 (S)	11	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	0.63	17.04	1.8	C
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.05	8.49	0.1	A
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	0.72	24.81	2.8	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	270	648	0.417	267	0.8	10.314	B
	C-A	346			346			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	690	0.000	0	0.0	0.000	A
	B-A	18	513	0.035	18	0.0	7.847	A

2 - Give Way 2	C-A	595			595			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	663	0.000	0	0.0	0.000	A
	B-A	284	589	0.482	280	1.0	12.657	B
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	294			294			
	A-B	0			0			
	A-C	0			0			

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	323	639	0.505	321	1.1	12.405	B
	C-A	414			414			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	688	0.000	0	0.0	0.000	A
	B-A	22	501	0.043	22	0.0	8.106	A
	C-A	710			710			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	643	0.000	0	0.0	0.000	A
	B-A	339	582	0.582	337	1.5	16.013	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	352			352			
	A-B	0			0			
	A-C	0			0			

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	395	627	0.630	392	1.8	16.675	C
	C-A	506			506			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	686	0.000	0	0.0	0.000	A
	B-A	26	485	0.055	26	0.1	8.485	A
	C-A	870			870			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	615	0.000	0	0.0	0.000	A
	B-A	415	573	0.724	410	2.7	23.638	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	430			430			
	A-B	0			0			
	A-C	0			0			

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	395	627	0.630	395	1.8	17.039	C
	C-A	506			506			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	686	0.000	0	0.0	0.000	A
	B-A	26	485	0.055	26	0.1	8.487	A
	C-A	870			870			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	614	0.000	0	0.0	0.000	A
	B-A	415	573	0.724	415	2.8	24.813	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	430			430			
	A-B	0			0			

	A-C	0			0			

14:30 - 14:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	323	639	0.505	325	1.2	12.723	B
	C-A	414			414			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	688	0.000	0	0.0	0.000	A
	B-A	22	501	0.043	22	0.0	8.108	A
	C-A	710			710			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	641	0.000	0	0.0	0.000	A
	B-A	339	582	0.582	344	1.6	16.897	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	352			352			
	A-B	0			0			
	A-C	0			0			

14:45 - 15:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	270	648	0.417	272	0.8	10.558	B
	C-A	346			346			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	690	0.000	0	0.0	0.000	A
	B-A	18	513	0.035	18	0.0	7.853	A
	C-A	595			595			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	284	589	0.482	286	1.1	13.166	B
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	294			294			
	A-B	0			0			
	A-C	0			0			

2019 Base Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	10.45	B
2	Give Way 2	T-Junction	One-way from C to A	0.24	A
3	Give Way 3	T-Junction	One-way from C to A	21.88	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	421	100.000
	C - A619		✓	559	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	28	100.000
	C - A60 (N)		✓	1012	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	443	100.000
	C - A60 (S)		✓	432	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	421	0	0
	C - A619	559	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	28	0	0
	C - A60 (N)	1012	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	443	0	0
	C - A60 (S)	432	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	2	0	0
	C - A619	2	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	4	0	0
	C - A60 (N)	3	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	4	0	0
	C - A60 (S)	4	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	0.76	24.32	3.0	C
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.07	8.74	0.1	A
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	0.86	43.21	5.5	E
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	317	638	0.497	313	1.0	11.159	B
	C-A	421			421			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	689	0.000	0	0.0	0.000	A
	B-A	21	496	0.043	21	0.0	7.884	A

2 - Give Way 2	C-A	762			762			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	647	0.000	0	0.0	0.000	A
	B-A	334	585	0.570	328	1.3	14.287	B
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	325			325			
	A-B	0			0			
	A-C	0			0			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	378	628	0.603	376	1.5	14.498	B
	C-A	503			503			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	25	480	0.052	25	0.1	8.223	A
	C-A	910			910			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	622	0.000	0	0.0	0.000	A
	B-A	398	578	0.689	395	2.2	20.066	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	388			388			
	A-B	0			0			
	A-C	0			0			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	464	613	0.757	458	2.9	22.915	C
	C-A	615			615			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	684	0.000	0	0.0	0.000	A
	B-A	31	459	0.067	31	0.1	8.741	A
	C-A	1114			1114			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	589	0.000	0	0.0	0.000	A
	B-A	488	568	0.859	477	5.0	37.000	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	476			476			
	A-B	0			0			
	A-C	0			0			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	464	613	0.757	463	3.0	24.316	C
	C-A	615			615			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	684	0.000	0	0.0	0.000	A
	B-A	31	459	0.067	31	0.1	8.743	A
	C-A	1114			1114			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	585	0.000	0	0.0	0.000	A
	B-A	488	568	0.859	486	5.5	43.214	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	476			476			
	A-B	0			0			

	A-C	0			0			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	378	628	0.603	384	1.6	15.408	C
	C-A	503			503			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	25	480	0.052	25	0.1	8.229	A
	C-A	910			910			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	617	0.000	0	0.0	0.000	A
	B-A	398	578	0.689	410	2.5	23.690	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	388			388			
	A-B	0			0			
	A-C	0			0			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	317	638	0.497	319	1.0	11.590	B
	C-A	421			421			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	688	0.000	0	0.0	0.000	A
	B-A	21	496	0.043	21	0.0	7.888	A
	C-A	762			762			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	643	0.000	0	0.0	0.000	A
	B-A	334	585	0.570	338	1.4	15.361	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	325			325			
	A-B	0			0			
	A-C	0			0			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	149.98	F
2	Give Way 2	T-Junction	One-way from C to A	0.19	A
3	Give Way 3	T-Junction	One-way from C to A	67.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	637	100.000
	C - A619		✓	539	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	17	100.000
	C - A60 (N)		✓	1064	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	510	100.000
	C - A60 (S)		✓	670	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	637	0	0
	C - A619	539	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	17	0	0
	C - A60 (N)	1064	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	510	0	0
	C - A60 (S)	670	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	5	0	0
	C - A619	9	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	44	0	0
	C - A60 (N)	7	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	7	0	0
	C - A60 (S)	6	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.14	276.88	53.0	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.04	11.93	0.1	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.04	156.04	24.7	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	480	640	0.749	468	2.9	20.777	C
	C-A	406			406			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	691	0.000	0	0.0	0.000	A
	B-A	13	492	0.026	13	0.0	10.818	B

2 - Give Way 2	C-A	801			801			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	626	0.000	0	0.0	0.000	A
	B-A	384	565	0.680	375	2.1	19.595	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	504			504			
	A-B	0			0			
	A-C	0			0			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	573	630	0.909	556	7.0	43.485	E
	C-A	485			485			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	690	0.000	0	0.0	0.000	A
	B-A	15	475	0.032	15	0.0	11.264	B
	C-A	957			957			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	595	0.000	0	0.0	0.000	A
	B-A	458	553	0.829	450	4.3	34.530	D
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	602			602			
	A-B	0			0			
	A-C	0			0			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	701	616	1.139	605	30.9	130.696	F
	C-A	593			593			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	689	0.000	0	0.0	0.000	A
	B-A	19	453	0.041	19	0.1	11.932	B
	C-A	1171			1171			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	562	537	1.045	514	16.2	91.379	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	738			738			
	A-B	0			0			
	A-C	0			0			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	701	616	1.139	613	53.0	259.165	F
	C-A	593			593			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	689	0.000	0	0.0	0.000	A
	B-A	19	453	0.041	19	0.1	11.934	B
	C-A	1171			1171			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	562	537	1.045	528	24.7	156.042	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	738			738			
	A-B	0			0			

	A-C	0			0			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	573	630	0.909	618	41.7	276.883	F
	C-A	485			485			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	690	0.000	0	0.0	0.000	A
	B-A	15	475	0.032	15	0.0	11.267	B
	C-A	957			957			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	458	553	0.829	527	7.5	117.400	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	602			602			
	A-B	0			0			
	A-C	0			0			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	480	640	0.749	625	5.3	145.593	F
	C-A	406			406			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	691	0.000	0	0.0	0.000	A
	B-A	13	492	0.026	13	0.0	10.826	B
	C-A	801			801			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	616	0.000	0	0.0	0.000	A
	B-A	384	565	0.680	404	2.4	26.547	D
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	504			504			
	A-B	0			0			
	A-C	0			0			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	77.50	F
2	Give Way 2	T-Junction	One-way from C to A	0.41	A
3	Give Way 3	T-Junction	One-way from C to A	48.55	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	576	100.000
	C - A619		✓	683	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	51	100.000
	C - A60 (N)		✓	1166	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	493	100.000
	C - A60 (S)		✓	593	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	576	0	0
	C - A619	683	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	51	0	0
	C - A60 (N)	1166	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	493	0	0
	C - A60 (S)	593	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	2	0	0
	C - A619	2	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	4	0	0
	C - A60 (N)	3	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	4	0	0
	C - A60 (S)	4	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.07	169.40	31.0	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.13	9.72	0.2	A
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	0.99	106.94	15.6	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	434	626	0.693	425	2.2	17.594	C
	C-A	514			514			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	682	0.000	0	0.0	0.000	A
	B-A	38	484	0.079	38	0.1	8.388	A

2 - Give Way 2	C-A	878			878			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	631	0.000	0	0.0	0.000	A
	B-A	371	571	0.650	364	1.8	17.497	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	446			446			
	A-B	0			0			
	A-C	0			0			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	518	613	0.845	508	4.6	32.310	D
	C-A	614			614			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	679	0.000	0	0.0	0.000	A
	B-A	46	466	0.098	46	0.1	8.909	A
	C-A	1048			1048			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	603	0.000	0	0.0	0.000	A
	B-A	443	561	0.790	437	3.4	28.629	D
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	533			533			
	A-B	0			0			
	A-C	0			0			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	634	595	1.066	575	19.4	93.460	F
	C-A	752			752			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	674	0.000	0	0.0	0.000	A
	B-A	56	441	0.127	56	0.1	9.708	A
	C-A	1284			1284			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	543	547	0.992	511	11.4	69.809	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	653			653			
	A-B	0			0			
	A-C	0			0			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	634	595	1.066	588	31.0	169.403	F
	C-A	752			752			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	674	0.000	0	0.0	0.000	A
	B-A	56	441	0.127	56	0.2	9.719	A
	C-A	1284			1284			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	543	547	0.992	526	15.6	106.937	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	653			653			
	A-B	0			0			

	A-C	0			0			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	518	613	0.845	593	12.1	137.897	F
	C-A	614			614			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	679	0.000	0	0.0	0.000	A
	B-A	46	466	0.098	46	0.1	8.920	A
	C-A	1048			1048			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	584	0.000	0	0.0	0.000	A
	B-A	443	561	0.790	487	4.6	61.352	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	533			533			
	A-B	0			0			
	A-C	0			0			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	434	626	0.693	472	2.5	28.856	D
	C-A	514			514			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	682	0.000	0	0.0	0.000	A
	B-A	38	484	0.079	38	0.1	8.413	A
	C-A	878			878			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	625	0.000	0	0.0	0.000	A
	B-A	371	571	0.650	382	2.0	20.690	C
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	446			446			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	616.09	F
2	Give Way 2	T-Junction	One-way from C to A	0.28	A
3	Give Way 3	T-Junction	One-way from C to A	882.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	791	100.000
	C - A619		✓	765	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	31	100.000
	C - A60 (N)		✓	1527	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	781	100.000
	C - A60 (S)		✓	846	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	791	0	0
	C - A619	765	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	31	0	0
	C - A60 (N)	1527	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	781	0	0
	C - A60 (S)	846	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	5	0	0
	C - A619	9	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	44	0	0
	C - A60 (N)	7	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	7	0	0
	C - A60 (S)	6	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.49	1211.94	209.4	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.09	14.17	0.1	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.67	1838.39	284.0	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	596	618	0.964	557	9.6	47.623	E
	C-A	576			576			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	455	0.051	23	0.1	11.982	B

2 - Give Way 2	C-A	1150			1150			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	588	549	1.071	518	17.6	79.062	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	637			637			
	A-B	0			0			
	A-C	0			0			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	711	603	1.179	597	38.2	162.607	F
	C-A	688			688			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	432	0.065	28	0.1	12.819	B
	C-A	1373			1373			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	702	535	1.313	533	59.9	280.868	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	761			761			
	A-B	0			0			
	A-C	0			0			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	871	583	1.494	582	110.3	470.892	F
	C-A	842			842			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	400	0.085	34	0.1	14.167	B
	C-A	1681			1681			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	860	515	1.670	515	146.1	731.854	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	931			931			
	A-B	0			0			
	A-C	0			0			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	871	583	1.494	583	182.4	896.996	F
	C-A	842			842			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	400	0.085	34	0.1	14.171	B
	C-A	1681			1681			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	860	515	1.670	515	232.4	1333.184	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	931			931			
	A-B	0			0			

	A-C	0			0			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	711	603	1.179	603	209.4	1171.018	F
	C-A	688			688			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	432	0.065	28	0.1	12.835	B
	C-A	1373			1373			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	702	535	1.313	535	274.2	1693.048	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	761			761			
	A-B	0			0			
	A-C	0			0			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	596	618	0.964	615	204.5	1211.936	F
	C-A	576			576			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	455	0.051	23	0.1	12.006	B
	C-A	1150			1150			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	588	549	1.071	549	284.0	1838.388	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	637			637			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Morton GV , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	421.10	F
2	Give Way 2	T-Junction	One-way from C to A	0.54	A
3	Give Way 3	T-Junction	One-way from C to A	494.13	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	725	100.000
	C - A619		✓	925	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	73	100.000
	C - A60 (N)		✓	1503	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	689	100.000
	C - A60 (S)		✓	755	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	725	0	0
	C - A619	925	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	73	0	0
	C - A60 (N)	1503	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	689	0	0
	C - A60 (S)	755	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	2	0	0
	C - A619	2	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	4	0	0
	C - A60 (N)	3	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	4	0	0
	C - A60 (S)	4	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.43	958.37	162.8	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.20	11.62	0.3	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.44	1035.59	163.6	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	546	602	0.907	520	6.5	37.431	E
	C-A	696			696			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	457	0.120	54	0.1	9.280	A

2 - Give Way 2	C-A	1132			1132			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	578	0.000	0	0.0	0.000	A
	B-A	519	557	0.931	489	7.5	44.178	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	568			568			
	A-B	0			0			
	A-C	0			0			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	652	584	1.116	572	26.3	122.153	F
	C-A	832			832			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	669	0.000	0	0.0	0.000	A
	B-A	66	434	0.151	65	0.2	10.146	B
	C-A	1351			1351			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	619	544	1.138	535	28.5	141.035	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	679			679			
	A-B	0			0			
	A-C	0			0			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	798	560	1.427	559	86.1	375.500	F
	C-A	1018			1018			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	403	0.200	80	0.3	11.595	B
	C-A	1655			1655			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	759	527	1.441	526	86.7	408.238	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	831			831			
	A-B	0			0			
	A-C	0			0			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	798	560	1.427	559	145.9	741.943	F
	C-A	1018			1018			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	403	0.200	80	0.3	11.616	B
	C-A	1655			1655			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	759	527	1.441	526	144.7	789.510	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	831			831			
	A-B	0			0			

	A-C	0			0			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	652	584	1.116	584	162.8	958.366	F
	C-A	832			832			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	669	0.000	0	0.0	0.000	A
	B-A	66	434	0.151	66	0.2	10.169	B
	C-A	1351			1351			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	619	544	1.138	544	163.6	1026.333	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	679			679			
	A-B	0			0			
	A-C	0			0			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	546	602	0.907	598	149.7	940.619	F
	C-A	696			696			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	457	0.120	55	0.1	9.315	A
	C-A	1132			1132			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	519	557	0.931	554	154.8	1035.593	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	568			568			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	612.33	F
2	Give Way 2	T-Junction	One-way from C to A	0.28	A
3	Give Way 3	T-Junction	One-way from C to A	882.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	790	100.000
	C - A619		✓	765	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	31	100.000
	C - A60 (N)		✓	1524	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	781	100.000
	C - A60 (S)		✓	846	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	790	0	0
	C - A619	765	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	31	0	0
	C - A60 (N)	1524	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	781	0	0
	C - A60 (S)	846	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	5	0	0
	C - A619	9	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	44	0	0
	C - A60 (N)	7	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	7	0	0
	C - A60 (S)	6	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.49	1205.28	208.3	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.09	14.16	0.1	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.67	1838.39	284.0	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	595	618	0.963	557	9.5	47.376	E
	C-A	576			576			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	456	0.051	23	0.1	11.976	B

2 - Give Way 2	C-A	1147			1147			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	588	549	1.071	518	17.6	79.062	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	637			637			
	A-B	0			0			
	A-C	0			0			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	710	603	1.177	597	37.9	161.574	F
	C-A	688			688			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	432	0.064	28	0.1	12.810	B
	C-A	1370			1370			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	702	535	1.313	533	59.9	280.868	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	761			761			
	A-B	0			0			
	A-C	0			0			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	870	583	1.493	582	109.7	468.360	F
	C-A	842			842			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	400	0.085	34	0.1	14.154	B
	C-A	1678			1678			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	860	515	1.670	515	146.1	731.854	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	931			931			
	A-B	0			0			
	A-C	0			0			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	870	583	1.493	583	181.5	892.894	F
	C-A	842			842			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	400	0.085	34	0.1	14.158	B
	C-A	1678			1678			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	860	515	1.670	515	232.4	1333.184	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	931			931			
	A-B	0			0			

	A-C	0			0			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	710	603	1.177	603	208.3	1165.556	F
	C-A	688			688			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	432	0.064	28	0.1	12.823	B
	C-A	1370			1370			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	702	535	1.313	535	274.2	1693.048	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	761			761			
	A-B	0			0			
	A-C	0			0			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	595	618	0.963	615	203.3	1205.275	F
	C-A	576			576			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	456	0.051	23	0.1	11.997	B
	C-A	1147			1147			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	588	549	1.071	549	284.0	1838.388	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	637			637			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Gamston GV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	409.97	F
2	Give Way 2	T-Junction	One-way from C to A	0.54	A
3	Give Way 3	T-Junction	One-way from C to A	493.87	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	723	100.000
	C - A619		✓	925	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	73	100.000
	C - A60 (N)		✓	1502	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	689	100.000
	C - A60 (S)		✓	753	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	723	0	0
	C - A619	925	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	73	0	0
	C - A60 (N)	1502	0	0

3 - Give Way 3

Demand (PCU/hr)

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)

From	A - A60 (N)	0	0	0
	B - A619 Link	689	0	0
	C - A60 (S)	753	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	2	0	0
	C - A619	2	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	4	0	0
	C - A60 (N)	3	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	4	0	0
	C - A60 (S)	4	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.42	934.48	160.8	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.20	11.61	0.3	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.44	1033.62	163.3	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	544	602	0.904	519	6.4	37.054	E
	C-A	696			696			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	457	0.120	54	0.1	9.278	A

2 - Give Way 2	C-A	1131			1131			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	578	0.000	0	0.0	0.000	A
	B-A	519	557	0.931	489	7.4	44.118	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	567			567			
	A-B	0			0			
	A-C	0			0			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	650	584	1.113	572	25.8	120.458	F
	C-A	832			832			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	669	0.000	0	0.0	0.000	A
	B-A	66	434	0.151	65	0.2	10.143	B
	C-A	1350			1350			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	619	544	1.138	535	28.5	140.762	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	677			677			
	A-B	0			0			
	A-C	0			0			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	796	560	1.423	559	85.1	370.871	F
	C-A	1018			1018			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	403	0.200	80	0.3	11.591	B
	C-A	1654			1654			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	759	527	1.440	526	86.6	407.457	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	829			829			
	A-B	0			0			
	A-C	0			0			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	796	560	1.423	559	144.3	734.027	F
	C-A	1018			1018			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	403	0.200	80	0.3	11.612	B
	C-A	1654			1654			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	759	527	1.440	527	144.6	788.174	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	829			829			
	A-B	0			0			

	A-C	0			0			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	650	584	1.113	584	160.8	934.482	F
	C-A	832			832			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	669	0.000	0	0.0	0.000	A
	B-A	66	434	0.151	66	0.2	10.169	B
	C-A	1350			1350			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	619	544	1.138	544	163.3	1024.615	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	677			677			
	A-B	0			0			
	A-C	0			0			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	544	602	0.904	598	147.3	927.571	F
	C-A	696			696			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	457	0.120	55	0.1	9.315	A
	C-A	1131			1131			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	519	557	0.931	554	154.6	1033.618	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	567			567			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	596.91	F
2	Give Way 2	T-Junction	One-way from C to A	0.29	A
3	Give Way 3	T-Junction	One-way from C to A	506.32	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	787	100.000
	C - A619		✓	737	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	31	100.000
	C - A60 (N)		✓	1429	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	689	100.000
	C - A60 (S)		✓	843	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	787	0	0
	C - A619	737	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	31	0	0
	C - A60 (N)	1429	0	0

Demand (PCU/hr)

3 - Give Way 3

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	689	0	0
	C - A60 (S)	843	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	5	0	0
	C - A619	9	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	44	0	0
	C - A60 (N)	7	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	7	0	0
	C - A60 (S)	6	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.48	1155.89	201.3	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.08	13.75	0.1	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.47	1125.81	174.1	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	592	621	0.955	556	9.1	45.670	E
	C-A	555			555			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			

2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	463	0.050	23	0.1	11.775	B
	C-A	1076			1076			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	576	0.000	0	0.0	0.000	A
	B-A	519	549	0.944	486	8.2	47.836	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	635			635			
	A-B	0			0			
	A-C	0			0			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	707	606	1.167	599	36.1	154.138	F
	C-A	663			663			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	441	0.063	28	0.1	12.533	B
	C-A	1285			1285			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	619	535	1.158	527	31.2	155.163	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	758			758			
	A-B	0			0			
	A-C	0			0			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	867	587	1.477	586	106.1	448.699	F
	C-A	811			811			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	411	0.083	34	0.1	13.740	B
	C-A	1573			1573			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	759	515	1.472	515	92.2	445.614	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	928			928			
	A-B	0			0			
	A-C	0			0			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	867	587	1.477	587	176.1	860.551	F
	C-A	811			811			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	411	0.083	34	0.1	13.748	B
	C-A	1573			1573			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	759	515	1.472	515	153.0	851.355	F
	C-AB	0	615	0.000	0	0.0	0.000	A

	C-A	928			928			
	A-B	0			0			
	A-C	0			0			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	707	606	1.167	606	201.3	1123.553	F
	C-A	663			663			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	441	0.063	28	0.1	12.549	B
	C-A	1285			1285			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	619	535	1.158	535	174.1	1105.124	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	758			758			
	A-B	0			0			
	A-C	0			0			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	592	621	0.955	617	195.1	1155.890	F
	C-A	555			555			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	463	0.050	23	0.1	11.796	B
	C-A	1076			1076			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	519	549	0.944	546	167.3	1125.815	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	635			635			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	396.41	F
2	Give Way 2	T-Junction	One-way from C to A	0.54	A
3	Give Way 3	T-Junction	One-way from C to A	395.89	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	721	100.000
	C - A619		✓	860	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	73	100.000
	C - A60 (N)		✓	1471	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	660	100.000
	C - A60 (S)		✓	751	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	721	0	0
	C - A619	860	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	73	0	0
	C - A60 (N)	1471	0	0

Demand (PCU/hr)

3 - Give Way 3

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	660	0	0
	C - A60 (S)	751	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	2	0	0
	C - A619	2	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	4	0	0
	C - A60 (N)	3	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	4	0	0
	C - A60 (S)	4	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.40	869.23	150.4	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.20	11.48	0.3	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.38	846.37	134.1	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	543	608	0.892	519	5.9	35.023	E
	C-A	647			647			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			

2 - Give Way 2	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	460	0.120	54	0.1	9.226	A
	C-A	1107			1107			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	586	0.000	0	0.0	0.000	A
	B-A	497	557	0.891	473	5.9	37.796	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	565			565			
	A-B	0			0			
	A-C	0			0			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	648	592	1.095	578	23.6	110.842	F
	C-A	773			773			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	670	0.000	0	0.0	0.000	A
	B-A	66	437	0.150	65	0.2	10.064	B
	C-A	1322			1322			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	593	545	1.089	530	21.7	113.551	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	675			675			
	A-B	0			0			
	A-C	0			0			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	794	569	1.395	568	80.0	341.857	F
	C-A	947			947			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	406	0.198	80	0.3	11.465	B
	C-A	1620			1620			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	727	527	1.379	526	71.9	335.157	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	827			827			
	A-B	0			0			
	A-C	0			0			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	794	569	1.395	569	136.3	683.004	F
	C-A	947			947			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	406	0.198	80	0.3	11.485	B
	C-A	1620			1620			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	727	527	1.379	527	121.8	663.778	F
	C-AB	0	615	0.000	0	0.0	0.000	A

	C-A	827			827			
	A-B	0			0			
	A-C	0			0			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	648	592	1.095	592	150.4	869.235	F
	C-A	773			773			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	669	0.000	0	0.0	0.000	A
	B-A	66	437	0.150	66	0.2	10.089	B
	C-A	1322			1322			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	593	545	1.089	544	134.1	846.372	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	675			675			
	A-B	0			0			
	A-C	0			0			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	543	608	0.892	604	135.0	850.615	F
	C-A	647			647			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	460	0.120	55	0.1	9.257	A
	C-A	1107			1107			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	497	557	0.891	553	120.0	827.222	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	565			565			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	598.54	F
2	Give Way 2	T-Junction	One-way from C to A	0.29	A
3	Give Way 3	T-Junction	One-way from C to A	665.85	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	787	100.000
	C - A619		✓	748	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	31	100.000
	C - A60 (N)		✓	1470	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	730	100.000
	C - A60 (S)		✓	843	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	787	0	0
	C - A619	748	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	31	0	0
	C - A60 (N)	1470	0	0

Demand (PCU/hr)

3 - Give Way 3

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	730	0	0
	C - A60 (S)	843	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	5	0	0
	C - A619	9	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	44	0	0
	C - A60 (N)	7	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	7	0	0
	C - A60 (S)	6	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.48	1167.41	202.8	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.08	13.92	0.1	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.56	1434.78	217.9	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	592	620	0.956	556	9.2	46.050	E
	C-A	563			563			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			

2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	460	0.051	23	0.1	11.860	B
	C-A	1107			1107			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	550	549	1.000	503	11.6	59.954	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	635			635			
	A-B	0			0			
	A-C	0			0			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	707	605	1.169	598	36.5	155.840	F
	C-A	672			672			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	437	0.064	28	0.1	12.652	B
	C-A	1321			1321			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	656	535	1.226	531	42.9	204.841	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	758			758			
	A-B	0			0			
	A-C	0			0			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	867	585	1.481	585	106.9	453.419	F
	C-A	824			824			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	406	0.084	34	0.1	13.914	B
	C-A	1619			1619			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	804	515	1.560	515	115.1	565.133	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	928			928			
	A-B	0			0			
	A-C	0			0			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	867	585	1.481	585	177.2	868.398	F
	C-A	824			824			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	681	0.000	0	0.0	0.000	A
	B-A	34	406	0.084	34	0.1	13.922	B
	C-A	1619			1619			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	804	515	1.560	515	187.2	1042.429	F
	C-AB	0	615	0.000	0	0.0	0.000	A

	C-A	928			928			
	A-B	0			0			
	A-C	0			0			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	707	605	1.169	605	202.8	1133.594	F
	C-A	672			672			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	685	0.000	0	0.0	0.000	A
	B-A	28	437	0.064	28	0.1	12.665	B
	C-A	1321			1321			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	656	535	1.226	535	217.5	1358.813	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	758			758			
	A-B	0			0			
	A-C	0			0			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	592	620	0.956	616	196.9	1167.413	F
	C-A	563			563			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	687	0.000	0	0.0	0.000	A
	B-A	23	460	0.051	23	0.1	11.883	B
	C-A	1107			1107			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	550	549	1.000	548	217.9	1434.780	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	635			635			
	A-B	0			0			
	A-C	0			0			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Give Way 1	T-Junction	One-way from C to A	400.22	F
2	Give Way 2	T-Junction	One-way from C to A	0.54	A
3	Give Way 3	T-Junction	One-way from C to A	437.86	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Give Way 1	A - A60 (E)		✓	0	100.000
	B - A60 (S)		✓	721	100.000
	C - A619		✓	890	100.000
2 - Give Way 2	A - A60 (S)		✓	0	100.000
	B - A619		✓	73	100.000
	C - A60 (N)		✓	1485	100.000
3 - Give Way 3	A - A60 (N)		✓	0	100.000
	B - A619 Link		✓	674	100.000
	C - A60 (S)		✓	751	100.000

Origin-Destination Data

1 - Give Way 1

Demand (PCU/hr)

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	721	0	0
	C - A619	890	0	0

2 - Give Way 2

Demand (PCU/hr)

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	73	0	0
	C - A60 (N)	1485	0	0

Demand (PCU/hr)

3 - Give Way 3

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	674	0	0
	C - A60 (S)	751	0	0

Vehicle Mix

1 - Give Way 1

Heavy Vehicle Percentages

		To		
		A - A60 (E)	B - A60 (S)	C - A619
From	A - A60 (E)	0	0	0
	B - A60 (S)	2	0	0
	C - A619	2	0	0

2 - Give Way 2

Heavy Vehicle Percentages

		To		
		A - A60 (S)	B - A619	C - A60 (N)
From	A - A60 (S)	0	0	0
	B - A619	4	0	0
	C - A60 (N)	3	0	0

3 - Give Way 3

Heavy Vehicle Percentages

		To		
		A - A60 (N)	B - A619 Link	C - A60 (S)
From	A - A60 (N)	0	0	0
	B - A619 Link	4	0	0
	C - A60 (S)	4	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Give Way 1	B-AC	1.41	894.26	154.3	F
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
2 - Give Way 2	B-C	0.00	0.00	0.0	A
	B-A	0.20	11.54	0.3	B
	C-A				
	C-B	0.00	0.00	0.0	A
	A-B				
	A-C				
3 - Give Way 3	B-C	0.00	0.00	0.0	A
	B-A	1.41	925.75	147.9	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	543	605	0.896	518	6.1	35.775	E
	C-A	670			670			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			

2 - Give Way 2	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	459	0.120	54	0.1	9.248	A
	C-A	1118			1118			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	582	0.000	0	0.0	0.000	A
	B-A	507	557	0.910	481	6.6	40.666	E
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	565			565			
	A-B	0			0			
	A-C	0			0			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	648	588	1.102	575	24.4	114.440	F
	C-A	800			800			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	670	0.000	0	0.0	0.000	A
	B-A	66	436	0.151	65	0.2	10.100	B
	C-A	1335			1335			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	606	545	1.112	533	24.8	126.000	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	675			675			
	A-B	0			0			
	A-C	0			0			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	794	565	1.406	564	81.9	352.948	F
	C-A	980			980			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	405	0.199	80	0.3	11.522	B
	C-A	1635			1635			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	742	527	1.408	526	78.8	368.731	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	827			827			
	A-B	0			0			
	A-C	0			0			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	794	565	1.406	564	139.3	702.695	F
	C-A	980			980			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	661	0.000	0	0.0	0.000	A
	B-A	80	405	0.199	80	0.3	11.542	B
	C-A	1635			1635			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	742	527	1.408	527	132.6	722.295	F
	C-AB	0	615	0.000	0	0.0	0.000	A

	C-A	827			827			
	A-B	0			0			
	A-C	0			0			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	648	588	1.102	588	154.3	894.260	F
	C-A	800			800			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	669	0.000	0	0.0	0.000	A
	B-A	66	436	0.151	66	0.2	10.125	B
	C-A	1335			1335			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	606	545	1.112	544	147.9	925.751	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	675			675			
	A-B	0			0			
	A-C	0			0			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Give Way 1	B-AC	543	605	0.896	602	139.6	879.880	F
	C-A	670			670			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
2 - Give Way 2	B-C	0	675	0.000	0	0.0	0.000	A
	B-A	55	459	0.120	55	0.1	9.282	A
	C-A	1118			1118			
	C-B	0	643	0.000	0	0.0	0.000	A
	A-B	0			0			
	A-C	0			0			
3 - Give Way 3	B-C	0	565	0.000	0	0.0	0.000	A
	B-A	507	557	0.910	554	136.4	924.934	F
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	565			565			
	A-B	0			0			
	A-C	0			0			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 1 A60 A619 (Oval).j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J1
Report generation date: 30/10/2019 12:39:43

»2037 Reference, AM
»2037 Reference, PM
»2037 Committed + Allocated + Morton, AM
»2037 Committed + Allocated + Morton, PM
»2037 Committed + Allocated + Gamston, AM
»2037 Committed + Allocated + Gamston, PM
»2037 Committed + Allocated + Morton (with modal shift), AM
»2037 Committed + Allocated + Morton (with modal shift), PM
»2037 Committed + Allocated + Gamston (with modal shift), AM
»2037 Committed + Allocated + Gamston (with modal shift), PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (min)	RFC	LOS	Queue (Veh)	Delay (min)	RFC	LOS
	2037 Reference							
Arm A	1.4	0.07	0.59	A	1.6	0.08	0.62	A
Arm B	1.0	0.08	0.49	A	0.7	0.07	0.42	A
Arm C	1.0	0.10	0.51	A	1.3	0.11	0.58	A
	2037 Committed + Allocated + Morton							
Arm A	5.4	0.20	0.85	B	4.0	0.15	0.81	A
Arm B	2.3	0.15	0.70	A	1.3	0.10	0.57	A
Arm C	3.4	0.25	0.78	B	4.8	0.30	0.84	C
	2037 Committed + Allocated + Gamston							
Arm A	5.3	0.20	0.85	B	4.0	0.15	0.81	A
Arm B	2.3	0.15	0.70	A	1.3	0.10	0.57	A
Arm C	3.4	0.25	0.78	B	4.8	0.29	0.84	C
	2037 Committed + Allocated + Morton (with modal shift)							
Arm A	3.8	0.15	0.79	A	3.6	0.14	0.79	A
Arm B	2.0	0.13	0.67	A	1.3	0.09	0.56	A
Arm C	2.9	0.22	0.75	B	3.4	0.22	0.78	B
	2037 Committed + Allocated + Gamston (with modal shift)							
Arm A	4.3	0.16	0.82	A	3.8	0.14	0.80	A
Arm B	2.1	0.14	0.68	A	1.3	0.10	0.57	A
Arm C	3.1	0.23	0.76	B	3.9	0.25	0.80	B

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

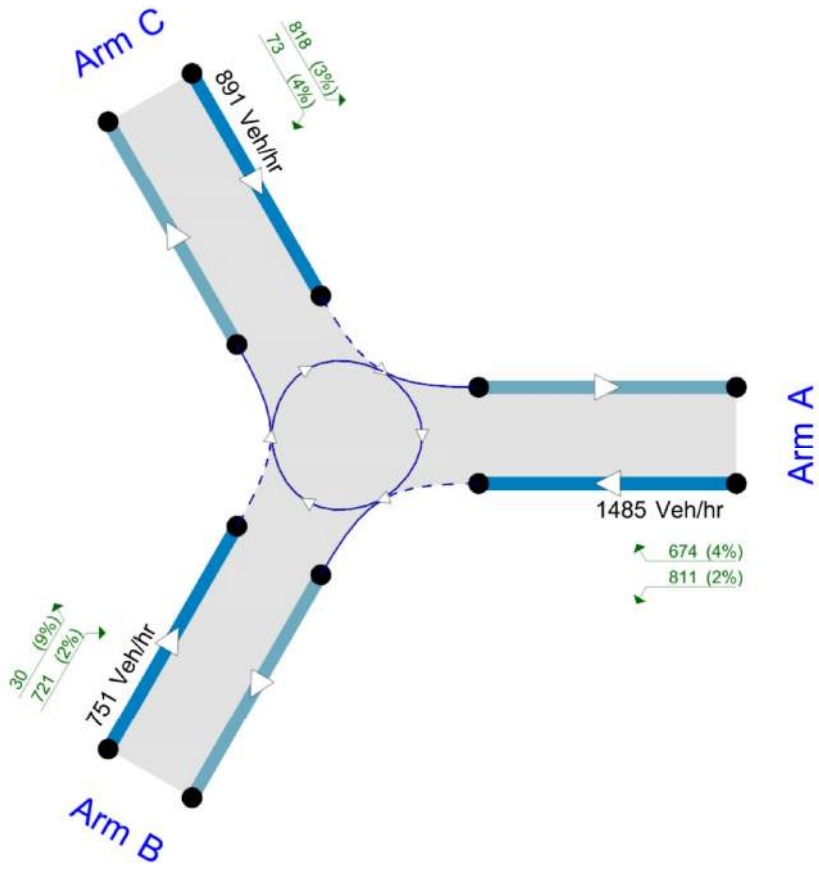
File Description

Title	A60/A619 Roundabout
Location	Bassetlaw
Site number	
Date	29/10/2019
Version	
Status	
Identifier	
Client	Bassetlaw DC

Jobnumber	A113816
Enumerator	L.wilkes
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 Reference	AM	ONE HOUR	07:30	09:00	15	✓
D2	2037 Reference	PM	ONE HOUR	16:45	18:15	15	✓
D3	2037 Committed + Allocated + Morton	AM	ONE HOUR	07:30	09:00	15	✓
D4	2037 Committed + Allocated + Morton	PM	ONE HOUR	16:45	18:15	15	✓
D5	2037 Committed + Allocated + Gamston	AM	ONE HOUR	07:30	09:00	15	✓
D6	2037 Committed + Allocated + Gamston	PM	ONE HOUR	16:45	18:15	15	✓
D7	2037 Committed + Allocated + Morton (with modal shift)	AM	ONE HOUR	07:30	09:00	15	✓
D8	2037 Committed + Allocated + Morton (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2037 Committed + Allocated + Gamston (with modal shift)	AM	ONE HOUR	07:30	09:00	15	✓
D10	2037 Committed + Allocated + Gamston (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2037 Reference, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A60 (North)	
B	A60 (South)	
C	A619 (West)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.10	8.67	40.0	19.2	43.1	40.0	
B	4.10	7.70	20.4	45.4	68.8	43.0	
C	3.30	7.60	15.9	29.2	62.8	35.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.716	2174
B	0.539	1905
C	0.540	1695

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 Reference	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1064	100.000
B		ONE HOUR	✓	670	100.000
C		ONE HOUR	✓	540	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	554	510
	B	637	0	33
	C	523	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	7
	B	5	0	20
	C	8	80	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.59	0.07	1.4	A	976	1465
B	0.49	0.08	1.0	A	615	922
C	0.51	0.10	1.0	A	496	743

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	801	200	13	2006	0.399	798	870	0.0	0.7	0.050	A
B	504	126	383	1593	0.317	503	428	0.0	0.5	0.055	A
C	407	102	478	1291	0.315	405	407	0.0	0.5	0.068	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	957	239	15	2003	0.477	956	1041	0.7	0.9	0.057	A
B	602	151	458	1552	0.388	602	513	0.5	0.6	0.063	A
C	485	121	572	1243	0.391	485	488	0.5	0.6	0.079	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1171	293	19	1999	0.586	1170	1274	0.9	1.4	0.072	A
B	738	184	561	1496	0.493	736	628	0.6	1.0	0.079	A
C	595	149	700	1177	0.505	593	597	0.6	1.0	0.102	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1171	293	19	1999	0.586	1171	1277	1.4	1.4	0.072	A
B	738	184	562	1495	0.493	738	629	1.0	1.0	0.079	A
C	595	149	701	1176	0.505	595	598	1.0	1.0	0.103	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	957	239	15	2003	0.478	958	1045	1.4	0.9	0.058	A
B	602	151	459	1551	0.388	604	514	1.0	0.6	0.063	A
C	485	121	574	1242	0.391	487	489	1.0	0.6	0.080	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	801	200	13	2006	0.399	802	875	0.9	0.7	0.050	A
B	504	126	384	1592	0.317	505	430	0.6	0.5	0.055	A
C	407	102	480	1290	0.315	407	409	0.6	0.5	0.068	A

2037 Reference, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2037 Reference	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1166	100.000
B		ONE HOUR	✓	593	100.000
C		ONE HOUR	✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	673	493
	B	576	0	17
	C	632	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	4
	B	2	0	9
	C	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.62	0.08	1.6	A	1070	1605
B	0.42	0.07	0.7	A	544	816
C	0.58	0.11	1.3	A	627	940

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	878	219	38	2086	0.421	875	906	0.0	0.7	0.049	A
B	446	112	370	1661	0.269	445	543	0.0	0.4	0.049	A
C	514	129	432	1413	0.364	512	383	0.0	0.6	0.066	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1048	262	46	2080	0.504	1047	1085	0.7	1.0	0.058	A
B	533	133	443	1621	0.329	533	650	0.4	0.5	0.055	A
C	614	154	517	1368	0.449	613	458	0.6	0.8	0.079	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1284	321	56	2073	0.619	1281	1327	1.0	1.6	0.076	A
B	653	163	542	1567	0.417	652	796	0.5	0.7	0.066	A
C	752	188	633	1306	0.576	750	560	0.8	1.3	0.107	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1284	321	56	2073	0.619	1284	1330	1.6	1.6	0.076	A
B	653	163	543	1566	0.417	653	797	0.7	0.7	0.066	A
C	752	188	634	1305	0.576	752	562	1.3	1.3	0.108	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1048	262	46	2080	0.504	1051	1089	1.6	1.0	0.058	A
B	533	133	444	1620	0.329	534	652	0.7	0.5	0.055	A
C	614	154	519	1367	0.449	616	460	1.3	0.8	0.080	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	878	219	38	2086	0.421	879	911	1.0	0.7	0.050	A
B	446	112	372	1660	0.269	447	546	0.5	0.4	0.049	A
C	514	129	434	1412	0.364	515	384	0.8	0.6	0.067	A

2037 Committed + Allocated + Morton, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.20	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 Committed + Allocated + Morton	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1527	100.000
B		ONE HOUR	✓	847	100.000
C		ONE HOUR	✓	765	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	746	781
	B	791	0	56
	C	734	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	7
	B	5	0	20
	C	8	80	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.85	0.20	5.4	B	1401	2102
B	0.70	0.15	2.3	A	777	1166

C	0.78	0.25	3.4	B	702	1053

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1150	287	23	1994	0.576	1144	1142	0.0	1.3	0.070	A
B	638	159	585	1479	0.431	635	582	0.0	0.8	0.071	A
C	576	144	593	1225	0.470	572	627	0.0	0.9	0.091	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1373	343	28	1989	0.690	1369	1367	1.3	2.2	0.096	A
B	761	190	700	1416	0.538	760	697	0.8	1.1	0.091	A
C	688	172	710	1165	0.590	686	751	0.9	1.4	0.125	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1681	420	34	1982	0.848	1669	1668	2.2	5.2	0.185	B
B	933	233	854	1333	0.700	928	849	1.1	2.3	0.147	A
C	842	211	867	1085	0.776	835	915	1.4	3.2	0.233	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1681	420	34	1981	0.849	1680	1678	5.2	5.4	0.198	B
B	933	233	859	1329	0.702	932	855	2.3	2.3	0.151	A
C	842	211	871	1083	0.778	842	921	3.2	3.4	0.248	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1373	343	28	1988	0.690	1385	1382	5.4	2.3	0.101	A
B	761	190	708	1412	0.539	766	705	2.3	1.2	0.094	A
C	688	172	715	1162	0.592	695	759	3.4	1.5	0.130	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1150	287	23	1994	0.577	1153	1152	2.3	1.4	0.072	A
B	638	159	590	1476	0.432	639	587	1.2	0.8	0.072	A
C	576	144	597	1223	0.471	578	632	1.5	0.9	0.093	A

2037 Committed + Allocated + Morton, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 Committed + Allocated + Morton	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1503	100.000
B		ONE HOUR	✓	755	100.000
C		ONE HOUR	✓	925	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	814	689
	B	725	0	30
	C	852	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	4
	B	2	0	9
	C	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	0.15	4.0	A	1379	2069
B	0.57	0.10	1.3	A	693	1039

C	0.84	0.30	4.8	C	849	1273

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1132	283	55	2072	0.546	1127	1181	0.0	1.2	0.063	A
B	568	142	517	1579	0.360	566	665	0.0	0.6	0.059	A
C	696	174	544	1354	0.514	692	539	0.0	1.0	0.090	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1351	338	65	2065	0.654	1348	1414	1.2	1.9	0.083	A
B	679	170	618	1524	0.445	678	796	0.6	0.8	0.071	A
C	832	208	651	1296	0.641	829	645	1.0	1.7	0.128	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1655	414	79	2054	0.805	1646	1724	1.9	3.9	0.144	A
B	831	208	755	1449	0.574	829	971	0.8	1.3	0.097	A
C	1018	255	796	1219	0.836	1007	788	1.7	4.6	0.270	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1655	414	80	2054	0.806	1654	1735	3.9	4.0	0.150	A
B	831	208	758	1447	0.575	831	976	1.3	1.3	0.097	A
C	1018	255	798	1218	0.836	1017	791	4.6	4.8	0.296	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1351	338	67	2064	0.655	1360	1431	4.0	1.9	0.086	A
B	679	170	623	1521	0.446	681	803	1.3	0.8	0.072	A
C	832	208	654	1295	0.642	844	650	4.8	1.8	0.136	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1132	283	55	2072	0.546	1134	1191	1.9	1.2	0.064	A
B	568	142	520	1577	0.360	569	670	0.8	0.6	0.060	A
C	696	174	547	1352	0.515	699	543	1.8	1.1	0.092	A

2037 Committed + Allocated + Gamston, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.20	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 Committed + Allocated + Gamston	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1524	100.000
B		ONE HOUR	✓	846	100.000
C		ONE HOUR	✓	765	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	743	781
	B	790	0	56
	C	734	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	7
	B	5	0	20
	C	8	80	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.85	0.20	5.3	B	1398	2098
B	0.70	0.15	2.3	A	776	1164

C	0.78	0.25	3.4	B	702	1053

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1147	287	23	1994	0.575	1142	1141	0.0	1.3	0.070	A
B	637	159	585	1479	0.431	634	580	0.0	0.8	0.071	A
C	576	144	592	1225	0.470	572	627	0.0	0.9	0.091	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1370	343	28	1989	0.689	1367	1367	1.3	2.2	0.096	A
B	761	190	700	1416	0.537	759	694	0.8	1.1	0.091	A
C	688	172	709	1166	0.590	686	751	0.9	1.4	0.124	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1678	419	34	1982	0.847	1666	1667	2.2	5.1	0.184	B
B	931	233	854	1332	0.699	927	846	1.1	2.3	0.146	A
C	842	211	866	1085	0.776	835	915	1.4	3.2	0.233	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1678	419	34	1981	0.847	1677	1677	5.1	5.3	0.196	B
B	931	233	860	1329	0.701	931	852	2.3	2.3	0.151	A
C	842	211	870	1083	0.777	842	921	3.2	3.4	0.247	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1370	343	28	1988	0.689	1382	1381	5.3	2.3	0.101	A
B	761	190	708	1412	0.539	765	702	2.3	1.2	0.093	A
C	688	172	714	1163	0.591	695	759	3.4	1.5	0.130	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1147	287	23	1994	0.575	1151	1151	2.3	1.4	0.071	A
B	637	159	590	1476	0.431	639	585	1.2	0.8	0.072	A
C	576	144	596	1223	0.471	578	632	1.5	0.9	0.093	A

2037 Committed + Allocated + Gamston, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 Committed + Allocated + Gamston	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1502	100.000
B		ONE HOUR	✓	753	100.000
C		ONE HOUR	✓	925	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	813	689
	B	723	0	30
	C	852	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	4
	B	2	0	9
	C	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	0.15	4.0	A	1378	2067
B	0.57	0.10	1.3	A	691	1036

C	0.84	0.29	4.8	C	849	1273

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1131	283	55	2072	0.546	1126	1180	0.0	1.2	0.063	A
B	567	142	517	1579	0.359	565	664	0.0	0.6	0.059	A
C	696	174	542	1355	0.514	692	539	0.0	1.0	0.090	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1350	338	65	2065	0.654	1348	1412	1.2	1.9	0.083	A
B	677	169	618	1524	0.444	676	795	0.6	0.8	0.071	A
C	832	208	649	1297	0.641	829	645	1.0	1.7	0.127	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1654	413	79	2054	0.805	1645	1722	1.9	3.9	0.144	A
B	829	207	755	1449	0.572	827	970	0.8	1.3	0.096	A
C	1018	255	794	1220	0.835	1007	788	1.7	4.6	0.269	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1654	413	80	2054	0.805	1653	1733	3.9	4.0	0.149	A
B	829	207	758	1447	0.573	829	975	1.3	1.3	0.097	A
C	1018	255	796	1219	0.836	1017	791	4.6	4.8	0.294	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1350	338	67	2064	0.654	1359	1429	4.0	1.9	0.086	A
B	677	169	623	1521	0.445	679	802	1.3	0.8	0.071	A
C	832	208	652	1296	0.642	843	650	4.8	1.8	0.136	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1131	283	55	2072	0.546	1134	1189	1.9	1.2	0.064	A
B	567	142	520	1577	0.359	568	669	0.8	0.6	0.060	A
C	696	174	545	1353	0.515	699	543	1.8	1.1	0.092	A

2037 Committed + Allocated + Morton (with modal shift), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2037 Committed + Allocated + Morton (with modal shift)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1429	100.000
B		ONE HOUR	✓	843	100.000
C		ONE HOUR	✓	737	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	740	689
	B	787	0	56
	C	706	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	7
	B	5	0	20
	C	8	80	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

A	0.79	0.15	3.8	A	1311	1967
B	0.67	0.13	2.0	A	774	1160
C	0.75	0.22	2.9	B	676	1014

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1076	269	23	1994	0.540	1071	1118	0.0	1.2	0.065	A
B	635	159	516	1516	0.419	632	578	0.0	0.7	0.068	A
C	555	139	590	1225	0.453	552	558	0.0	0.8	0.089	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1285	321	28	1988	0.646	1282	1339	1.2	1.8	0.085	A
B	758	189	618	1461	0.519	756	692	0.7	1.1	0.085	A
C	663	166	706	1166	0.568	661	668	0.8	1.3	0.118	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1573	393	34	1981	0.794	1566	1635	1.8	3.7	0.142	A
B	928	232	755	1386	0.670	925	845	1.1	2.0	0.129	A
C	811	203	863	1086	0.747	805	816	1.3	2.8	0.210	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1573	393	34	1981	0.794	1573	1643	3.7	3.8	0.147	A
B	928	232	758	1384	0.670	928	849	2.0	2.0	0.131	A
C	811	203	866	1084	0.749	811	820	2.8	2.9	0.219	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1285	321	28	1988	0.646	1292	1351	3.8	1.9	0.087	A
B	758	189	623	1458	0.520	761	697	2.0	1.1	0.087	A
C	663	166	711	1163	0.569	669	674	2.9	1.3	0.123	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1076	269	23	1994	0.540	1079	1127	1.9	1.2	0.066	A
B	635	159	520	1514	0.419	636	582	1.1	0.7	0.068	A
C	555	139	594	1223	0.454	557	562	1.3	0.8	0.090	A

2037 Committed + Allocated + Morton (with modal shift), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2037 Committed + Allocated + Morton (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1471	100.000
B		ONE HOUR	✓	751	100.000
C		ONE HOUR	✓	860	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	811	660
	B	721	0	30
	C	787	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	4
	B	2	0	9
	C	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

A	0.79	0.14	3.6	A	1350	2025
B	0.56	0.09	1.3	A	689	1034
C	0.78	0.22	3.4	B	789	1184

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1107	277	55	2073	0.534	1103	1130	0.0	1.1	0.062	A
B	565	141	495	1591	0.355	563	663	0.0	0.5	0.058	A
C	647	162	541	1355	0.478	644	517	0.0	0.9	0.084	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1322	331	65	2065	0.640	1320	1353	1.1	1.8	0.080	A
B	675	169	592	1538	0.439	674	793	0.5	0.8	0.069	A
C	773	193	647	1298	0.595	771	619	0.9	1.4	0.113	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1620	405	80	2055	0.788	1612	1652	1.8	3.6	0.133	A
B	827	207	723	1466	0.564	825	969	0.8	1.3	0.093	A
C	947	237	792	1221	0.775	940	756	1.4	3.3	0.208	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1620	405	80	2054	0.788	1619	1660	3.6	3.6	0.138	A
B	827	207	727	1464	0.565	827	973	1.3	1.3	0.094	A
C	947	237	794	1220	0.776	946	760	3.3	3.4	0.218	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1322	331	66	2064	0.641	1330	1364	3.6	1.8	0.082	A
B	675	169	597	1535	0.440	677	799	1.3	0.8	0.070	A
C	773	193	650	1297	0.596	781	624	3.4	1.5	0.118	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1107	277	55	2072	0.534	1110	1138	1.8	1.2	0.062	A
B	565	141	498	1589	0.356	566	667	0.8	0.6	0.059	A
C	647	162	544	1354	0.478	650	521	1.5	0.9	0.086	A

2037 Committed + Allocated + Gamston (with modal shift), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.17	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2037 Committed + Allocated + Gamston (with modal shift)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1470	100.000
B		ONE HOUR	✓	843	100.000
C		ONE HOUR	✓	748	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	740	730
	B	787	0	56
	C	717	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	7
	B	5	0	20
	C	8	80	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

A	0.82	0.16	4.3	A	1349	2023
B	0.68	0.14	2.1	A	774	1160
C	0.76	0.23	3.1	B	686	1030

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1107	277	23	1994	0.555	1102	1126	0.0	1.2	0.067	A
B	635	159	547	1499	0.423	632	578	0.0	0.7	0.069	A
C	563	141	590	1226	0.459	560	589	0.0	0.8	0.090	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1322	330	28	1989	0.665	1319	1349	1.2	1.9	0.089	A
B	758	189	655	1441	0.526	756	692	0.7	1.1	0.087	A
C	672	168	706	1166	0.577	670	705	0.8	1.3	0.121	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1619	405	34	1981	0.817	1609	1646	1.9	4.2	0.158	A
B	928	232	799	1362	0.681	924	844	1.1	2.1	0.136	A
C	824	206	863	1086	0.758	817	861	1.3	3.0	0.218	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1619	405	34	1981	0.817	1618	1655	4.2	4.3	0.165	A
B	928	232	804	1360	0.683	928	849	2.1	2.1	0.139	A
C	824	206	866	1084	0.759	823	865	3.0	3.1	0.229	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1322	330	28	1988	0.665	1331	1362	4.3	2.0	0.093	A
B	758	189	661	1437	0.527	762	698	2.1	1.1	0.089	A
C	672	168	711	1164	0.578	679	711	3.1	1.4	0.125	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1107	277	23	1994	0.555	1110	1136	2.0	1.3	0.068	A
B	635	159	551	1497	0.424	636	582	1.1	0.7	0.070	A
C	563	141	594	1224	0.460	565	593	1.4	0.9	0.091	A

2037 Committed + Allocated + Gamston (with modal shift), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A, B, C	0.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2037 Committed + Allocated + Gamston (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1485	100.000
B		ONE HOUR	✓	751	100.000
C		ONE HOUR	✓	891	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	811	674
	B	721	0	30
	C	818	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	4
	B	2	0	9
	C	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand	Total Junction

					(Veh/hr)	Arrivals (Veh)
A	0.80	0.14	3.8	A	1363	2044
B	0.57	0.10	1.3	A	689	1034
C	0.80	0.25	3.9	B	818	1226

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1118	279	55	2073	0.539	1113	1153	0.0	1.2	0.062	A
B	565	141	505	1585	0.357	563	663	0.0	0.6	0.059	A
C	671	168	541	1355	0.495	667	528	0.0	1.0	0.087	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1335	334	65	2065	0.647	1332	1380	1.2	1.8	0.082	A
B	675	169	605	1531	0.441	674	793	0.6	0.8	0.070	A
C	801	200	647	1298	0.617	799	632	1.0	1.6	0.119	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1635	409	80	2055	0.796	1627	1684	1.8	3.7	0.138	A
B	827	207	739	1458	0.567	825	968	0.8	1.3	0.095	A
C	981	245	792	1221	0.803	972	772	1.6	3.8	0.233	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1635	409	80	2054	0.796	1635	1694	3.7	3.8	0.143	A
B	827	207	742	1456	0.568	827	973	1.3	1.3	0.095	A
C	981	245	794	1220	0.804	980	775	3.8	3.9	0.249	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1335	334	66	2064	0.647	1343	1394	3.8	1.9	0.084	A
B	675	169	609	1528	0.442	677	800	1.3	0.8	0.071	A
C	801	200	650	1297	0.618	810	637	3.9	1.6	0.125	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1118	279	55	2072	0.540	1121	1162	1.9	1.2	0.063	A
B	565	141	509	1584	0.357	566	667	0.8	0.6	0.059	A
C	671	168	544	1354	0.496	673	531	1.6	1.0	0.089	A

Junction 2 - A57/Sandy Lane

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 3 A57 Sandy Lane.j9
Path: \\LEICESTER12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\05 - Models Used For Assessments
Report generation date: 16/10/2019 14:29:19

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV, PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - Sandy Lane	2.9	18.20	0.74	C	2.7	15.26	0.72	C	15.5	73.91	0.98	F
2 - A57 (S)	3.1	9.27	0.75	A	2.6	8.10	0.71	A	17.3	41.53	0.97	E
3 - High Grounds Road	0.9	10.94	0.48	B	1.8	15.14	0.64	C	12.6	82.61	0.97	F
4 - A57 (N)	8.2	25.29	0.90	D	1.8	7.56	0.63	A	8.0	26.58	0.90	D
	2037 Committed Only											
1 - Sandy Lane	4.6	27.52	0.82	D					33.8	145.00	1.06	F
2 - A57 (S)	7.7	20.18	0.89	C					74.5	136.74	1.08	F
3 - High Grounds Road	1.2	13.57	0.53	B					18.9	119.44	1.02	F
4 - A57 (N)	59.0	132.05	1.07	F					159.7	436.83	1.23	F
	2037 Committed + Allocated + Morton GV											
1 - Sandy Lane	5.6	33.05	0.85	D					54.6	238.09	1.12	F
2 - A57 (S)	181.4	382.67	1.20	F					317.3	669.08	1.31	F
3 - High Grounds Road	1.5	17.44	0.59	C					25.6	158.18	1.05	F
4 - A57 (N)	343.7	833.31	1.37	F					513.9	1354.96	1.51	F
	2037 Committed + Allocated + Gamston GV											
1 - Sandy Lane	5.6	33.05	0.85	D					54.6	238.09	1.12	F
2 - A57 (S)	181.4	382.67	1.20	F					317.3	669.08	1.31	F
3 - High Grounds Road	1.5	17.44	0.59	C					25.6	158.18	1.05	F
4 - A57 (N)	343.7	833.31	1.37	F					513.9	1354.96	1.51	F
	2037 Committed + Allocated + Morton GV Modal Shift											
1 - Sandy Lane	5.4	31.62	0.85	D					52.4	224.48	1.11	F
2 - A57 (S)	72.1	132.89	1.07	F					261.8	562.77	1.27	F
3 - High Grounds Road	1.4	16.97	0.59	C					24.7	153.11	1.05	F
4 - A57 (N)	298.4	724.29	1.34	F					370.8	956.78	1.41	F
	2037 Committed + Allocated + Gamston GV Modal Shift											
1 - Sandy Lane	5.5	32.23	0.85	D					53.5	231.14	1.11	F
2 - A57 (S)	117.2	219.87	1.13	F					288.4	613.61	1.29	F
3 - High Grounds Road	1.5	17.21	0.59	C					25.2	155.60	1.05	F
4 - A57 (N)	315.2	764.77	1.35	F					435.3	1141.21	1.46	F

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	(untitled)
Location	
Site number	
Date	21/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:30	15:00	15	✓
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	✓
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Base Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	4 - A57 (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	16.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Sandy Lane	
2	A57 (S)	
3	High Grounds Road	
4	A57 (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sandy Lane	7.20	7.40	7.3	32.7	76.7	28.0	
2 - A57 (S)	7.50	7.50	0.0	33.6	76.7	33.0	
3 - High Grounds Road	4.10	7.20	18.2	42.2	76.7	29.0	
4 - A57 (N)	7.30	7.30	0.0	35.7	76.7	28.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
4 - A57 (N)	6.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandy Lane	0.576	2295
2 - A57 (S)	0.572	2294
3 - High Grounds Road	0.518	1904
4 - A57 (N)	0.573	2275

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Sandy Lane	Percentage		50.00
2 - A57 (S)	Percentage		79.00
3 - High Grounds Road	Percentage		51.00
4 - A57 (N)	Percentage		72.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	538	100.000
2 - A57 (S)		ONE HOUR	✓	1126	100.000
3 - High Grounds Road		ONE HOUR	✓	286	100.000
4 - A57 (N)		ONE HOUR	✓	1121	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	4.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	339	103	96
	2 - A57 (S)	371	0	144	611
	3 - High Grounds Road	107	95	1	83
	4 - A57 (N)	121	880	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	6	7	7
	2 - A57 (S)	4	0	1	10
	3 - High Grounds Road	5	2	0	6
	4 - A57 (N)	7	7	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 - Sandy Lane	0.74	18.20	2.9	C	494	741
2 - A57 (S)	0.75	9.27	3.1	A	1033	1550
3 - High Grounds Road	0.48	10.94	0.9	B	262	394
4 - A57 (N)	0.90	25.29	8.2	D	1029	1543

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	405	101	819		912	0.444	402	448	0.0	0.8	7.462	A
2 - A57 (S)	848	212	239		1704	0.497	844	982	0.0	1.0	4.445	A
3 - High Grounds Road	215	54	807		758	0.284	214	275	0.0	0.4	6.876	A
4 - A57 (N)	844	211	430	0.00	1461	0.578	838	591	0.0	1.4	6.122	A

08:00 - 08:15

Arm	Total Demand	Junction Arrivals	Circulating flow	Pedestrian demand	Capacity	RFC	Throughput	Throughput (exit side)	Start queue	End queue	Delay	Unsignalised level of

	(PCU/hr)	(PCU)	(PCU/hr)	(Ped/hr)	(PCU/hr)		(PCU/hr)	(PCU/hr)	(PCU)	(PCU)	(s)	service
1 - Sandy Lane	484	121	981		865	0.559	482	537	0.8	1.3	9.937	A
2 - A57 (S)	1012	253	287		1683	0.602	1010	1177	1.0	1.6	5.695	A
3 - High Grounds Road	257	64	967		716	0.359	256	330	0.4	0.6	8.159	A
4 - A57 (N)	1008	252	515	0.00	1425	0.707	1004	708	1.4	2.5	9.022	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	592	148	1189		805	0.735	587	655	1.3	2.8	17.052	C
2 - A57 (S)	1240	310	348		1655	0.749	1234	1427	1.6	3.1	9.000	A
3 - High Grounds Road	315	79	1181		659	0.478	313	401	0.6	0.9	10.810	B
4 - A57 (N)	1234	309	629	0.00	1378	0.896	1214	865	2.5	7.5	21.283	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	592	148	1204		801	0.740	592	659	2.8	2.9	18.202	C
2 - A57 (S)	1240	310	352		1653	0.750	1239	1444	3.1	3.1	9.273	A
3 - High Grounds Road	315	79	1187		658	0.479	315	405	0.9	0.9	10.945	B
4 - A57 (N)	1234	309	632	0.00	1377	0.896	1231	870	7.5	8.2	25.291	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	484	121	1005		858	0.564	490	543	2.9	1.4	10.549	B
2 - A57 (S)	1012	253	292		1680	0.603	1018	1203	3.1	1.6	5.859	A
3 - High Grounds Road	257	64	975		713	0.360	259	335	0.9	0.6	8.274	A
4 - A57 (N)	1008	252	519	0.00	1424	0.708	1030	715	8.2	2.7	10.266	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	405	101	830		909	0.446	407	452	1.4	0.9	7.668	A
2 - A57 (S)	848	212	242		1703	0.498	850	995	1.6	1.1	4.518	A
3 - High Grounds Road	215	54	814		756	0.285	216	278	0.6	0.4	6.960	A
4 - A57 (N)	844	211	433	0.00	1459	0.578	849	597	2.7	1.5	6.346	A

2019 Base Survey, Inter Peak

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	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	10.41	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 - Sandy Lane		ONE HOUR	✓	583	100.000
2 - A57 (S)		ONE HOUR	✓	1049	100.000
3 - High Grounds Road		ONE HOUR	✓	393	100.000
4 - A57 (N)		ONE HOUR	✓	794	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	10.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	364	115	104
	2 - A57 (S)	260	0	150	639
	3 - High Grounds Road	109	134	0	150
	4 - A57 (N)	116	547	129	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	6	4	7
	2 - A57 (S)	6	0	5	11
	3 - High Grounds Road	3	2	0	6
	4 - A57 (N)	6	11	4	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 - Sandy Lane	0.72	15.26	2.7	C	535	802
2 - A57 (S)	0.71	8.10	2.6	A	963	1444
3 - High Grounds Road	0.64	15.14	1.8	C	361	541
4 - A57 (N)	0.63	7.56	1.8	A	729	1093

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	439	110	608		973	0.451	435	363	0.0	0.9	7.044	A
2 - A57 (S)	790	197	262		1694	0.466	786	782	0.0	0.9	4.299	A
3 - High Grounds Road	296	74	753		772	0.383	293	295	0.0	0.6	7.760	A
4 - A57 (N)	598	149	376	7.53	1463	0.409	595	670	0.0	0.7	4.506	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	524	131	728		938	0.559	522	435	0.9	1.3	9.120	A
2 - A57 (S)	943	236	314		1670	0.565	941	937	0.9	1.4	5.361	A
3 - High Grounds Road	353	88	902		733	0.482	352	353	0.6	0.9	9.777	A
4 - A57 (N)	714	178	451	8.99	1432	0.498	712	803	0.7	1.1	5.443	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	642	160	890		891	0.720	637	532	1.3	2.6	14.675	B
2 - A57 (S)	1155	289	383		1639	0.705	1150	1144	1.4	2.5	7.944	A
3 - High Grounds Road	433	108	1102		680	0.636	430	432	0.9	1.7	14.725	B
4 - A57 (N)	874	219	551	11.01	1392	0.628	871	981	1.1	1.8	7.501	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	642	160	894		890	0.721	642	534	2.6	2.7	15.264	C
2 - A57 (S)	1155	289	385		1638	0.705	1155	1150	2.5	2.6	8.100	A
3 - High Grounds Road	433	108	1106		679	0.637	433	434	1.7	1.8	15.141	C
4 - A57 (N)	874	219	554	11.01	1393	0.627	874	985	1.8	1.8	7.557	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	524	131	734		936	0.560	529	438	2.7	1.4	9.465	A
2 - A57 (S)	943	236	317		1669	0.565	948	946	2.6	1.4	5.466	A
3 - High Grounds Road	353	88	908		731	0.483	356	356	1.8	1.0	10.053	B
4 - A57 (N)	714	178	455	8.99	1434	0.498	717	809	1.8	1.1	5.493	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	439	110	613		971	0.452	441	366	1.4	0.9	7.206	A
2 - A57 (S)	790	197	264		1693	0.467	792	789	1.4	1.0	4.357	A
3 - High Grounds Road	296	74	759		771	0.384	297	297	1.0	0.7	7.913	A
4 - A57 (N)	598	149	380	7.53	1464	0.408	599	676	1.1	0.8	4.545	A

2019 Base Survey, 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	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	49.22	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	709	100.000
2 - A57 (S)		ONE HOUR	✓	1431	100.000
3 - High Grounds Road		ONE HOUR	✓	519	100.000
4 - A57 (N)		ONE HOUR	✓	1052	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	45.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	451	147	111
	2 - A57 (S)	418	0	213	800
	3 - High Grounds Road	176	189	0	154
	4 - A57 (N)	130	812	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	1	1	3
	2 - A57 (S)	2	0	0	3
	3 - High Grounds Road	1	0	0	1
	4 - A57 (N)	1	4	2	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 - Sandy Lane	0.98	73.91	15.5	F	651	976
2 - A57 (S)	0.97	41.53	17.3	E	1313	1970
3 - High Grounds Road	0.97	82.61	12.6	F	476	714
4 - A57 (N)	0.90	26.58	8.0	D	965	1448

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	534	133	829		909	0.587	528	541	0.0	1.4	9.447	A
2 - A57 (S)	1077	269	274		1688	0.638	1070	1083	0.0	1.8	5.891	A
3 - High Grounds Road	391	98	994		709	0.551	386	351	0.0	1.2	11.071	B
4 - A57 (N)	792	198	584	33.88	1327	0.597	786	796	0.0	1.5	6.812	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	637	159	993		862	0.740	632	647	1.4	2.7	15.537	C
2 - A57 (S)	1286	322	328		1664	0.773	1280	1297	1.8	3.3	9.443	A
3 - High Grounds Road	467	117	1189		657	0.710	462	420	1.2	2.3	18.171	C
4 - A57 (N)	946	236	699	40.45	1304	0.725	941	952	1.5	2.6	10.126	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	781	195	1197		803	0.972	746	773	2.7	11.4	47.360	E
2 - A57 (S)	1576	394	391		1636	0.963	1534	1553	3.3	13.8	28.545	D
3 - High Grounds Road	571	143	1422		595	0.960	544	502	2.3	9.2	53.325	F
4 - A57 (N)	1158	290	831	49.55	1295	0.894	1140	1136	2.6	7.1	21.851	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	781	195	1215		798	0.978	764	788	11.4	15.5	73.905	F
2 - A57 (S)	1576	394	399		1632	0.965	1562	1580	13.8	17.3	41.529	E
3 - High Grounds Road	571	143	1449		588	0.971	558	512	9.2	12.6	82.614	F
4 - A57 (N)	1158	290	848	49.55	1288	0.900	1155	1158	7.1	8.0	26.581	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	637	159	1032		851	0.749	686	682	15.5	3.3	27.437	D
2 - A57 (S)	1286	322	351		1654	0.778	1340	1367	17.3	3.8	13.592	B
3 - High Grounds Road	467	117	1248		641	0.728	505	443	12.6	2.9	32.358	D
4 - A57 (N)	946	236	747	40.45	1330	0.711	967	1007	8.0	2.6	10.846	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	534	133	843		905	0.590	541	550	3.3	1.5	10.205	B
2 - A57 (S)	1077	269	280		1686	0.639	1085	1104	3.8	1.8	6.208	A
3 - High Grounds Road	391	98	1008		705	0.554	397	357	2.9	1.3	12.022	B
4 - A57 (N)	792	198	596	33.88	1351	0.586	797	809	2.6	1.5	6.771	A

2037 Committed Only, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	4 - A57 (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	63.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	572	100.000
2 - A57 (S)		ONE HOUR	✓	1323	100.000
3 - High Grounds Road		ONE HOUR	✓	286	100.000
4 - A57 (N)		ONE HOUR	✓	1332	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	4.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	339	103	130
	2 - A57 (S)	375	0	144	804
	3 - High Grounds Road	107	95	1	83
	4 - A57 (N)	139	1073	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	6	7	7
	2 - A57 (S)	4	0	1	10
	3 - High Grounds Road	5	2	0	6
	4 - A57 (N)	7	7	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 - Sandy Lane	0.82	27.52	4.6	D	525	787
2 - A57 (S)	0.89	20.18	7.7	C	1214	1821
3 - High Grounds Road	0.53	13.57	1.2	B	262	394
4 - A57 (N)	1.07	132.05	59.0	F	1222	1833

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	431	108	962		871	0.495	427	464	0.0	1.0	8.548	A
2 - A57 (S)	996	249	264		1693	0.588	990	1124	0.0	1.5	5.445	A
3 - High Grounds Road	215	54	979		712	0.302	214	275	0.0	0.4	7.495	A
4 - A57 (N)	1003	251	432	0.00	1459	0.687	994	761	0.0	2.3	8.106	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	514	129	1148		817	0.629	511	556	1.0	1.7	12.410	B
2 - A57 (S)	1189	297	316		1669	0.712	1185	1344	1.5	2.6	7.899	A
3 - High Grounds Road	257	64	1172		661	0.389	256	329	0.4	0.7	9.244	A
4 - A57 (N)	1197	299	518	0.00	1424	0.841	1186	911	2.3	5.1	15.455	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	630	157	1313		770	0.818	620	666	1.7	4.2	24.151	C
2 - A57 (S)	1457	364	375		1643	0.887	1438	1558	2.6	7.2	17.495	C
3 - High Grounds Road	315	79	1423		595	0.529	313	391	0.7	1.1	13.202	B
4 - A57 (N)	1467	367	630	0.00	1378	1.064	1349	1106	5.1	34.5	64.567	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	630	157	1331		764	0.824	628	673	4.2	4.6	27.515	D
2 - A57 (S)	1457	364	380		1640	0.888	1454	1579	7.2	7.7	20.178	C
3 - High Grounds Road	315	79	1439		591	0.533	315	396	1.1	1.2	13.574	B
4 - A57 (N)	1467	367	636	0.00	1375	1.066	1369	1118	34.5	59.0	132.053	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	514	129	1338		762	0.674	523	585	4.6	2.3	16.565	C
2 - A57 (S)	1189	297	340		1659	0.717	1209	1521	7.7	2.8	8.941	A
3 - High Grounds Road	257	64	1196		655	0.393	259	353	1.2	0.7	9.524	A
4 - A57 (N)	1197	299	527	0.00	1420	0.843	1397	929	59.0	9.2	94.539	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	431	108	995		861	0.500	436	472	2.3	1.1	9.100	A
2 - A57 (S)	996	249	271		1690	0.589	1001	1160	2.8	1.6	5.645	A
3 - High Grounds Road	215	54	991		709	0.304	216	281	0.7	0.5	7.624	A
4 - A57 (N)	1003	251	437	0.00	1457	0.688	1030	770	9.2	2.4	9.541	A

2037 Committed Only, 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	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	237.13	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	728	100.000
2 - A57 (S)		ONE HOUR	✓	1600	100.000
3 - High Grounds Road		ONE HOUR	✓	519	100.000
4 - A57 (N)		ONE HOUR	✓	1446	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	45.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	451	147	130
	2 - A57 (S)	428	0	213	959
	3 - High Grounds Road	176	189	0	154
	4 - A57 (N)	164	1172	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	1	1	3
	2 - A57 (S)	2	0	0	3
	3 - High Grounds Road	1	0	0	1
	4 - A57 (N)	1	4	2	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 - Sandy Lane	1.06	145.00	33.8	F	668	1002
2 - A57 (S)	1.08	136.74	74.5	F	1468	2202
3 - High Grounds Road	1.02	119.44	18.9	F	476	714
4 - A57 (N)	1.23	436.83	159.7	F	1327	1990

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	548	137	1091		833	0.658	541	572	0.0	1.9	12.171	B
2 - A57 (S)	1205	301	287		1682	0.716	1195	1345	0.0	2.5	7.408	A
3 - High Grounds Road	391	98	1132		672	0.581	385	350	0.0	1.4	12.414	B
4 - A57 (N)	1089	272	591	33.88	1352	0.805	1073	927	0.0	4.0	12.719	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	654	164	1287		777	0.842	644	680	1.9	4.6	25.428	D
2 - A57 (S)	1438	360	341		1658	0.867	1425	1590	2.5	6.0	14.941	B
3 - High Grounds Road	467	117	1350		614	0.759	460	416	1.4	2.9	22.645	C
4 - A57 (N)	1300	325	705	40.45	1347	0.965	1262	1105	4.0	13.4	34.161	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	802	200	1347		760	1.055	736	760	4.6	21.1	78.746	F
2 - A57 (S)	1762	440	379		1641	1.074	1616	1704	6.0	42.5	64.174	F
3 - High Grounds Road	571	143	1532		566	1.009	532	463	2.9	12.6	69.956	F
4 - A57 (N)	1592	398	807	49.55	1305	1.220	1300	1258	13.4	86.3	147.586	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	802	200	1350		759	1.056	751	769	21.1	33.8	145.004	F
2 - A57 (S)	1762	440	384		1638	1.075	1633	1716	42.5	74.5	136.740	F
3 - High Grounds Road	571	143	1550		562	1.018	546	468	12.6	18.9	119.437	F
4 - A57 (N)	1592	398	821	49.55	1299	1.226	1298	1275	86.3	159.7	346.591	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	654	164	1341		761	0.859	739	756	33.8	12.6	119.452	F
2 - A57 (S)	1438	360	380		1640	0.877	1618	1700	74.5	29.6	118.809	F
3 - High Grounds Road	467	117	1535		566	0.825	518	464	18.9	6.1	82.873	F
4 - A57 (N)	1300	325	797	40.45	1309	0.993	1300	1256	159.7	159.7	436.827	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	548	137	1359		756	0.725	587	644	12.6	2.9	25.626	D
2 - A57 (S)	1205	301	327		1664	0.724	1312	1619	29.6	2.8	13.837	B
3 - High Grounds Road	391	98	1242		643	0.608	408	397	6.1	1.6	16.516	C
4 - A57 (N)	1089	272	638	33.88	1374	0.792	1366	1012	159.7	90.5	331.094	F

2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	4 - A57 (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	490.71	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	586	100.000
2 - A57 (S)		ONE HOUR	✓	1795	100.000
3 - High Grounds Road		ONE HOUR	✓	286	100.000
4 - A57 (N)		ONE HOUR	✓	1744	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	4.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	339	103	144
	2 - A57 (S)	378	0	144	1273
	3 - High Grounds Road	107	95	1	83
	4 - A57 (N)	181	1443	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	6	7	7
	2 - A57 (S)	4	0	1	10
	3 - High Grounds Road	5	2	0	6
	4 - A57 (N)	7	7	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 - Sandy Lane	0.85	33.05	5.6	D	538	807
2 - A57 (S)	1.20	382.67	181.4	F	1647	2471
3 - High Grounds Road	0.59	17.44	1.5	C	262	394
4 - A57 (N)	1.37	833.31	343.7	F	1600	2400

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1221		796	0.554	436	494	0.0	1.3	10.494	B
2 - A57 (S)	1351	338	273		1689	0.800	1335	1384	0.0	4.1	10.545	B
3 - High Grounds Road	215	54	1335		618	0.348	213	273	0.0	0.5	9.212	A
4 - A57 (N)	1313	328	432	0.00	1459	0.900	1282	1116	0.0	7.7	19.219	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1349		759	0.694	523	573	1.3	2.3	15.923	C
2 - A57 (S)	1614	403	318		1668	0.967	1570	1553	4.1	15.0	30.606	D
3 - High Grounds Road	257	64	1572		556	0.463	256	316	0.5	0.9	12.457	B
4 - A57 (N)	1568	392	512	0.00	1426	1.099	1409	1316	7.7	47.4	81.797	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1362		755	0.854	634	608	2.3	5.1	28.996	D
2 - A57 (S)	1976	494	365		1647	1.200	1642	1631	15.0	98.6	133.101	F
3 - High Grounds Road	315	79	1666		531	0.593	313	341	0.9	1.5	17.003	C
4 - A57 (N)	1920	480	568	0.00	1404	1.368	1403	1411	47.4	176.8	294.333	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1363		755	0.854	643	610	5.1	5.6	33.051	D
2 - A57 (S)	1976	494	369		1645	1.201	1645	1637	98.6	181.4	311.053	F
3 - High Grounds Road	315	79	1671		530	0.595	315	343	1.5	1.5	17.435	C
4 - A57 (N)	1920	480	570	0.00	1403	1.369	1403	1416	176.8	306.2	621.704	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1358		757	0.696	539	593	5.6	2.6	18.441	C
2 - A57 (S)	1614	403	326		1665	0.969	1655	1571	181.4	171.1	382.672	F
3 - High Grounds Road	257	64	1655		534	0.482	259	326	1.5	1.0	13.757	B
4 - A57 (N)	1568	392	532	0.00	1418	1.106	1418	1381	306.2	343.7	826.043	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1349		759	0.581	445	581	2.6	1.5	12.370	B
2 - A57 (S)	1351	338	287		1683	0.803	1672	1508	171.1	90.9	283.362	F
3 - High Grounds Road	215	54	1647		536	0.402	216	311	1.0	0.7	11.790	B
4 - A57 (N)	1313	328	506	0.00	1429	0.919	1425	1358	343.7	315.7	833.308	F

2037 Committed + Allocated + Morton GV, 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	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	800.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	757	100.000
2 - A57 (S)		ONE HOUR	✓	1948	100.000
3 - High Grounds Road		ONE HOUR	✓	519	100.000
4 - A57 (N)		ONE HOUR	✓	1831	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	45.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	451	147	159
	2 - A57 (S)	436	0	213	1299
	3 - High Grounds Road	176	189	0	154
	4 - A57 (N)	178	1543	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	1	1	3
	2 - A57 (S)	2	0	0	3
	3 - High Grounds Road	1	0	0	1
	4 - A57 (N)	1	4	2	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 - Sandy Lane	1.12	238.09	54.6	F	695	1042
2 - A57 (S)	1.31	669.08	317.3	F	1788	2681
3 - High Grounds Road	1.05	158.18	25.6	F	476	714
4 - A57 (N)	1.51	1354.96	513.9	F	1680	2520

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1324		766	0.744	559	580	0.0	2.7	16.820	C
2 - A57 (S)	1467	367	305		1674	0.876	1441	1578	0.0	6.3	14.533	B
3 - High Grounds Road	391	98	1401		601	0.650	384	345	0.0	1.8	16.189	C
4 - A57 (N)	1378	345	592	33.88	1393	0.989	1312	1192	0.0	16.7	33.660	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1386		749	0.909	663	650	2.7	7.1	36.788	E
2 - A57 (S)	1751	438	349		1654	1.059	1625	1700	6.3	37.8	59.317	F
3 - High Grounds Road	467	117	1587		552	0.845	456	388	1.8	4.4	34.418	D
4 - A57 (N)	1646	412	684	40.45	1355	1.214	1351	1358	16.7	90.3	152.144	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1395		746	1.117	734	674	7.1	31.9	111.459	F
2 - A57 (S)	2145	536	377		1642	1.306	1641	1752	37.8	163.8	227.566	F
3 - High Grounds Road	571	143	1616		544	1.050	523	402	4.4	16.6	91.284	F
4 - A57 (N)	2016	504	735	49.55	1334	1.511	1334	1403	90.3	260.7	479.343	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1396		746	1.118	743	678	31.9	54.6	221.934	F
2 - A57 (S)	2145	536	380		1640	1.308	1640	1759	163.8	290.0	502.021	F
3 - High Grounds Road	571	143	1617		544	1.051	535	404	16.6	25.6	158.180	F
4 - A57 (N)	2016	504	744	49.55	1331	1.515	1331	1409	260.7	432.0	939.579	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1395		746	0.912	732	676	54.6	41.7	238.091	F
2 - A57 (S)	1751	438	376		1642	1.066	1642	1752	290.0	317.3	669.082	F
3 - High Grounds Road	467	117	1616		544	0.858	527	402	25.6	10.5	134.350	F
4 - A57 (N)	1646	412	738	40.45	1333	1.235	1333	1405	432.0	510.2	1267.499	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1385		749	0.761	719	642	41.7	4.4	116.354	F
2 - A57 (S)	1467	367	373		1644	0.892	1638	1731	317.3	274.3	650.201	F
3 - High Grounds Road	391	98	1610		546	0.716	421	401	10.5	2.8	34.500	D
4 - A57 (N)	1378	345	663	33.88	1364	1.011	1364	1369	510.2	513.9	1354.959	F

2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	4 - A57 (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	490.71	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	586	100.000
2 - A57 (S)		ONE HOUR	✓	1795	100.000
3 - High Grounds Road		ONE HOUR	✓	286	100.000
4 - A57 (N)		ONE HOUR	✓	1744	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	4.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	339	103	144
	2 - A57 (S)	378	0	144	1273
	3 - High Grounds Road	107	95	1	83
	4 - A57 (N)	181	1443	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	6	7	7
	2 - A57 (S)	4	0	1	10
	3 - High Grounds Road	5	2	0	6
	4 - A57 (N)	7	7	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 - Sandy Lane	0.85	33.05	5.6	D	538	807
2 - A57 (S)	1.20	382.67	181.4	F	1647	2471
3 - High Grounds Road	0.59	17.44	1.5	C	262	394
4 - A57 (N)	1.37	833.31	343.7	F	1600	2400

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1221		796	0.554	436	494	0.0	1.3	10.494	B
2 - A57 (S)	1351	338	273		1689	0.800	1335	1384	0.0	4.1	10.545	B
3 - High Grounds Road	215	54	1335		618	0.348	213	273	0.0	0.5	9.212	A
4 - A57 (N)	1313	328	432	0.00	1459	0.900	1282	1116	0.0	7.7	19.219	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1349		759	0.694	523	573	1.3	2.3	15.923	C
2 - A57 (S)	1614	403	318		1668	0.967	1570	1553	4.1	15.0	30.606	D
3 - High Grounds Road	257	64	1572		556	0.463	256	316	0.5	0.9	12.457	B
4 - A57 (N)	1568	392	512	0.00	1426	1.099	1409	1316	7.7	47.4	81.797	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1362		755	0.854	634	608	2.3	5.1	28.996	D
2 - A57 (S)	1976	494	365		1647	1.200	1642	1631	15.0	98.6	133.101	F
3 - High Grounds Road	315	79	1666		531	0.593	313	341	0.9	1.5	17.003	C
4 - A57 (N)	1920	480	568	0.00	1404	1.368	1403	1411	47.4	176.8	294.333	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1363		755	0.854	643	610	5.1	5.6	33.051	D
2 - A57 (S)	1976	494	369		1645	1.201	1645	1637	98.6	181.4	311.053	F
3 - High Grounds Road	315	79	1671		530	0.595	315	343	1.5	1.5	17.435	C
4 - A57 (N)	1920	480	570	0.00	1403	1.369	1403	1416	176.8	306.2	621.704	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1358		757	0.696	539	593	5.6	2.6	18.441	C
2 - A57 (S)	1614	403	326		1665	0.969	1655	1571	181.4	171.1	382.672	F
3 - High Grounds Road	257	64	1655		534	0.482	259	326	1.5	1.0	13.757	B
4 - A57 (N)	1568	392	532	0.00	1418	1.106	1418	1381	306.2	343.7	826.043	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1349		759	0.581	445	581	2.6	1.5	12.370	B
2 - A57 (S)	1351	338	287		1683	0.803	1672	1508	171.1	90.9	283.362	F
3 - High Grounds Road	215	54	1647		536	0.402	216	311	1.0	0.7	11.790	B
4 - A57 (N)	1313	328	506	0.00	1429	0.919	1425	1358	343.7	315.7	833.308	F

2037 Committed + Allocated + Gamston GV, 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	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	800.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	757	100.000
2 - A57 (S)		ONE HOUR	✓	1948	100.000
3 - High Grounds Road		ONE HOUR	✓	519	100.000
4 - A57 (N)		ONE HOUR	✓	1831	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	45.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	451	147	159
	2 - A57 (S)	436	0	213	1299
	3 - High Grounds Road	176	189	0	154
	4 - A57 (N)	178	1543	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	1	1	3
	2 - A57 (S)	2	0	0	3
	3 - High Grounds Road	1	0	0	1
	4 - A57 (N)	1	4	2	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 - Sandy Lane	1.12	238.09	54.6	F	695	1042
2 - A57 (S)	1.31	669.08	317.3	F	1788	2681
3 - High Grounds Road	1.05	158.18	25.6	F	476	714
4 - A57 (N)	1.51	1354.96	513.9	F	1680	2520

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1324		766	0.744	559	580	0.0	2.7	16.820	C
2 - A57 (S)	1467	367	305		1674	0.876	1441	1578	0.0	6.3	14.533	B
3 - High Grounds Road	391	98	1401		601	0.650	384	345	0.0	1.8	16.189	C
4 - A57 (N)	1378	345	592	33.88	1393	0.989	1312	1192	0.0	16.7	33.660	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1386		749	0.909	663	650	2.7	7.1	36.788	E
2 - A57 (S)	1751	438	349		1654	1.059	1625	1700	6.3	37.8	59.317	F
3 - High Grounds Road	467	117	1587		552	0.845	456	388	1.8	4.4	34.418	D
4 - A57 (N)	1646	412	684	40.45	1355	1.214	1351	1358	16.7	90.3	152.144	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1395		746	1.117	734	674	7.1	31.9	111.459	F
2 - A57 (S)	2145	536	377		1642	1.306	1641	1752	37.8	163.8	227.566	F
3 - High Grounds Road	571	143	1616		544	1.050	523	402	4.4	16.6	91.284	F
4 - A57 (N)	2016	504	735	49.55	1334	1.511	1334	1403	90.3	260.7	479.343	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1396		746	1.118	743	678	31.9	54.6	221.934	F
2 - A57 (S)	2145	536	380		1640	1.308	1640	1759	163.8	290.0	502.021	F
3 - High Grounds Road	571	143	1617		544	1.051	535	404	16.6	25.6	158.180	F
4 - A57 (N)	2016	504	744	49.55	1331	1.515	1331	1409	260.7	432.0	939.579	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1395		746	0.912	732	676	54.6	41.7	238.091	F
2 - A57 (S)	1751	438	376		1642	1.066	1642	1752	290.0	317.3	669.082	F
3 - High Grounds Road	467	117	1616		544	0.858	527	402	25.6	10.5	134.350	F
4 - A57 (N)	1646	412	738	40.45	1333	1.235	1333	1405	432.0	510.2	1267.499	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1385		749	0.761	719	642	41.7	4.4	116.354	F
2 - A57 (S)	1467	367	373		1644	0.892	1638	1731	317.3	274.3	650.201	F
3 - High Grounds Road	391	98	1610		546	0.716	421	401	10.5	2.8	34.500	D
4 - A57 (N)	1378	345	663	33.88	1364	1.011	1364	1369	510.2	513.9	1354.959	F

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	4 - A57 (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	350.41	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	586	100.000
2 - A57 (S)		ONE HOUR	✓	1599	100.000
3 - High Grounds Road		ONE HOUR	✓	286	100.000
4 - A57 (N)		ONE HOUR	✓	1685	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	4.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	339	103	144
	2 - A57 (S)	378	0	144	1077
	3 - High Grounds Road	107	95	1	83
	4 - A57 (N)	181	1384	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	6	7	7
	2 - A57 (S)	4	0	1	10

	3 - High Grounds Road	5	2	0	6
	4 - A57 (N)	7	7	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 - Sandy Lane	0.85	31.62	5.4	D	538	807
2 - A57 (S)	1.07	132.89	72.1	F	1467	2201
3 - High Grounds Road	0.59	16.97	1.4	C	262	394
4 - A57 (N)	1.34	724.29	298.4	F	1546	2319

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1182		807	0.546	436	496	0.0	1.3	10.189	B
2 - A57 (S)	1204	301	273		1689	0.713	1193	1345	0.0	2.6	7.674	A
3 - High Grounds Road	215	54	1193		656	0.328	213	273	0.0	0.5	8.443	A
4 - A57 (N)	1269	317	434	0.00	1459	0.870	1244	973	0.0	6.2	16.376	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1332		764	0.690	523	582	1.3	2.2	15.622	C
2 - A57 (S)	1437	359	321		1667	0.862	1424	1534	2.6	6.0	15.111	C
3 - High Grounds Road	257	64	1424		595	0.432	256	320	0.5	0.8	11.038	B
4 - A57 (N)	1515	379	518	0.00	1424	1.064	1396	1162	6.2	35.8	65.711	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1343		761	0.848	634	648	2.2	5.0	28.035	D
2 - A57 (S)	1761	440	367		1646	1.069	1618	1610	6.0	41.6	63.476	F
3 - High Grounds Road	315	79	1629		541	0.582	312	357	0.8	1.4	16.251	C
4 - A57 (N)	1855	464	604	0.00	1388	1.336	1387	1337	35.8	152.7	251.896	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1342		761	0.848	644	654	5.0	5.4	31.617	D
2 - A57 (S)	1761	440	371		1644	1.071	1639	1615	41.6	72.1	132.894	F
3 - High Grounds Road	315	79	1649		535	0.588	315	360	1.4	1.4	16.967	C
4 - A57 (N)	1855	464	611	0.00	1386	1.339	1386	1353	152.7	270.1	551.849	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1338		762	0.691	538	635	5.4	2.5	17.861	C
2 - A57 (S)	1437	359	328		1664	0.864	1640	1549	72.1	21.5	106.725	F
3 - High Grounds Road	257	64	1624		542	0.474	259	343	1.4	1.0	13.356	B
4 - A57 (N)	1515	379	571	0.00	1402	1.080	1402	1312	270.1	298.4	724.293	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1362		755	0.584	445	539	2.5	1.5	12.493	B
2 - A57 (S)	1204	301	291		1681	0.716	1279	1516	21.5	2.8	11.445	B
3 - High Grounds Road	215	54	1273		635	0.339	217	297	1.0	0.5	9.019	A
4 - A57 (N)	1269	317	456	0.00	1449	0.875	1444	1034	298.4	254.5	689.318	F

2037 Committed + Allocated + Morton GV Modal Shift, 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	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	603.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	757	100.000
2 - A57 (S)		ONE HOUR	✓	1886	100.000
3 - High Grounds Road		ONE HOUR	✓	519	100.000
4 - A57 (N)		ONE HOUR	✓	1693	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	45.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	451	147	159
	2 - A57 (S)	436	0	213	1237
	3 - High Grounds Road	176	189	0	154
	4 - A57 (N)	178	1405	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	1	1	3
	2 - A57 (S)	2	0	0	3
	3 - High Grounds Road	1	0	0	1
	4 - A57 (N)	1	4	2	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 - Sandy Lane	1.11	224.48	52.4	F	695	1042
2 - A57 (S)	1.27	562.77	261.8	F	1731	2596
3 - High Grounds Road	1.05	153.11	24.7	F	476	714
4 - A57 (N)	1.41	956.78	370.8	F	1554	2330

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1250		788	0.724	560	584	0.0	2.5	15.425	C
2 - A57 (S)	1420	355	307		1673	0.848	1399	1503	0.0	5.2	12.615	B
3 - High Grounds Road	391	98	1359		612	0.638	384	347	0.0	1.7	15.455	C
4 - A57 (N)	1275	319	593	33.88	1393	0.915	1241	1149	0.0	8.4	21.217	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1365		755	0.902	664	667	2.5	6.7	34.908	D
2 - A57 (S)	1695	424	355		1652	1.027	1606	1673	5.2	27.5	46.983	E
3 - High Grounds Road	467	117	1564		558	0.836	456	397	1.7	4.2	32.831	D
4 - A57 (N)	1522	380	692	40.45	1352	1.126	1340	1328	8.4	54.0	95.075	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1380		750	1.111	737	696	6.7	30.7	107.345	F
2 - A57 (S)	2077	519	384		1638	1.267	1637	1733	27.5	137.5	188.421	F
3 - High Grounds Road	571	143	1607		547	1.045	524	414	4.2	16.1	88.584	F
4 - A57 (N)	1864	466	747	49.55	1330	1.402	1329	1384	54.0	187.8	334.087	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1382		750	1.112	747	700	30.7	52.4	212.983	F
2 - A57 (S)	2077	519	388		1637	1.269	1637	1741	137.5	247.4	427.692	F
3 - High Grounds Road	571	143	1609		546	1.046	537	416	16.1	24.7	153.106	F
4 - A57 (N)	1864	466	756	49.55	1326	1.406	1326	1390	187.8	322.3	696.589	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1381		750	0.907	736	697	52.4	38.6	224.479	F
2 - A57 (S)	1695	424	384		1639	1.035	1638	1733	247.4	261.8	562.770	F
3 - High Grounds Road	467	117	1608		546	0.854	528	414	24.7	9.4	127.352	F
4 - A57 (N)	1522	380	750	40.45	1328	1.146	1328	1386	322.3	370.8	931.739	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1366		754	0.756	709	663	38.6	3.9	100.733	F
2 - A57 (S)	1420	355	375		1643	0.864	1636	1700	261.8	207.6	516.777	F
3 - High Grounds Road	391	98	1600		548	0.713	418	411	9.4	2.7	32.021	D
4 - A57 (N)	1275	319	672	33.88	1360	0.937	1357	1346	370.8	350.3	956.780	F

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	4 - A57 (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	398.72	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	586	100.000
2 - A57 (S)		ONE HOUR	✓	1685	100.000
3 - High Grounds Road		ONE HOUR	✓	286	100.000
4 - A57 (N)		ONE HOUR	✓	1708	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	4.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	339	103	144
	2 - A57 (S)	378	0	144	1163
	3 - High Grounds Road	107	95	1	83
	4 - A57 (N)	181	1407	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	6	7	7
	2 - A57 (S)	4	0	1	10

	3 - High Grounds Road	5	2	0	6
	4 - A57 (N)	7	7	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 - Sandy Lane	0.85	32.23	5.5	D	538	807
2 - A57 (S)	1.13	219.87	117.2	F	1546	2319
3 - High Grounds Road	0.59	17.21	1.5	C	262	394
4 - A57 (N)	1.35	764.77	315.2	F	1567	2351

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1197		803	0.549	436	495	0.0	1.3	10.307	B
2 - A57 (S)	1269	317	273		1689	0.751	1256	1360	0.0	3.1	8.732	A
3 - High Grounds Road	215	54	1256		639	0.337	213	273	0.0	0.5	8.766	A
4 - A57 (N)	1286	321	433	0.00	1459	0.881	1259	1036	0.0	6.7	17.402	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1339		762	0.691	523	579	1.3	2.3	15.744	C
2 - A57 (S)	1515	379	320		1668	0.908	1493	1542	3.1	8.6	20.051	C
3 - High Grounds Road	257	64	1494		576	0.446	256	319	0.5	0.8	11.664	B
4 - A57 (N)	1535	384	517	0.00	1425	1.078	1402	1233	6.7	40.2	71.789	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1351		759	0.851	634	631	2.3	5.0	28.441	D
2 - A57 (S)	1855	464	366		1647	1.127	1633	1619	8.6	64.1	89.962	F
3 - High Grounds Road	315	79	1649		535	0.588	312	350	0.8	1.4	16.654	C
4 - A57 (N)	1881	470	588	0.00	1395	1.348	1394	1374	40.2	161.8	267.762	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	645	161	1351		759	0.851	644	634	5.0	5.5	32.234	D
2 - A57 (S)	1855	464	370		1645	1.128	1643	1625	64.1	117.2	205.032	F
3 - High Grounds Road	315	79	1661		532	0.592	315	353	1.4	1.5	17.212	C
4 - A57 (N)	1881	470	592	0.00	1393	1.350	1393	1383	161.8	283.6	577.591	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	527	132	1347		760	0.693	538	616	5.5	2.5	18.108	C
2 - A57 (S)	1515	379	327		1664	0.910	1649	1558	117.2	83.6	219.869	F
3 - High Grounds Road	257	64	1641		538	0.478	259	335	1.5	1.0	13.565	B
4 - A57 (N)	1535	384	554	0.00	1409	1.090	1409	1346	283.6	315.2	764.775	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	441	110	1345		761	0.580	445	588	2.5	1.5	12.304	B
2 - A57 (S)	1269	317	288		1682	0.754	1588	1501	83.6	3.8	83.078	F
3 - High Grounds Road	215	54	1561		559	0.385	217	315	1.0	0.7	11.012	B
4 - A57 (N)	1286	321	510	0.00	1427	0.901	1423	1268	315.2	281.0	754.577	F

2037 Committed + Allocated + Gamston GV Modal Shift, 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	A57/Sandy Lane	Standard Roundabout		1, 2, 3, 4	694.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		ONE HOUR	✓	757	100.000
2 - A57 (S)		ONE HOUR	✓	1916	100.000
3 - High Grounds Road		ONE HOUR	✓	519	100.000
4 - A57 (N)		ONE HOUR	✓	1758	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandy Lane		
2 - A57 (S)		
3 - High Grounds Road		
4 - A57 (N)	[ONEHOUR]	45.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	451	147	159
	2 - A57 (S)	436	0	213	1267
	3 - High Grounds Road	176	189	0	154
	4 - A57 (N)	178	1470	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sandy Lane	2 - A57 (S)	3 - High Grounds Road	4 - A57 (N)
From	1 - Sandy Lane	0	1	1	3
	2 - A57 (S)	2	0	0	3
	3 - High Grounds Road	1	0	0	1
	4 - A57 (N)	1	4	2	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 - Sandy Lane	1.11	231.14	53.5	F	695	1042
2 - A57 (S)	1.29	613.61	288.4	F	1758	2637
3 - High Grounds Road	1.05	155.60	25.2	F	476	714
4 - A57 (N)	1.46	1141.21	435.3	F	1613	2420

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1288		777	0.734	559	583	0.0	2.6	16.113	C
2 - A57 (S)	1442	361	306		1674	0.862	1420	1541	0.0	5.7	13.491	B
3 - High Grounds Road	391	98	1379		607	0.644	384	346	0.0	1.7	15.803	C
4 - A57 (N)	1324	331	593	33.88	1393	0.950	1278	1170	0.0	11.5	26.189	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1376		751	0.906	663	659	2.6	6.9	35.867	E
2 - A57 (S)	1722	431	352		1653	1.042	1616	1687	5.7	32.3	52.704	F
3 - High Grounds Road	467	117	1576		555	0.841	456	393	1.7	4.3	33.633	D
4 - A57 (N)	1580	395	689	40.45	1354	1.168	1346	1344	11.5	70.0	119.352	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1387		748	1.114	736	685	6.9	31.3	109.389	F
2 - A57 (S)	2110	527	381		1640	1.286	1639	1742	32.3	150.0	206.790	F
3 - High Grounds Road	571	143	1611		545	1.048	523	408	4.3	16.3	89.926	F
4 - A57 (N)	1936	484	741	49.55	1332	1.453	1332	1393	70.0	221.0	399.410	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	833	208	1389		748	1.115	745	689	31.3	53.5	217.380	F
2 - A57 (S)	2110	527	384		1639	1.287	1638	1750	150.0	267.8	463.077	F
3 - High Grounds Road	571	143	1613		545	1.048	536	410	16.3	25.2	155.601	F
4 - A57 (N)	1936	484	750	49.55	1328	1.457	1328	1399	221.0	372.8	808.163	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	681	170	1388		748	0.910	734	687	53.5	40.1	231.142	F
2 - A57 (S)	1722	431	380		1640	1.050	1640	1742	267.8	288.4	613.608	F
3 - High Grounds Road	467	117	1612		545	0.856	528	408	25.2	9.9	130.780	F
4 - A57 (N)	1580	395	744	40.45	1331	1.188	1331	1395	372.8	435.3	1092.492	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Sandy Lane	570	142	1374		752	0.758	714	652	40.1	4.1	108.109	F
2 - A57 (S)	1442	361	374		1643	0.878	1637	1714	288.4	239.6	580.682	F
3 - High Grounds Road	391	98	1605		547	0.714	419	406	9.9	2.8	33.107	D
4 - A57 (N)	1324	331	667	33.88	1362	0.972	1359	1357	435.3	426.4	1141.205	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 3 A57 Sandy Lane.j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J3
Report generation date: 29/10/2019 09:53:13

»(Default Analysis Set) - 2037 Reference Case, AM
»(Default Analysis Set) - 2037 Reference Case, PM
»(Default Analysis Set) - 2037 Committed + Allocated + Morton GV, AM
»(Default Analysis Set) - 2037 Committed + Allocated + Morton GV, PM
»(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV, AM
»(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV, PM
»(Default Analysis Set) - 2037 Committed + Allocated + Morton GV (with modal shift), AM
»(Default Analysis Set) - 2037 Committed + Allocated + Morton GV (with modal shift), PM
»(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV (with modal shift), AM
»(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV (with modal shift), PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (min)	RFC	LOS	Queue (Veh)	Delay (min)	RFC	LOS
	A1 - 2037 Reference Case							
Arm 1	1.1	0.11	0.53	A	2.2	0.17	0.69	A
Arm 2	1.0	0.04	0.51	A	1.4	0.05	0.59	A
Arm 3	0.5	0.09	0.33	A	1.7	0.18	0.63	B
Arm 4	1.4	0.06	0.59	A	1.9	0.07	0.66	A
	A1 - 2037 Committed + Allocated + Morton GV							
Arm 1	1.9	0.18	0.66	B	6.8	0.52	0.89	D
Arm 2	2.3	0.07	0.70	A	2.6	0.07	0.72	A
Arm 3	0.8	0.16	0.46	A	3.9	0.43	0.81	D
Arm 4	3.4	0.11	0.77	A	5.0	0.15	0.84	A
	A1 - 2037 Committed + Allocated + Gamston GV							
Arm 1	1.9	0.18	0.66	B	6.8	0.52	0.89	D
Arm 2	2.3	0.07	0.70	A	2.6	0.07	0.72	A
Arm 3	0.8	0.16	0.46	A	3.9	0.43	0.81	D
Arm 4	3.4	0.11	0.77	A	5.0	0.15	0.84	A
	A1 - 2037 Committed + Allocated + Morton GV (with modal shift)							
Arm 1	1.8	0.17	0.64	A	4.2	0.31	0.82	C
Arm 2	1.6	0.06	0.62	A	2.3	0.07	0.70	A
Arm 3	0.7	0.13	0.40	A	3.2	0.35	0.77	C
Arm 4	2.9	0.10	0.75	A	3.4	0.11	0.77	A
	A1 - 2037 Committed + Allocated + Gamston GV (with modal shift)							
Arm 1	1.8	0.17	0.65	B	5.1	0.39	0.85	C
Arm 2	1.9	0.06	0.65	A	2.4	0.07	0.71	A
Arm 3	0.7	0.14	0.42	A	3.5	0.38	0.79	C
Arm 4	3.1	0.10	0.76	A	4.0	0.13	0.80	A

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

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

File summary

File Description

Title	J3 A57-A60-Highgrounds Road
Location	Bassetlaw
Site number	
Date	29/10/2019
Version	
Status	Preliminary
Identifier	
Client	Bassetlaw DC
Jobnumber	A113816
Enumerator	L.Wilkes
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2037 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D3	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓
D4	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓
D5	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓
D6	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓
D7	2037 Committed + Allocated + Morton GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2037 Committed + Allocated + Morton GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2037 Committed + Allocated + Gamston GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2037 Committed + Allocated + Gamston GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

(Default Analysis Set) - 2037 Reference Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A60	
2	A57 (south)	
3	Highgrounds Road	
4	A57 (north)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.70	8.00	30.6	35.8	80.3	30.0	
2	7.50	11.20	37.7	50.0	80.3	15.0	
3	3.10	8.60	16.2	21.4	80.9	33.0	
4	5.10	11.60	55.6	48.4	80.3	26.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.530	2063
2	0.736	3380
3	0.472	1726
4	0.687	3105

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2037 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	572	100.000
2		ONE HOUR	✓	1323	100.000
3		ONE HOUR	✓	286	100.000
4		ONE HOUR	✓	1332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	339	103	130
	2	375	0	144	804
	3	107	95	1	83
	4	139	1073	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	7	7
	2	4	0	1	10
	3	5	2	0	6
	4	7	7	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	0.11	1.1	A	525	787
2	0.51	0.04	1.0	A	1214	1821
3	0.33	0.09	0.5	A	262	394
4	0.59	0.06	1.4	A	1222	1833

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	431	108	968	1426	0.302	429	466	0.0	0.4	0.060	A
2	996	249	266	2956	0.337	994	1131	0.0	0.5	0.031	A
3	215	54	983	1174	0.183	214	276	0.0	0.2	0.062	A

4	1003	251	434	2617	0.383	1000	764	0.0	0.6	0.037	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	514	129	1158	1326	0.388	513	558	0.4	0.6	0.074	A
2	1189	297	318	2918	0.408	1189	1353	0.5	0.7	0.035	A
3	257	64	1176	1080	0.238	257	331	0.2	0.3	0.073	A
4	1197	299	519	2560	0.468	1196	914	0.6	0.9	0.044	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	630	157	1417	1189	0.530	628	683	0.6	1.1	0.107	A
2	1457	364	389	2866	0.508	1455	1656	0.7	1.0	0.042	A
3	315	79	1440	951	0.331	314	404	0.3	0.5	0.094	A
4	1467	367	635	2483	0.591	1464	1118	0.9	1.4	0.059	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	630	157	1419	1187	0.530	630	684	1.1	1.1	0.108	A
2	1457	364	390	2865	0.508	1457	1659	1.0	1.0	0.043	A
3	315	79	1441	950	0.332	315	405	0.5	0.5	0.094	A
4	1467	367	636	2482	0.591	1467	1120	1.4	1.4	0.059	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	514	129	1161	1324	0.388	516	559	1.1	0.6	0.074	A
2	1189	297	319	2917	0.408	1191	1358	1.0	0.7	0.035	A
3	257	64	1178	1078	0.238	258	332	0.5	0.3	0.073	A
4	1197	299	521	2559	0.468	1200	916	1.4	0.9	0.044	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	431	108	971	1425	0.302	431	468	0.6	0.4	0.060	A
2	996	249	267	2955	0.337	997	1136	0.7	0.5	0.031	A
3	215	54	986	1172	0.184	216	277	0.3	0.2	0.063	A
4	1003	251	436	2616	0.383	1004	766	0.9	0.6	0.037	A

(Default Analysis Set) - 2037 Reference Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2037 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	728	100.000
2		ONE HOUR	✓	1600	100.000
3		ONE HOUR	✓	519	100.000
4		ONE HOUR	✓	1446	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	451	147	130
	2	428	0	213	959
	3	176	189	0	154
	4	164	1172	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	1	3
	2	2	0	0	3
	3	1	0	0	1
	4	1	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.69	0.17	2.2	A	668	1002
2	0.59	0.05	1.4	A	1468	2202
3	0.63	0.18	1.7	B	476	714
4	0.66	0.07	1.9	A	1327	1990

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	548	137	1104	1440	0.381	546	577	0.0	0.6	0.067	A
2	1205	301	290	3090	0.390	1202	1360	0.0	0.6	0.032	A
3	391	98	1139	1165	0.335	389	353	0.0	0.5	0.077	A
4	1089	272	595	2600	0.419	1086	933	0.0	0.7	0.040	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	654	164	1321	1323	0.495	653	690	0.6	1.0	0.089	A
2	1438	360	347	3048	0.472	1437	1627	0.6	0.9	0.037	A
3	467	117	1363	1058	0.441	465	422	0.5	0.8	0.101	A
4	1300	325	712	2521	0.516	1299	1116	0.7	1.1	0.049	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	802	200	1615	1164	0.689	797	843	1.0	2.1	0.162	A
2	1762	440	424	2992	0.589	1760	1988	0.9	1.4	0.049	A
3	571	143	1668	911	0.628	568	516	0.8	1.6	0.173	B
4	1592	398	870	2415	0.659	1589	1365	1.1	1.9	0.072	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	802	200	1619	1161	0.690	801	846	2.1	2.2	0.166	A
2	1762	440	426	2991	0.589	1762	1995	1.4	1.4	0.049	A
3	571	143	1670	909	0.628	571	517	1.6	1.7	0.177	B
4	1592	398	873	2413	0.660	1592	1368	1.9	1.9	0.073	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	654	164	1327	1319	0.496	659	693	2.2	1.0	0.092	A
2	1438	360	350	3046	0.472	1440	1636	1.4	0.9	0.037	A
3	467	117	1366	1056	0.442	470	424	1.7	0.8	0.103	A
4	1300	325	716	2519	0.516	1303	1121	1.9	1.1	0.049	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	548	137	1109	1437	0.381	550	579	1.0	0.6	0.068	A
2	1205	301	292	3089	0.390	1206	1367	0.9	0.6	0.032	A
3	391	98	1143	1163	0.336	392	354	0.8	0.5	0.078	A
4	1089	272	598	2598	0.419	1090	937	1.1	0.7	0.040	A

(Default Analysis Set) - 2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	586	100.000
2		ONE HOUR	✓	1795	100.000
3		ONE HOUR	✓	286	100.000
4		ONE HOUR	✓	1744	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	339	103	144
	2	378	0	144	1273
	3	107	95	1	83
	4	181	1443	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	7	7
	2	4	0	1	10
	3	5	2	0	6
	4	7	7	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.66	0.18	1.9	B	538	807
2	0.70	0.07	2.3	A	1647	2471
3	0.46	0.16	0.8	A	262	394
4	0.77	0.11	3.4	A	1600	2400

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1245	1279	0.345	439	500	0.0	0.5	0.071	A
2	1351	338	276	2929	0.461	1348	1408	0.0	0.9	0.038	A
3	215	54	1348	992	0.217	214	276	0.0	0.3	0.077	A
4	1313	328	436	2615	0.502	1309	1126	0.0	1.0	0.046	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1489	1149	0.458	526	598	0.5	0.8	0.096	A
2	1614	403	330	2890	0.558	1612	1685	0.9	1.3	0.047	A
3	257	64	1612	863	0.298	257	330	0.3	0.4	0.099	A
4	1568	392	522	2558	0.613	1566	1347	1.0	1.6	0.060	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1820	974	0.662	641	731	0.8	1.9	0.178	B
2	1976	494	403	2837	0.697	1972	2058	1.3	2.3	0.069	A
3	315	79	1972	686	0.459	313	404	0.4	0.8	0.160	A
4	1920	480	638	2480	0.774	1913	1647	1.6	3.3	0.105	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1826	970	0.665	645	733	1.9	1.9	0.184	B
2	1976	494	405	2836	0.697	1976	2066	2.3	2.3	0.070	A
3	315	79	1976	684	0.461	315	405	0.8	0.8	0.163	A
4	1920	480	640	2479	0.775	1920	1651	3.3	3.4	0.107	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1498	1144	0.460	531	601	1.9	0.9	0.099	A
2	1614	403	333	2888	0.559	1618	1696	2.3	1.3	0.047	A
3	257	64	1618	859	0.299	259	332	0.8	0.4	0.100	A
4	1568	392	524	2556	0.613	1575	1353	3.4	1.6	0.062	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1251	1275	0.346	442	502	0.9	0.5	0.072	A
2	1351	338	278	2928	0.462	1353	1416	1.3	0.9	0.038	A
3	215	54	1353	990	0.218	216	278	0.4	0.3	0.078	A
4	1313	328	438	2613	0.502	1315	1131	1.6	1.0	0.046	A

(Default Analysis Set) - 2037 Committed + Allocated + Morton GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.20	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	757	100.000
2		ONE HOUR	✓	1948	100.000
3		ONE HOUR	✓	519	100.000
4		ONE HOUR	✓	1831	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	451	147	159
	2	436	0	213	1299
	3	176	189	0	154
	4	178	1543	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	1	3
	2	2	0	0	3
	3	1	0	0	1
	4	1	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.89	0.52	6.8	D	695	1042
2	0.72	0.07	2.6	A	1788	2681
3	0.81	0.43	3.9	D	476	714
4	0.84	0.15	5.0	A	1680	2520

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1382	1288	0.443	567	593	0.0	0.8	0.083	A
2	1467	367	312	3071	0.478	1463	1637	0.0	0.9	0.037	A
3	391	98	1422	1029	0.380	388	353	0.0	0.6	0.093	A
4	1378	345	601	2594	0.531	1374	1210	0.0	1.1	0.049	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1653	1142	0.596	678	709	0.8	1.4	0.129	A
2	1751	438	373	3026	0.579	1749	1958	0.9	1.4	0.047	A
3	467	117	1700	894	0.522	465	422	0.6	1.1	0.139	A
4	1646	412	718	2515	0.654	1643	1447	1.1	1.9	0.069	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	2014	946	0.881	815	864	1.4	5.9	0.412	C
2	2145	536	450	2969	0.722	2140	2379	1.4	2.6	0.072	A
3	571	143	2077	713	0.802	561	513	1.1	3.6	0.375	C
4	2016	504	874	2411	0.836	2004	1765	1.9	4.8	0.144	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	2027	939	0.887	830	869	5.9	6.8	0.520	D
2	2145	536	457	2965	0.723	2145	2401	2.6	2.6	0.073	A
3	571	143	2085	709	0.806	570	517	3.6	3.9	0.425	D
4	2016	504	881	2406	0.838	2015	1774	4.8	5.0	0.153	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1671	1132	0.601	701	716	6.8	1.5	0.146	A
2	1751	438	383	3018	0.580	1756	1989	2.6	1.4	0.048	A
3	467	117	1711	889	0.525	477	428	3.9	1.1	0.149	A
4	1646	412	729	2508	0.656	1658	1460	5.0	1.9	0.072	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1390	1283	0.444	573	596	1.5	0.8	0.085	A
2	1467	367	315	3069	0.478	1468	1649	1.4	0.9	0.038	A
3	391	98	1428	1026	0.381	393	355	1.1	0.6	0.095	A
4	1378	345	605	2591	0.532	1382	1216	1.9	1.1	0.050	A

(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	586	100.000
2		ONE HOUR	✓	1795	100.000
3		ONE HOUR	✓	286	100.000
4		ONE HOUR	✓	1744	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	339	103	144
	2	378	0	144	1273
	3	107	95	1	83
	4	181	1443	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	7	7
	2	4	0	1	10
	3	5	2	0	6
	4	7	7	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.66	0.18	1.9	B	538	807
2	0.70	0.07	2.3	A	1647	2471
3	0.46	0.16	0.8	A	262	394
4	0.77	0.11	3.4	A	1600	2400

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1245	1279	0.345	439	500	0.0	0.5	0.071	A
2	1351	338	276	2929	0.461	1348	1408	0.0	0.9	0.038	A
3	215	54	1348	992	0.217	214	276	0.0	0.3	0.077	A
4	1313	328	436	2615	0.502	1309	1126	0.0	1.0	0.046	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1489	1149	0.458	526	598	0.5	0.8	0.096	A
2	1614	403	330	2890	0.558	1612	1685	0.9	1.3	0.047	A
3	257	64	1612	863	0.298	257	330	0.3	0.4	0.099	A
4	1568	392	522	2558	0.613	1566	1347	1.0	1.6	0.060	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1820	974	0.662	641	731	0.8	1.9	0.178	B
2	1976	494	403	2837	0.697	1972	2058	1.3	2.3	0.069	A
3	315	79	1972	686	0.459	313	404	0.4	0.8	0.160	A
4	1920	480	638	2480	0.774	1913	1647	1.6	3.3	0.105	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1826	970	0.665	645	733	1.9	1.9	0.184	B
2	1976	494	405	2836	0.697	1976	2066	2.3	2.3	0.070	A
3	315	79	1976	684	0.461	315	405	0.8	0.8	0.163	A
4	1920	480	640	2479	0.775	1920	1651	3.3	3.4	0.107	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1498	1144	0.460	531	601	1.9	0.9	0.099	A
2	1614	403	333	2888	0.559	1618	1696	2.3	1.3	0.047	A
3	257	64	1618	859	0.299	259	332	0.8	0.4	0.100	A
4	1568	392	524	2556	0.613	1575	1353	3.4	1.6	0.062	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1251	1275	0.346	442	502	0.9	0.5	0.072	A
2	1351	338	278	2928	0.462	1353	1416	1.3	0.9	0.038	A
3	215	54	1353	990	0.218	216	278	0.4	0.3	0.078	A
4	1313	328	438	2613	0.502	1315	1131	1.6	1.0	0.046	A

(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.20	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	757	100.000
2		ONE HOUR	✓	1948	100.000
3		ONE HOUR	✓	519	100.000
4		ONE HOUR	✓	1831	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	451	147	159
	2	436	0	213	1299
	3	176	189	0	154
	4	178	1543	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	1	3
	2	2	0	0	3
	3	1	0	0	1
	4	1	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.89	0.52	6.8	D	695	1042
2	0.72	0.07	2.6	A	1788	2681
3	0.81	0.43	3.9	D	476	714
4	0.84	0.15	5.0	A	1680	2520

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1382	1288	0.443	567	593	0.0	0.8	0.083	A
2	1467	367	312	3071	0.478	1463	1637	0.0	0.9	0.037	A
3	391	98	1422	1029	0.380	388	353	0.0	0.6	0.093	A
4	1378	345	601	2594	0.531	1374	1210	0.0	1.1	0.049	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1653	1142	0.596	678	709	0.8	1.4	0.129	A
2	1751	438	373	3026	0.579	1749	1958	0.9	1.4	0.047	A
3	467	117	1700	894	0.522	465	422	0.6	1.1	0.139	A
4	1646	412	718	2515	0.654	1643	1447	1.1	1.9	0.069	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	2014	946	0.881	815	864	1.4	5.9	0.412	C
2	2145	536	450	2969	0.722	2140	2379	1.4	2.6	0.072	A
3	571	143	2077	713	0.802	561	513	1.1	3.6	0.375	C
4	2016	504	874	2411	0.836	2004	1765	1.9	4.8	0.144	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	2027	939	0.887	830	869	5.9	6.8	0.520	D
2	2145	536	457	2965	0.723	2145	2401	2.6	2.6	0.073	A
3	571	143	2085	709	0.806	570	517	3.6	3.9	0.425	D
4	2016	504	881	2406	0.838	2015	1774	4.8	5.0	0.153	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1671	1132	0.601	701	716	6.8	1.5	0.146	A
2	1751	438	383	3018	0.580	1756	1989	2.6	1.4	0.048	A
3	467	117	1711	889	0.525	477	428	3.9	1.1	0.149	A
4	1646	412	729	2508	0.656	1658	1460	5.0	1.9	0.072	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1390	1283	0.444	573	596	1.5	0.8	0.085	A
2	1467	367	315	3069	0.478	1468	1649	1.4	0.9	0.038	A
3	391	98	1428	1026	0.381	393	355	1.1	0.6	0.095	A
4	1378	345	605	2591	0.532	1382	1216	1.9	1.1	0.050	A

(Default Analysis Set) - 2037 Committed + Allocated + Morton GV (with modal shift), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2037 Committed + Allocated + Morton GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	586	100.000
2		ONE HOUR	✓	1599	100.000
3		ONE HOUR	✓	286	100.000
4		ONE HOUR	✓	1685	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	339	103	144
	2	378	0	144	1077

	3	107	95	1	83
	4	181	1384	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	7	7
	2	4	0	1	10
	3	5	2	0	6
	4	7	7	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.64	0.17	1.8	A	538	807
2	0.62	0.06	1.6	A	1467	2201
3	0.40	0.13	0.7	A	262	394
4	0.75	0.10	2.9	A	1546	2319

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1201	1302	0.339	439	500	0.0	0.5	0.069	A
2	1204	301	276	2936	0.410	1201	1364	0.0	0.7	0.035	A
3	215	54	1201	1066	0.202	214	276	0.0	0.3	0.070	A
4	1269	317	436	2615	0.485	1265	979	0.0	0.9	0.044	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1436	1177	0.447	526	598	0.5	0.8	0.092	A
2	1437	359	330	2897	0.496	1436	1632	0.7	1.0	0.041	A
3	257	64	1436	950	0.271	257	330	0.3	0.4	0.086	A
4	1515	379	522	2558	0.592	1513	1171	0.9	1.4	0.057	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1756	1008	0.640	641	732	0.8	1.7	0.162	A
2	1761	440	403	2844	0.619	1758	1994	1.0	1.6	0.055	A
3	315	79	1757	793	0.397	314	404	0.4	0.7	0.125	A
4	1855	464	638	2480	0.748	1849	1433	1.4	2.9	0.094	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1761	1005	0.642	645	733	1.7	1.8	0.167	A

2	1761	440	405	2842	0.619	1760	2001	1.6	1.6	0.055	A
3	315	79	1760	791	0.398	315	405	0.7	0.7	0.126	A
4	1855	464	640	2479	0.748	1855	1436	2.9	2.9	0.096	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1444	1173	0.449	531	600	1.8	0.8	0.094	A
2	1437	359	333	2895	0.497	1440	1642	1.6	1.0	0.041	A
3	257	64	1441	948	0.271	258	332	0.7	0.4	0.087	A
4	1515	379	524	2556	0.593	1521	1175	2.9	1.5	0.058	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1207	1299	0.340	442	502	0.8	0.5	0.070	A
2	1204	301	278	2935	0.410	1205	1371	1.0	0.7	0.035	A
3	215	54	1205	1063	0.202	216	278	0.4	0.3	0.071	A
4	1269	317	438	2614	0.485	1271	983	1.5	0.9	0.045	A

(Default Analysis Set) - 2037 Committed + Allocated + Morton GV (with modal shift), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2037 Committed + Allocated + Morton GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	757	100.000
2		ONE HOUR	✓	1886	100.000
3		ONE HOUR	✓	519	100.000
4		ONE HOUR	✓	1693	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	451	147	159
	2	436	0	213	1237

	3	176	189	0	154
	4	178	1405	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	1	3
	2	2	0	0	3
	3	1	0	0	1
	4	1	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.82	0.31	4.2	C	695	1042
2	0.70	0.07	2.3	A	1731	2596
3	0.77	0.35	3.2	C	476	714
4	0.77	0.11	3.4	A	1554	2330

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1279	1344	0.424	567	593	0.0	0.7	0.077	A
2	1420	355	312	3071	0.462	1416	1534	0.0	0.9	0.036	A
3	391	98	1376	1051	0.372	388	353	0.0	0.6	0.090	A
4	1275	319	601	2595	0.491	1271	1163	0.0	1.0	0.045	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1529	1209	0.563	678	709	0.7	1.3	0.113	A
2	1695	424	373	3026	0.560	1694	1835	0.9	1.3	0.045	A
3	467	117	1645	921	0.507	465	422	0.6	1.0	0.131	A
4	1522	380	719	2516	0.605	1520	1391	1.0	1.5	0.060	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	1867	1026	0.812	823	865	1.3	3.9	0.281	C
2	2077	519	453	2968	0.700	2072	2236	1.3	2.3	0.067	A
3	571	143	2011	745	0.767	563	514	1.0	3.0	0.318	C
4	1864	466	875	2410	0.773	1857	1699	1.5	3.3	0.107	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	1876	1022	0.816	832	870	3.9	4.2	0.314	C

2	2077	519	458	2964	0.700	2076	2251	2.3	2.3	0.068	A
3	571	143	2017	742	0.770	571	517	3.0	3.2	0.348	C
4	1864	466	881	2406	0.775	1864	1706	3.3	3.4	0.110	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1541	1202	0.566	692	715	4.2	1.3	0.120	A
2	1695	424	379	3022	0.561	1700	1854	2.3	1.3	0.046	A
3	467	117	1653	917	0.509	475	426	3.2	1.1	0.138	A
4	1522	380	727	2510	0.606	1529	1401	3.4	1.6	0.062	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1286	1340	0.425	572	596	1.3	0.7	0.078	A
2	1420	355	314	3069	0.463	1422	1544	1.3	0.9	0.036	A
3	391	98	1381	1048	0.373	393	355	1.1	0.6	0.092	A
4	1275	319	605	2592	0.492	1277	1169	1.6	1.0	0.046	A

(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV (with modal shift), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2037 Committed + Allocated + Gamston GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	586	100.000
2		ONE HOUR	✓	1685	100.000
3		ONE HOUR	✓	286	100.000
4		ONE HOUR	✓	1708	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	339	103	144
	2	378	0	144	1163

	3	107	95	1	83
	4	181	1407	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	7	7
	2	4	0	1	10
	3	5	2	0	6
	4	7	7	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.65	0.17	1.8	B	538	807
2	0.65	0.06	1.9	A	1546	2319
3	0.42	0.14	0.7	A	262	394
4	0.76	0.10	3.1	A	1567	2351

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1218	1293	0.341	439	500	0.0	0.5	0.070	A
2	1269	317	276	2933	0.433	1266	1381	0.0	0.8	0.036	A
3	215	54	1265	1033	0.208	214	276	0.0	0.3	0.073	A
4	1286	321	436	2615	0.492	1282	1044	0.0	1.0	0.045	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1457	1166	0.452	526	598	0.5	0.8	0.093	A
2	1515	379	330	2894	0.524	1513	1652	0.8	1.1	0.043	A
3	257	64	1513	912	0.282	257	330	0.3	0.4	0.091	A
4	1535	384	522	2558	0.600	1533	1248	1.0	1.5	0.058	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1781	995	0.649	641	731	0.8	1.8	0.168	B
2	1855	464	403	2841	0.653	1852	2019	1.1	1.9	0.061	A
3	315	79	1851	746	0.422	314	404	0.4	0.7	0.138	A
4	1881	470	638	2480	0.758	1874	1527	1.5	3.1	0.098	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	645	161	1787	991	0.651	645	733	1.8	1.8	0.173	B

2	1855	464	405	2839	0.653	1855	2027	1.9	1.9	0.061	A
3	315	79	1855	744	0.423	315	405	0.7	0.7	0.140	A
4	1881	470	640	2479	0.759	1880	1530	3.1	3.1	0.100	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	527	132	1465	1162	0.453	531	601	1.8	0.8	0.096	A
2	1515	379	333	2892	0.524	1518	1663	1.9	1.1	0.044	A
3	257	64	1519	909	0.283	258	332	0.7	0.4	0.092	A
4	1535	384	524	2556	0.601	1542	1253	3.1	1.5	0.060	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	441	110	1224	1290	0.342	442	502	0.8	0.5	0.071	A
2	1269	317	278	2932	0.433	1270	1389	1.1	0.8	0.036	A
3	215	54	1270	1031	0.209	216	278	0.4	0.3	0.074	A
4	1286	321	438	2614	0.492	1288	1048	1.5	1.0	0.045	A

(Default Analysis Set) - 2037 Committed + Allocated + Gamston GV (with modal shift), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	1, 2, 3, 4	0.17	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2037 Committed + Allocated + Gamston GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	757	100.000
2		ONE HOUR	✓	1916	100.000
3		ONE HOUR	✓	519	100.000
4		ONE HOUR	✓	1758	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	451	147	159
	2	436	0	213	1267

	3	176	189	0	154
	4	178	1470	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	1	3
	2	2	0	0	3
	3	1	0	0	1
	4	1	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.85	0.39	5.1	C	695	1042
2	0.71	0.07	2.4	A	1758	2637
3	0.79	0.38	3.5	C	476	714
4	0.80	0.13	4.0	A	1613	2420

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1327	1318	0.433	567	593	0.0	0.8	0.080	A
2	1442	361	312	3071	0.470	1439	1582	0.0	0.9	0.037	A
3	391	98	1398	1040	0.376	388	353	0.0	0.6	0.092	A
4	1324	331	601	2595	0.510	1319	1186	0.0	1.0	0.047	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1587	1177	0.578	678	709	0.8	1.3	0.120	A
2	1722	431	373	3026	0.569	1721	1893	0.9	1.3	0.046	A
3	467	117	1672	908	0.514	465	422	0.6	1.0	0.135	A
4	1580	395	718	2515	0.628	1578	1418	1.0	1.7	0.064	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	1936	988	0.843	820	865	1.3	4.7	0.333	C
2	2110	527	452	2968	0.711	2105	2304	1.3	2.4	0.069	A
3	571	143	2043	729	0.784	562	514	1.0	3.3	0.344	C
4	1936	484	875	2411	0.803	1927	1731	1.7	3.9	0.122	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	833	208	1947	983	0.848	832	869	4.7	5.1	0.388	C

2	2110	527	457	2964	0.712	2109	2321	2.4	2.4	0.070	A
3	571	143	2050	726	0.787	571	517	3.3	3.5	0.382	C
4	1936	484	881	2406	0.804	1935	1739	3.9	4.0	0.127	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	681	170	1602	1169	0.582	695	715	5.1	1.4	0.130	A
2	1722	431	381	3021	0.570	1727	1917	2.4	1.3	0.047	A
3	467	117	1681	904	0.516	476	426	3.5	1.1	0.143	A
4	1580	395	728	2509	0.630	1590	1429	4.0	1.7	0.066	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1	570	142	1335	1313	0.434	572	596	1.4	0.8	0.081	A
2	1442	361	314	3069	0.470	1444	1593	1.3	0.9	0.037	A
3	391	98	1404	1037	0.377	393	355	1.1	0.6	0.093	A
4	1324	331	605	2592	0.511	1326	1192	1.7	1.1	0.047	A

Junction 3 - A57/Claylands Ave/Shireoaks Common

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - Claylands Ave	0.3	3.68	0.23	A	0.2	2.96	0.18	A	0.3	3.25	0.24	A
2 - A57 (S)	0.7	2.88	0.39	A	0.9	3.05	0.44	A	1.2	3.50	0.53	A
3 - Shireoaks Common	0.3	3.75	0.25	A	0.2	3.69	0.19	A	0.5	4.72	0.32	A
4 - A57 (N)	1.8	4.91	0.62	A	0.7	3.06	0.39	A	1.1	3.67	0.51	A
	2037 Committed Only											
1 - Claylands Ave	0.4	4.50	0.28	A					0.8	4.98	0.43	A
2 - A57 (S)	0.9	3.21	0.45	A					2.1	5.26	0.68	A
3 - Shireoaks Common	0.5	4.42	0.33	A					0.7	6.60	0.42	A
4 - A57 (N)	13.0	26.21	0.94	D					5.8	12.19	0.85	B
	2037 Committed + Allocated + Morton GV											
1 - Claylands Ave	0.4	4.45	0.28	A					0.8	5.32	0.45	A
2 - A57 (S)	1.7	4.55	0.62	A					6.0	12.04	0.86	B
3 - Shireoaks Common	1.6	9.07	0.61	A					1.6	12.09	0.62	B
4 - A57 (N)	505.6	863.79	1.40	F					222.1	370.80	1.20	F
	2037 Committed + Allocated + Gamston GV											
1 - Claylands Ave	0.4	4.45	0.28	A					0.8	5.32	0.45	A
2 - A57 (S)	1.7	4.55	0.62	A					6.0	12.04	0.86	B
3 - Shireoaks Common	1.6	9.07	0.61	A					1.6	12.09	0.62	B
4 - A57 (N)	505.6	863.79	1.40	F					222.1	370.80	1.20	F
	2037 Committed + Allocated + Morton GV Modal Shift											
1 - Claylands Ave	0.5	5.37	0.32	A					1.0	6.27	0.49	A
2 - A57 (S)	1.9	4.83	0.63	A					5.9	11.92	0.86	B
3 - Shireoaks Common	1.1	7.23	0.51	A					1.3	10.20	0.55	B
4 - A57 (N)	111.3	168.60	1.10	F					4.7	10.34	0.82	B
	2037 Committed + Allocated + Gamston GV Modal Shift											
1 - Claylands Ave	0.5	5.38	0.32	A					**1.0**	**6.47**	**0.50**	**A**
2 - A57 (S)	2.1	5.13	0.66	A					**6.2**	**12.57**	**0.87**	**B**
3 - Shireoaks Common	1.1	7.60	0.52	A					**1.3**	**10.45**	**0.56**	**B**
4 - A57 (N)	117.7	177.34	1.11	F					**5.3**	**11.45**	**0.84**	**B**

There are warnings associated with one or more model runs - see the Task List 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.

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 4 A57 Claylands Ave.j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J4
Report generation date: 30/10/2019 14:36:49

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV, PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV (with modal shift), AM
»2037 Committed + Allocated + Morton GV (with modal shift), PM
»2037 Committed + Allocated + Gamston GV (with modal shift), AM
»2037 Committed + Allocated + Gamston GV (with modal shift), PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - Claylands Ave	0.3	2.96	0.19	A	0.2	2.43	0.15	A	0.3	2.61	0.20	A
2 - A57 (S)	0.4	1.72	0.28	A	0.5	1.76	0.31	A	0.6	1.86	0.38	A
3 - Shireoaks Common	0.3	3.25	0.22	A	0.2	3.19	0.17	A	0.4	3.88	0.28	A
4 - A57 (N)	1.0	2.70	0.48	A	0.5	2.06	0.30	A	0.7	2.27	0.39	A
	2037 Committed Only											
1 - Claylands Ave	0.4	3.54	0.23	A					0.6	3.70	0.36	A
2 - A57 (S)	0.5	1.83	0.32	A					0.9	2.29	0.48	A
3 - Shireoaks Common	0.4	3.72	0.29	A					0.6	4.96	0.35	A
4 - A57 (N)	2.6	5.05	0.71	A					2.0	4.03	0.65	A
	2037 Committed + Allocated + Morton GV											
1 - Claylands Ave	0.4	4.37	0.27	A					0.7	4.70	0.42	A
2 - A57 (S)	0.9	2.23	0.44	A					1.6	3.09	0.61	A
3 - Shireoaks Common	1.2	6.37	0.53	A					1.0	7.33	0.50	A
4 - A57 (N)	88.1	104.58	1.06	F					10.6	16.39	0.92	C
	2037 Committed + Allocated + Gamston GV											
1 - Claylands Ave	0.4	4.37	0.27	A					0.7	4.70	0.42	A
2 - A57 (S)	0.9	2.23	0.44	A					1.6	3.09	0.61	A
3 - Shireoaks Common	1.2	6.37	0.53	A					1.0	7.33	0.50	A
4 - A57 (N)	88.1	104.58	1.06	F					10.6	16.39	0.92	C
	2037 Committed + Allocated + Morton GV (with modal shift)											
1 - Claylands Ave	0.5	4.55	0.28	A					0.7	4.46	0.41	A
2 - A57 (S)	0.9	2.28	0.45	A					1.5	3.04	0.60	A
3 - Shireoaks Common	0.8	5.39	0.43	A					0.8	6.60	0.45	A
4 - A57 (N)	5.1	8.86	0.83	A					1.8	3.79	0.63	A
	2037 Committed + Allocated + Gamston GV (with modal shift)											
1 - Claylands Ave	0.5	4.59	0.28	A					0.7	4.57	0.41	A
2 - A57 (S)	1.0	2.35	0.47	A					1.6	3.08	0.61	A
3 - Shireoaks Common	0.8	5.58	0.44	A					0.8	6.70	0.45	A
4 - A57 (N)	5.2	9.13	0.84	A					1.9	3.94	0.64	A

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

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

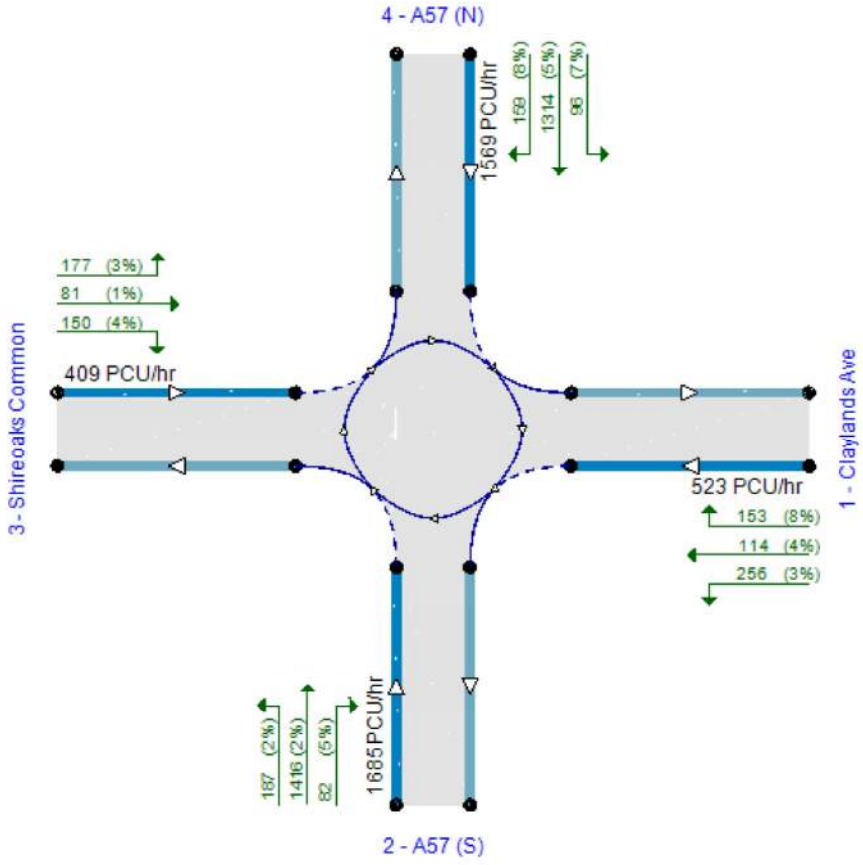
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	21/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



Flows show original traffic demand (PCUs)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:00	14:30	15
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15
D10	2037 Committed + Allocated + Morton GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15
D11	2037 Committed + Allocated + Morton GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15
D12	2037 Committed + Allocated + Gamston GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15
D13	2037 Committed + Allocated + Gamston GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	2.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Claylands Ave	
2	A57 (S)	
3	Shireoaks Common	
4	A57 (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Claylands Ave	3.50	8.90	50.4	34.5	85.5	15.0	
2 - A57 (S)	8.00	10.55	60.0	139.5	88.9	16.0	
3 - Shireoaks Common	3.00	8.90	21.9	26.8	85.1	28.0	
4 - A57 (N)	7.13	10.40	17.5	34.5	85.5	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Claylands Ave	0.585	2444
2 - A57 (S)	0.717	3385
3 - Shireoaks Common	0.496	1905
4 - A57 (N)	0.647	2915

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	302	100.000
2 - A57 (S)		✓	800	100.000
3 - Shireoaks Common		✓	301	100.000
4 - A57 (N)		✓	1176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	150	90	62
	2 - A57 (S)	116	2	113	569
	3 - Shireoaks Common	83	88	0	130
	4 - A57 (N)	184	880	108	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	19	5	30
	2 - A57 (S)	12	0	5	10
	3 - Shireoaks Common	3	5	0	6
	4 - A57 (N)	13	5	4	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Claylands Ave	0.19	2.96	0.3	A
2 - A57 (S)	0.28	1.72	0.4	A
3 - Shireoaks Common	0.22	3.25	0.3	A
4 - A57 (N)	0.48	2.70	1.0	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)	LOS
1 - Claylands Ave	227	813	1969	0.115	227	0.2	2.404	A
2 - A57 (S)	602	198	3243	0.186	601	0.2	1.492	A
3 - Shireoaks Common	227	566	1624	0.140	226	0.2	2.698	A
4 - A57 (N)	885	217	2774	0.319	883	0.5	2.019	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)	LOS
1 - Claylands Ave	271	972	1876	0.145	271	0.2	2.610	A
2 - A57 (S)	719	237	3215	0.224	719	0.3	1.578	A
3 - Shireoaks Common	271	677	1569	0.172	270	0.2	2.905	A
4 - A57 (N)	1057	260	2747	0.385	1057	0.7	2.259	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)	LOS
1 - Claylands Ave	333	1190	1749	0.190	332	0.3	2.958	A
2 - A57 (S)	881	290	3177	0.277	880	0.4	1.716	A
3 - Shireoaks Common	331	829	1494	0.222	331	0.3	3.246	A
4 - A57 (N)	1295	318	2709	0.478	1294	1.0	2.697	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)	LOS
1 - Claylands Ave	333	1191	1748	0.190	333	0.3	2.959	A
2 - A57 (S)	881	291	3177	0.277	881	0.4	1.716	A
3 - Shireoaks Common	331	829	1494	0.222	331	0.3	3.246	A
4 - A57 (N)	1295	318	2709	0.478	1295	1.0	2.701	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	271	974	1875	0.145	272	0.2	2.613	A
2 - A57 (S)	719	238	3215	0.224	720	0.3	1.579	A
3 - Shireoaks Common	271	677	1569	0.172	271	0.2	2.910	A
4 - A57 (N)	1057	260	2747	0.385	1058	0.7	2.265	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	227	815	1968	0.116	228	0.2	2.409	A
2 - A57 (S)	602	199	3242	0.186	603	0.3	1.492	A
3 - Shireoaks Common	227	567	1624	0.140	227	0.2	2.704	A
4 - A57 (N)	885	218	2774	0.319	886	0.5	2.026	A

2019 Base Survey, Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:00	14:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	273	100.000
2 - A57 (S)		✓	917	100.000
3 - Shireoaks Common		✓	219	100.000
4 - A57 (N)		✓	743	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	148	90	35
	2 - A57 (S)	97	1	87	732
	3 - Shireoaks Common	53	65	1	100
	4 - A57 (N)	99	570	69	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	10	28	0
	2 - A57 (S)	11	0	5	9
	3 - Shireoaks Common	2	6	0	7
	4 - A57 (N)	26	9	9	25

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS

1 - Claylands Ave	0.15	2.43	0.2	A
2 - A57 (S)	0.31	1.76	0.5	A
3 - Shireoaks Common	0.17	3.19	0.2	A
4 - A57 (N)	0.30	2.06	0.5	A

Main Results for each time segment

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	206	534	2132	0.096	205	0.1	2.126	A
2 - A57 (S)	690	150	3277	0.211	689	0.3	1.513	A
3 - Shireoaks Common	165	654	1581	0.104	164	0.1	2.679	A
4 - A57 (N)	559	163	2809	0.199	558	0.3	1.776	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	245	639	2071	0.119	245	0.2	2.244	A
2 - A57 (S)	824	180	3256	0.253	824	0.4	1.609	A
3 - Shireoaks Common	197	782	1517	0.130	197	0.2	2.873	A
4 - A57 (N)	668	195	2789	0.240	668	0.3	1.884	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	301	782	1987	0.151	300	0.2	2.429	A
2 - A57 (S)	1010	220	3227	0.313	1009	0.5	1.765	A
3 - Shireoaks Common	241	957	1430	0.169	241	0.2	3.190	A
4 - A57 (N)	818	239	2760	0.296	818	0.5	2.058	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	301	783	1987	0.151	301	0.2	2.429	A
2 - A57 (S)	1010	220	3227	0.313	1010	0.5	1.765	A
3 - Shireoaks Common	241	958	1430	0.169	241	0.2	3.191	A
4 - A57 (N)	818	239	2760	0.296	818	0.5	2.058	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	245	640	2071	0.119	246	0.2	2.245	A
2 - A57 (S)	824	180	3256	0.253	825	0.4	1.613	A
3 - Shireoaks Common	197	783	1517	0.130	197	0.2	2.877	A
4 - A57 (N)	668	195	2788	0.240	668	0.4	1.885	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	206	536	2131	0.096	206	0.1	2.129	A
2 - A57 (S)	690	151	3277	0.211	691	0.3	1.513	A
3 - Shireoaks Common	165	655	1580	0.104	165	0.1	2.683	A
4 - A57 (N)	559	163	2809	0.199	560	0.3	1.777	A

2019 Base Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	336	100.000
2 - A57 (S)		✓	1079	100.000
3 - Shireoaks Common		✓	342	100.000
4 - A57 (N)		✓	962	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	157	113	66
	2 - A57 (S)	69	0	93	917
	3 - Shireoaks Common	81	108	1	152
	4 - A57 (N)	83	776	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	3	4	8
	2 - A57 (S)	5	0	2	2
	3 - Shireoaks Common	1	4	0	3
	4 - A57 (N)	7	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS

1 - Claylands Ave	0.20	2.61	0.3	A
2 - A57 (S)	0.38	1.86	0.6	A
3 - Shireoaks Common	0.28	3.88	0.4	A
4 - A57 (N)	0.39	2.27	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	253	742	2011	0.126	252	0.1	2.135	A
2 - A57 (S)	812	213	3233	0.251	811	0.3	1.519	A
3 - Shireoaks Common	257	791	1513	0.170	257	0.2	2.945	A
4 - A57 (N)	724	194	2789	0.260	723	0.4	1.838	A

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)	LOS
1 - Claylands Ave	302	888	1926	0.157	302	0.2	2.312	A
2 - A57 (S)	970	254	3203	0.303	970	0.4	1.646	A
3 - Shireoaks Common	307	945	1436	0.214	307	0.3	3.278	A
4 - A57 (N)	865	233	2764	0.313	864	0.5	1.998	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)	LOS
1 - Claylands Ave	370	1087	1809	0.204	370	0.3	2.608	A
2 - A57 (S)	1188	311	3162	0.376	1187	0.6	1.862	A
3 - Shireoaks Common	377	1158	1331	0.283	376	0.4	3.875	A
4 - A57 (N)	1059	285	2731	0.388	1058	0.7	2.269	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)	LOS
1 - Claylands Ave	370	1088	1809	0.205	370	0.3	2.609	A
2 - A57 (S)	1188	312	3162	0.376	1188	0.6	1.862	A
3 - Shireoaks Common	377	1158	1331	0.283	377	0.4	3.879	A
4 - A57 (N)	1059	285	2730	0.388	1059	0.7	2.271	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)	LOS
1 - Claylands Ave	302	889	1925	0.157	302	0.2	2.314	A
2 - A57 (S)	970	255	3203	0.303	971	0.4	1.648	A
3 - Shireoaks Common	307	946	1436	0.214	308	0.3	3.285	A
4 - A57 (N)	865	233	2764	0.313	866	0.5	2.000	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	253	744	2009	0.126	253	0.2	2.139	A
2 - A57 (S)	812	213	3232	0.251	813	0.3	1.520	A
3 - Shireoaks Common	257	792	1512	0.170	258	0.2	2.953	A
4 - A57 (N)	724	195	2789	0.260	725	0.4	1.842	A

2037 Committed Only, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	328	100.000
2 - A57 (S)		✓	918	100.000
3 - Shireoaks Common		✓	376	100.000
4 - A57 (N)		✓	1730	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	164	90	74
	2 - A57 (S)	116	2	123	677
	3 - Shireoaks Common	112	117	0	147
	4 - A57 (N)	461	1151	114	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	19	5	30
	2 - A57 (S)	12	0	5	10
	3 - Shireoaks Common	3	5	0	6
	4 - A57 (N)	13	5	4	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS

1 - Claylands Ave	0.23	3.54	0.4	A
2 - A57 (S)	0.32	1.83	0.5	A
3 - Shireoaks Common	0.29	3.72	0.4	A
4 - A57 (N)	0.71	5.05	2.6	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)	LOS
1 - Claylands Ave	247	1042	1835	0.135	246	0.2	2.647	A
2 - A57 (S)	691	212	3233	0.214	690	0.3	1.550	A
3 - Shireoaks Common	283	656	1580	0.179	282	0.2	2.906	A
4 - A57 (N)	1302	261	2746	0.474	1299	1.0	2.654	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)	LOS
1 - Claylands Ave	295	1246	1716	0.172	295	0.2	2.962	A
2 - A57 (S)	825	253	3203	0.258	825	0.4	1.657	A
3 - Shireoaks Common	338	784	1516	0.223	338	0.3	3.201	A
4 - A57 (N)	1555	312	2713	0.573	1553	1.4	3.315	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)	LOS
1 - Claylands Ave	361	1525	1553	0.232	361	0.4	3.530	A
2 - A57 (S)	1011	310	3163	0.320	1010	0.5	1.831	A
3 - Shireoaks Common	414	961	1429	0.290	413	0.4	3.713	A
4 - A57 (N)	1905	382	2668	0.714	1900	2.6	4.986	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)	LOS
1 - Claylands Ave	361	1528	1551	0.233	361	0.4	3.537	A
2 - A57 (S)	1011	310	3162	0.320	1011	0.5	1.831	A
3 - Shireoaks Common	414	961	1428	0.290	414	0.4	3.717	A
4 - A57 (N)	1905	382	2668	0.714	1905	2.6	5.046	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	295	1251	1713	0.172	295	0.2	2.972	A
2 - A57 (S)	825	254	3203	0.258	826	0.4	1.660	A
3 - Shireoaks Common	338	785	1516	0.223	339	0.3	3.205	A
4 - A57 (N)	1555	312	2713	0.573	1560	1.4	3.354	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	247	1046	1833	0.135	247	0.2	2.655	A
2 - A57 (S)	691	213	3233	0.214	691	0.3	1.553	A
3 - Shireoaks Common	283	658	1579	0.179	283	0.2	2.911	A
4 - A57 (N)	1302	261	2746	0.474	1304	1.0	2.677	A

2037 Committed Only, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	3.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	523	100.000
2 - A57 (S)		✓	1337	100.000
3 - Shireoaks Common		✓	373	100.000
4 - A57 (N)		✓	1606	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	256	114	153
	2 - A57 (S)	69	0	120	1148
	3 - Shireoaks Common	93	120	1	159
	4 - A57 (N)	405	1082	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	3	4	8
	2 - A57 (S)	5	0	2	2
	3 - Shireoaks Common	1	4	0	3
	4 - A57 (N)	7	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS

1 - Claylands Ave	0.36	3.70	0.6	A
2 - A57 (S)	0.48	2.29	0.9	A
3 - Shireoaks Common	0.35	4.96	0.6	A
4 - A57 (N)	0.65	4.03	2.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	993	1864	0.211	393	0.3	2.559	A
2 - A57 (S)	1007	291	3177	0.317	1005	0.5	1.691	A
3 - Shireoaks Common	281	1029	1395	0.201	280	0.3	3.317	A
4 - A57 (N)	1209	212	2777	0.435	1206	0.8	2.416	A

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)	LOS
1 - Claylands Ave	470	1187	1750	0.269	470	0.4	2.941	A
2 - A57 (S)	1202	348	3136	0.383	1201	0.6	1.900	A
3 - Shireoaks Common	335	1231	1295	0.259	335	0.4	3.854	A
4 - A57 (N)	1444	254	2750	0.525	1442	1.2	2.907	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)	LOS
1 - Claylands Ave	576	1453	1595	0.361	575	0.6	3.688	A
2 - A57 (S)	1472	425	3080	0.478	1471	0.9	2.284	A
3 - Shireoaks Common	411	1507	1158	0.355	410	0.6	4.945	A
4 - A57 (N)	1768	311	2714	0.652	1765	2.0	3.998	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)	LOS
1 - Claylands Ave	576	1456	1594	0.361	576	0.6	3.700	A
2 - A57 (S)	1472	426	3080	0.478	1472	0.9	2.287	A
3 - Shireoaks Common	411	1508	1157	0.355	411	0.6	4.959	A
4 - A57 (N)	1768	312	2713	0.652	1768	2.0	4.026	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)	LOS
1 - Claylands Ave	470	1191	1748	0.269	471	0.4	2.952	A
2 - A57 (S)	1202	349	3135	0.383	1203	0.6	1.906	A
3 - Shireoaks Common	335	1233	1294	0.259	336	0.4	3.870	A
4 - A57 (N)	1444	255	2750	0.525	1447	1.2	2.929	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	996	1862	0.211	394	0.3	2.568	A
2 - A57 (S)	1007	292	3176	0.317	1007	0.5	1.697	A
3 - Shireoaks Common	281	1032	1393	0.202	281	0.3	3.331	A
4 - A57 (N)	1209	213	2777	0.435	1211	0.8	2.431	A

2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	56.85	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	328	100.000
2 - A57 (S)		✓	1261	100.000
3 - Shireoaks Common		✓	602	100.000
4 - A57 (N)		✓	2440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	164	90	74
	2 - A57 (S)	116	2	147	996
	3 - Shireoaks Common	199	204	0	199
	4 - A57 (N)	816	1492	128	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	19	5	30
	2 - A57 (S)	12	0	5	10
	3 - Shireoaks Common	3	5	0	6
	4 - A57 (N)	13	5	4	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS

1 - Claylands Ave	0.27	4.37	0.4	A
2 - A57 (S)	0.44	2.23	0.9	A
3 - Shireoaks Common	0.53	6.37	1.2	A
4 - A57 (N)	1.06	104.58	88.1	F

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)	LOS
1 - Claylands Ave	247	1371	1643	0.150	246	0.2	3.012	A
2 - A57 (S)	949	222	3226	0.294	948	0.5	1.728	A
3 - Shireoaks Common	453	896	1461	0.310	451	0.5	3.726	A
4 - A57 (N)	1837	391	2662	0.690	1828	2.4	4.588	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)	LOS
1 - Claylands Ave	295	1637	1488	0.198	295	0.3	3.529	A
2 - A57 (S)	1134	265	3195	0.355	1133	0.6	1.912	A
3 - Shireoaks Common	541	1071	1374	0.394	540	0.7	4.515	A
4 - A57 (N)	2194	468	2612	0.840	2182	5.3	8.756	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)	LOS
1 - Claylands Ave	361	1894	1337	0.270	361	0.4	4.308	A
2 - A57 (S)	1388	316	3159	0.440	1387	0.9	2.225	A
3 - Shireoaks Common	663	1311	1255	0.528	661	1.2	6.324	A
4 - A57 (N)	2686	572	2545	1.056	2506	50.5	48.299	E

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)	LOS
1 - Claylands Ave	361	1915	1325	0.273	361	0.4	4.366	A
2 - A57 (S)	1388	318	3157	0.440	1388	0.9	2.229	A
3 - Shireoaks Common	663	1312	1254	0.528	663	1.2	6.369	A
4 - A57 (N)	2686	574	2544	1.056	2536	88.1	104.581	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	295	1862	1356	0.217	295	0.3	3.970	A
2 - A57 (S)	1134	284	3182	0.356	1135	0.6	1.927	A
3 - Shireoaks Common	541	1073	1373	0.394	543	0.7	4.550	A
4 - A57 (N)	2194	470	2611	0.840	2519	6.8	61.818	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	247	1390	1632	0.151	247	0.2	3.043	A
2 - A57 (S)	949	224	3224	0.294	950	0.5	1.733	A
3 - Shireoaks Common	453	898	1460	0.311	454	0.5	3.751	A
4 - A57 (N)	1837	393	2661	0.690	1854	2.4	4.902	A

2037 Committed + Allocated + Morton GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	9.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	523	100.000
2 - A57 (S)		✓	1689	100.000
3 - Shireoaks Common		✓	451	100.000
4 - A57 (N)		✓	2224	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	256	114	153
	2 - A57 (S)	69	0	187	1433
	3 - Shireoaks Common	123	150	1	177
	4 - A57 (N)	714	1351	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	3	4	8
	2 - A57 (S)	5	0	2	2
	3 - Shireoaks Common	1	4	0	3
	4 - A57 (N)	7	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS

1 - Claylands Ave	0.42	4.70	0.7	A
2 - A57 (S)	0.61	3.09	1.6	A
3 - Shireoaks Common	0.50	7.33	1.0	A
4 - A57 (N)	0.92	16.39	10.6	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1246	1716	0.229	393	0.3	2.842	A
2 - A57 (S)	1272	320	3155	0.403	1269	0.7	1.946	A
3 - Shireoaks Common	340	1243	1288	0.264	338	0.4	3.887	A
4 - A57 (N)	1674	257	2748	0.609	1668	1.6	3.505	A

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)	LOS
1 - Claylands Ave	470	1490	1574	0.299	470	0.4	3.409	A
2 - A57 (S)	1518	383	3110	0.488	1517	1.0	2.307	A
3 - Shireoaks Common	405	1487	1168	0.347	405	0.5	4.845	A
4 - A57 (N)	1999	308	2716	0.736	1994	2.9	5.246	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)	LOS
1 - Claylands Ave	576	1809	1387	0.415	575	0.7	4.632	A
2 - A57 (S)	1860	468	3050	0.610	1857	1.6	3.075	A
3 - Shireoaks Common	497	1820	1002	0.495	495	1.0	7.260	A
4 - A57 (N)	2449	376	2671	0.917	2421	9.8	13.923	B

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)	LOS
1 - Claylands Ave	576	1827	1377	0.418	576	0.7	4.702	A
2 - A57 (S)	1860	470	3048	0.610	1860	1.6	3.092	A
3 - Shireoaks Common	497	1822	1001	0.496	497	1.0	7.330	A
4 - A57 (N)	2449	378	2671	0.917	2445	10.6	16.394	C

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)	LOS
1 - Claylands Ave	470	1514	1559	0.302	471	0.5	3.465	A
2 - A57 (S)	1518	387	3108	0.489	1521	1.0	2.321	A
3 - Shireoaks Common	405	1490	1166	0.348	407	0.6	4.887	A
4 - A57 (N)	1999	310	2715	0.737	2030	3.0	5.797	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1254	1711	0.230	394	0.3	2.863	A
2 - A57 (S)	1272	322	3154	0.403	1273	0.7	1.954	A
3 - Shireoaks Common	340	1247	1286	0.264	340	0.4	3.912	A
4 - A57 (N)	1674	259	2747	0.609	1680	1.7	3.585	A

2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	56.85	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	328	100.000
2 - A57 (S)		✓	1261	100.000
3 - Shireoaks Common		✓	602	100.000
4 - A57 (N)		✓	2440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	164	90	74
	2 - A57 (S)	116	2	147	996
	3 - Shireoaks Common	199	204	0	199
	4 - A57 (N)	816	1492	128	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	19	5	30
	2 - A57 (S)	12	0	5	10
	3 - Shireoaks Common	3	5	0	6
	4 - A57 (N)	13	5	4	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Claylands Ave	0.27	4.37	0.4	A
2 - A57 (S)	0.44	2.23	0.9	A
3 - Shireoaks Common	0.53	6.37	1.2	A
4 - A57 (N)	1.06	104.58	88.1	F

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)	LOS
1 - Claylands Ave	247	1371	1643	0.150	246	0.2	3.012	A
2 - A57 (S)	949	222	3226	0.294	948	0.5	1.728	A
3 - Shireoaks Common	453	896	1461	0.310	451	0.5	3.726	A
4 - A57 (N)	1837	391	2662	0.690	1828	2.4	4.588	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)	LOS
1 - Claylands Ave	295	1637	1488	0.198	295	0.3	3.529	A
2 - A57 (S)	1134	265	3195	0.355	1133	0.6	1.912	A
3 - Shireoaks Common	541	1071	1374	0.394	540	0.7	4.515	A
4 - A57 (N)	2194	468	2612	0.840	2182	5.3	8.756	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)	LOS
1 - Claylands Ave	361	1894	1337	0.270	361	0.4	4.308	A
2 - A57 (S)	1388	316	3159	0.440	1387	0.9	2.225	A
3 - Shireoaks Common	663	1311	1255	0.528	661	1.2	6.324	A
4 - A57 (N)	2686	572	2545	1.056	2506	50.5	48.299	E

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)	LOS
1 - Claylands Ave	361	1915	1325	0.273	361	0.4	4.366	A
2 - A57 (S)	1388	318	3157	0.440	1388	0.9	2.229	A
3 - Shireoaks Common	663	1312	1254	0.528	663	1.2	6.369	A
4 - A57 (N)	2686	574	2544	1.056	2536	88.1	104.581	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	295	1862	1356	0.217	295	0.3	3.970	A
2 - A57 (S)	1134	284	3182	0.356	1135	0.6	1.927	A
3 - Shireoaks Common	541	1073	1373	0.394	543	0.7	4.550	A
4 - A57 (N)	2194	470	2611	0.840	2519	6.8	61.818	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	247	1390	1632	0.151	247	0.2	3.043	A
2 - A57 (S)	949	224	3224	0.294	950	0.5	1.733	A
3 - Shireoaks Common	453	898	1460	0.311	454	0.5	3.751	A
4 - A57 (N)	1837	393	2661	0.690	1854	2.4	4.902	A

2037 Committed + Allocated + Gamston GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	9.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	523	100.000
2 - A57 (S)		✓	1689	100.000
3 - Shireoaks Common		✓	451	100.000
4 - A57 (N)		✓	2224	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	256	114	153
	2 - A57 (S)	69	0	187	1433
	3 - Shireoaks Common	123	150	1	177
	4 - A57 (N)	714	1351	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	3	4	8
	2 - A57 (S)	5	0	2	2
	3 - Shireoaks Common	1	4	0	3
	4 - A57 (N)	7	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Claylands Ave	0.42	4.70	0.7	A
2 - A57 (S)	0.61	3.09	1.6	A
3 - Shireoaks Common	0.50	7.33	1.0	A
4 - A57 (N)	0.92	16.39	10.6	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1246	1716	0.229	393	0.3	2.842	A
2 - A57 (S)	1272	320	3155	0.403	1269	0.7	1.946	A
3 - Shireoaks Common	340	1243	1288	0.264	338	0.4	3.887	A
4 - A57 (N)	1674	257	2748	0.609	1668	1.6	3.505	A

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)	LOS
1 - Claylands Ave	470	1490	1574	0.299	470	0.4	3.409	A
2 - A57 (S)	1518	383	3110	0.488	1517	1.0	2.307	A
3 - Shireoaks Common	405	1487	1168	0.347	405	0.5	4.845	A
4 - A57 (N)	1999	308	2716	0.736	1994	2.9	5.246	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)	LOS
1 - Claylands Ave	576	1809	1387	0.415	575	0.7	4.632	A
2 - A57 (S)	1860	468	3050	0.610	1857	1.6	3.075	A
3 - Shireoaks Common	497	1820	1002	0.495	495	1.0	7.260	A
4 - A57 (N)	2449	376	2671	0.917	2421	9.8	13.923	B

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)	LOS
1 - Claylands Ave	576	1827	1377	0.418	576	0.7	4.702	A
2 - A57 (S)	1860	470	3048	0.610	1860	1.6	3.092	A
3 - Shireoaks Common	497	1822	1001	0.496	497	1.0	7.330	A
4 - A57 (N)	2449	378	2671	0.917	2445	10.6	16.394	C

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)	LOS
1 - Claylands Ave	470	1514	1559	0.302	471	0.5	3.465	A
2 - A57 (S)	1518	387	3108	0.489	1521	1.0	2.321	A
3 - Shireoaks Common	405	1490	1166	0.348	407	0.6	4.887	A
4 - A57 (N)	1999	310	2715	0.737	2030	3.0	5.797	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1254	1711	0.230	394	0.3	2.863	A
2 - A57 (S)	1272	322	3154	0.403	1273	0.7	1.954	A
3 - Shireoaks Common	340	1247	1286	0.264	340	0.4	3.912	A
4 - A57 (N)	1674	259	2747	0.609	1680	1.7	3.585	A

2037 Committed + Allocated + Morton GV (with modal shift), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	5.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2037 Committed + Allocated + Morton GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	328	100.000
2 - A57 (S)		✓	1291	100.000
3 - Shireoaks Common		✓	487	100.000
4 - A57 (N)		✓	1911	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	164	90	74
	2 - A57 (S)	245	2	147	897
	3 - Shireoaks Common	84	204	0	199
	4 - A57 (N)	318	1461	128	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	19	5	30
	2 - A57 (S)	12	0	5	10
	3 - Shireoaks Common	3	5	0	6
	4 - A57 (N)	13	5	4	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Claylands Ave	0.28	4.55	0.5	A
2 - A57 (S)	0.45	2.28	0.9	A
3 - Shireoaks Common	0.43	5.39	0.8	A
4 - A57 (N)	0.83	8.86	5.1	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)	LOS
1 - Claylands Ave	247	1350	1656	0.149	246	0.2	2.986	A
2 - A57 (S)	972	222	3226	0.301	970	0.5	1.749	A
3 - Shireoaks Common	367	918	1450	0.253	365	0.4	3.482	A
4 - A57 (N)	1439	402	2655	0.542	1434	1.2	3.118	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)	LOS
1 - Claylands Ave	295	1614	1501	0.196	295	0.3	3.490	A
2 - A57 (S)	1161	266	3195	0.363	1160	0.6	1.942	A
3 - Shireoaks Common	438	1098	1360	0.322	437	0.5	4.093	A
4 - A57 (N)	1718	481	2604	0.660	1715	2.0	4.285	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)	LOS
1 - Claylands Ave	361	1971	1293	0.279	360	0.5	4.514	A
2 - A57 (S)	1421	325	3152	0.451	1420	0.9	2.280	A
3 - Shireoaks Common	536	1344	1238	0.433	535	0.8	5.369	A
4 - A57 (N)	2104	588	2534	0.830	2092	4.9	8.440	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)	LOS
1 - Claylands Ave	361	1980	1287	0.281	361	0.5	4.547	A
2 - A57 (S)	1421	326	3151	0.451	1421	0.9	2.283	A
3 - Shireoaks Common	536	1345	1238	0.433	536	0.8	5.390	A
4 - A57 (N)	2104	589	2534	0.830	2104	5.1	8.858	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	295	1628	1493	0.197	296	0.3	3.519	A
2 - A57 (S)	1161	267	3193	0.363	1162	0.6	1.947	A
3 - Shireoaks Common	438	1100	1360	0.322	439	0.5	4.114	A
4 - A57 (N)	1718	482	2603	0.660	1730	2.1	4.438	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	247	1357	1651	0.150	247	0.2	3.001	A
2 - A57 (S)	972	223	3225	0.301	973	0.5	1.753	A
3 - Shireoaks Common	367	921	1448	0.253	367	0.4	3.501	A
4 - A57 (N)	1439	403	2654	0.542	1442	1.3	3.165	A

2037 Committed + Allocated + Morton GV (with modal shift), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	3.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2037 Committed + Allocated + Morton GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	523	100.000
2 - A57 (S)		✓	1670	100.000
3 - Shireoaks Common		✓	409	100.000
4 - A57 (N)		✓	1536	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	256	114	153
	2 - A57 (S)	82	0	187	1401
	3 - Shireoaks Common	81	150	1	177
	4 - A57 (N)	96	1281	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	3	4	8
	2 - A57 (S)	5	0	2	2
	3 - Shireoaks Common	1	4	0	3
	4 - A57 (N)	7	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Claylands Ave	0.41	4.46	0.7	A
2 - A57 (S)	0.60	3.04	1.5	A
3 - Shireoaks Common	0.45	6.60	0.8	A
4 - A57 (N)	0.63	3.79	1.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1194	1746	0.225	393	0.3	2.780	A
2 - A57 (S)	1257	321	3155	0.398	1255	0.7	1.932	A
3 - Shireoaks Common	308	1229	1296	0.238	307	0.3	3.743	A
4 - A57 (N)	1156	236	2762	0.419	1153	0.8	2.355	A

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)	LOS
1 - Claylands Ave	470	1429	1609	0.292	470	0.4	3.303	A
2 - A57 (S)	1501	383	3110	0.483	1500	0.9	2.283	A
3 - Shireoaks Common	368	1470	1176	0.313	367	0.5	4.578	A
4 - A57 (N)	1381	282	2732	0.505	1380	1.1	2.803	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)	LOS
1 - Claylands Ave	576	1749	1422	0.405	575	0.7	4.439	A
2 - A57 (S)	1839	469	3049	0.603	1836	1.5	3.026	A
3 - Shireoaks Common	450	1799	1013	0.445	449	0.8	6.557	A
4 - A57 (N)	1691	345	2692	0.628	1688	1.8	3.771	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)	LOS
1 - Claylands Ave	576	1752	1421	0.405	576	0.7	4.459	A
2 - A57 (S)	1839	470	3048	0.603	1839	1.5	3.039	A
3 - Shireoaks Common	450	1801	1012	0.445	450	0.8	6.602	A
4 - A57 (N)	1691	346	2691	0.628	1691	1.8	3.794	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)	LOS
1 - Claylands Ave	470	1433	1607	0.293	471	0.4	3.320	A
2 - A57 (S)	1501	385	3109	0.483	1504	1.0	2.293	A
3 - Shireoaks Common	368	1473	1174	0.313	369	0.5	4.609	A
4 - A57 (N)	1381	283	2732	0.506	1384	1.1	2.820	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1199	1743	0.226	394	0.3	2.794	A
2 - A57 (S)	1257	322	3154	0.399	1258	0.7	1.941	A
3 - Shireoaks Common	308	1233	1294	0.238	309	0.3	3.766	A
4 - A57 (N)	1156	237	2762	0.419	1158	0.8	2.369	A

2037 Committed + Allocated + Gamston GV (with modal shift), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	6.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2037 Committed + Allocated + Gamston GV (with modal shift)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	328	100.000
2 - A57 (S)		✓	1334	100.000
3 - Shireoaks Common		✓	487	100.000
4 - A57 (N)		✓	1923	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	164	90	74
	2 - A57 (S)	245	2	147	940
	3 - Shireoaks Common	84	204	0	199
	4 - A57 (N)	318	1473	128	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	19	5	30
	2 - A57 (S)	12	0	5	10
	3 - Shireoaks Common	3	5	0	6
	4 - A57 (N)	13	5	4	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Claylands Ave	0.28	4.59	0.5	A
2 - A57 (S)	0.47	2.35	1.0	A
3 - Shireoaks Common	0.44	5.58	0.8	A
4 - A57 (N)	0.84	9.13	5.2	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)	LOS
1 - Claylands Ave	247	1359	1650	0.150	246	0.2	2.997	A
2 - A57 (S)	1004	222	3226	0.311	1002	0.5	1.775	A
3 - Shireoaks Common	367	950	1434	0.256	365	0.4	3.535	A
4 - A57 (N)	1448	402	2655	0.545	1443	1.3	3.141	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)	LOS
1 - Claylands Ave	295	1625	1495	0.197	295	0.3	3.508	A
2 - A57 (S)	1199	266	3195	0.375	1199	0.7	1.980	A
3 - Shireoaks Common	438	1137	1341	0.326	437	0.5	4.180	A
4 - A57 (N)	1729	480	2604	0.664	1726	2.1	4.337	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)	LOS
1 - Claylands Ave	361	1983	1285	0.281	360	0.5	4.550	A
2 - A57 (S)	1469	325	3152	0.466	1468	1.0	2.344	A
3 - Shireoaks Common	536	1392	1215	0.441	535	0.8	5.552	A
4 - A57 (N)	2117	588	2534	0.835	2105	5.1	8.672	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)	LOS
1 - Claylands Ave	361	1993	1279	0.282	361	0.5	4.585	A
2 - A57 (S)	1469	326	3151	0.466	1469	1.0	2.347	A
3 - Shireoaks Common	536	1393	1214	0.442	536	0.8	5.577	A
4 - A57 (N)	2117	589	2534	0.836	2117	5.2	9.133	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	295	1639	1486	0.198	296	0.3	3.539	A
2 - A57 (S)	1199	267	3193	0.376	1200	0.7	1.985	A
3 - Shireoaks Common	438	1138	1340	0.327	439	0.5	4.202	A
4 - A57 (N)	1729	482	2603	0.664	1741	2.1	4.498	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	247	1366	1646	0.150	247	0.2	3.013	A
2 - A57 (S)	1004	223	3225	0.311	1005	0.5	1.782	A
3 - Shireoaks Common	367	953	1432	0.256	367	0.4	3.551	A
4 - A57 (N)	1448	403	2654	0.546	1451	1.3	3.187	A

2037 Committed + Allocated + Gamston GV (with modal shift), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Claylands Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A57 (S) - 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	Arm order	Junction Delay (s)	Junction LOS
1	A57/Claylands Ave/Shireoaks Common	Standard Roundabout	1, 2, 3, 4	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2037 Committed + Allocated + Gamston GV (with modal shift)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Claylands Ave		✓	523	100.000
2 - A57 (S)		✓	1685	100.000
3 - Shireoaks Common		✓	409	100.000
4 - A57 (N)		✓	1569	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	256	114	153
	2 - A57 (S)	82	0	187	1416
	3 - Shireoaks Common	81	150	1	177
	4 - A57 (N)	96	1314	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Claylands Ave	2 - A57 (S)	3 - Shireoaks Common	4 - A57 (N)
From	1 - Claylands Ave	0	3	4	8
	2 - A57 (S)	5	0	2	2
	3 - Shireoaks Common	1	4	0	3
	4 - A57 (N)	7	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Claylands Ave	0.41	4.57	0.7	A
2 - A57 (S)	0.61	3.08	1.6	A
3 - Shireoaks Common	0.45	6.70	0.8	A
4 - A57 (N)	0.64	3.94	1.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1219	1732	0.227	393	0.3	2.810	A
2 - A57 (S)	1269	321	3155	0.402	1266	0.7	1.944	A
3 - Shireoaks Common	308	1240	1290	0.239	307	0.3	3.764	A
4 - A57 (N)	1181	236	2762	0.428	1178	0.8	2.390	A

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)	LOS
1 - Claylands Ave	470	1458	1592	0.295	470	0.4	3.354	A
2 - A57 (S)	1515	383	3110	0.487	1514	1.0	2.302	A
3 - Shireoaks Common	368	1483	1169	0.314	367	0.5	4.616	A
4 - A57 (N)	1410	282	2732	0.516	1409	1.1	2.865	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)	LOS
1 - Claylands Ave	576	1785	1401	0.411	575	0.7	4.550	A
2 - A57 (S)	1855	469	3049	0.609	1853	1.6	3.068	A
3 - Shireoaks Common	450	1815	1005	0.448	449	0.8	6.651	A
4 - A57 (N)	1728	345	2692	0.642	1725	1.9	3.912	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)	LOS
1 - Claylands Ave	576	1788	1399	0.412	576	0.7	4.573	A
2 - A57 (S)	1855	470	3048	0.609	1855	1.6	3.081	A
3 - Shireoaks Common	450	1818	1003	0.449	450	0.8	6.700	A
4 - A57 (N)	1728	346	2691	0.642	1727	1.9	3.937	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)	LOS
1 - Claylands Ave	470	1463	1589	0.296	471	0.4	3.372	A
2 - A57 (S)	1515	385	3109	0.487	1517	1.0	2.312	A
3 - Shireoaks Common	368	1487	1168	0.315	369	0.5	4.649	A
4 - A57 (N)	1410	283	2732	0.516	1413	1.1	2.887	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Claylands Ave	394	1224	1729	0.228	394	0.3	2.822	A
2 - A57 (S)	1269	322	3154	0.402	1270	0.7	1.952	A
3 - Shireoaks Common	308	1244	1288	0.239	309	0.3	3.785	A
4 - A57 (N)	1181	237	2762	0.428	1183	0.8	2.405	A

Junction 4 - A57/B6034/Netherton Road

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 5 A57 Netherton Road.j9
Path: \\LEICESTER12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\05 - Models Used For Assessments
Report generation date: 16/10/2019 14:39:10

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV, PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - A57 (E)	1.6	9.21	0.60	A	1.8	9.10	0.62	A	8.7	33.12	0.91	D
2 - B6034	3.6	43.61	0.79	E	2.0	28.77	0.67	D	17.3	173.77	1.04	F
3 - A57 (W)	11.6	34.82	0.93	D	1.4	6.58	0.55	A	3.0	10.73	0.74	B
4 - Netherton Road	4.8	76.56	0.86	F	0.7	17.68	0.41	C	1.1	24.28	0.53	C
	2037 Committed Only											
1 - A57 (E)	2.4	11.93	0.69	B					28.4	89.61	1.02	F
2 - B6034	5.0	59.38	0.85	F					28.7	272.73	1.13	F
3 - A57 (W)	39.4	95.86	1.03	F					24.4	65.59	0.99	F
4 - Netherton Road	8.0	117.63	0.94	F					1.7	35.36	0.64	E
	2037 Committed + Allocated + Morton GV											
1 - A57 (E)	657.4	2025.85	1.66	F					956.3	2907.15	1.87	F
2 - B6034	136.2	1421.81	1.49	F					146.0	1507.44	1.52	F
3 - A57 (W)	516.4	1429.29	1.51	F					409.4	1117.57	1.43	F
4 - Netherton Road	217.3	2804.91	1.84	F					76.4	1006.19	1.38	F
	2037 Committed + Allocated + Gamston GV											
1 - A57 (E)	653.4	2014.08	1.66	F					955.0	2903.53	1.87	F
2 - B6034	136.1	1420.95	1.49	F					146.0	1507.07	1.52	F
3 - A57 (W)	515.2	1426.46	1.51	F					407.3	1111.36	1.43	F
4 - Netherton Road	217.3	2804.40	1.84	F					76.3	1005.86	1.38	F
	2037 Committed + Allocated + Morton GV Modal Shift											
1 - A57 (E)	128.4	406.75	1.20	F					767.1	2373.85	1.75	F
2 - B6034	103.8	1079.30	1.41	F					84.2	848.14	1.34	F
3 - A57 (W)	388.3	1059.46	1.42	F					192.9	520.67	1.25	F
4 - Netherton Road	166.0	2165.59	1.69	F					17.8	223.73	1.06	F
	2037 Committed + Allocated + Gamston GV Modal Shift											
1 - A57 (E)	320.2	1003.01	1.40	F					857.8	2635.60	1.81	F
2 - B6034	116.5	1221.83	1.45	F					111.6	1158.81	1.43	F
3 - A57 (W)	434.9	1207.41	1.46	F					289.2	754.98	1.33	F
4 - Netherton Road	184.4	2392.04	1.74	F					39.0	529.46	1.22	F

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.

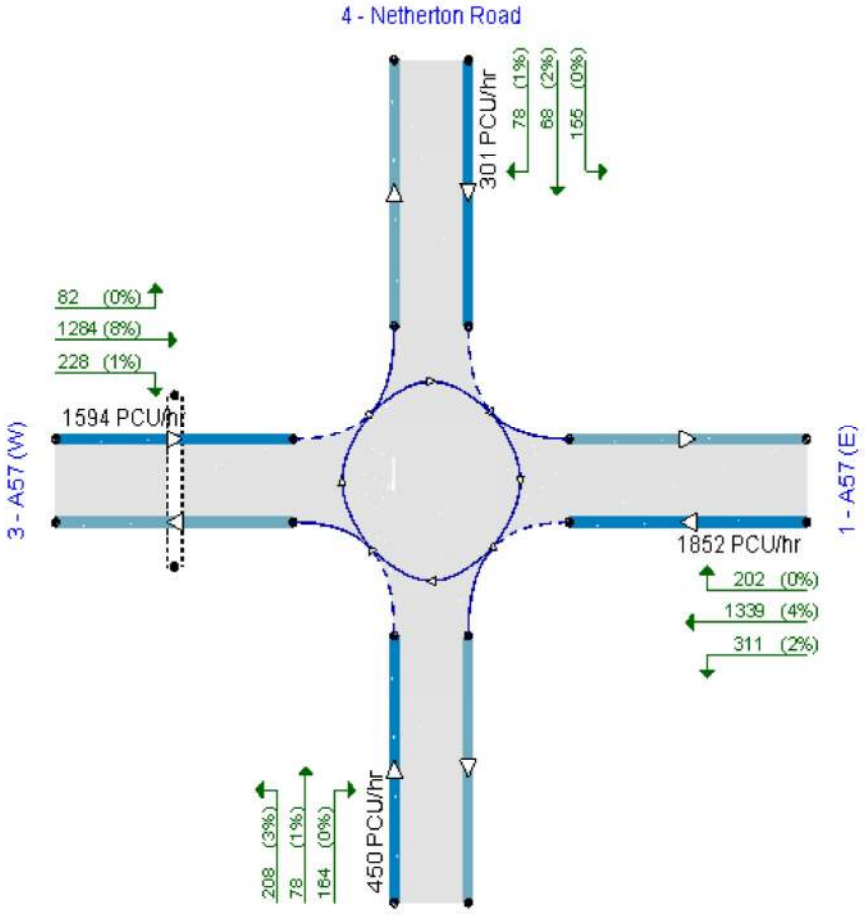
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	21/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:30	15:00	15	✓
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	

							✓
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Base Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - A57 (W) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	33.34	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A57 (E)	
2	B6034	
3	A57 (W)	
4	Netherton Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A57 (E)	7.20	8.30	5.1	55.6	69.0	17.0	
2 - B6034	4.00	7.60	10.4	22.1	69.0	39.0	
3 - A57 (W)	7.10	8.60	9.3	50.8	69.0	20.0	
4 - Netherton Road	4.10	7.50	24.8	29.5	69.0	38.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - A57 (W)	4.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A57 (E)	0.665	2561
2 - B6034	0.501	1684
3 - A57 (W)	0.670	2609
4 - Netherton Road	0.544	1935

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A57 (E)	Percentage		48.00
2 - B6034	Percentage		29.50
3 - A57 (W)	Percentage		55.00
4 - Netherton Road	Percentage		23.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	593	100.000
2 - B6034		ONE HOUR	✓	283	100.000
3 - A57 (W)		ONE HOUR	✓	1161	100.000
4 - Netherton Road		ONE HOUR	✓	224	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	2.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	51	518	24
	2 - B6034	71	0	147	65
	3 - A57 (W)	857	225	0	79
	4 - Netherton Road	44	80	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	13	0
	2 - B6034	1	0	4	0
	3 - A57 (W)	6	3	0	12
	4 - Netherton Road	0	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 - A57 (E)	0.60	9.21	1.6	A	544	816
2 - B6034	0.79	43.61	3.6	E	260	390
3 - A57 (W)	0.93	34.82	11.6	D	1065	1598
4 - Netherton Road	0.86	76.56	4.8	F	206	308

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	446	112	300		1133	0.394	444	725	0.0	0.7	5.792	A
2 - B6034	213	53	479		426	0.500	209	265	0.0	1.0	16.707	C
3 - A57 (W)	874	219	118	0.00	1391	0.628	867	570	0.0	1.7	7.173	A
4 - Netherton Road	169	42	861		337	0.500	165	125	0.0	1.0	20.888	C

08:00 - 08:15

Arm	Total Demand	Junction Arrivals	Circulating flow	Pedestrian demand	Capacity	RFC	Throughput	Throughput (exit side)	Start queue	End queue	Delay	Unsignalised level of

	(PCU/hr)	(PCU)	(PCU/hr)	(Ped/hr)	(PCU/hr)		(PCU/hr)	(PCU/hr)	(PCU)	(PCU)	(s)	service
1 - A57 (E)	533	133	361		1114	0.479	532	869	0.7	1.0	6.875	A
2 - B6034	254	64	575		412	0.618	252	318	1.0	1.6	22.734	C
3 - A57 (W)	1044	261	143	0.00	1382	0.755	1038	684	1.7	3.1	10.894	B
4 - Netherton Road	201	50	1031		316	0.637	199	150	1.0	1.7	30.630	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	653	163	433		1091	0.598	650	1046	1.0	1.6	9.050	A
2 - B6034	312	78	700		393	0.793	305	383	1.6	3.3	38.838	E
3 - A57 (W)	1278	320	173	0.00	1371	0.932	1251	832	3.1	10.0	26.907	D
4 - Netherton Road	247	62	1242		289	0.852	237	181	1.7	4.1	60.755	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	653	163	442		1088	0.600	653	1065	1.6	1.6	9.210	A
2 - B6034	312	78	705		392	0.794	310	390	3.3	3.6	43.609	E
3 - A57 (W)	1278	320	176	0.00	1370	0.933	1272	840	10.0	11.6	34.823	D
4 - Netherton Road	247	62	1263		287	0.860	244	184	4.1	4.8	76.564	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	533	133	379		1108	0.481	535	902	1.6	1.0	7.034	A
2 - B6034	254	64	584		410	0.620	262	331	3.6	1.8	25.788	D
3 - A57 (W)	1044	261	147	0.00	1381	0.756	1076	698	11.6	3.4	13.708	B
4 - Netherton Road	201	50	1069		311	0.647	212	155	4.8	2.1	40.439	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	446	112	309		1130	0.395	448	738	1.0	0.7	5.883	A
2 - B6034	213	53	486		425	0.502	216	271	1.8	1.1	17.859	C
3 - A57 (W)	874	219	122	0.00	1390	0.629	881	580	3.4	1.8	7.566	A
4 - Netherton Road	169	42	875		335	0.503	173	128	2.1	1.1	23.070	C

2019 Base Survey, Inter Peak

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	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	11.50	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:30	15:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 - A57 (E)		ONE HOUR	✓	642	100.000
2 - B6034		ONE HOUR	✓	236	100.000
3 - A57 (W)		ONE HOUR	✓	684	100.000
4 - Netherton Road		ONE HOUR	✓	134	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	10.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	49	566	27
	2 - B6034	25	0	159	52
	3 - A57 (W)	464	124	0	96
	4 - Netherton Road	16	50	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	0	12	4
	2 - B6034	4	0	5	2
	3 - A57 (W)	17	4	0	7
	4 - Netherton Road	0	2	8	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 - A57 (E)	0.62	9.10	1.8	A	589	884
2 - B6034	0.67	28.77	2.0	D	217	325
3 - A57 (W)	0.55	6.58	1.4	A	628	941
4 - Netherton Road	0.41	17.68	0.7	C	123	184

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	483	121	180		1171	0.413	480	378	0.0	0.8	5.737	A
2 - B6034	178	44	494		424	0.419	175	167	0.0	0.7	14.911	B
3 - A57 (W)	515	129	77	7.53	1387	0.371	512	592	0.0	0.7	4.634	A
4 - Netherton Road	101	25	459		388	0.260	99	131	0.0	0.4	13.019	B

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	577	144	217		1160	0.498	576	453	0.8	1.1	6.804	A
2 - B6034	212	53	593		409	0.519	211	200	0.7	1.1	18.784	C
3 - A57 (W)	615	154	93	8.99	1380	0.446	614	711	0.7	0.9	5.302	A
4 - Netherton Road	120	30	550		376	0.320	120	157	0.4	0.5	14.684	B

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	707	177	265		1144	0.618	704	554	1.1	1.7	8.991	A
2 - B6034	260	65	725		390	0.667	256	245	1.1	1.9	27.490	D
3 - A57 (W)	753	188	113	11.01	1370	0.550	751	868	0.9	1.4	6.550	A
4 - Netherton Road	148	37	673		361	0.409	147	192	0.5	0.7	17.530	C

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	707	177	266		1144	0.618	707	556	1.7	1.8	9.099	A
2 - B6034	260	65	728		389	0.668	260	245	1.9	2.0	28.771	D
3 - A57 (W)	753	188	114	11.01	1371	0.549	753	873	1.4	1.4	6.578	A
4 - Netherton Road	148	37	675		361	0.409	147	193	0.7	0.7	17.684	C

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	577	144	219		1159	0.498	580	456	1.8	1.1	6.904	A
2 - B6034	212	53	597		408	0.519	215	201	2.0	1.2	19.764	C
3 - A57 (W)	615	154	95	8.99	1381	0.445	617	718	1.4	0.9	5.331	A
4 - Netherton Road	120	30	553		376	0.321	121	158	0.7	0.5	14.863	B

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	483	121	183		1171	0.413	485	381	1.1	0.8	5.817	A
2 - B6034	178	44	499		423	0.420	179	168	1.2	0.8	15.500	C
3 - A57 (W)	515	129	79	7.53	1388	0.371	516	599	0.9	0.7	4.665	A
4 - Netherton Road	101	25	463		387	0.261	101	132	0.5	0.4	13.216	B

2019 Base Survey, 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	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	43.49	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	912	100.000
2 - B6034		ONE HOUR	✓	327	100.000
3 - A57 (W)		ONE HOUR	✓	920	100.000
4 - Netherton Road		ONE HOUR	✓	156	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	8.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	60	829	23
	2 - B6034	63	0	196	68
	3 - A57 (W)	622	216	0	82
	4 - Netherton Road	20	58	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	4	0
	2 - B6034	0	0	3	1
	3 - A57 (W)	8	1	0	0
	4 - Netherton Road	0	2	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 - A57 (E)	0.91	33.12	8.7	D	837	1255
2 - B6034	1.04	173.77	17.3	F	300	450
3 - A57 (W)	0.74	10.73	3.0	B	844	1266
4 - Netherton Road	0.53	24.28	1.1	C	143	215

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	687	172	262		1145	0.599	681	526	0.0	1.5	7.937	A
2 - B6034	246	62	694		394	0.625	240	249	0.0	1.6	22.961	C
3 - A57 (W)	693	173	113	6.02	1379	0.502	688	820	0.0	1.1	5.473	A
4 - Netherton Road	117	29	673		361	0.326	116	128	0.0	0.5	14.755	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	820	205	315		1128	0.727	815	631	1.5	2.6	11.761	B
2 - B6034	294	73	831		374	0.787	288	299	1.6	3.2	39.881	E
3 - A57 (W)	827	207	136	7.19	1371	0.603	825	983	1.1	1.6	6.937	A
4 - Netherton Road	140	35	807		344	0.408	139	154	0.5	0.7	17.745	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1004	251	385		1106	0.908	984	766	2.6	7.7	26.901	D
2 - B6034	360	90	1004		348	1.034	327	365	3.2	11.4	104.102	F
3 - A57 (W)	1013	253	156	8.81	1365	0.742	1008	1175	1.6	2.9	10.485	B
4 - Netherton Road	172	43	981		322	0.533	170	183	0.7	1.1	23.683	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1004	251	387		1105	0.908	1000	772	7.7	8.7	33.118	D
2 - B6034	360	90	1020		346	1.041	336	367	11.4	17.3	173.770	F
3 - A57 (W)	1013	253	160	8.81	1366	0.741	1013	1197	2.9	3.0	10.726	B
4 - Netherton Road	172	43	987		321	0.534	172	185	1.1	1.1	24.283	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	820	205	319		1127	0.727	843	647	8.7	2.9	14.089	B
2 - B6034	294	73	858		370	0.795	342	304	17.3	5.4	122.697	F
3 - A57 (W)	827	207	158	7.19	1366	0.605	832	1042	3.0	1.6	7.184	A
4 - Netherton Road	140	35	824		342	0.410	142	166	1.1	0.7	18.367	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	687	172	266		1144	0.600	692	535	2.9	1.6	8.352	A
2 - B6034	246	62	706		392	0.627	260	253	5.4	1.8	30.301	D
3 - A57 (W)	693	173	122	6.02	1378	0.503	695	844	1.6	1.1	5.578	A
4 - Netherton Road	117	29	683		359	0.327	118	134	0.7	0.5	15.170	C

2037 Committed Only, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - A57 (W) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	70.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	683	100.000
2 - B6034		ONE HOUR	✓	294	100.000
3 - A57 (W)		ONE HOUR	✓	1279	100.000
4 - Netherton Road		ONE HOUR	✓	237	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	2.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	56	598	29
	2 - B6034	72	0	155	67
	3 - A57 (W)	967	233	0	79
	4 - Netherton Road	52	85	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	13	0
	2 - B6034	1	0	4	0
	3 - A57 (W)	6	3	0	12
	4 - Netherton Road	0	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 - A57 (E)	0.69	11.93	2.4	B	627	940
2 - B6034	0.85	59.38	5.0	F	270	405
3 - A57 (W)	1.03	95.86	39.4	F	1174	1760
4 - Netherton Road	0.94	117.63	8.0	F	217	326

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	514	129	309		1130	0.455	511	812	0.0	0.9	6.434	A
2 - B6034	221	55	542		417	0.531	217	278	0.0	1.1	18.080	C
3 - A57 (W)	963	241	124	0.00	1389	0.693	954	635	0.0	2.3	8.574	A
4 - Netherton Road	178	45	948		326	0.547	174	130	0.0	1.2	23.439	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	614	154	371		1111	0.553	612	972	0.9	1.4	8.017	A
2 - B6034	264	66	650		401	0.660	261	333	1.1	1.8	25.904	D
3 - A57 (W)	1150	287	150	0.00	1380	0.833	1140	762	2.3	4.8	15.251	C
4 - Netherton Road	213	53	1133		303	0.703	209	156	1.2	2.1	37.542	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	752	188	433		1091	0.689	748	1133	1.4	2.4	11.552	B
2 - B6034	324	81	790		380	0.852	314	391	1.8	4.4	49.236	E
3 - A57 (W)	1408	352	180	0.00	1369	1.029	1326	924	4.8	25.3	52.406	F
4 - Netherton Road	261	65	1321		280	0.933	245	185	2.1	6.1	82.444	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	752	188	444		1087	0.692	752	1156	2.4	2.4	11.926	B
2 - B6034	324	81	797		379	0.854	321	399	4.4	5.0	59.380	F
3 - A57 (W)	1408	352	184	0.00	1367	1.030	1352	934	25.3	39.4	95.856	F
4 - Netherton Road	261	65	1347		276	0.944	253	189	6.1	8.0	117.629	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	614	154	414		1097	0.560	618	1087	2.4	1.4	8.439	A
2 - B6034	264	66	665		398	0.663	275	367	5.0	2.2	32.108	D
3 - A57 (W)	1150	287	156	0.00	1377	0.835	1282	784	39.4	6.4	54.370	F
4 - Netherton Road	213	53	1270		286	0.745	231	168	8.0	3.5	75.219	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	514	129	324		1126	0.457	516	836	1.4	0.9	6.604	A
2 - B6034	221	55	553		415	0.533	225	288	2.2	1.2	19.785	C
3 - A57 (W)	963	241	128	0.00	1388	0.694	978	650	6.4	2.5	9.644	A
4 - Netherton Road	178	45	973		323	0.552	187	134	3.5	1.3	28.552	D

2037 Committed Only, 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	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	98.36	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1018	100.000
2 - B6034		ONE HOUR	✓	342	100.000
3 - A57 (W)		ONE HOUR	✓	1235	100.000
4 - Netherton Road		ONE HOUR	✓	163	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	8.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	62	925	31
	2 - B6034	66	0	204	72
	3 - A57 (W)	930	223	0	82
	4 - Netherton Road	25	60	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	4	0
	2 - B6034	0	0	3	1
	3 - A57 (W)	8	1	0	0
	4 - Netherton Road	0	2	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 - A57 (E)	1.02	89.61	28.4	F	934	1401
2 - B6034	1.13	272.73	28.7	F	314	471
3 - A57 (W)	0.99	65.59	24.4	F	1133	1700
4 - Netherton Road	0.64	35.36	1.7	E	150	224

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	766	192	268		1143	0.670	758	760	0.0	2.0	9.506	A
2 - B6034	257	64	770		383	0.672	250	257	0.0	1.9	26.295	D
3 - A57 (W)	930	232	124	6.02	1376	0.676	921	896	0.0	2.1	8.244	A
4 - Netherton Road	123	31	908		331	0.370	120	137	0.0	0.6	17.107	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	915	229	322		1126	0.813	907	910	2.0	4.1	16.414	C
2 - B6034	307	77	921		360	0.853	298	308	1.9	4.3	51.716	F
3 - A57 (W)	1110	278	148	7.19	1373	0.808	1102	1071	2.1	4.2	13.680	B
4 - Netherton Road	147	37	1086		309	0.474	145	163	0.6	0.9	22.097	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1121	280	385		1106	1.013	1061	1073	4.1	19.1	51.991	F
2 - B6034	377	94	1081		337	1.118	325	365	4.3	17.1	144.336	F
3 - A57 (W)	1360	340	164	8.81	1370	0.993	1305	1243	4.2	17.8	40.972	E
4 - Netherton Road	179	45	1281		285	0.631	177	187	0.9	1.6	32.889	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1121	280	392		1104	1.015	1084	1095	19.1	28.4	89.613	F
2 - B6034	377	94	1103		334	1.129	330	373	17.1	28.7	269.733	F
3 - A57 (W)	1360	340	166	8.81	1369	0.993	1333	1267	17.8	24.4	65.590	F
4 - Netherton Road	179	45	1308		281	0.638	179	191	1.6	1.7	35.357	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	915	229	341		1120	0.817	1008	982	28.4	5.3	45.389	E
2 - B6034	307	77	1018		346	0.888	334	331	28.7	22.0	272.732	F
3 - A57 (W)	1110	278	166	7.19	1370	0.810	1188	1186	24.4	5.0	27.387	D
4 - Netherton Road	147	37	1174		298	0.492	149	180	1.7	1.0	24.883	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	766	192	275		1141	0.672	779	792	5.3	2.2	10.643	B
2 - B6034	257	64	791		380	0.678	335	263	22.0	2.6	111.823	F
3 - A57 (W)	930	232	159	6.02	1372	0.678	941	967	5.0	2.3	9.064	A
4 - Netherton Road	123	31	943		327	0.375	124	157	1.0	0.6	18.116	C

2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - A57 (W) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	1801.04	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1712	100.000
2 - B6034		ONE HOUR	✓	469	100.000
3 - A57 (W)		ONE HOUR	✓	1772	100.000
4 - Netherton Road		ONE HOUR	✓	450	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	2.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	262	1201	249
	2 - B6034	233	0	160	76
	3 - A57 (W)	1454	239	0	79
	4 - Netherton Road	258	92	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	13	0
	2 - B6034	1	0	4	0
	3 - A57 (W)	6	3	0	12
	4 - Netherton Road	0	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 - A57 (E)	1.66	2025.85	657.4	F	1571	2356
2 - B6034	1.49	1421.81	136.2	F	430	646
3 - A57 (W)	1.51	1429.29	516.4	F	1626	2439
4 - Netherton Road	1.84	2804.91	217.3	F	413	619

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1289	322	280		1140	1.131	1112	1326	0.0	44.1	81.384	F
2 - B6034	353	88	1001		349	1.012	315	391	0.0	9.5	77.343	F
3 - A57 (W)	1334	334	369	0.00	1299	1.027	1242	946	0.0	23.1	44.703	E
4 - Netherton Road	339	85	1343		277	1.224	263	268	0.0	19.0	153.345	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1539	385	289		1137	1.354	1136	1381	44.1	144.8	307.410	F
2 - B6034	422	105	1022		346	1.220	342	403	9.5	29.5	229.554	F
3 - A57 (W)	1593	398	390	0.00	1291	1.234	1288	973	23.1	99.2	179.903	F
4 - Netherton Road	405	101	1401		270	1.500	269	278	19.0	52.9	504.496	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1885	471	289		1137	1.658	1137	1384	144.8	331.9	760.222	F
2 - B6034	516	129	1023		345	1.495	345	403	29.5	72.3	549.344	F
3 - A57 (W)	1951	488	393	0.00	1290	1.512	1290	975	99.2	264.4	512.786	F
4 - Netherton Road	495	124	1404		269	1.840	269	279	52.9	109.5	1104.430	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1885	471	289		1137	1.658	1137	1384	331.9	518.9	1351.568	F
2 - B6034	516	129	1023		345	1.495	345	403	72.3	115.1	991.801	F
3 - A57 (W)	1951	488	393	0.00	1290	1.512	1290	975	264.4	429.7	972.697	F
4 - Netherton Road	495	124	1404		269	1.841	269	279	109.5	166.0	1859.031	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1539	385	289		1137	1.354	1137	1384	518.9	619.4	1806.576	F
2 - B6034	422	105	1023		345	1.220	345	403	115.1	134.2	1312.706	F
3 - A57 (W)	1593	398	393	0.00	1290	1.235	1290	975	429.7	505.4	1308.500	F
4 - Netherton Road	405	101	1404		269	1.503	269	279	166.0	199.9	2462.700	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1289	322	289		1137	1.134	1137	1384	619.4	657.4	2025.847	F
2 - B6034	353	88	1023		345	1.022	345	403	134.2	136.2	1421.805	F
3 - A57 (W)	1334	334	393	0.00	1290	1.034	1290	975	505.4	516.4	1429.286	F
4 - Netherton Road	339	85	1404		269	1.258	269	279	199.9	217.3	2804.913	F

2037 Committed + Allocated + Morton GV, 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	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	1926.90	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1932	100.000
2 - B6034		ONE HOUR	✓	479	100.000
3 - A57 (W)		ONE HOUR	✓	1705	100.000
4 - Netherton Road		ONE HOUR	✓	340	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	8.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	324	1387	221
	2 - B6034	193	0	208	78
	3 - A57 (W)	1395	228	0	82
	4 - Netherton Road	194	68	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	4	0
	2 - B6034	0	0	3	1
	3 - A57 (W)	8	1	0	0
	4 - Netherton Road	0	2	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 - A57 (E)	1.87	2907.15	956.3	F	1773	2659
2 - B6034	1.52	1507.44	146.0	F	440	659
3 - A57 (W)	1.43	1117.57	409.4	F	1565	2347
4 - Netherton Road	1.38	1006.19	76.4	F	312	468

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1455	364	265		1144	1.271	1130	1267	0.0	81.1	136.107	F
2 - B6034	361	90	995		350	1.031	319	401	0.0	10.5	81.977	F
3 - A57 (W)	1284	321	310	6.02	1318	0.974	1227	1004	0.0	14.3	31.995	D
4 - Netherton Road	256	64	1296		283	0.905	236	240	0.0	5.1	62.490	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1737	434	288		1137	1.527	1137	1357	81.1	231.0	500.403	F
2 - B6034	431	108	1007		348	1.238	345	418	10.5	32.0	245.205	F
3 - A57 (W)	1533	383	325	7.19	1312	1.168	1306	1026	14.3	70.9	127.943	F
4 - Netherton Road	306	76	1382		272	1.124	263	249	5.1	15.7	171.057	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	2127	532	291		1136	1.872	1136	1367	231.0	478.8	1129.304	F
2 - B6034	527	132	1008		348	1.517	347	420	32.0	77.0	582.281	F
3 - A57 (W)	1877	469	326	8.81	1311	1.432	1311	1028	70.9	212.6	395.397	F
4 - Netherton Road	374	94	1388		271	1.380	270	250	15.7	41.8	407.768	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	2127	532	292		1136	1.873	1136	1367	478.8	726.6	1914.053	F
2 - B6034	527	132	1008		348	1.517	348	420	77.0	121.9	1044.711	F
3 - A57 (W)	1877	469	327	8.81	1311	1.432	1311	1029	212.6	354.1	782.461	F
4 - Netherton Road	374	94	1388		271	1.380	271	250	41.8	67.6	747.183	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1737	434	292		1136	1.529	1136	1368	726.6	876.8	2543.793	F
2 - B6034	431	108	1008		348	1.238	348	420	121.9	142.7	1383.636	F
3 - A57 (W)	1533	383	327	7.19	1312	1.169	1312	1029	354.1	409.4	1051.913	F
4 - Netherton Road	306	76	1389		271	1.127	271	250	67.6	76.4	974.800	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1455	364	290		1136	1.280	1136	1364	876.8	956.3	2907.151	F
2 - B6034	361	90	1007		348	1.037	347	419	142.7	146.0	1507.444	F
3 - A57 (W)	1284	321	327	6.02	1312	0.978	1309	1028	409.4	403.1	1117.574	F
4 - Netherton Road	256	64	1386		271	0.943	268	250	76.4	73.4	1006.188	F

2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - A57 (W) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	1795.12	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1709	100.000
2 - B6034		ONE HOUR	✓	469	100.000
3 - A57 (W)		ONE HOUR	✓	1771	100.000
4 - Netherton Road		ONE HOUR	✓	450	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	2.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	262	1198	249
	2 - B6034	233	0	160	76
	3 - A57 (W)	1453	239	0	79
	4 - Netherton Road	258	92	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	13	0
	2 - B6034	1	0	4	0
	3 - A57 (W)	6	3	0	12
	4 - Netherton Road	0	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 - A57 (E)	1.66	2014.08	653.4	F	1568	2352
2 - B6034	1.49	1420.95	136.1	F	430	646
3 - A57 (W)	1.51	1426.46	515.2	F	1625	2438
4 - Netherton Road	1.84	2804.40	217.3	F	413	619

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1287	322	280		1140	1.129	1112	1326	0.0	43.7	80.669	F
2 - B6034	353	88	1000		349	1.012	315	392	0.0	9.5	77.274	F
3 - A57 (W)	1333	333	370	0.00	1299	1.027	1241	945	0.0	23.0	44.568	E
4 - Netherton Road	339	85	1343		277	1.224	263	268	0.0	19.0	153.274	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1536	384	289		1137	1.351	1136	1381	43.7	143.7	304.865	F
2 - B6034	422	105	1022		346	1.220	342	403	9.5	29.5	229.365	F
3 - A57 (W)	1592	398	391	0.00	1291	1.233	1288	973	23.0	98.9	179.378	F
4 - Netherton Road	405	101	1401		270	1.500	269	278	19.0	52.9	504.327	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1882	470	289		1137	1.655	1137	1384	143.7	329.9	755.320	F
2 - B6034	516	129	1022		346	1.494	345	403	29.5	72.3	548.990	F
3 - A57 (W)	1950	487	393	0.00	1290	1.511	1290	974	98.9	263.9	511.674	F
4 - Netherton Road	495	124	1404		269	1.840	269	279	52.9	109.5	1104.174	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1882	470	289		1137	1.655	1137	1384	329.9	516.1	1344.085	F
2 - B6034	516	129	1022		346	1.494	345	403	72.3	115.0	991.259	F
3 - A57 (W)	1950	487	393	0.00	1290	1.512	1290	975	263.9	428.9	970.937	F
4 - Netherton Road	495	124	1404		269	1.840	269	279	109.5	166.0	1858.678	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1536	384	289		1137	1.351	1137	1384	516.1	616.0	1796.748	F
2 - B6034	422	105	1022		346	1.220	345	403	115.0	134.1	1311.993	F
3 - A57 (W)	1592	398	393	0.00	1290	1.234	1290	975	428.9	504.4	1306.154	F
4 - Netherton Road	405	101	1404		269	1.503	269	279	166.0	199.9	2462.262	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1287	322	289		1137	1.132	1137	1384	616.0	653.4	2014.083	F
2 - B6034	353	88	1022		346	1.022	345	403	134.1	136.1	1420.952	F
3 - A57 (W)	1333	333	393	0.00	1290	1.033	1290	974	504.4	515.2	1426.458	F
4 - Netherton Road	339	85	1404		269	1.258	269	279	199.9	217.3	2804.405	F

2037 Committed + Allocated + Gamston GV, 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	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	1923.03	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1931	100.000
2 - B6034		ONE HOUR	✓	479	100.000
3 - A57 (W)		ONE HOUR	✓	1703	100.000
4 - Netherton Road		ONE HOUR	✓	340	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	8.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	324	1386	221
	2 - B6034	193	0	208	78
	3 - A57 (W)	1393	228	0	82
	4 - Netherton Road	194	68	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	4	0
	2 - B6034	0	0	3	1
	3 - A57 (W)	8	1	0	0
	4 - Netherton Road	0	2	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 - A57 (E)	1.87	2903.53	955.0	F	1772	2658
2 - B6034	1.52	1507.07	146.0	F	440	659
3 - A57 (W)	1.43	1111.36	407.3	F	1563	2344
4 - Netherton Road	1.38	1005.86	76.3	F	312	468

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1454	363	265		1144	1.270	1130	1266	0.0	80.9	135.845	F
2 - B6034	361	90	994		350	1.031	319	401	0.0	10.5	81.959	F
3 - A57 (W)	1282	321	310	6.02	1318	0.973	1226	1004	0.0	14.1	31.775	D
4 - Netherton Road	256	64	1295		283	0.905	236	240	0.0	5.0	62.405	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1736	434	288		1137	1.526	1137	1357	80.9	230.7	499.552	F
2 - B6034	431	108	1007		348	1.238	345	418	10.5	32.0	245.138	F
3 - A57 (W)	1531	383	325	7.19	1312	1.167	1306	1026	14.1	70.4	127.008	F
4 - Netherton Road	306	76	1382		272	1.124	263	249	5.0	15.7	170.917	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	2126	532	291		1136	1.871	1136	1366	230.7	478.2	1127.746	F
2 - B6034	527	132	1007		348	1.517	347	420	32.0	77.0	582.136	F
3 - A57 (W)	1875	469	327	8.81	1311	1.430	1311	1028	70.4	211.5	393.136	F
4 - Netherton Road	374	94	1388		271	1.380	270	250	15.7	41.8	407.591	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	2126	532	292		1136	1.872	1136	1367	478.2	725.7	1911.720	F
2 - B6034	527	132	1007		348	1.517	348	420	77.0	121.9	1044.479	F
3 - A57 (W)	1875	469	327	8.81	1311	1.430	1311	1028	211.5	352.5	778.709	F
4 - Netherton Road	374	94	1388		271	1.380	271	250	41.8	67.6	746.954	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1736	434	292		1136	1.528	1136	1367	725.7	875.7	2540.758	F
2 - B6034	431	108	1007		348	1.238	348	420	121.9	142.7	1383.325	F
3 - A57 (W)	1531	383	327	7.19	1312	1.167	1312	1028	352.5	407.3	1046.811	F
4 - Netherton Road	306	76	1389		271	1.127	271	250	67.6	76.3	974.523	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1454	363	290		1136	1.279	1136	1363	875.7	955.0	2903.534	F
2 - B6034	361	90	1007		348	1.037	347	419	142.7	146.0	1507.065	F
3 - A57 (W)	1282	321	327	6.02	1312	0.977	1309	1028	407.3	400.7	1111.360	F
4 - Netherton Road	256	64	1386		272	0.943	268	250	76.3	73.3	1005.863	F

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - A57 (W) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	969.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1230	100.000
2 - B6034		ONE HOUR	✓	443	100.000
3 - A57 (W)		ONE HOUR	✓	1681	100.000
4 - Netherton Road		ONE HOUR	✓	412	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	2.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	182	907	141
	2 - B6034	207	0	160	76
	3 - A57 (W)	1363	239	0	79
	4 - Netherton Road	220	92	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	13	0
	2 - B6034	1	0	4	0

	3 - A57 (W)	6	3	0	12
	4 - Netherton Road	0	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 - A57 (E)	1.20	406.75	128.4	F	1129	1693
2 - B6034	1.41	1079.30	103.8	F	407	610
3 - A57 (W)	1.42	1059.46	388.3	F	1543	2314
4 - Netherton Road	1.69	2165.59	166.0	F	378	567

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	926	232	294		1135	0.816	908	1272	0.0	4.4	16.336	C
2 - B6034	334	83	837		373	0.894	312	366	0.0	5.3	50.301	F
3 - A57 (W)	1266	316	304	0.00	1323	0.957	1217	846	0.0	12.1	28.623	D
4 - Netherton Road	310	78	1306		282	1.102	260	215	0.0	12.5	111.739	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1106	276	310		1130	0.978	1065	1359	4.4	14.7	43.714	E
2 - B6034	398	100	972		353	1.128	343	402	5.3	19.0	152.996	F
3 - A57 (W)	1511	378	341	0.00	1309	1.154	1301	974	12.1	64.6	116.993	F
4 - Netherton Road	370	93	1400		270	1.374	268	242	12.5	38.0	364.827	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1354	339	311		1130	1.199	1125	1363	14.7	72.0	150.165	F
2 - B6034	488	122	1024		345	1.412	344	412	19.0	54.9	406.724	F
3 - A57 (W)	1851	463	349	0.00	1306	1.417	1306	1019	64.6	200.8	372.102	F
4 - Netherton Road	454	113	1406		269	1.686	269	249	38.0	84.2	838.398	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1354	339	311		1130	1.199	1129	1364	72.0	128.4	327.265	F
2 - B6034	488	122	1027		345	1.415	345	413	54.9	90.7	775.219	F
3 - A57 (W)	1851	463	350	0.00	1306	1.417	1306	1022	200.8	337.0	745.877	F
4 - Netherton Road	454	113	1406		269	1.686	269	250	84.2	130.4	1453.646	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1106	276	311		1130	0.979	1120	1364	128.4	124.7	406.745	F
2 - B6034	398	100	1020		346	1.151	346	412	90.7	103.8	1026.988	F
3 - A57 (W)	1511	378	349	0.00	1306	1.157	1306	1016	337.0	388.3	1003.662	F
4 - Netherton Road	370	93	1406		269	1.377	269	249	130.4	155.8	1929.974	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	926	232	311		1130	0.820	1120	1361	124.7	76.2	324.551	F
2 - B6034	334	83	1020		346	0.964	343	411	103.8	101.6	1079.301	F
3 - A57 (W)	1266	316	347	0.00	1307	0.968	1303	1015	388.3	378.8	1059.464	F
4 - Netherton Road	310	78	1402		269	1.151	269	248	155.8	166.0	2165.590	F

2037 Committed + Allocated + Morton GV Modal Shift, 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	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	1367.03	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1779	100.000
2 - B6034		ONE HOUR	✓	423	100.000
3 - A57 (W)		ONE HOUR	✓	1499	100.000
4 - Netherton Road		ONE HOUR	✓	265	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	8.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	299	1295	185
	2 - B6034	137	0	208	78
	3 - A57 (W)	1189	228	0	82
	4 - Netherton Road	119	68	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	4	0
	2 - B6034	0	0	3	1
	3 - A57 (W)	8	1	0	0
	4 - Netherton Road	0	2	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 - A57 (E)	1.75	2373.85	767.1	F	1632	2449
2 - B6034	1.34	848.14	84.2	F	388	582
3 - A57 (W)	1.25	520.67	192.9	F	1376	2063
4 - Netherton Road	1.06	223.73	17.8	F	243	365

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1339	335	274		1141	1.173	1120	1061	0.0	54.7	96.626	F
2 - B6034	318	80	989		351	0.909	296	406	0.0	5.6	54.883	F
3 - A57 (W)	1129	282	267	6.02	1329	0.849	1107	1018	0.0	5.3	15.987	C
4 - Netherton Road	200	50	1143		302	0.661	192	232	0.0	1.8	31.433	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1599	400	321		1127	1.419	1126	1227	54.7	173.0	371.805	F
2 - B6034	380	95	1004		348	1.092	337	443	5.6	16.5	142.565	F
3 - A57 (W)	1348	337	288	7.19	1326	1.017	1279	1053	5.3	22.3	50.502	F
4 - Netherton Road	238	60	1318		280	0.851	229	249	1.8	4.0	62.325	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1959	490	344		1119	1.750	1119	1277	173.0	382.9	899.645	F
2 - B6034	466	116	1008		348	1.339	346	456	16.5	46.3	347.396	F
3 - A57 (W)	1650	413	292	8.81	1323	1.247	1321	1062	22.3	104.7	182.030	F
4 - Netherton Road	292	73	1361		275	1.062	261	252	4.0	11.8	137.378	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1959	490	349		1118	1.752	1118	1282	382.9	593.1	1576.089	F
2 - B6034	466	116	1009		348	1.340	347	458	46.3	76.0	650.542	F
3 - A57 (W)	1650	413	293	8.81	1323	1.247	1323	1063	104.7	186.6	402.208	F
4 - Netherton Road	292	73	1363		274	1.064	268	253	11.8	17.8	223.727	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1599	400	347		1118	1.430	1118	1280	593.1	713.4	2100.370	F
2 - B6034	380	95	1008		348	1.094	347	457	76.0	84.2	844.160	F
3 - A57 (W)	1348	337	293	7.19	1324	1.018	1323	1063	186.6	192.9	520.675	F
4 - Netherton Road	238	60	1363		274	0.868	265	253	17.8	11.2	215.036	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1339	335	328		1124	1.191	1124	1260	713.4	767.1	2373.853	F
2 - B6034	318	80	1004		348	0.914	344	449	84.2	77.8	848.140	F
3 - A57 (W)	1129	282	292	6.02	1325	0.852	1318	1056	192.9	145.6	463.087	F
4 - Netherton Road	200	50	1357		275	0.725	231	252	11.2	3.3	97.072	F

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - A57 (W) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	1261.22	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1439	100.000
2 - B6034		ONE HOUR	✓	453	100.000
3 - A57 (W)		ONE HOUR	✓	1716	100.000
4 - Netherton Road		ONE HOUR	✓	426	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	2.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	217	1033	189
	2 - B6034	217	0	160	76
	3 - A57 (W)	1398	239	0	79
	4 - Netherton Road	234	92	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	13	0
	2 - B6034	1	0	4	0

	3 - A57 (W)	6	3	0	12
	4 - Netherton Road	0	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 - A57 (E)	1.40	1003.01	320.2	F	1320	1981
2 - B6034	1.45	1221.83	116.5	F	416	624
3 - A57 (W)	1.46	1207.41	434.9	F	1575	2362
4 - Netherton Road	1.74	2392.04	184.4	F	391	586

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1083	271	289		1137	0.953	1038	1294	0.0	11.4	31.604	D
2 - B6034	341	85	943		357	0.954	313	384	0.0	7.1	63.025	F
3 - A57 (W)	1292	323	338	0.00	1310	0.986	1228	917	0.0	15.9	34.528	D
4 - Netherton Road	321	80	1322		280	1.147	262	245	0.0	14.8	126.531	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1294	323	301		1133	1.142	1124	1365	11.4	53.9	117.041	F
2 - B6034	407	102	1017		346	1.176	340	408	7.1	23.9	189.128	F
3 - A57 (W)	1543	386	368	0.00	1299	1.187	1295	990	15.9	77.9	140.576	F
4 - Netherton Road	383	96	1398		270	1.419	269	264	14.8	43.3	413.813	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1584	396	302		1133	1.399	1132	1370	53.9	166.9	358.603	F
2 - B6034	499	125	1025		345	1.445	345	410	23.9	62.5	470.303	F
3 - A57 (W)	1889	472	372	0.00	1298	1.456	1298	998	77.9	225.8	427.167	F
4 - Netherton Road	469	117	1403		269	1.742	269	266	43.3	93.3	932.521	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1584	396	302		1133	1.399	1133	1370	166.9	279.9	715.737	F
2 - B6034	499	125	1025		345	1.445	345	410	62.5	100.9	867.869	F
3 - A57 (W)	1889	472	372	0.00	1298	1.456	1298	998	225.8	373.7	835.972	F
4 - Netherton Road	469	117	1403		269	1.742	269	266	93.3	143.2	1597.849	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1294	323	302		1133	1.142	1133	1370	279.9	320.2	958.660	F
2 - B6034	407	102	1025		345	1.180	345	410	100.9	116.5	1147.886	F
3 - A57 (W)	1543	386	372	0.00	1298	1.189	1298	998	373.7	434.9	1125.437	F
4 - Netherton Road	383	96	1403		269	1.422	269	266	143.2	171.6	2118.896	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1083	271	302		1133	0.956	1129	1368	320.2	308.8	1003.009	F
2 - B6034	341	85	1022		346	0.987	343	409	116.5	116.0	1221.834	F
3 - A57 (W)	1292	323	370	0.00	1299	0.995	1295	995	434.9	434.0	1207.413	F
4 - Netherton Road	321	80	1400		270	1.189	270	265	171.6	184.4	2392.042	F

2037 Committed + Allocated + Gamston GV Modal Shift, 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	A57/B6034/Netherton Road	Standard Roundabout		1, 2, 3, 4	1611.96	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A57 (E)		ONE HOUR	✓	1852	100.000
2 - B6034		ONE HOUR	✓	450	100.000
3 - A57 (W)		ONE HOUR	✓	1594	100.000
4 - Netherton Road		ONE HOUR	✓	301	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A57 (E)		
2 - B6034		
3 - A57 (W)	[ONEHOUR]	8.00
4 - Netherton Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	311	1339	202
	2 - B6034	164	0	208	78
	3 - A57 (W)	1284	228	0	82
	4 - Netherton Road	155	68	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A57 (E)	2 - B6034	3 - A57 (W)	4 - Netherton Road
From	1 - A57 (E)	0	2	4	0
	2 - B6034	0	0	3	1
	3 - A57 (W)	8	1	0	0
	4 - Netherton Road	0	2	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 - A57 (E)	1.81	2635.60	857.8	F	1699	2549
2 - B6034	1.43	1158.81	111.6	F	413	619
3 - A57 (W)	1.33	754.98	289.2	F	1463	2194
4 - Netherton Road	1.22	529.46	39.0	F	276	414

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1394	349	272		1142	1.220	1125	1165	0.0	67.3	115.386	F
2 - B6034	339	85	992		350	0.968	309	405	0.0	7.6	66.580	F
3 - A57 (W)	1200	300	289	6.02	1326	0.905	1168	1012	0.0	7.9	21.301	C
4 - Netherton Road	227	57	1221		292	0.776	215	236	0.0	2.8	42.585	E

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1665	416	307		1131	1.472	1131	1301	67.3	200.8	433.831	F
2 - B6034	405	101	1006		348	1.163	342	432	7.6	23.3	187.096	F
3 - A57 (W)	1433	358	307	7.19	1319	1.087	1300	1040	7.9	41.2	79.853	F
4 - Netherton Road	271	68	1358		275	0.984	251	249	2.8	7.8	101.449	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	2039	510	319		1127	1.809	1127	1325	200.8	428.8	1010.202	F
2 - B6034	495	124	1008		348	1.425	347	438	23.3	60.4	453.124	F
3 - A57 (W)	1755	439	310	8.81	1317	1.332	1316	1045	41.2	150.8	269.867	F
4 - Netherton Road	331	83	1375		273	1.215	269	251	7.8	23.5	238.435	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	2039	510	320		1127	1.809	1127	1327	428.8	656.8	1738.120	F
2 - B6034	495	124	1008		348	1.425	347	439	60.4	97.4	832.746	F
3 - A57 (W)	1755	439	310	8.81	1317	1.332	1317	1046	150.8	260.4	567.008	F
4 - Netherton Road	331	83	1376		273	1.215	271	251	23.5	38.5	434.672	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - A57 (E)	1665	416	319		1127	1.477	1127	1326	656.8	791.2	2315.298	F
2 - B6034	405	101	1008		348	1.163	348	438	97.4	111.6	1096.614	F
3 - A57 (W)	1433	358	310	7.19	1318	1.087	1318	1045	260.4	289.2	754.985	F
4 - Netherton Road	271	68	1376		273	0.992	269	251	38.5	39.0	529.461	F

18:00 - 18:15

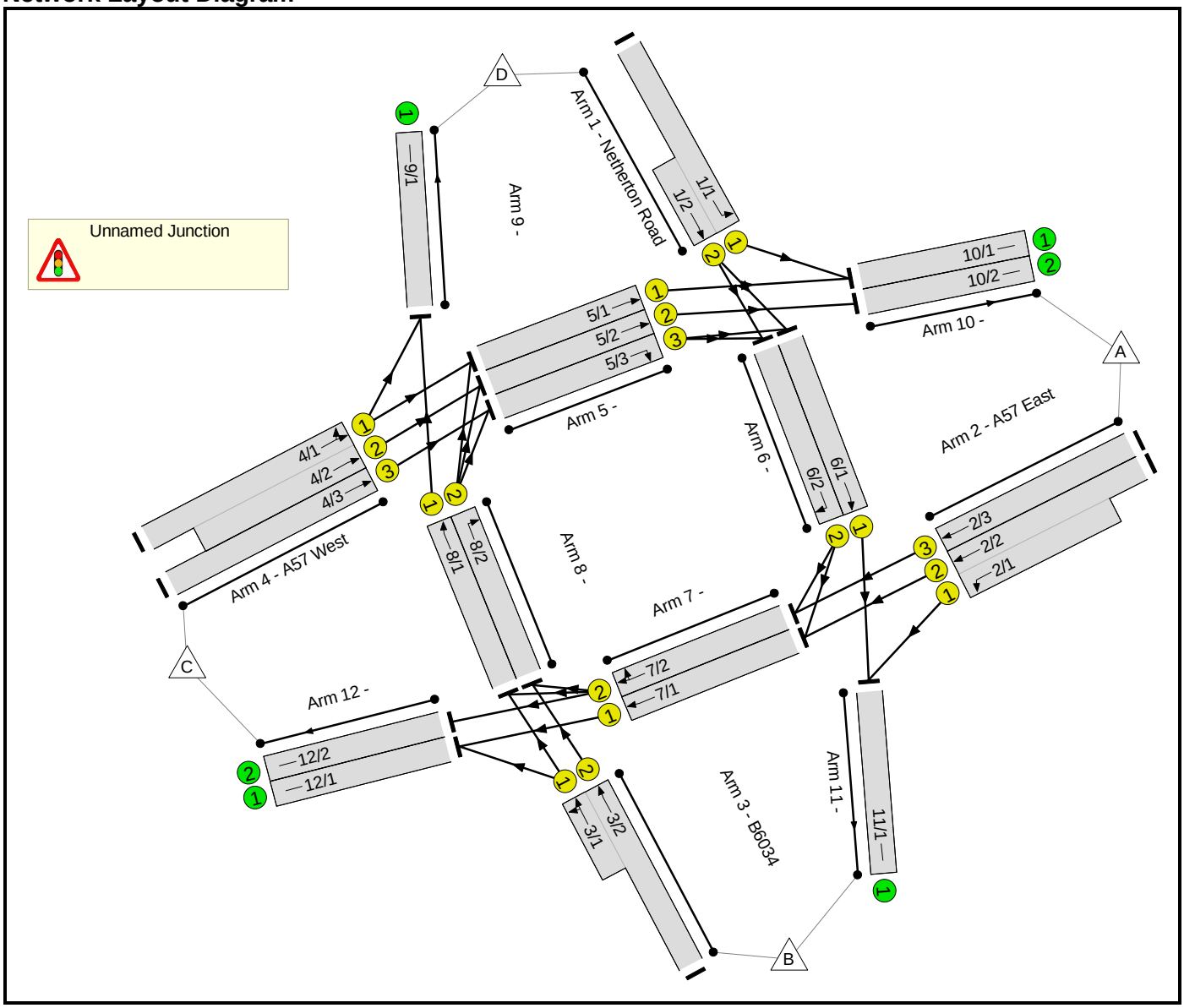
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A57 (E)	1394	349	317		1128	1.236	1128	1321	791.2	857.8	2635.600	F
2 - B6034	339	85	1007		348	0.974	345	438	111.6	110.2	1158.814	F
3 - A57 (W)	1200	300	308	6.02	1319	0.910	1314	1044	289.2	260.7	753.591	F
4 - Netherton Road	227	57	1372		273	0.829	266	250	39.0	29.1	463.596	F

Full Input Data And Results

User and Project Details

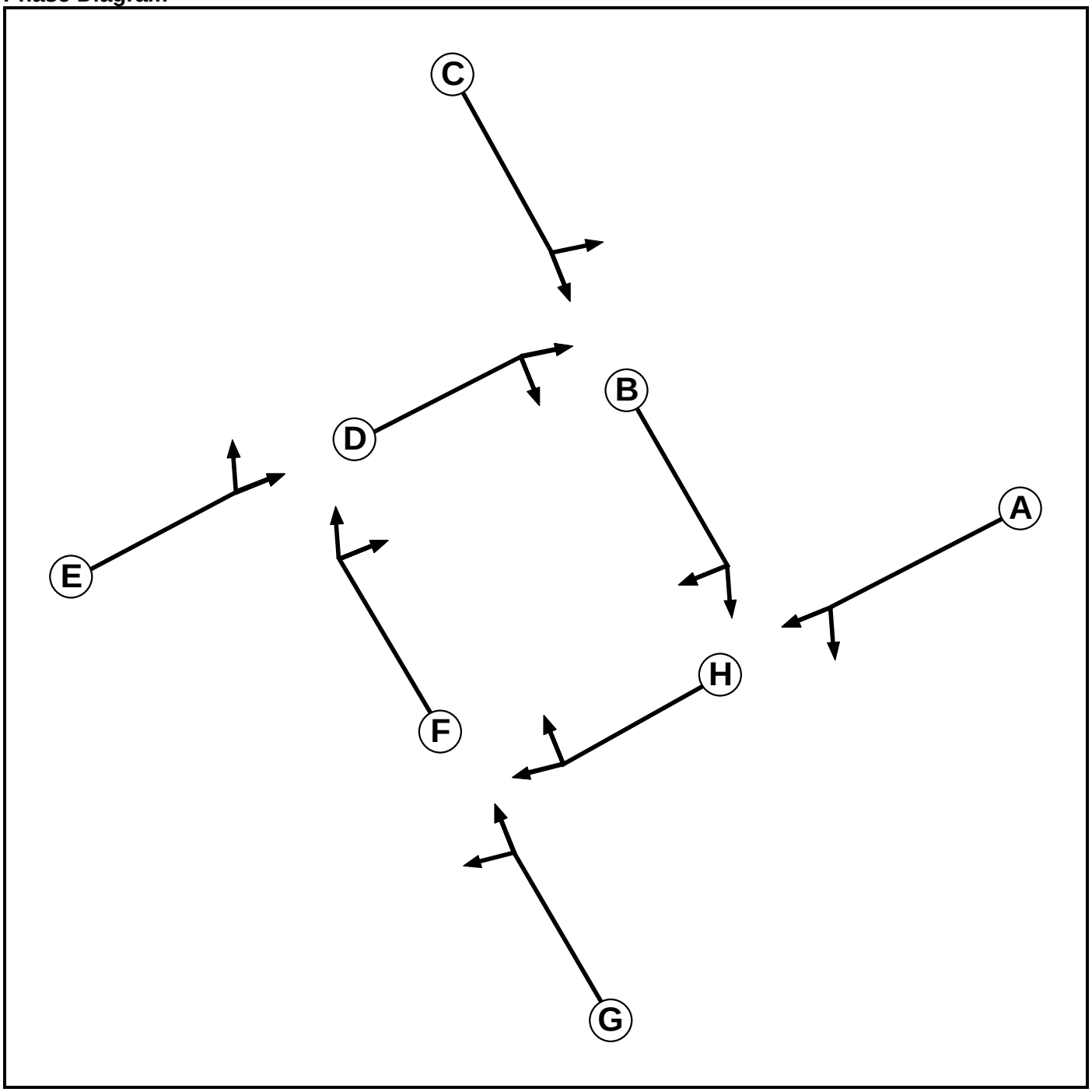
Project:	
Title:	
Location:	
Additional detail:	
File name:	J4 A57_B6034_Netherton.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	2
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7

Full Input Data And Results

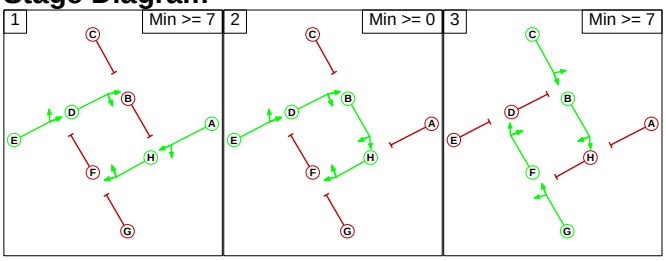
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		6	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		6	-	-	-	-
D	-	-	6		-	-	-	-
E	-	-	-	-		6	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		6
H	-	-	-	-	-	-	6	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Gaining absolute	11	11
1	3	D	Losing	5	5
1	3	F	Gaining absolute	11	11
1	3	H	Losing	5	5
2	3	D	Losing	5	5
3	1	B	Losing	4	4
3	1	D	Gaining absolute	10	10
3	1	F	Losing	4	4
3	1	H	Gaining absolute	10	10

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		6	11
	2	6		11
	3	10	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Netherton Road)	U	C	2	3	60.0	User	1900	-	-	-	-	-
1/2 (Netherton Road)	U	C	2	3	5.0	User	1900	-	-	-	-	-
2/1 (A57 East)	U	A	2	3	15.0	User	1900	-	-	-	-	-
2/2 (A57 East)	U	A	2	3	60.0	User	1900	-	-	-	-	-
2/3 (A57 East)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/1 (B6034)	U	G	2	3	5.0	User	1900	-	-	-	-	-
3/2 (B6034)	U	G	2	3	60.0	User	1900	-	-	-	-	-
4/1 (A57 West)	U	E	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A57 West)	U	E	2	3	12.0	User	1900	-	-	-	-	-
4/3 (A57 West)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/1	U	D	2	3	60.0	User	1900	-	-	-	-	-
5/2	U	D	2	3	60.0	User	1900	-	-	-	-	-
5/3	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1	U	B	2	3	60.0	User	1900	-	-	-	-	-
6/2	U	B	2	3	60.0	User	1900	-	-	-	-	-
7/1	U	H	2	3	60.0	User	1900	-	-	-	-	-
7/2	U	H	2	3	60.0	User	1900	-	-	-	-	-
8/1	U	F	2	3	60.0	User	1900	-	-	-	-	-
8/2	U	F	2	3	60.0	User	1900	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2037 AM + Morton'	07:45	08:45	01:00	
2: '2037 PM + Morton'	16:30	17:30	01:00	
3: '2037 AM + Gamston'	07:45	08:45	01:00	
4: '2037 PM + Gamston'	16:30	17:30	01:00	

Scenario 1: '2037 AM + Morton' (FG1: '2037 AM + Morton', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	182	907	141	1230
	B	207	0	160	76	443
	C	1363	239	0	79	1681
	D	220	92	100	0	412
	Tot.	1790	513	1167	296	3766

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2037 AM + Morton
Junction: Unnamed Junction	
1/1 (with short)	412(In) 220(Out)
1/2 (short)	192
2/1 (short)	182
2/2 (with short)	706(In) 524(Out)
2/3	524
3/1 (short)	236
3/2 (with short)	443(In) 207(Out)
4/1 (with short)	1442(In) 721(Out)
4/2 (short)	721
4/3	239
5/1	642
5/2	928
5/3	239
6/1	331
6/2	100
7/1	574
7/2	574
8/1	217
8/2	207
9/1	296
10/1	862
10/2	928
11/1	513
12/1	734
12/2	433

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Netherton Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Netherton Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B6034 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6034 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A57 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2037 PM + Morton' (FG2: '2037 PM + Morton', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	299	1295	185	1779
	B	137	0	208	78	423
	C	1189	228	0	82	1499
	D	119	68	78	0	265
	Tot.	1445	595	1581	345	3966

Traffic Lane Flows

Lane	Scenario 2: 2037 PM + Morton
Junction: Unnamed Junction	
1/1 (with short)	265(In) 119(Out)
1/2 (short)	146
2/1 (short)	299
2/2 (with short)	1039(In) 740(Out)
2/3	740
3/1 (short)	286
3/2 (with short)	423(In) 137(Out)
4/1 (with short)	1271(In) 636(Out)
4/2 (short)	635
4/3	228
5/1	554
5/2	772
5/3	228
6/1	296
6/2	78
7/1	779
7/2	779
8/1	263
8/2	137
9/1	345
10/1	673
10/2	772
11/1	595
12/1	987
12/2	594

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Netherton Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Netherton Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B6034 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6034 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A57 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2037 AM + Gamston' (FG3: '2037 AM + Gamston', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	217	1033	189	1439
	B	217	0	160	76	453
	C	1398	239	0	79	1716
	D	234	92	100	0	426
	Tot.	1849	548	1293	344	4034

Traffic Lane Flows

Lane	Scenario 3: 2037 AM + Gamston
Junction: Unnamed Junction	
1/1 (with short)	426(In) 234(Out)
1/2 (short)	192
2/1 (short)	217
2/2 (with short)	828(In) 611(Out)
2/3	611
3/1 (short)	236
3/2 (with short)	453(In) 217(Out)
4/1 (with short)	1477(In) 739(Out)
4/2 (short)	738
4/3	239
5/1	660
5/2	955
5/3	239
6/1	331
6/2	100
7/1	661
7/2	661
8/1	265
8/2	217
9/1	344
10/1	894
10/2	955
11/1	548
12/1	821
12/2	472

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Netherton Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Netherton Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B6034 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6034 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A57 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2037 PM + Gamston' (FG4: '2037 PM + Gamston', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	311	1339	202	1852
	B	164	0	208	78	450
	C	1284	228	0	82	1594
	D	155	68	78	0	301
	Tot.	1603	607	1625	362	4197

Traffic Lane Flows

Lane	Scenario 4: 2037 PM + Gamston
Junction: Unnamed Junction	
1/1 (with short)	301(In) 155(Out)
1/2 (short)	146
2/1 (short)	311
2/2 (with short)	1081(In) 770(Out)
2/3	771
3/1 (short)	286
3/2 (with short)	450(In) 164(Out)
4/1 (with short)	1366(In) 683(Out)
4/2 (short)	683
4/3	228
5/1	601
5/2	847
5/3	228
6/1	296
6/2	78
7/1	809
7/2	810
8/1	280
8/2	164
9/1	362
10/1	756
10/2	847
11/1	607
12/1	1017
12/2	608

Full Input Data And Results

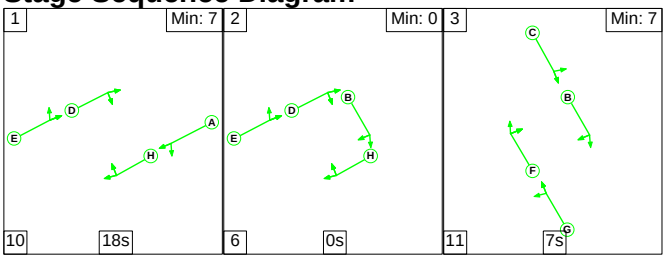
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Netherton Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Netherton Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B6034 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6034 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A57 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2037 AM + Morton' (FG1: '2037 AM + Morton', Plan 2: 'Network Control Plan 2')

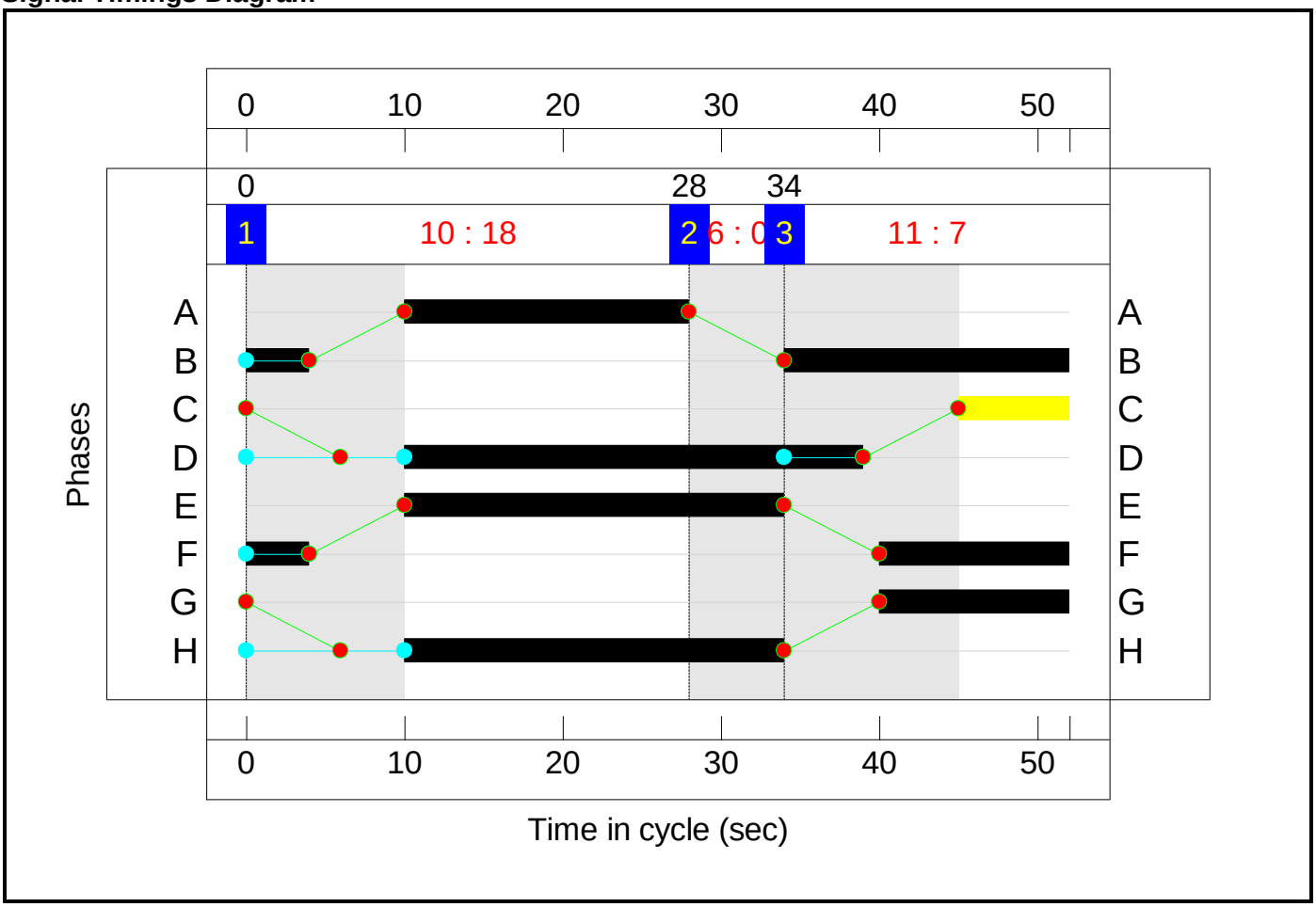
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	18	0	7
Change Point	0	28	34

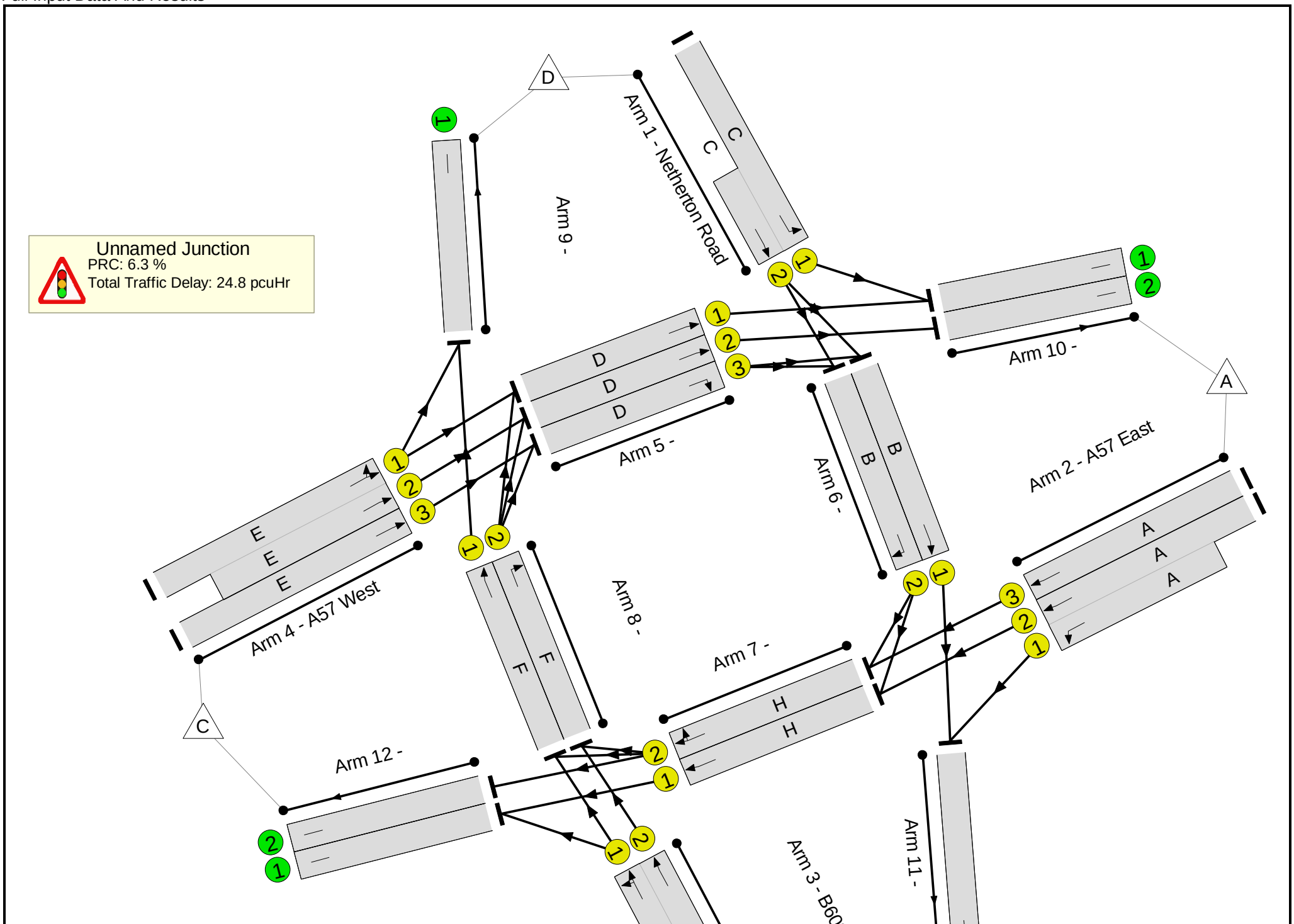
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
1/1+1/2	Netherton Road Ahead Left	U	N/A	N/A	C		1	7	-	412	1900:1900	292+265	75.3 : 72.5%
2/2+2/1	A57 East Ahead Left	U	N/A	N/A	A		1	18	-	706	1900:1900	694+241	75.5 : 75.5%
2/3	A57 East Ahead	U	N/A	N/A	A		1	18	-	524	1900	694	75.5%
3/2+3/1	B6034 Ahead Left	U	N/A	N/A	G		1	12	-	443	1900:1900	372+424	55.7 : 55.7%
4/1+4/2	A57 West Ahead Left	U	N/A	N/A	E		1	24	-	1442	1900:1900	867+867	83.1 : 83.1%
4/3	A57 West Ahead	U	N/A	N/A	E		1	24	-	239	1900	913	26.2%
5/1	Ahead	U	N/A	N/A	D		1	29	-	642	1900	1096	58.6%
5/2	Ahead	U	N/A	N/A	D		1	29	-	928	1900	1096	84.7%
5/3	Right	U	N/A	N/A	D		1	29	-	239	1900	1096	21.8%
6/1	Ahead	U	N/A	N/A	B		1	22	-	331	1900	840	39.4%
6/2	Right	U	N/A	N/A	B		1	22	-	100	1900	840	11.9%
7/1	Ahead	U	N/A	N/A	H		1	24	-	574	1900	913	62.8%
7/2	Right Ahead	U	N/A	N/A	H		1	24	-	574	1900	913	62.8%
8/1	Ahead	U	N/A	N/A	F		1	16	-	217	1900	621	34.9%
8/2	Right	U	N/A	N/A	F		1	16	-	207	1900	621	33.3%
9/1		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%

Full Input Data And Results

12/2		U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**16.9**	**7.9**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**16.9**	**7.9**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
1/1+1/2	412	412	-	-	-	2.4	1.4	-	3.8	33.1	3.0	1.4	4.4
2/2+2/1	706	706	-	-	-	2.7	1.5	-	4.2	21.5	6.6	1.5	8.1
2/3	524	524	-	-	-	2.1	1.5	-	3.6	24.9	6.6	1.5	8.1
3/2+3/1	443	443	-	-	-	2.0	0.6	-	2.7	21.7	2.9	0.6	3.5
4/1+4/2	1442	1442	-	-	-	4.5	2.4	-	7.0	17.4	8.6	2.4	11.0
4/3	239	239	-	-	-	0.5	0.2	-	0.7	10.7	2.0	0.2	2.2
5/1	642	642	-	-	-	0.1	0.0	-	0.1	0.3	0.1	0.0	0.1
5/2	928	928	-	-	-	0.9	0.0	-	0.9	3.5	11.7	0.0	11.7
5/3	239	239	-	-	-	0.0	0.1	-	0.2	2.4	0.1	0.1	0.2
6/1	331	331	-	-	-	0.8	0.0	-	0.8	8.5	3.2	0.0	3.2
6/2	100	100	-	-	-	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1
7/1	574	574	-	-	-	0.1	0.0	-	0.1	0.8	0.8	0.0	0.8
7/2	574	574	-	-	-	0.1	0.0	-	0.1	0.8	0.8	0.0	0.8
8/1	217	217	-	-	-	0.6	0.0	-	0.6	10.1	2.1	0.0	2.1
8/2	207	207	-	-	-	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0
9/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

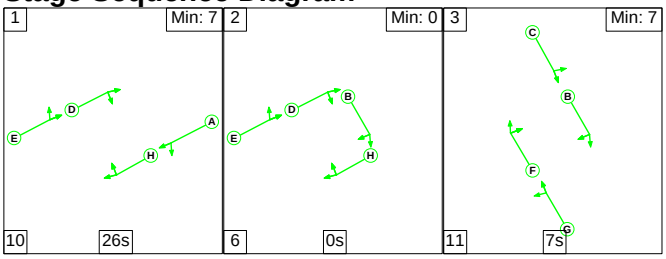
C1 PRC for Signalled Lanes (%): 6.3 Total Delay for Signalled Lanes (pcuHr): 24.79 Cycle Time (s): 52

PRC Over All Lanes (%): 6.3 Total Delay Over All Lanes(pcuHr): 24.79

Full Input Data And Results

Scenario 2: '2037 PM + Morton' (FG2: '2037 PM + Morton', Plan 2: 'Network Control Plan 2')

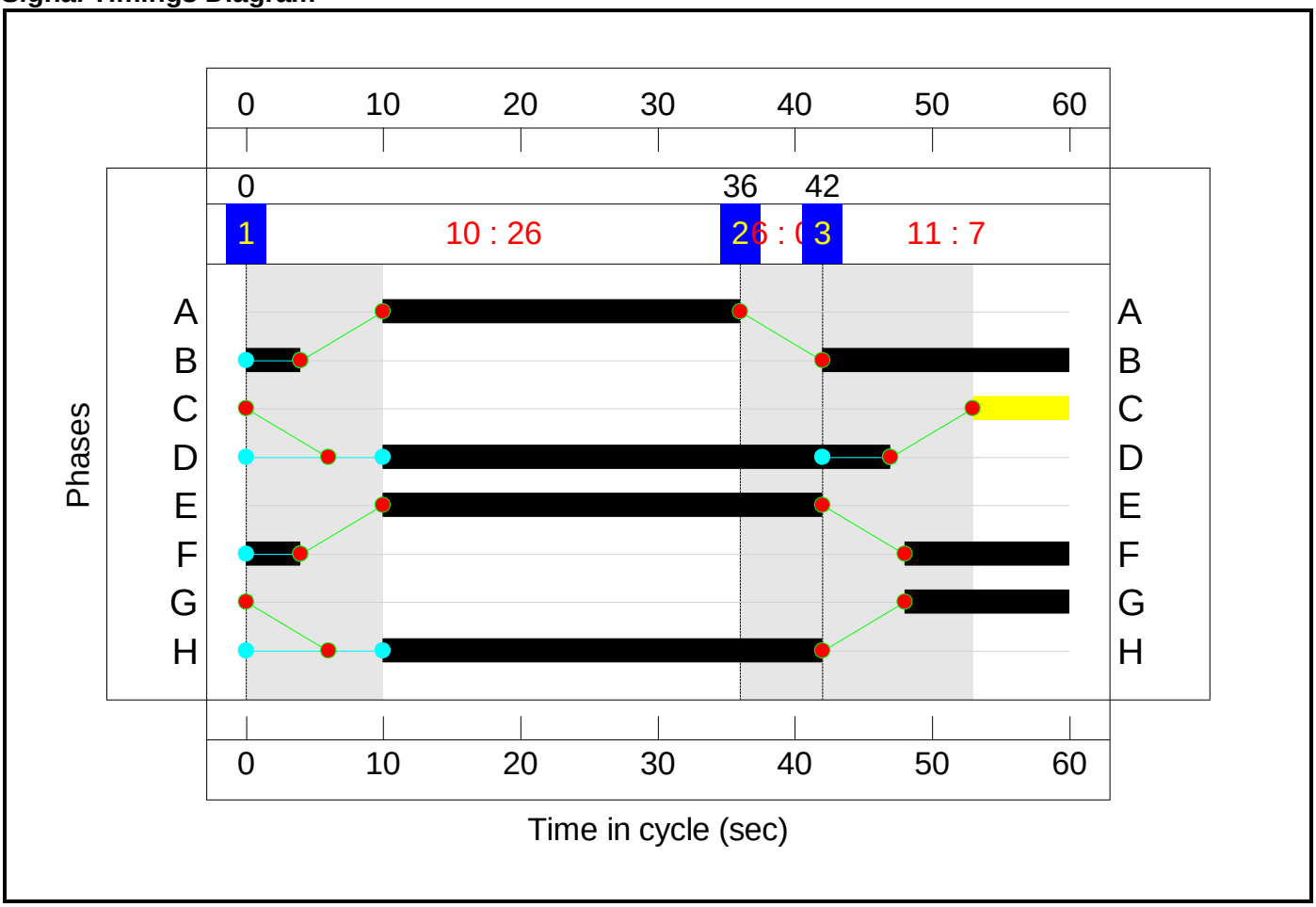
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	26	0	7
Change Point	0	36	42

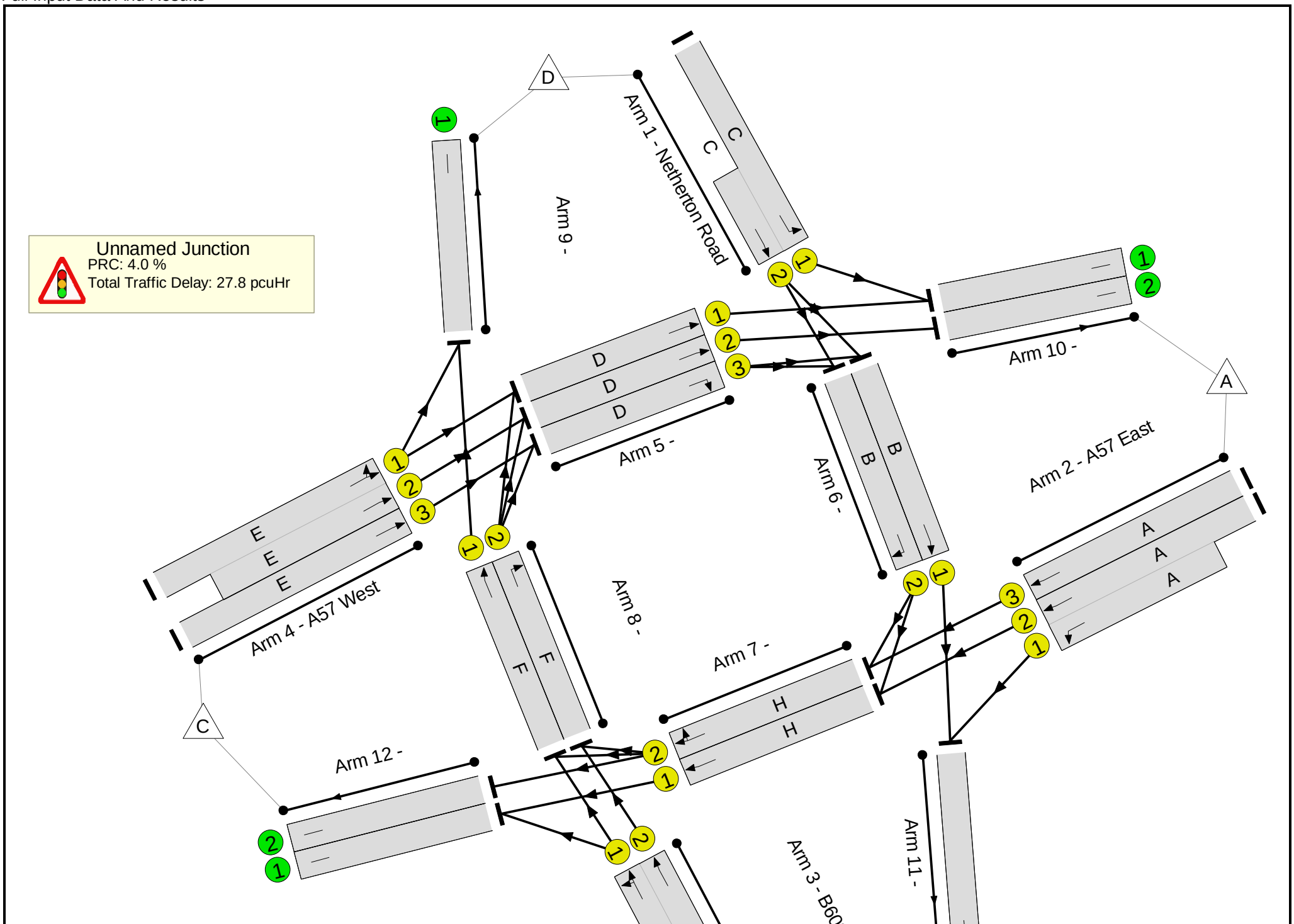
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
1/1+1/2	Netherton Road Ahead Left	U	N/A	N/A	C		1	7	-	265	1900:1900	206+253	57.6 : 57.6%
2/2+2/1	A57 East Ahead Left	U	N/A	N/A	A		1	26	-	1039	1900:1900	855+345	86.5 : 86.5%
2/3	A57 East Ahead	U	N/A	N/A	A		1	26	-	740	1900	855	86.5%
3/2+3/1	B6034 Ahead Left	U	N/A	N/A	G		1	12	-	423	1900:1900	185+386	74.2 : 74.2%
4/1+4/2	A57 West Ahead Left	U	N/A	N/A	E		1	32	-	1271	1900:1900	879+877	72.4 : 72.4%
4/3	A57 West Ahead	U	N/A	N/A	E		1	32	-	228	1900	1045	21.8%
5/1	Ahead	U	N/A	N/A	D		1	37	-	554	1900	1203	46.0%
5/2	Ahead	U	N/A	N/A	D		1	37	-	772	1900	1203	64.2%
5/3	Right	U	N/A	N/A	D		1	37	-	228	1900	1203	18.9%
6/1	Ahead	U	N/A	N/A	B		1	22	-	296	1900	728	40.6%
6/2	Right	U	N/A	N/A	B		1	22	-	78	1900	728	10.7%
7/1	Ahead	U	N/A	N/A	H		1	32	-	779	1900	1045	74.5%
7/2	Right Ahead	U	N/A	N/A	H		1	32	-	779	1900	1045	74.5%
8/1	Ahead	U	N/A	N/A	F		1	16	-	263	1900	538	48.9%
8/2	Right	U	N/A	N/A	F		1	16	-	137	1900	538	25.4%
9/1		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%

Full Input Data And Results

12/2		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%

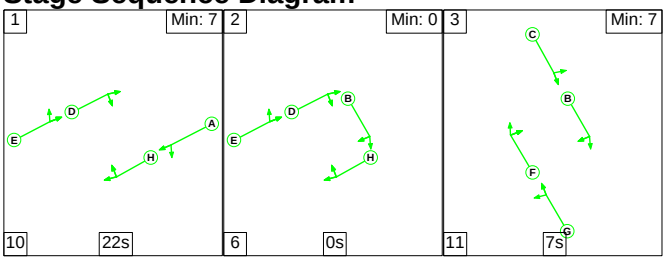
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.9**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.9**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
1/1+1/2	265	265	-	-	-	1.8	0.7	-	2.5	33.4	2.3	0.7	2.9
2/2+2/1	1039	1039	-	-	-	4.0	3.1	-	7.0	24.4	11.1	3.1	14.2
2/3	740	740	-	-	-	3.1	3.1	-	6.1	29.7	11.1	3.1	14.2
3/2+3/1	423	423	-	-	-	2.5	1.4	-	3.9	33.1	4.4	1.4	5.8
4/1+4/2	1271	1271	-	-	-	3.2	1.3	-	4.5	12.8	7.1	1.3	8.4
4/3	228	228	-	-	-	0.4	0.1	-	0.6	9.1	1.9	0.1	2.0
5/1	554	554	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1
5/2	772	772	-	-	-	0.5	0.0	-	0.5	2.4	2.6	0.0	2.6
5/3	228	228	-	-	-	0.0	0.1	-	0.1	2.1	0.1	0.1	0.2
6/1	296	296	-	-	-	1.1	0.0	-	1.1	13.2	3.6	0.0	3.6
6/2	78	78	-	-	-	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1
7/1	779	779	-	-	-	0.1	0.0	-	0.1	0.5	0.7	0.0	0.7
7/2	779	779	-	-	-	0.1	0.0	-	0.1	0.5	0.7	0.0	0.7
8/1	263	263	-	-	-	1.0	0.0	-	1.0	14.3	3.4	0.0	3.4
8/2	137	137	-	-	-	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0
9/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.0 Total Delay for Signalled Lanes (pcuHr): 27.75 Cycle Time (s): 60
PRC Over All Lanes (%): 4.0 Total Delay Over All Lanes(pcuHr): 27.75

Full Input Data And Results

Scenario 3: '2037 AM + Gamston' (FG3: '2037 AM + Gamston', Plan 2: 'Network Control Plan 2')

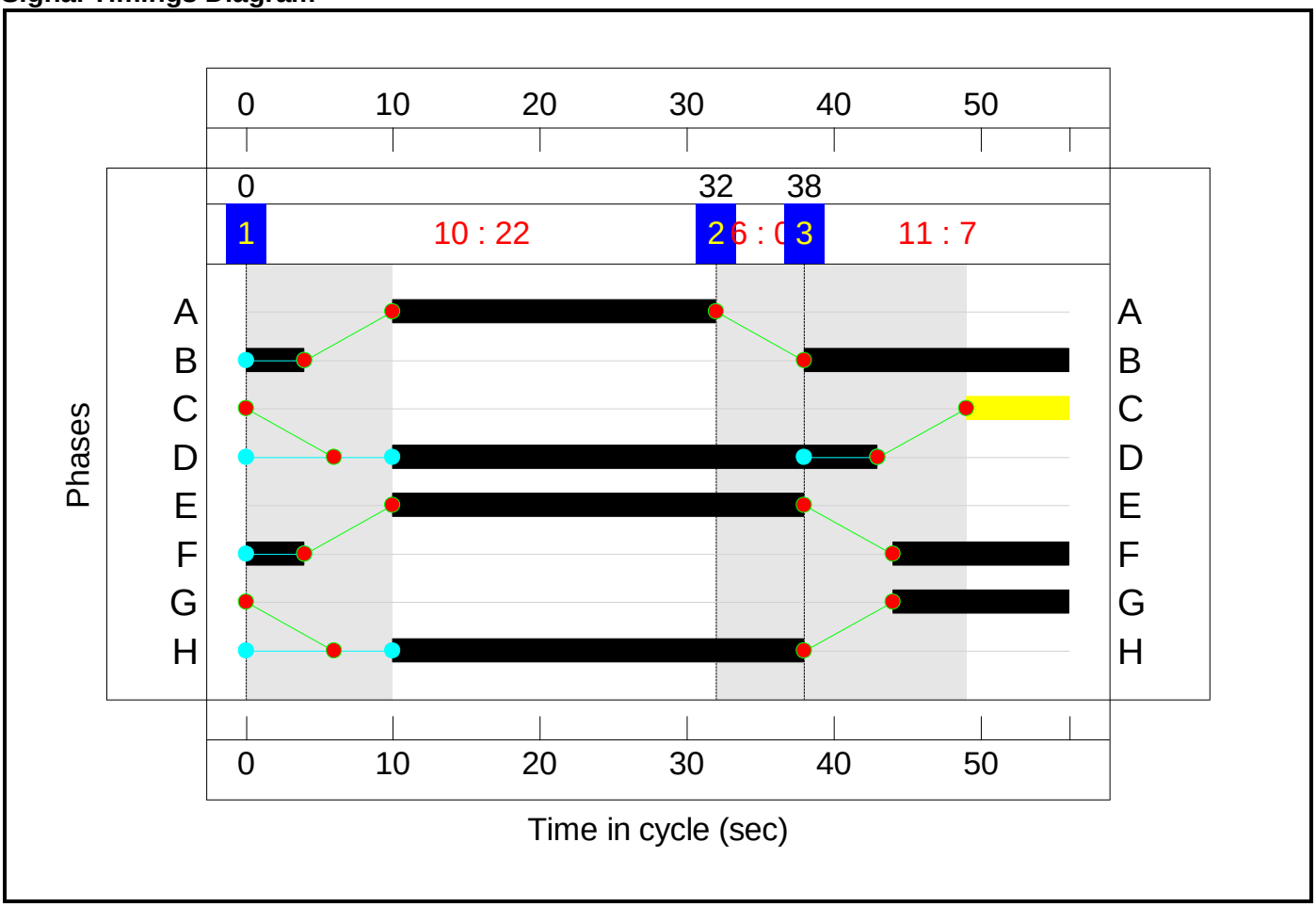
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	0	7
Change Point	0	32	38

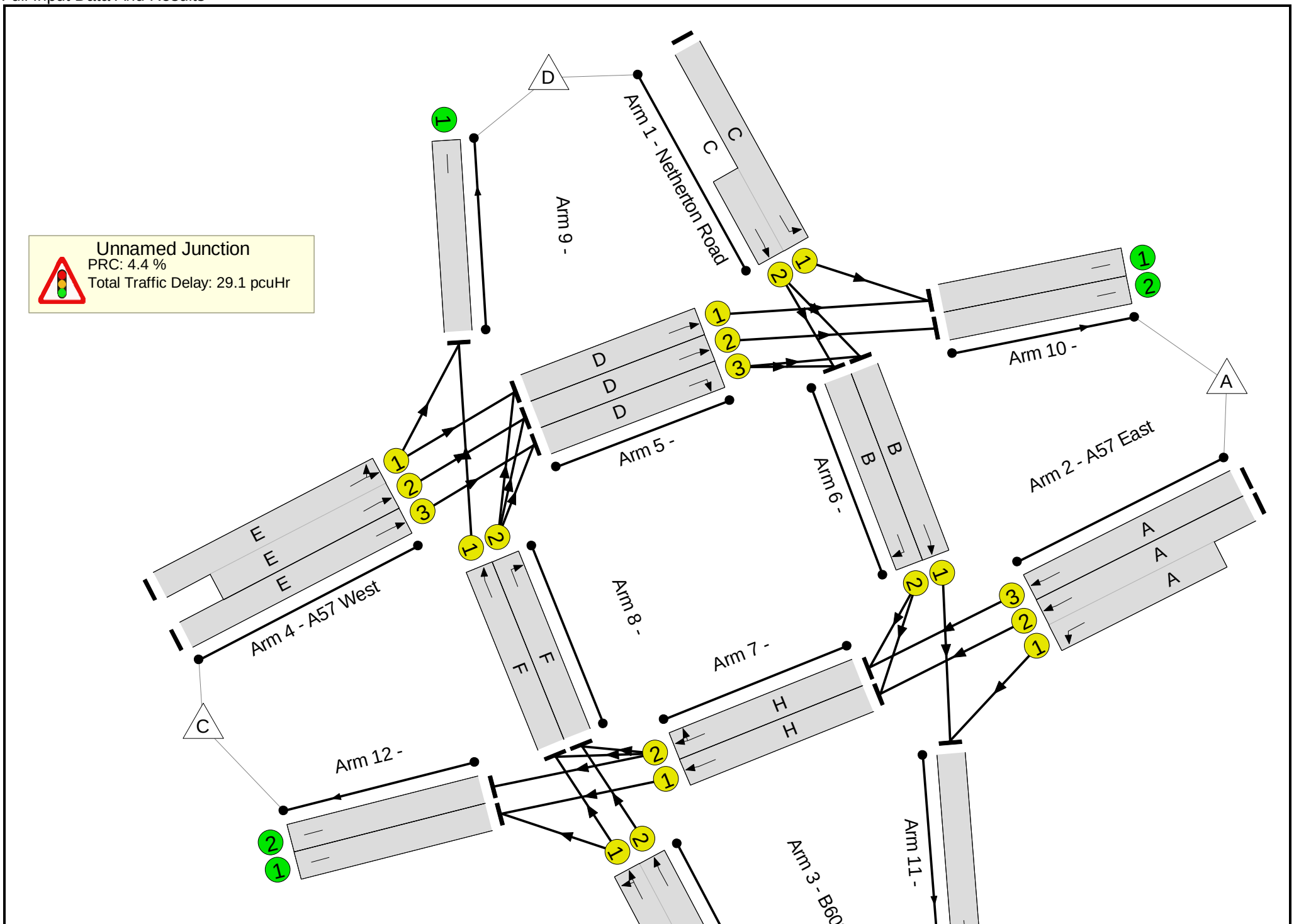
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
1/1+1/2	Netherton Road Ahead Left	U	N/A	N/A	C		1	7	-	426	1900:1900	271+223	86.2 : 86.2%
2/2+2/1	A57 East Ahead Left	U	N/A	N/A	A		1	22	-	828	1900:1900	780+277	78.3 : 78.3%
2/3	A57 East Ahead	U	N/A	N/A	A		1	22	-	611	1900	780	78.3%
3/2+3/1	B6034 Ahead Left	U	N/A	N/A	G		1	12	-	453	1900:1900	361+392	60.2 : 60.2%
4/1+4/2	A57 West Ahead Left	U	N/A	N/A	E		1	28	-	1477	1900:1900	873+872	84.6 : 84.6%
4/3	A57 West Ahead	U	N/A	N/A	E		1	28	-	239	1900	984	24.3%
5/1	Ahead	U	N/A	N/A	D		1	33	-	660	1900	1154	57.2%
5/2	Ahead	U	N/A	N/A	D		1	33	-	955	1900	1154	82.8%
5/3	Right	U	N/A	N/A	D		1	33	-	239	1900	1154	20.7%
6/1	Ahead	U	N/A	N/A	B		1	22	-	331	1900	780	42.4%
6/2	Right	U	N/A	N/A	B		1	22	-	100	1900	780	12.8%
7/1	Ahead	U	N/A	N/A	H		1	28	-	661	1900	984	67.2%
7/2	Right Ahead	U	N/A	N/A	H		1	28	-	661	1900	984	67.2%
8/1	Ahead	U	N/A	N/A	F		1	16	-	265	1900	577	45.9%
8/2	Right	U	N/A	N/A	F		1	16	-	217	1900	577	37.6%
9/1		U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%

Full Input Data And Results

12/2		U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**18.9**	**10.2**	**0.0**	**29.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**18.9**	**10.2**	**0.0**	**29.1**	**-**	**-**	**-**	**-**
1/1+1/2	426	426	-	-	-	2.7	2.9	-	5.6	47.6	3.5	2.9	6.4
2/2+2/1	828	828	-	-	-	3.1	1.8	-	4.9	21.2	8.1	1.8	9.9
2/3	611	611	-	-	-	2.4	1.8	-	4.2	24.7	8.1	1.8	9.9
3/2+3/1	453	453	-	-	-	2.4	0.8	-	3.1	24.7	3.2	0.8	4.0
4/1+4/2	1477	1477	-	-	-	4.4	2.7	-	7.1	17.2	9.0	2.7	11.7
4/3	239	239	-	-	-	0.5	0.2	-	0.7	9.9	2.0	0.2	2.2
5/1	660	660	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
5/2	955	955	-	-	-	1.0	0.0	-	1.0	3.9	12.8	0.0	12.8
5/3	239	239	-	-	-	0.0	0.1	-	0.2	2.3	0.1	0.1	0.2
6/1	331	331	-	-	-	1.0	0.0	-	1.0	10.5	3.5	0.0	3.5
6/2	100	100	-	-	-	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1
7/1	661	661	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
7/2	661	661	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
8/1	265	265	-	-	-	1.0	0.0	-	1.0	13.3	3.3	0.0	3.3
8/2	217	217	-	-	-	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0
9/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

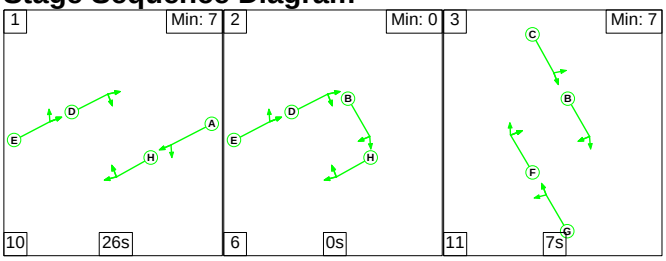
C1 PRC for Signalled Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 29.10 Cycle Time (s): 56

PRC Over All Lanes (%): 4.4 Total Delay Over All Lanes(pcuHr): 29.10

Full Input Data And Results

Scenario 4: '2037 PM + Gamston' (FG4: '2037 PM + Gamston', Plan 2: 'Network Control Plan 2')

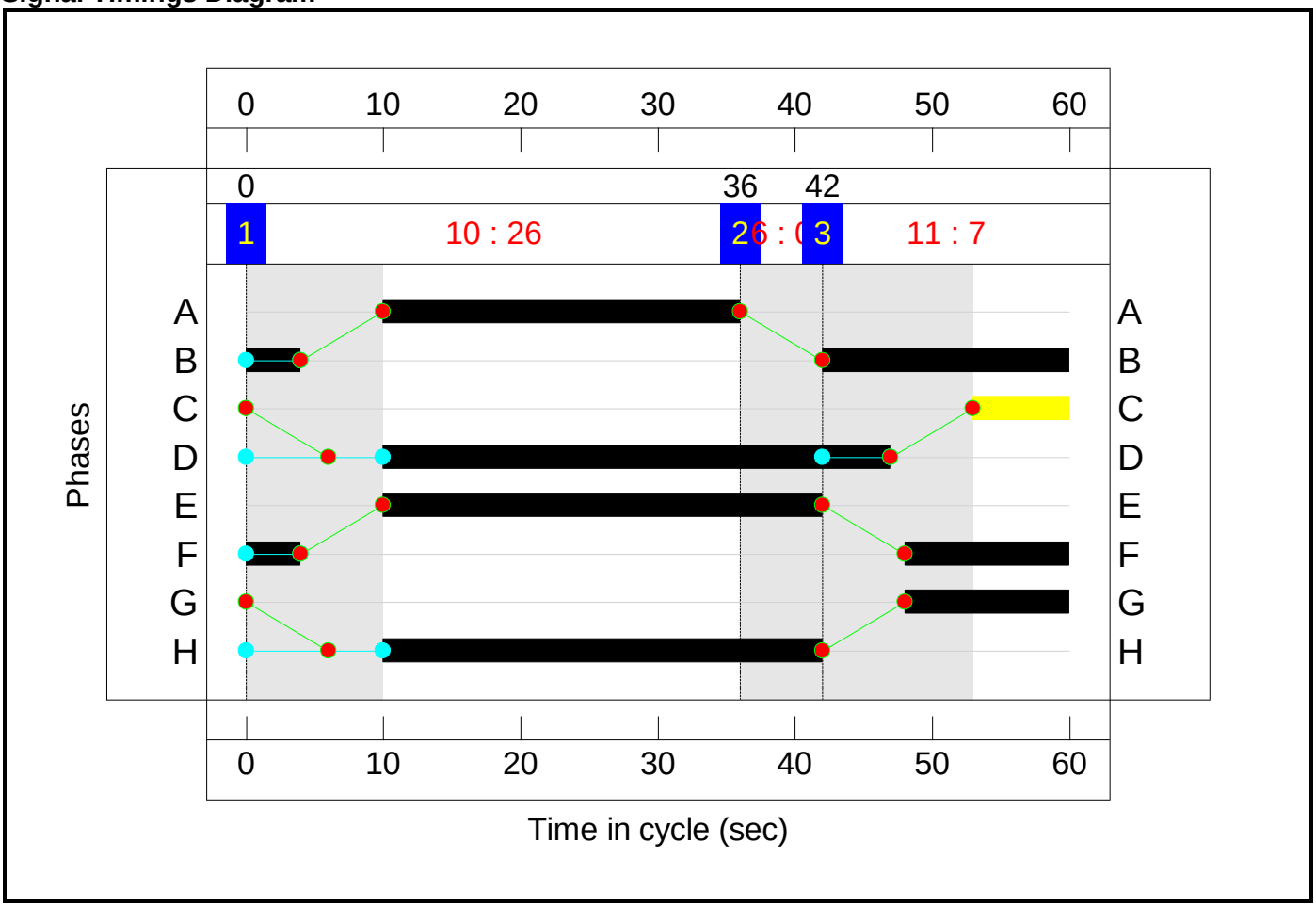
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	26	0	7
Change Point	0	36	42

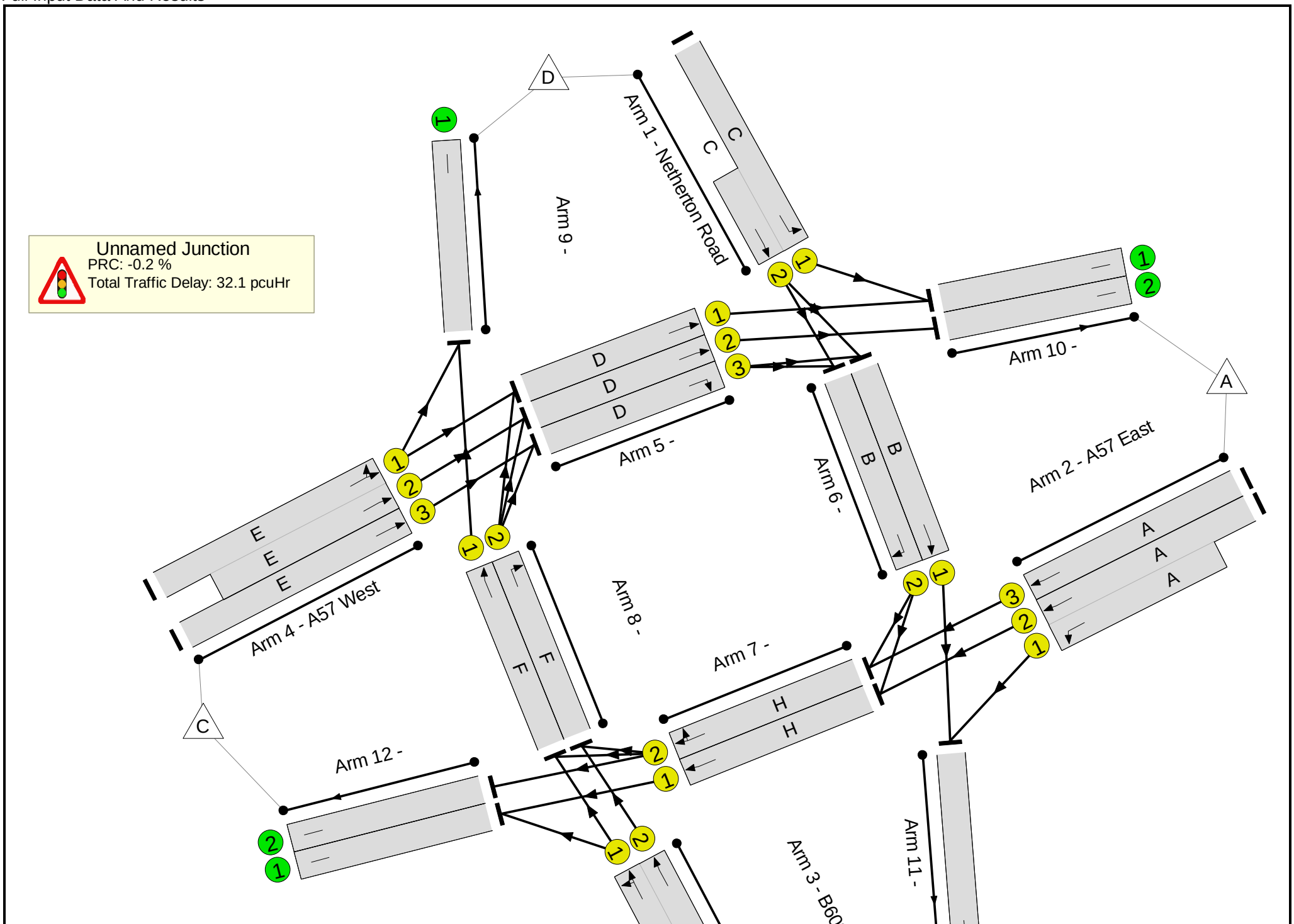
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
1/1+1/2	Netherton Road Ahead Left	U	N/A	N/A	C		1	7	-	301	1900:1900	253+253	61.2 : 57.6%
2/2+2/1	A57 East Ahead Left	U	N/A	N/A	A		1	26	-	1081	1900:1900	855+345	90.1 : 90.1%
2/3	A57 East Ahead	U	N/A	N/A	A		1	26	-	771	1900	855	90.2%
3/2+3/1	B6034 Ahead Left	U	N/A	N/A	G		1	12	-	450	1900:1900	218+381	75.2 : 75.2%
4/1+4/2	A57 West Ahead Left	U	N/A	N/A	E		1	32	-	1366	1900:1900	878+878	77.8 : 77.8%
4/3	A57 West Ahead	U	N/A	N/A	E		1	32	-	228	1900	1045	21.8%
5/1	Ahead	U	N/A	N/A	D		1	37	-	601	1900	1203	49.9%
5/2	Ahead	U	N/A	N/A	D		1	37	-	847	1900	1203	70.4%
5/3	Right	U	N/A	N/A	D		1	37	-	228	1900	1203	18.9%
6/1	Ahead	U	N/A	N/A	B		1	22	-	296	1900	728	40.6%
6/2	Right	U	N/A	N/A	B		1	22	-	78	1900	728	10.7%
7/1	Ahead	U	N/A	N/A	H		1	32	-	809	1900	1045	77.4%
7/2	Right Ahead	U	N/A	N/A	H		1	32	-	810	1900	1045	77.5%
8/1	Ahead	U	N/A	N/A	F		1	16	-	280	1900	538	52.0%
8/2	Right	U	N/A	N/A	F		1	16	-	164	1900	538	30.5%
9/1		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1017	Inf	Inf	0.0%

Full Input Data And Results

12/2		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**19.4**	**12.7**	**0.0**	**32.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**19.4**	**12.7**	**0.0**	**32.1**	**-**	**-**	**-**	**-**
1/1+1/2	301	301	-	-	-	2.0	0.7	-	2.8	33.2	2.4	0.7	3.1
2/2+2/1	1081	1081	-	-	-	4.2	4.2	-	8.4	28.1	11.8	4.2	16.0
2/3	771	771	-	-	-	3.3	4.2	-	7.4	34.8	11.8	4.2	16.0
3/2+3/1	450	450	-	-	-	2.6	1.5	-	4.1	33.0	4.4	1.5	5.9
4/1+4/2	1366	1366	-	-	-	3.6	1.7	-	5.3	14.1	8.0	1.7	9.7
4/3	228	228	-	-	-	0.4	0.1	-	0.6	9.1	1.9	0.1	2.0
5/1	601	601	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1
5/2	847	847	-	-	-	0.6	0.0	-	0.6	2.7	10.1	0.0	10.1
5/3	228	228	-	-	-	0.0	0.1	-	0.1	2.1	0.1	0.1	0.2
6/1	296	296	-	-	-	1.1	0.0	-	1.1	13.2	3.6	0.0	3.6
6/2	78	78	-	-	-	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1
7/1	809	809	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
7/2	810	810	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
8/1	280	280	-	-	-	1.1	0.0	-	1.1	14.6	3.8	0.0	3.8
8/2	164	164	-	-	-	0.0	0.0	-	0.0	0.4	0.0	0.0	0.0
9/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 32.06 Cycle Time (s): 60
PRC Over All Lanes (%): -0.2 Total Delay Over All Lanes(pcuHr): 32.06

Junction 5 - A57/B6040

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 6 A57 B6040.j9
Path: \\LEICESTER12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\05 - Models Used For Assessments
Report generation date: 16/10/2019 14:44:31

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV, PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - B6040	2.8	28.64	0.74	D	1.5	16.92	0.58	C	7.2	58.50	0.90	F
2 - A57 (E)	1.9	9.31	0.63	A	2.3	10.86	0.67	B	9.3	34.96	0.91	D
3 - A57 (W)	6.3	22.34	0.87	C	0.8	5.58	0.41	A	1.9	8.89	0.64	A
	2037 Committed Only											
1 - B6040	3.7	36.97	0.79	E					18.9	140.35	1.03	F
2 - A57 (E)	2.8	12.30	0.72	B					32.1	97.60	1.02	F
3 - A57 (W)	18.3	57.50	0.97	F					11.3	38.53	0.93	E
	2037 Committed + Allocated + Morton GV											
1 - B6040	111.5	884.34	1.35	F					124.9	1021.99	1.39	F
2 - A57 (E)	897.4	2650.43	1.81	F					1188.7	3582.12	2.03	F
3 - A57 (W)	822.5	2318.77	1.73	F					618.4	1775.49	1.60	F
	2037 Committed + Allocated + Gamston GV											
1 - B6040	111.4	884.17	1.35	F					124.8	1021.51	1.39	F
2 - A57 (E)	893.3	2638.74	1.81	F					1187.4	3578.12	2.03	F
3 - A57 (W)	822.7	2319.41	1.73	F					615.8	1768.39	1.60	F
	2037 Committed + Allocated + Morton GV Modal Shift											
1 - B6040	85.5	677.03	1.28	F					78.8	633.97	1.27	F
2 - A57 (E)	230.4	683.64	1.30	F					958.2	2916.59	1.88	F
3 - A57 (W)	629.4	1810.07	1.61	F					232.7	661.96	1.30	F
	2037 Committed + Allocated + Gamston GV Modal Shift											
1 - B6040	94.1	740.64	1.31	F					100.9	799.71	1.33	F
2 - A57 (E)	488.9	1486.05	1.53	F					1067.2	3231.66	1.95	F
3 - A57 (W)	699.9	1994.86	1.65	F					391.1	1144.41	1.44	F

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

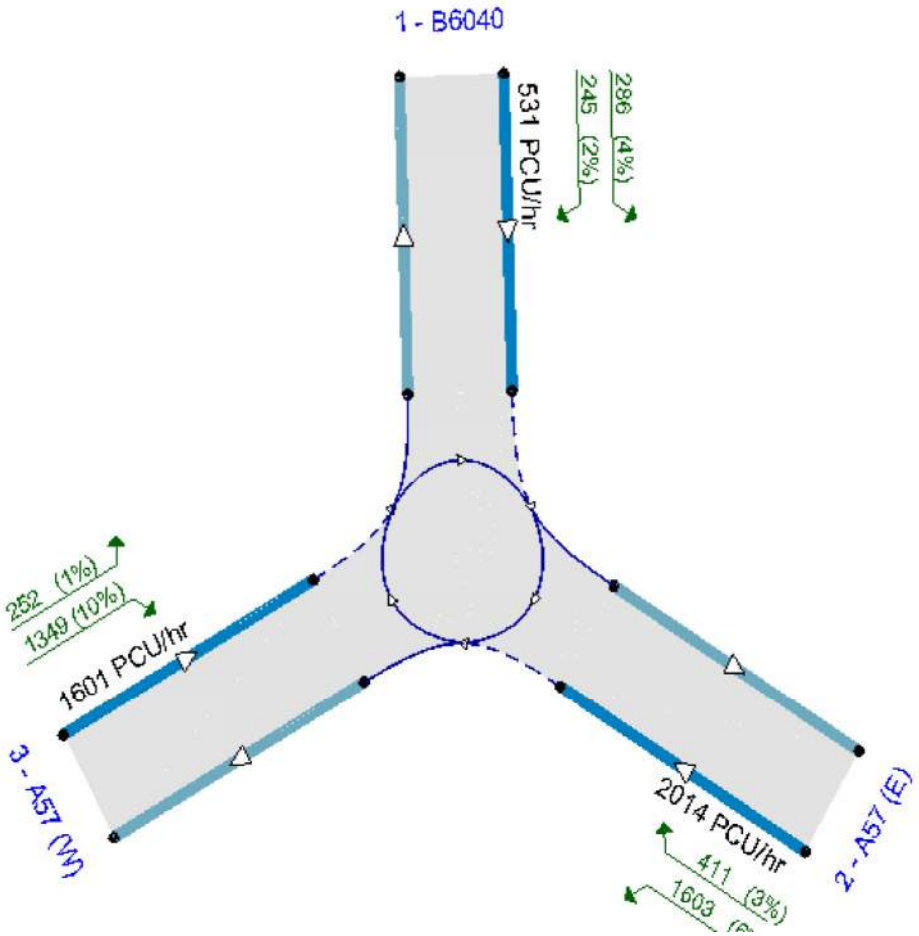
File Description

Title	(untitled)
Location	

Site number	
Date	24/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base Survey	Inter Peak	ONE HOUR	12:15	13:45	15	✓
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	✓
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓

D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Base Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	18.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B6040	
2	A57 (E)	
3	A57 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B6040	3.80	7.20	42.8	25.4	70.0	21.0	
2 - A57 (E)	7.90	9.50	9.3	37.3	70.0	14.0	
3 - A57 (W)	6.90	7.60	8.0	47.5	70.0	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B6040	0.571	2055
2 - A57 (E)	0.716	2918
3 - A57 (W)	0.624	2375

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - B6040	Percentage		30.00
2 - A57 (E)	Percentage		41.00
3 - A57 (W)	Percentage		55.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	336	100.000
2 - A57 (E)		ONE HOUR	✓	672	100.000

3 - A57 (W)		ONE HOUR	✓	968	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	240	96
	2 - A57 (E)	203	0	469
	3 - A57 (W)	354	614	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	6	5
	2 - A57 (E)	6	0	12
	3 - A57 (W)	2	7	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 - B6040	0.74	28.64	2.8	D	308	462
2 - A57 (E)	0.63	9.31	1.9	A	617	925
3 - A57 (W)	0.87	22.34	6.3	C	888	1332

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 - B6040	253	63	459	538	0.470	249	416	0.0	0.9	13.032	B
2 - A57 (E)	506	126	71	1175	0.430	503	637	0.0	0.8	5.864	A
3 - A57 (W)	729	182	152	1254	0.581	723	422	0.0	1.4	7.052	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 - B6040	302	76	550	522	0.578	300	499	0.9	1.4	16.974	C
2 - A57 (E)	604	151	86	1171	0.516	603	764	0.8	1.2	6.956	A
3 - A57 (W)	870	218	182	1244	0.700	866	506	1.4	2.4	9.929	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 - B6040	370	92	667	502	0.737	365	607	1.4	2.7	26.720	D
2 - A57 (E)	740	185	104	1166	0.635	737	928	1.2	1.9	9.183	A
3 - A57 (W)	1066	266	223	1230	0.867	1052	619	2.4	5.9	19.822	C

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 - B6040	370	92	675	501	0.739	369	613	2.7	2.8	28.643	D
2 - A57 (E)	740	185	106	1165	0.635	740	939	1.9	1.9	9.308	A
3 - A57 (W)	1066	266	223	1230	0.867	1064	622	5.9	6.3	22.339	C

08:45 - 09:00

Arm	Total Demand	Junction Arrivals	Circulating flow	Capacity	RFC	Throughput	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of

	(PCU/hr)	(PCU)	(PCU/hr)	(PCU/hr)		(PCU/hr)	(PCU/hr)	(PCU)	(PCU)		service
1 - B6040	302	76	561	520	0.581	307	507	2.8	1.5	18.269	C
2 - A57 (E)	604	151	88	1171	0.516	607	781	1.9	1.2	7.068	A
3 - A57 (W)	870	218	183	1243	0.700	885	511	6.3	2.5	10.977	B

09:00 - 09:15

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 - B6040	253	63	465	537	0.471	255	421	1.5	1.0	13.622	B
2 - A57 (E)	506	126	73	1175	0.431	507	647	1.2	0.8	5.951	A
3 - A57 (W)	729	182	153	1254	0.581	733	427	2.5	1.5	7.324	A

2019 Base Survey, Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	10.40	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base Survey	Inter Peak	ONE HOUR	12:15	13:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 - B6040		ONE HOUR	✓	292	100.000
2 - A57 (E)		ONE HOUR	✓	704	100.000
3 - A57 (W)		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	155	137
	2 - A57 (E)	203	0	501
	3 - A57 (W)	133	330	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	13	6
	2 - A57 (E)	9	0	16
	3 - A57 (W)	6	14	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 - B6040	0.58	16.92	1.5	C	268	402
2 - A57 (E)	0.67	10.86	2.3	B	646	969
3 - A57 (W)	0.41	5.58	0.8	A	425	637

Main Results for each time segment

12:15 - 12:30

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 - B6040	220	55	247	574	0.383	217	251	0.0	0.7	10.976	B
2 - A57 (E)	530	133	102	1166	0.454	526	363	0.0	0.9	6.368	A
3 - A57 (W)	349	87	152	1254	0.278	347	476	0.0	0.4	4.419	A

12:30 - 12:45

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 - B6040	263	66	296	566	0.464	261	301	0.7	0.9	12.924	B
2 - A57 (E)	633	158	123	1160	0.545	631	435	0.9	1.3	7.748	A
3 - A57 (W)	416	104	182	1244	0.335	416	572	0.4	0.6	4.847	A

12:45 - 13:00

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 - B6040	321	80	363	554	0.580	319	369	0.9	1.5	16.639	C
2 - A57 (E)	775	194	150	1152	0.673	771	532	1.3	2.3	10.656	B
3 - A57 (W)	510	127	222	1230	0.414	509	699	0.6	0.8	5.564	A

13:00 - 13:15

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 - B6040	321	80	363	554	0.580	321	370	1.5	1.5	16.924	C
2 - A57 (E)	775	194	151	1152	0.673	775	534	2.3	2.3	10.857	B
3 - A57 (W)	510	127	223	1230	0.415	510	702	0.8	0.8	5.579	A

13:15 - 13:30

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 - B6040	263	66	297	566	0.464	265	303	1.5	1.0	13.199	B
2 - A57 (E)	633	158	124	1160	0.546	637	438	2.3	1.4	7.886	A
3 - A57 (W)	416	104	184	1243	0.335	417	577	0.8	0.6	4.868	A

13:30 - 13:45

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 - B6040	220	55	249	574	0.383	221	254	1.0	0.7	11.219	B
2 - A57 (E)	530	133	104	1166	0.455	532	366	1.4	1.0	6.484	A
3 - A57 (W)	349	87	153	1254	0.278	349	482	0.6	0.4	4.443	A

2019 Base Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	31.04	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	435	100.000
2 - A57 (E)		ONE HOUR	✓	929	100.000
3 - A57 (W)		ONE HOUR	✓	704	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	190	245
	2 - A57 (E)	265	0	664
	3 - A57 (W)	252	452	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	4	2
	2 - A57 (E)	3	0	6
	3 - A57 (W)	1	10	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 - B6040	0.90	58.50	7.2	F	399	599
2 - A57 (E)	0.91	34.96	9.3	D	852	1279
3 - A57 (W)	0.64	8.89	1.9	A	646	969

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	327	82	338	559	0.586	322	386	0.0	1.4	15.315	C
2 - A57 (E)	699	175	181	1143	0.612	693	479	0.0	1.6	8.292	A
3 - A57 (W)	530	133	198	1238	0.428	527	677	0.0	0.8	5.369	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	391	98	405	547	0.715	387	463	1.4	2.4	22.586	C
2 - A57 (E)	835	209	218	1132	0.738	830	575	1.6	2.8	12.330	B
3 - A57 (W)	633	158	237	1225	0.517	632	812	0.8	1.1	6.452	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 - B6040	479	120	496	532	0.901	464	562	2.4	6.2	46.315	E
2 - A57 (E)	1023	256	261	1120	0.913	1001	698	2.8	8.2	27.931	D
3 - A57 (W)	775	194	286	1208	0.642	772	977	1.1	1.9	8.741	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 - B6040	479	120	498	531	0.902	475	568	6.2	7.2	58.497	F
2 - A57 (E)	1023	256	267	1118	0.915	1018	705	8.2	9.3	34.964	D
3 - A57 (W)	775	194	290	1207	0.642	775	995	1.9	1.9	8.885	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 - B6040	391	98	408	547	0.716	409	473	7.2	2.8	29.554	D
2 - A57 (E)	835	209	230	1129	0.740	860	587	9.3	3.2	15.194	C
3 - A57 (W)	633	158	245	1222	0.518	636	845	1.9	1.2	6.579	A

18:00 - 18:15

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 - B6040	327	82	341	558	0.587	333	391	2.8	1.5	16.789	C
2 - A57 (E)	699	175	187	1141	0.613	705	487	3.2	1.7	8.788	A
3 - A57 (W)	530	133	201	1237	0.428	531	691	1.2	0.8	5.447	A

2037 Committed Only, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	38.53	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	346	100.000
2 - A57 (E)		ONE HOUR	✓	766	100.000
3 - A57 (W)		ONE HOUR	✓	1087	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	249	97
	2 - A57 (E)	208	0	558
	3 - A57 (W)	354	733	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	6	5
	2 - A57 (E)	6	0	12
	3 - A57 (W)	2	7	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 - B6040	0.79	36.97	3.7	E	317	476
2 - A57 (E)	0.72	12.30	2.8	B	703	1054
3 - A57 (W)	0.97	57.50	18.3	F	997	1496

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 - B6040	260	65	547	523	0.498	256	419	0.0	1.0	14.086	B
2 - A57 (E)	577	144	72	1175	0.491	572	731	0.0	1.0	6.544	A
3 - A57 (W)	818	205	155	1253	0.653	811	489	0.0	1.9	8.432	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 - B6040	311	78	654	504	0.617	309	502	1.0	1.6	19.202	C
2 - A57 (E)	689	172	87	1171	0.588	687	876	1.0	1.5	8.164	A
3 - A57 (W)	977	244	186	1242	0.787	970	587	1.9	3.6	13.600	B

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 - B6040	381	95	779	483	0.789	374	604	1.6	3.4	32.832	D
2 - A57 (E)	843	211	105	1166	0.724	839	1048	1.5	2.8	11.958	B
3 - A57 (W)	1197	299	228	1228	0.975	1155	716	3.6	14.2	38.426	E

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 - B6040	381	95	796	480	0.794	380	613	3.4	3.7	36.968	E
2 - A57 (E)	843	211	106	1165	0.724	843	1069	2.8	2.8	12.304	B
3 - A57 (W)	1197	299	229	1228	0.975	1180	721	14.2	18.3	57.504	F

08:45 - 09:00

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 - B6040	311	78	697	497	0.626	318	525	3.7	1.9	22.081	C
2 - A57 (E)	689	172	89	1170	0.588	693	926	2.8	1.6	8.413	A
3 - A57 (W)	977	244	188	1242	0.787	1034	594	18.3	4.2	22.227	C

09:00 - 09:15

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 - B6040	260	65	558	521	0.500	264	427	1.9	1.1	14.966	B
2 - A57 (E)	577	144	74	1175	0.491	579	747	1.6	1.1	6.689	A
3 - A57 (W)	818	205	157	1252	0.653	827	496	4.2	2.0	9.089	A

2037 Committed Only, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	81.03	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	440	100.000
2 - A57 (E)		ONE HOUR	✓	1043	100.000
3 - A57 (W)		ONE HOUR	✓	1021	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	195	245
	2 - A57 (E)	273	0	770
	3 - A57 (W)	252	769	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	4	2
	2 - A57 (E)	3	0	6
	3 - A57 (W)	1	10	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 - B6040	1.03	140.35	18.9	F	404	606
2 - A57 (E)	1.02	97.60	32.1	F	957	1436
3 - A57 (W)	0.93	38.53	11.3	E	937	1405

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	331	83	574	518	0.639	324	391	0.0	1.7	18.520	C
2 - A57 (E)	785	196	181	1143	0.687	776	717	0.0	2.2	10.090	B
3 - A57 (W)	769	192	203	1237	0.622	762	754	0.0	1.7	8.050	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	396	99	687	499	0.793	389	468	1.7	3.4	31.819	D
2 - A57 (E)	938	234	217	1133	0.828	928	860	2.2	4.6	17.728	C
3 - A57 (W)	918	229	243	1223	0.751	912	902	1.7	3.1	12.266	B

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 - B6040	484	121	827	475	1.020	447	554	3.4	12.6	84.455	F
2 - A57 (E)	1148	287	249	1123	1.022	1082	1025	4.6	21.1	55.414	F
3 - A57 (W)	1124	281	283	1209	0.930	1098	1048	3.1	9.6	29.559	D

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 - B6040	484	121	842	472	1.026	460	565	12.6	18.9	140.355	F
2 - A57 (E)	1148	287	256	1121	1.024	1104	1045	21.1	32.1	97.598	F
3 - A57 (W)	1124	281	289	1207	0.931	1118	1071	9.6	11.3	38.529	E

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 - B6040	396	99	715	494	0.801	450	506	18.9	5.3	91.992	F
2 - A57 (E)	938	234	250	1123	0.835	1040	914	32.1	6.4	58.214	F
3 - A57 (W)	918	229	272	1213	0.757	949	1019	11.3	3.5	16.156	C

18:00 - 18:15

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 - B6040	331	83	584	516	0.642	345	401	5.3	2.0	23.009	C
2 - A57 (E)	785	196	192	1140	0.689	801	737	6.4	2.4	11.672	B
3 - A57 (W)	769	192	210	1234	0.623	776	783	3.5	1.8	8.571	A

2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	2286.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	545	100.000
2 - A57 (E)		ONE HOUR	✓	1928	100.000
3 - A57 (W)		ONE HOUR	✓	1940	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	448	97
	2 - A57 (E)	340	0	1588
	3 - A57 (W)	354	1586	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	6	5
	2 - A57 (E)	6	0	12
	3 - A57 (W)	2	7	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 - B6040	1.35	884.34	111.5	F	500	750
2 - A57 (E)	1.81	2650.43	897.4	F	1769	2654
3 - A57 (W)	1.73	2318.77	822.5	F	1780	2670

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 - B6040	410	103	993	446	0.920	384	426	0.0	6.5	49.671	E
2 - A57 (E)	1451	363	68	1176	1.234	1159	1309	0.0	73.2	121.307	F
3 - A57 (W)	1461	365	204	1236	1.182	1215	1023	0.0	61.3	98.849	F

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 - B6040	490	122	1010	443	1.105	432	432	6.5	21.0	137.110	F
2 - A57 (E)	1733	433	77	1174	1.477	1174	1365	73.2	213.1	445.819	F
3 - A57 (W)	1744	436	207	1235	1.412	1235	1043	61.3	188.6	370.984	F

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 - B6040	600	150	1010	443	1.353	442	432	21.0	60.5	349.403	F
2 - A57 (E)	2123	531	79	1173	1.809	1173	1373	213.1	450.5	1022.959	F
3 - A57 (W)	2136	534	207	1235	1.729	1235	1045	188.6	413.8	882.555	F

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 - B6040	600	150	1010	443	1.353	443	432	60.5	99.7	664.542	F
2 - A57 (E)	2123	531	79	1173	1.809	1173	1374	450.5	687.9	1750.754	F
3 - A57 (W)	2136	534	207	1235	1.729	1235	1045	413.8	639.0	1538.166	F

08:45 - 09:00

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 - B6040	490	122	1010	443	1.105	443	432	99.7	111.5	869.977	F
2 - A57 (E)	1733	433	79	1173	1.477	1173	1374	687.9	827.9	2329.274	F
3 - A57 (W)	1744	436	207	1235	1.412	1235	1045	639.0	766.2	2051.426	F

09:00 - 09:15

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 - B6040	410	103	1010	443	0.925	439	432	111.5	104.2	884.343	F
2 - A57 (E)	1451	363	78	1173	1.237	1173	1371	827.9	897.4	2650.431	F
3 - A57 (W)	1461	365	207	1235	1.182	1235	1045	766.2	822.5	2318.773	F

2037 Committed + Allocated + Morton GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	2539.02	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	551	100.000
2 - A57 (E)		ONE HOUR	✓	2105	100.000
3 - A57 (W)		ONE HOUR	✓	1781	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	306	245
	2 - A57 (E)	421	0	1684
	3 - A57 (W)	252	1529	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	4	2
	2 - A57 (E)	3	0	6
	3 - A57 (W)	1	10	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 - B6040	1.39	1021.99	124.9	F	506	758
2 - A57 (E)	2.03	3582.12	1188.7	F	1932	2897
3 - A57 (W)	1.60	1775.49	618.4	F	1634	2451

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	415	104	1024	441	0.941	386	396	0.0	7.2	53.116	F
2 - A57 (E)	1585	396	172	1146	1.383	1135	1239	0.0	112.3	183.929	F
3 - A57 (W)	1341	335	227	1228	1.092	1193	1080	0.0	36.9	66.080	F

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 - B6040	495	124	1053	436	1.136	427	402	7.2	24.2	154.362	F
2 - A57 (E)	1892	473	190	1141	1.659	1141	1291	112.3	300.3	657.031	F
3 - A57 (W)	1601	400	228	1228	1.304	1227	1102	36.9	130.5	253.743	F

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 - B6040	607	152	1054	436	1.392	435	402	24.2	67.1	394.623	F
2 - A57 (E)	2318	579	193	1140	2.034	1140	1296	300.3	594.8	1418.180	F
3 - A57 (W)	1961	490	228	1228	1.597	1228	1105	130.5	313.7	656.352	F

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 - B6040	607	152	1054	436	1.392	436	402	67.1	109.9	744.687	F
2 - A57 (E)	2318	579	194	1140	2.034	1140	1296	594.8	889.3	2348.080	F
3 - A57 (W)	1961	490	228	1228	1.597	1228	1105	313.7	496.9	1192.533	F

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 - B6040	495	124	1054	436	1.137	436	402	109.9	124.9	981.816	F
2 - A57 (E)	1892	473	194	1140	1.661	1140	1296	889.3	1077.5	3109.790	F
3 - A57 (W)	1601	400	228	1228	1.304	1228	1105	496.9	590.2	1597.505	F

18:00 - 18:15

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 - B6040	415	104	1054	436	0.952	432	402	124.9	120.5	1021.994	F
2 - A57 (E)	1585	396	192	1140	1.390	1140	1294	1077.5	1188.7	3582.121	F
3 - A57 (W)	1341	335	228	1228	1.092	1228	1104	590.2	618.4	1775.486	F

2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	2281.43	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	545	100.000
2 - A57 (E)		ONE HOUR	✓	1925	100.000
3 - A57 (W)		ONE HOUR	✓	1940	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	448	97
	2 - A57 (E)	340	0	1585
	3 - A57 (W)	354	1586	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	6	5
	2 - A57 (E)	6	0	12
	3 - A57 (W)	2	7	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 - B6040	1.35	884.17	111.4	F	500	750
2 - A57 (E)	1.81	2638.74	893.3	F	1766	2650
3 - A57 (W)	1.73	2319.41	822.7	F	1780	2670

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 - B6040	410	103	993	446	0.919	384	426	0.0	6.5	49.663	E
2 - A57 (E)	1449	362	68	1176	1.232	1159	1309	0.0	72.7	120.524	F
3 - A57 (W)	1461	365	205	1236	1.182	1215	1022	0.0	61.4	98.888	F

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 - B6040	490	122	1009	443	1.105	432	433	6.5	21.0	137.087	F
2 - A57 (E)	1731	433	77	1174	1.474	1174	1365	72.7	211.9	443.171	F
3 - A57 (W)	1744	436	207	1235	1.412	1235	1043	61.4	188.7	371.124	F

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 - B6040	600	150	1010	443	1.353	442	433	21.0	60.5	349.347	F
2 - A57 (E)	2119	530	79	1173	1.806	1173	1373	211.9	448.5	1018.000	F
3 - A57 (W)	2136	534	207	1235	1.729	1235	1045	188.7	413.9	882.822	F

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 - B6040	600	150	1010	443	1.353	443	433	60.5	99.7	664.443	F
2 - A57 (E)	2119	530	79	1173	1.807	1173	1374	448.5	685.0	1743.259	F
3 - A57 (W)	2136	534	207	1235	1.729	1235	1045	413.9	639.1	1538.572	F

08:45 - 09:00

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 - B6040	490	122	1010	443	1.105	443	433	99.7	111.4	869.839	F
2 - A57 (E)	1731	433	79	1173	1.475	1173	1374	685.0	824.3	2319.480	F
3 - A57 (W)	1744	436	207	1235	1.412	1235	1045	639.1	766.3	2051.959	F

09:00 - 09:15

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 - B6040	410	103	1010	443	0.925	439	433	111.4	104.2	884.173	F
2 - A57 (E)	1449	362	78	1173	1.235	1173	1371	824.3	893.3	2638.736	F
3 - A57 (W)	1461	365	207	1235	1.182	1235	1044	766.3	822.7	2319.411	F

2037 Committed + Allocated + Gamston GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	2534.32	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	551	100.000
2 - A57 (E)		ONE HOUR	✓	2104	100.000
3 - A57 (W)		ONE HOUR	✓	1779	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	306	245
	2 - A57 (E)	421	0	1683
	3 - A57 (W)	252	1527	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	4	2
	2 - A57 (E)	3	0	6
	3 - A57 (W)	1	10	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 - B6040	1.39	1021.51	124.8	F	506	758
2 - A57 (E)	2.03	3578.12	1187.4	F	1931	2896
3 - A57 (W)	1.60	1768.39	615.8	F	1632	2449

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	415	104	1024	441	0.941	386	396	0.0	7.2	53.078	F
2 - A57 (E)	1584	396	172	1146	1.382	1135	1238	0.0	112.2	183.647	F
3 - A57 (W)	1339	335	227	1228	1.090	1193	1080	0.0	36.6	65.677	F

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 - B6040	495	124	1053	436	1.136	427	402	7.2	24.2	154.267	F
2 - A57 (E)	1891	473	190	1141	1.658	1141	1290	112.2	299.9	656.106	F
3 - A57 (W)	1599	400	228	1228	1.302	1227	1102	36.6	129.7	252.264	F

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 - B6040	607	152	1054	436	1.392	435	402	24.2	67.1	394.437	F
2 - A57 (E)	2317	579	193	1140	2.033	1140	1296	299.9	594.1	1416.470	F
3 - A57 (W)	1959	490	228	1228	1.595	1228	1105	129.7	312.4	653.435	F

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 - B6040	607	152	1054	436	1.392	436	402	67.1	109.9	744.388	F
2 - A57 (E)	2317	579	194	1140	2.033	1140	1296	594.1	888.4	2345.508	F
3 - A57 (W)	1959	490	228	1228	1.595	1228	1105	312.4	495.1	1188.043	F

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 - B6040	495	124	1054	436	1.137	436	402	109.9	124.8	981.415	F
2 - A57 (E)	1891	473	194	1140	1.660	1140	1296	888.4	1076.4	3106.436	F
3 - A57 (W)	1599	400	228	1228	1.302	1228	1105	495.1	587.9	1591.585	F

18:00 - 18:15

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 - B6040	415	104	1054	436	0.952	432	402	124.8	120.4	1021.510	F
2 - A57 (E)	1584	396	192	1140	1.390	1140	1294	1076.4	1187.4	3578.121	F
3 - A57 (W)	1339	335	228	1228	1.091	1228	1104	587.9	615.8	1768.389	F

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	1226.89	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	523	100.000
2 - A57 (E)		ONE HOUR	✓	1389	100.000
3 - A57 (W)		ONE HOUR	✓	1787	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	426	97
	2 - A57 (E)	284	0	1105
	3 - A57 (W)	354	1433	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	6	5
	2 - A57 (E)	6	0	12
	3 - A57 (W)	2	7	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 - B6040	1.28	677.03	85.5	F	480	720

2 - A57 (E)	1.30	683.64	230.4	F	1275	1912
3 - A57 (W)	1.61	1810.07	629.4	F	1640	2460

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 - B6040	394	98	962	452	0.872	373	446	0.0	5.1	41.746	E
2 - A57 (E)	1046	261	69	1176	0.889	1017	1266	0.0	7.1	22.205	C
3 - A57 (W)	1345	336	208	1235	1.089	1200	879	0.0	36.4	64.841	F

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 - B6040	470	118	982	448	1.049	429	477	5.1	15.3	107.001	F
2 - A57 (E)	1249	312	80	1173	1.065	1148	1332	7.1	32.2	74.680	F
3 - A57 (W)	1606	402	235	1226	1.311	1225	993	36.4	131.8	255.286	F

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 - B6040	576	144	982	448	1.285	446	482	15.3	47.8	273.660	F
2 - A57 (E)	1529	382	83	1172	1.305	1171	1345	32.2	121.8	245.540	F
3 - A57 (W)	1968	492	239	1224	1.607	1224	1014	131.8	317.7	666.201	F

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 - B6040	576	144	982	448	1.285	448	482	47.8	79.8	527.484	F
2 - A57 (E)	1529	382	83	1172	1.305	1172	1346	121.8	211.2	517.632	F
3 - A57 (W)	1968	492	240	1224	1.607	1224	1015	317.7	503.6	1211.971	F

08:45 - 09:00

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 - B6040	470	118	982	448	1.049	447	482	79.8	85.5	677.029	F
2 - A57 (E)	1249	312	83	1172	1.065	1172	1346	211.2	230.4	683.636	F
3 - A57 (W)	1606	402	240	1224	1.312	1224	1015	503.6	599.2	1625.399	F

09:00 - 09:15

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 - B6040	394	98	982	448	0.878	443	481	85.5	73.3	646.704	F
2 - A57 (E)	1046	261	82	1172	0.892	1167	1342	230.4	200.2	664.762	F
3 - A57 (W)	1345	336	239	1224	1.099	1224	1010	599.2	629.4	1810.074	F

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	1778.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	512	100.000
2 - A57 (E)		ONE HOUR	✓	1932	100.000
3 - A57 (W)		ONE HOUR	✓	1444	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	267	245
	2 - A57 (E)	402	0	1530
	3 - A57 (W)	252	1192	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	4	2
	2 - A57 (E)	3	0	6
	3 - A57 (W)	1	10	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 - B6040	1.27	633.97	78.8	F	470	705

2 - A57 (E)	1.88	2916.59	958.2	F	1773	2659
3 - A57 (W)	1.30	661.96	232.7	F	1325	1988

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	385	96	875	467	0.826	370	420	0.0	3.9	34.228	D
2 - A57 (E)	1455	364	177	1144	1.271	1130	1067	0.0	81.2	136.366	F
3 - A57 (W)	1087	272	235	1226	0.887	1059	1072	0.0	6.9	20.888	C

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 - B6040	460	115	990	447	1.030	423	446	3.9	13.2	93.551	F
2 - A57 (E)	1737	434	203	1137	1.528	1137	1211	81.2	231.2	501.239	F
3 - A57 (W)	1298	325	237	1225	1.060	1199	1103	6.9	31.7	70.600	F

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 - B6040	564	141	1010	443	1.272	441	450	13.2	43.9	252.454	F
2 - A57 (E)	2127	532	211	1134	1.875	1134	1240	231.2	479.4	1132.213	F
3 - A57 (W)	1590	397	236	1225	1.298	1224	1109	31.7	123.2	236.209	F

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 - B6040	564	141	1011	443	1.272	443	450	43.9	74.2	495.105	F
2 - A57 (E)	2127	532	212	1134	1.875	1134	1242	479.4	727.6	1919.576	F
3 - A57 (W)	1590	397	236	1225	1.298	1225	1110	123.2	214.4	501.811	F

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 - B6040	460	115	1011	443	1.039	442	450	74.2	78.8	633.971	F
2 - A57 (E)	1737	434	211	1134	1.531	1134	1242	727.6	878.2	2551.405	F
3 - A57 (W)	1298	325	236	1225	1.059	1225	1110	214.4	232.7	661.961	F

18:00 - 18:15

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 - B6040	385	96	1007	444	0.868	438	449	78.8	65.6	594.275	F
2 - A57 (E)	1455	364	210	1135	1.282	1135	1235	878.2	958.2	2916.586	F
3 - A57 (W)	1087	272	236	1225	0.887	1220	1108	232.7	199.6	638.414	F

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	1621.91	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	530	100.000
2 - A57 (E)		ONE HOUR	✓	1624	100.000
3 - A57 (W)		ONE HOUR	✓	1844	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	433	97
	2 - A57 (E)	309	0	1315
	3 - A57 (W)	354	1490	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	6	5
	2 - A57 (E)	6	0	12
	3 - A57 (W)	2	7	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 - B6040	1.31	740.64	94.1	F	486	730

2 - A57 (E)	1.53	1486.05	488.9	F	1490	2235
3 - A57 (W)	1.65	1994.86	699.9	F	1692	2538

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 - B6040	399	100	974	450	0.887	377	445	0.0	5.5	44.162	E
2 - A57 (E)	1223	306	69	1176	1.040	1125	1282	0.0	24.4	51.078	F
3 - A57 (W)	1388	347	214	1233	1.126	1205	980	0.0	45.8	77.777	F

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 - B6040	476	119	993	446	1.068	430	459	5.5	17.1	116.351	F
2 - A57 (E)	1460	365	79	1173	1.244	1171	1345	24.4	96.7	196.041	F
3 - A57 (W)	1658	414	223	1230	1.348	1229	1027	45.8	153.0	298.525	F

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 - B6040	584	146	994	446	1.308	444	459	17.1	51.9	297.795	F
2 - A57 (E)	1788	447	81	1173	1.525	1172	1357	96.7	250.6	539.291	F
3 - A57 (W)	2030	508	223	1230	1.651	1230	1031	153.0	353.1	745.786	F

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 - B6040	584	146	994	446	1.308	446	459	51.9	86.3	572.251	F
2 - A57 (E)	1788	447	82	1172	1.525	1172	1358	250.6	404.5	1010.634	F
3 - A57 (W)	2030	508	223	1230	1.651	1230	1031	353.1	553.3	1330.933	F

08:45 - 09:00

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 - B6040	476	119	994	446	1.068	445	459	86.3	94.1	740.642	F
2 - A57 (E)	1460	365	82	1172	1.245	1172	1358	404.5	476.4	1356.812	F
3 - A57 (W)	1658	414	223	1230	1.348	1230	1031	553.3	660.3	1780.276	F

09:00 - 09:15

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 - B6040	399	100	994	446	0.894	441	459	94.1	83.5	725.142	F
2 - A57 (E)	1223	306	81	1173	1.043	1173	1354	476.4	488.9	1486.052	F
3 - A57 (W)	1388	347	223	1230	1.129	1230	1030	660.3	699.9	1994.858	F

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6040 - 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	A57/B6040	Standard Roundabout		1, 2, 3	2114.18	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B6040		ONE HOUR	✓	531	100.000
2 - A57 (E)		ONE HOUR	✓	2014	100.000
3 - A57 (W)		ONE HOUR	✓	1601	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	286	245
	2 - A57 (E)	411	0	1603
	3 - A57 (W)	252	1349	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B6040	2 - A57 (E)	3 - A57 (W)
From	1 - B6040	0	4	2
	2 - A57 (E)	3	0	6
	3 - A57 (W)	1	10	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 - B6040	1.33	799.71	100.9	F	487	731

2 - A57 (E)	1.95	3231.66	1067.2	F	1848	2772
3 - A57 (W)	1.44	1144.41	391.1	F	1469	2204

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	400	100	965	451	0.886	378	411	0.0	5.4	43.014	E
2 - A57 (E)	1516	379	175	1145	1.324	1133	1168	0.0	95.9	158.756	F
3 - A57 (W)	1205	301	231	1227	0.982	1145	1076	0.0	15.1	35.547	E

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 - B6040	477	119	1029	440	1.084	426	424	5.4	18.2	121.488	F
2 - A57 (E)	1811	453	197	1139	1.590	1139	1258	95.9	263.9	574.930	F
3 - A57 (W)	1439	360	232	1227	1.173	1221	1103	15.1	69.8	136.149	F

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 - B6040	585	146	1033	439	1.331	438	425	18.2	54.9	318.277	F
2 - A57 (E)	2217	554	202	1137	1.950	1137	1269	263.9	534.0	1267.606	F
3 - A57 (W)	1763	441	232	1227	1.437	1226	1107	69.8	203.9	408.096	F

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 - B6040	585	146	1034	439	1.331	439	425	54.9	91.3	613.110	F
2 - A57 (E)	2217	554	203	1137	1.950	1137	1270	534.0	804.1	2122.480	F
3 - A57 (W)	1763	441	232	1227	1.437	1227	1107	203.9	337.9	799.948	F

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 - B6040	477	119	1034	439	1.087	439	425	91.3	100.9	799.714	F
2 - A57 (E)	1811	453	202	1137	1.592	1137	1270	804.1	972.5	2815.735	F
3 - A57 (W)	1439	360	232	1227	1.173	1227	1107	337.9	391.1	1074.218	F

18:00 - 18:15

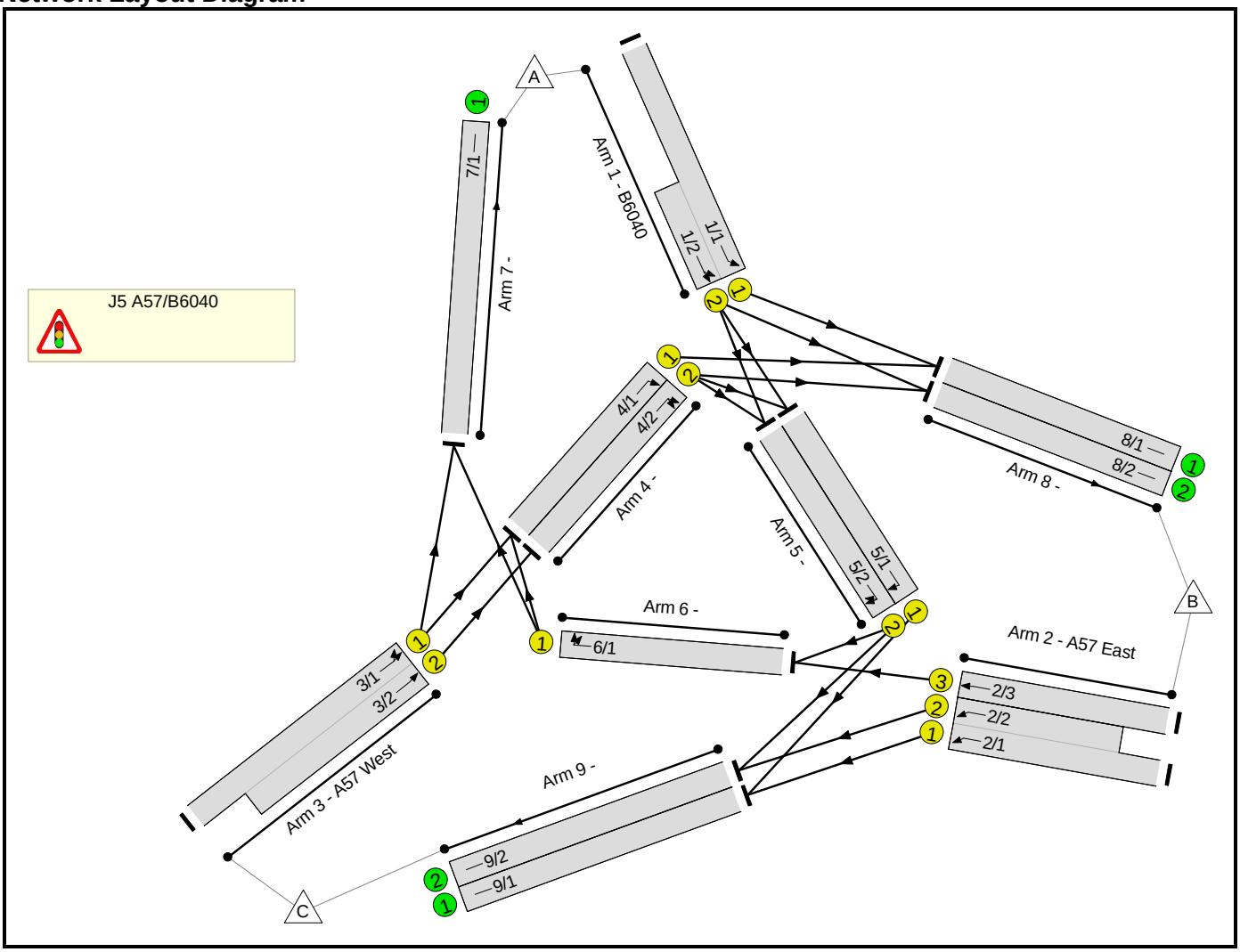
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6040	400	100	1031	440	0.909	435	425	100.9	92.0	798.168	F
2 - A57 (E)	1516	379	201	1137	1.333	1137	1265	972.5	1067.2	3231.656	F
3 - A57 (W)	1205	301	232	1227	0.983	1223	1106	391.1	386.6	1144.409	F

Full Input Data And Results

User and Project Details

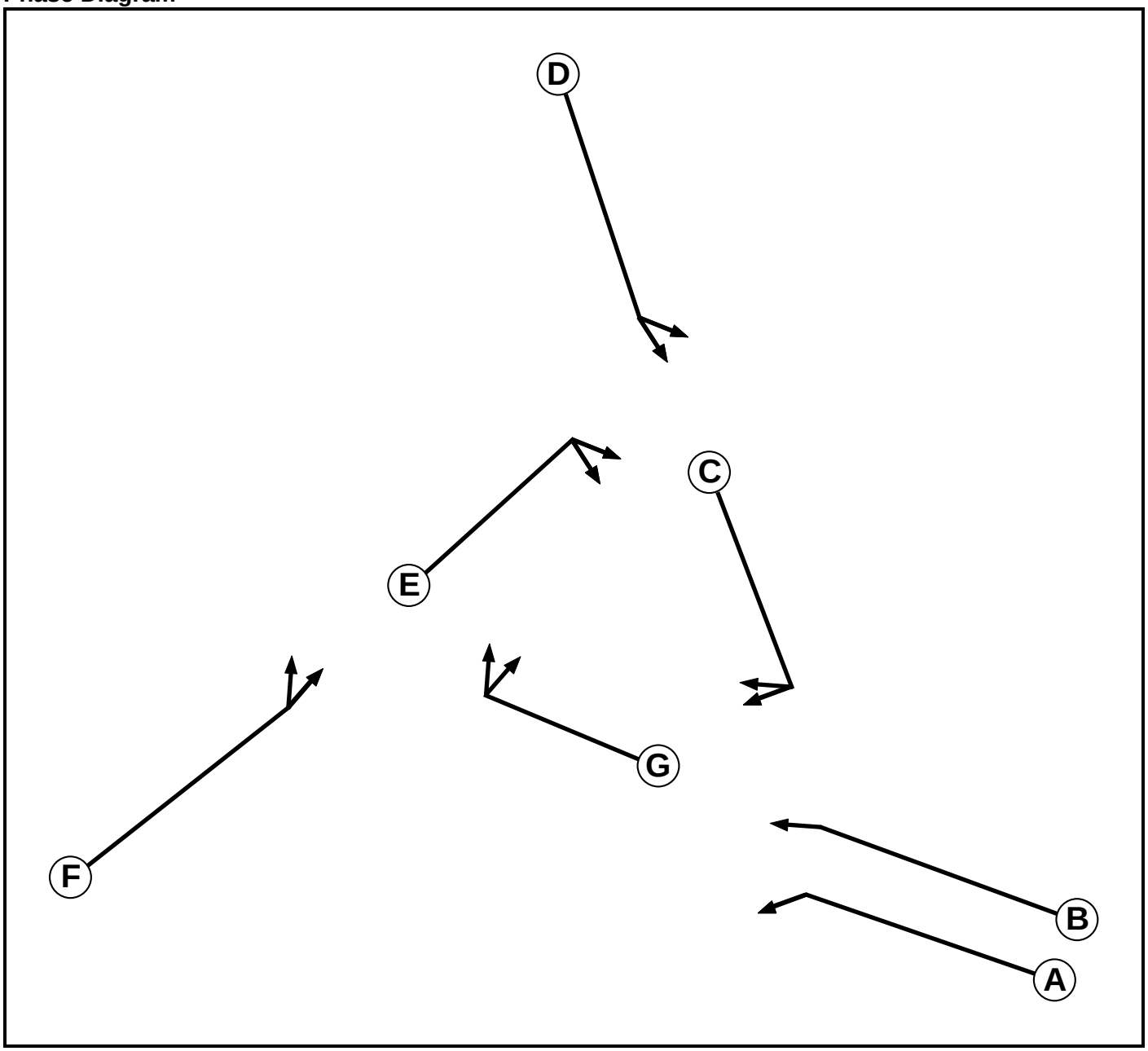
Project:	
Title:	
Location:	
Additional detail:	
File name:	J5 A57_B6040.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7

Full Input Data And Results

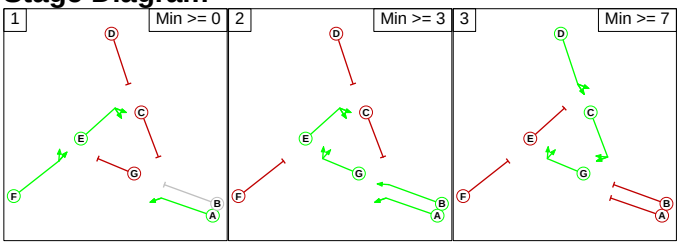
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	6	-	-	-	-
B	-		6	-	-	-	-
C	6	6		-	-	-	-
D	-	-	-		6	-	-
E	-	-	-	6		-	-
F	-	-	-	-	-		6
G	-	-	-	-	-	6	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	C	Losing	7	7

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		6	6
2	6		6
3	13	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J5 A57/B6040
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J5 A57/B6040												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B6040)	U	D	2	3	60.0	User	1900	-	-	-	-	-
1/2 (B6040)	U	D	2	3	6.0	User	1900	-	-	-	-	-
2/1 (A57 East)	U	A	2	3	60.0	User	1900	-	-	-	-	-
2/2 (A57 East)	U	A	2	3	12.0	User	1900	-	-	-	-	-
2/3 (A57 East)	U	B	2	3	60.0	User	1900	-	-	-	-	-
3/1 (A57 West)	U	F	2	3	60.0	User	1900	-	-	-	-	-
3/2 (A57 West)	U	F	2	3	26.0	User	1900	-	-	-	-	-
4/1	U	E	2	3	60.0	User	1900	-	-	-	-	-
4/2	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/1	U	C	2	3	60.0	User	1900	-	-	-	-	-
5/2	U	C	2	3	60.0	User	1900	-	-	-	-	-
6/1	U	G	2	3	60.0	User	1900	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2037 AM + Morton'	07:30	08:30	01:00	
2: '2037 PM + Morton'	16:30	17:30	01:00	
3: '2037 AM + Gamston'	07:30	08:30	01:00	
4: '2037 PM + Gamston'	16:30	17:30	01:00	

Scenario 1: '2037 AM + Morton' (FG1: '2037 AM + Morton', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	426	97	523
	B	284	0	1105	1389
	C	354	1433	0	1787
	Tot.	638	1859	1202	3699

Traffic Lane Flows

Lane	Scenario 1: 2037 AM + Morton
Junction: J5 A57/B6040	
1/1 (with short)	523(In) 262(Out)
1/2 (short)	261
2/1 (with short)	1105(In) 553(Out)
2/2 (short)	552
2/3	284
3/1 (with short)	1787(In) 894(Out)
3/2 (short)	893
4/1	540
4/2	893
5/1	48
5/2	49
6/1	284
7/1	638
8/1	802
8/2	1057
9/1	601
9/2	601

Full Input Data And Results

Lane Saturation Flows

Junction: J5 A57/B6040								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6040 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B6040 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2037 PM + Morton' (FG2: '2037 PM + Morton', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	267	245	512
	B	402	0	1530	1932
	C	252	1192	0	1444
	Tot.	654	1459	1775	3888

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2037 PM + Morton
Junction: J5 A57/B6040	
1/1 (with short)	512(In) 256(Out)
1/2 (short)	256
2/1 (with short)	1530(In) 765(Out)
2/2 (short)	765
2/3	402
3/1 (with short)	1444(In) 722(Out)
3/2 (short)	722
4/1	470
4/2	722
5/1	122
5/2	123
6/1	402
7/1	654
8/1	726
8/2	733
9/1	887
9/2	888

Full Input Data And Results

Lane Saturation Flows

Junction: J5 A57/B6040								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6040 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B6040 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2037 AM + Gamston' (FG3: '2037 AM + Gamston', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	433	97	530
	B	309	0	1315	1624
	C	354	1490	0	1844
	Tot.	663	1923	1412	3998

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2037 AM + Gamston
Junction: J5 A57/B6040	
1/1 (with short)	530(In) 265(Out)
1/2 (short)	265
2/1 (with short)	1315(In) 658(Out)
2/2 (short)	657
2/3	309
3/1 (with short)	1844(In) 922(Out)
3/2 (short)	922
4/1	568
4/2	922
5/1	48
5/2	49
6/1	309
7/1	663
8/1	833
8/2	1090
9/1	706
9/2	706

Full Input Data And Results

Lane Saturation Flows

Junction: J5 A57/B6040								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6040 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B6040 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2037 PM + Gamston' (FG4: '2037 PM + Gamston', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	286	245	531
	B	411	0	1603	2014
	C	252	1349	0	1601
	Tot.	663	1635	1848	4146

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2037 PM + Gamston
Junction: J5 A57/B6040	
1/1 (with short)	531(In) 265(Out)
1/2 (short)	266
2/1 (with short)	1603(In) 802(Out)
2/2 (short)	801
2/3	411
3/1 (with short)	1601(In) 801(Out)
3/2 (short)	800
4/1	549
4/2	800
5/1	122
5/2	123
6/1	411
7/1	663
8/1	814
8/2	821
9/1	924
9/2	924

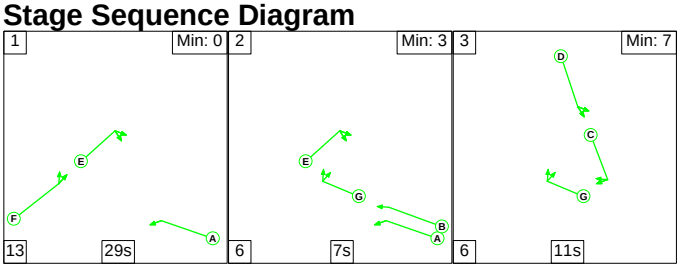
Full Input Data And Results

Lane Saturation Flows

Junction: J5 A57/B6040								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6040 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B6040 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A57 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A57 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A57 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2037 AM + Morton' (FG1: '2037 AM + Morton', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

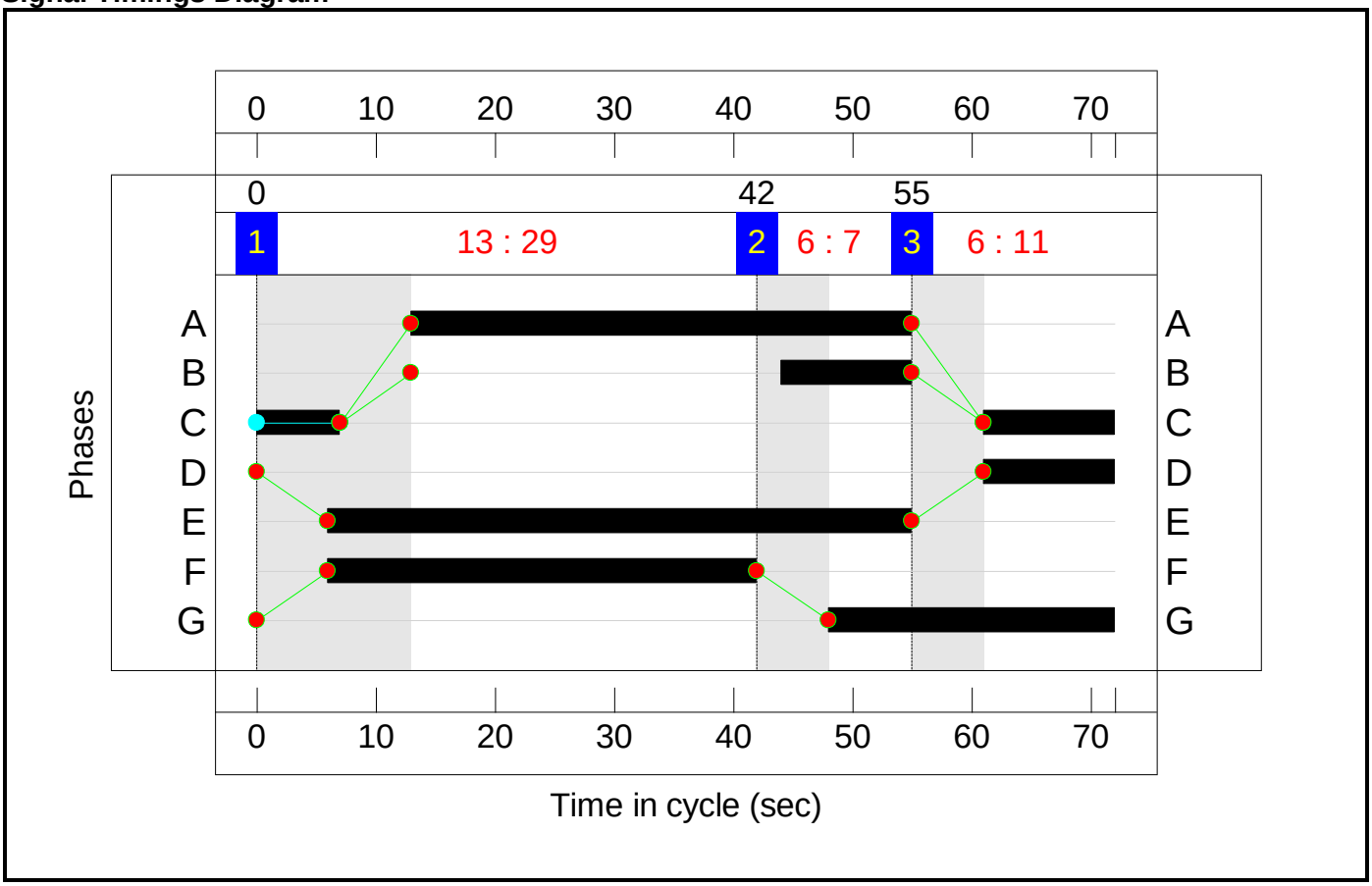


Stage Timings

Stage	1	2	3
Duration	29	7	11
Change Point	0	42	55

Full Input Data And Results

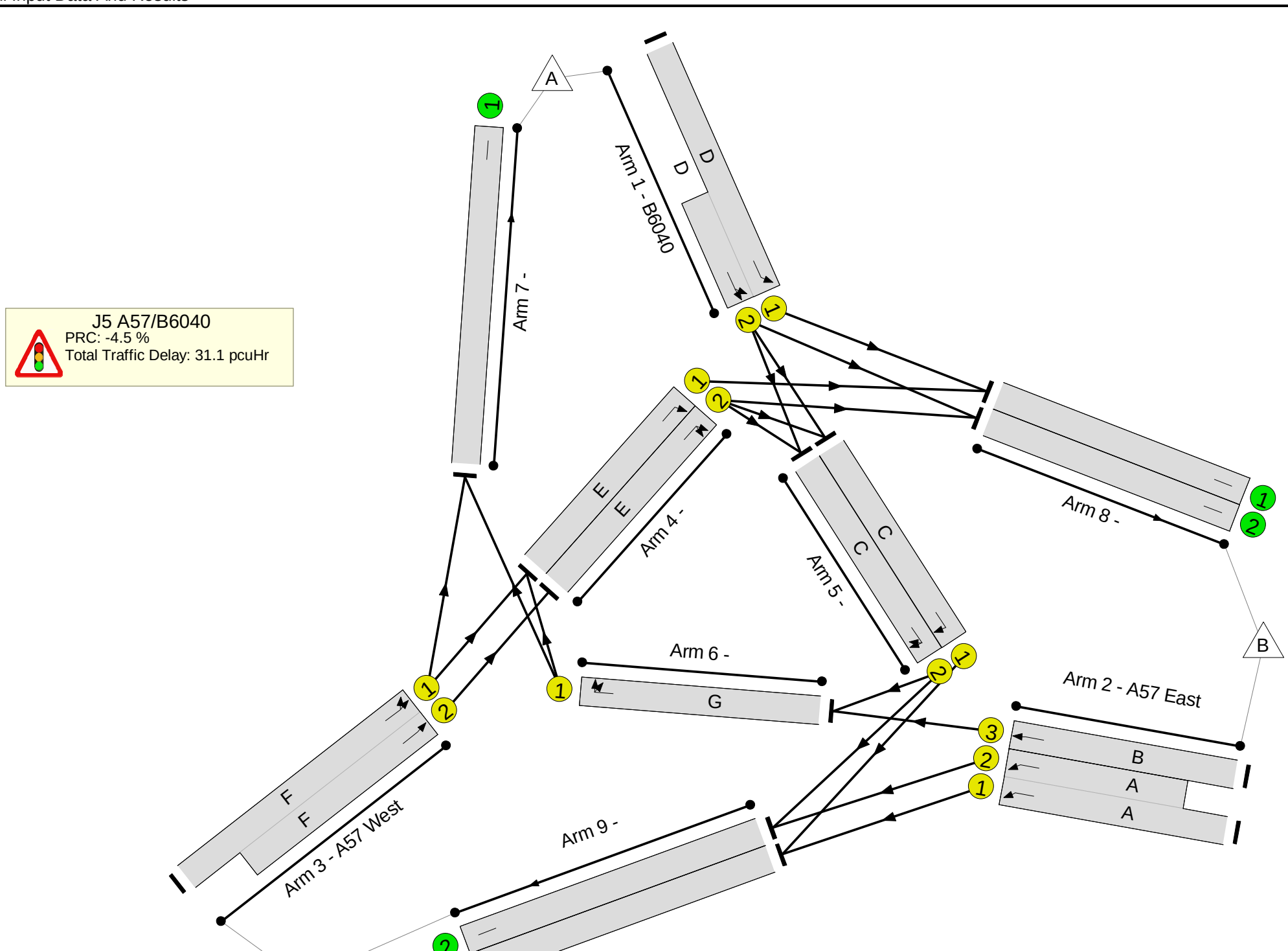
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.1%**
J5 A57/B6040	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.1%**
1/1+1/2	B6040 Ahead Left	U	N/A	N/A	D		1	11	-	523	1900:1900	313+312	83.6 : 83.6%
2/1+2/2	A57 East Ahead	U	N/A	N/A	A		1	42	-	1105	1900:1900	864+863	64.0 : 64.0%
2/3	A57 East Ahead	U	N/A	N/A	B		1	11	-	284	1900	317	89.7%
3/1+3/2	A57 West Ahead Left	U	N/A	N/A	F		1	36	-	1787	1900:1900	951+949	94.1 : 94.1%
4/1	Right	U	N/A	N/A	E		1	49	-	540	1900	1319	40.9%
4/2	Right Right2	U	N/A	N/A	E		1	49	-	893	1900	1319	67.7%
5/1	Right	U	N/A	N/A	C		1	18	-	48	1900	501	9.6%
5/2	Right Right2	U	N/A	N/A	C		1	18	-	49	1900	501	9.8%
6/1	Right Right2	U	N/A	N/A	G		1	24	-	284	1900	660	43.0%
7/1		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.1**	**13.9**	**0.0**	**31.1**	**-**	**-**	**-**	**-**
J5 A57/B6040	**-**	**-**	**0**	**0**	**0**	**17.1**	**13.9**	**0.0**	**31.1**	**-**	**-**	**-**	**-**
1/1+1/2	523	523	-	-	-	4.2	2.4	-	6.7	45.8	5.0	2.4	7.5
2/1+2/2	1105	1105	-	-	-	2.5	0.9	-	3.4	11.1	6.1	0.9	7.0
2/3	284	284	-	-	-	2.3	3.6	-	5.9	74.6	5.5	3.6	9.1
3/1+3/2	1787	1787	-	-	-	8.0	7.0	-	15.0	30.2	16.4	7.0	23.4
4/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	48	48	-	-	-	0.0	0.0	-	0.0	3.4	0.1	0.0	0.1
5/2	49	49	-	-	-	0.0	0.0	-	0.0	3.4	0.1	0.0	0.1
6/1	284	284	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

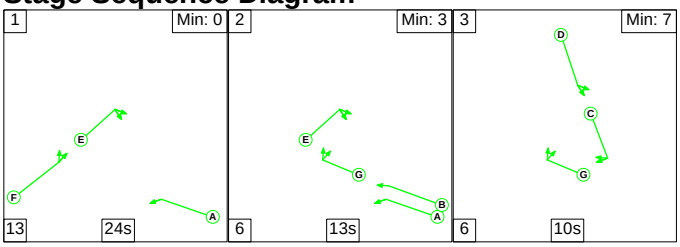
C1 PRC for Signalled Lanes (%): -4.5 Total Delay for Signalled Lanes (pcuHr): 31.06 Cycle Time (s): 72

PRC Over All Lanes (%): -4.5 Total Delay Over All Lanes(pcuHr): 31.06

Full Input Data And Results

Scenario 2: '2037 PM + Morton' (FG2: '2037 PM + Morton', Plan 1: 'Network Control Plan 1')

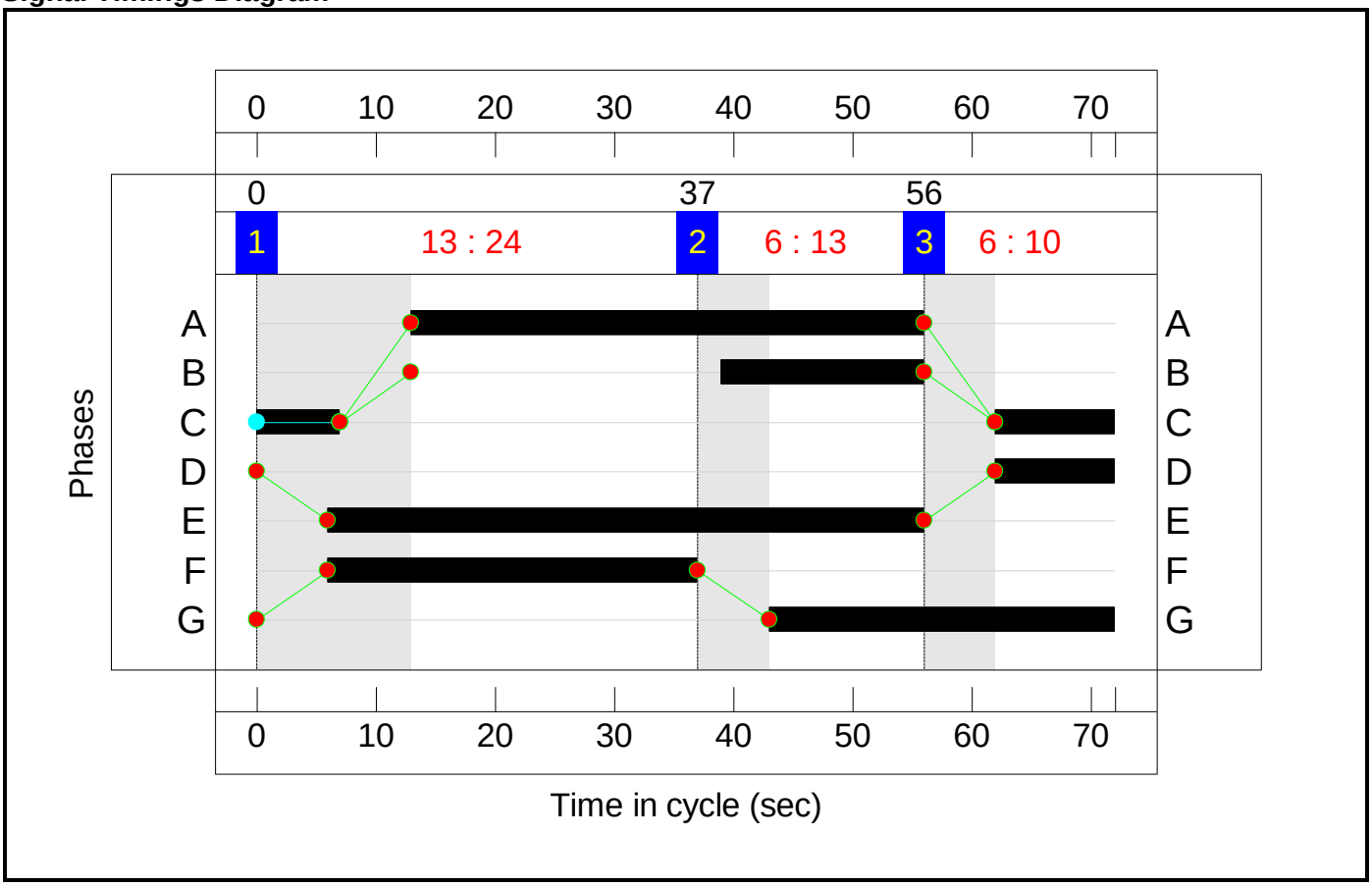
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	24	13	10
Change Point	0	37	56

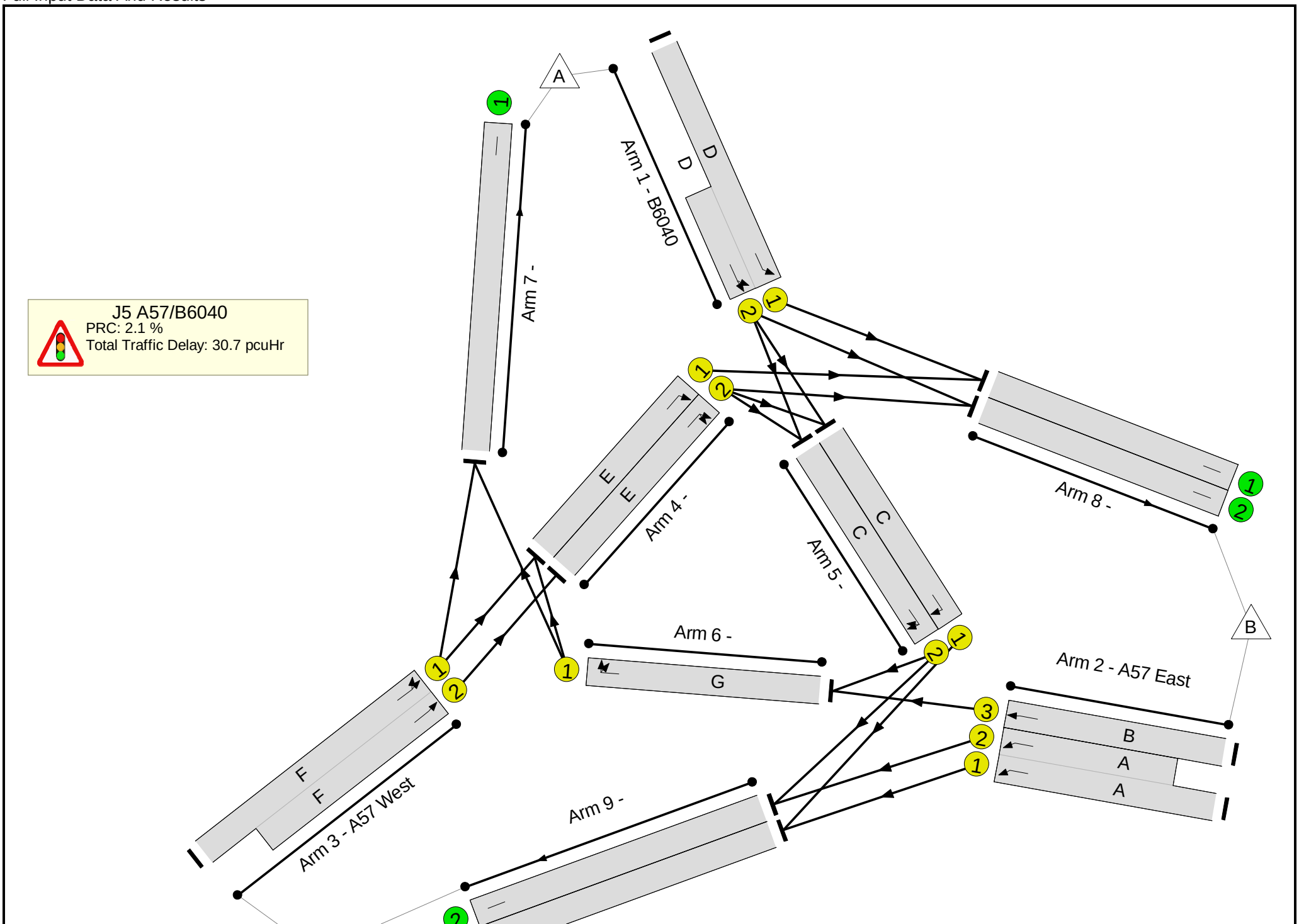
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
J5 A57/B6040	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1+1/2	B6040 Ahead Left	U	N/A	N/A	D		1	10	-	512	1900:1900	290+290	88.2 : 88.2%
2/1+2/2	A57 East Ahead	U	N/A	N/A	A		1	43	-	1530	1900:1900	877+877	87.2 : 87.2%
2/3	A57 East Ahead	U	N/A	N/A	B		1	17	-	402	1900	475	84.6%
3/1+3/2	A57 West Ahead Left	U	N/A	N/A	F		1	31	-	1444	1900:1900	844+844	85.5 : 85.5%
4/1	Right	U	N/A	N/A	E		1	50	-	470	1900	1346	34.9%
4/2	Right Right2	U	N/A	N/A	E		1	50	-	722	1900	1346	53.6%
5/1	Right	U	N/A	N/A	C		1	17	-	122	1900	475	25.7%
5/2	Right Right2	U	N/A	N/A	C		1	17	-	123	1900	475	25.9%
6/1	Right Right2	U	N/A	N/A	G		1	29	-	402	1900	792	50.8%
7/1		U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%

Full Input Data And Results

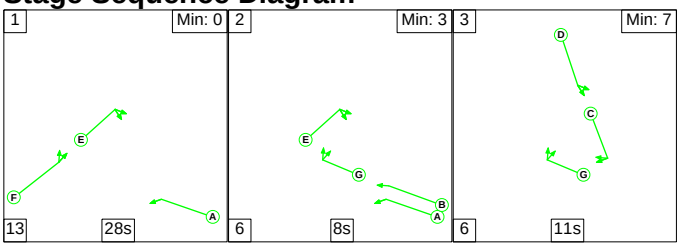
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**18.5**	**12.2**	**0.0**	**30.7**	**-**	**-**	**-**	**-**
J5 A57/B6040	**-**	**-**	**0**	**0**	**0**	**18.5**	**12.2**	**0.0**	**30.7**	**-**	**-**	**-**	**-**
1/1+1/2	512	512	-	-	-	4.2	3.4	-	7.6	53.8	5.0	3.4	8.4
2/1+2/2	1530	1530	-	-	-	3.9	3.3	-	7.2	16.9	9.8	3.3	13.1
2/3	402	402	-	-	-	2.9	2.6	-	5.4	48.7	7.6	2.6	10.2
3/1+3/2	1444	1444	-	-	-	7.2	2.9	-	10.1	25.1	12.8	2.9	15.7
4/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	122	122	-	-	-	0.2	0.0	-	0.2	4.7	0.2	0.0	0.2
5/2	123	123	-	-	-	0.2	0.0	-	0.2	4.7	0.2	0.0	0.2
6/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 30.67 Cycle Time (s): 72
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 30.67

Full Input Data And Results

Scenario 3: '2037 AM + Gamston' (FG3: '2037 AM + Gamston', Plan 1: 'Network Control Plan 1')

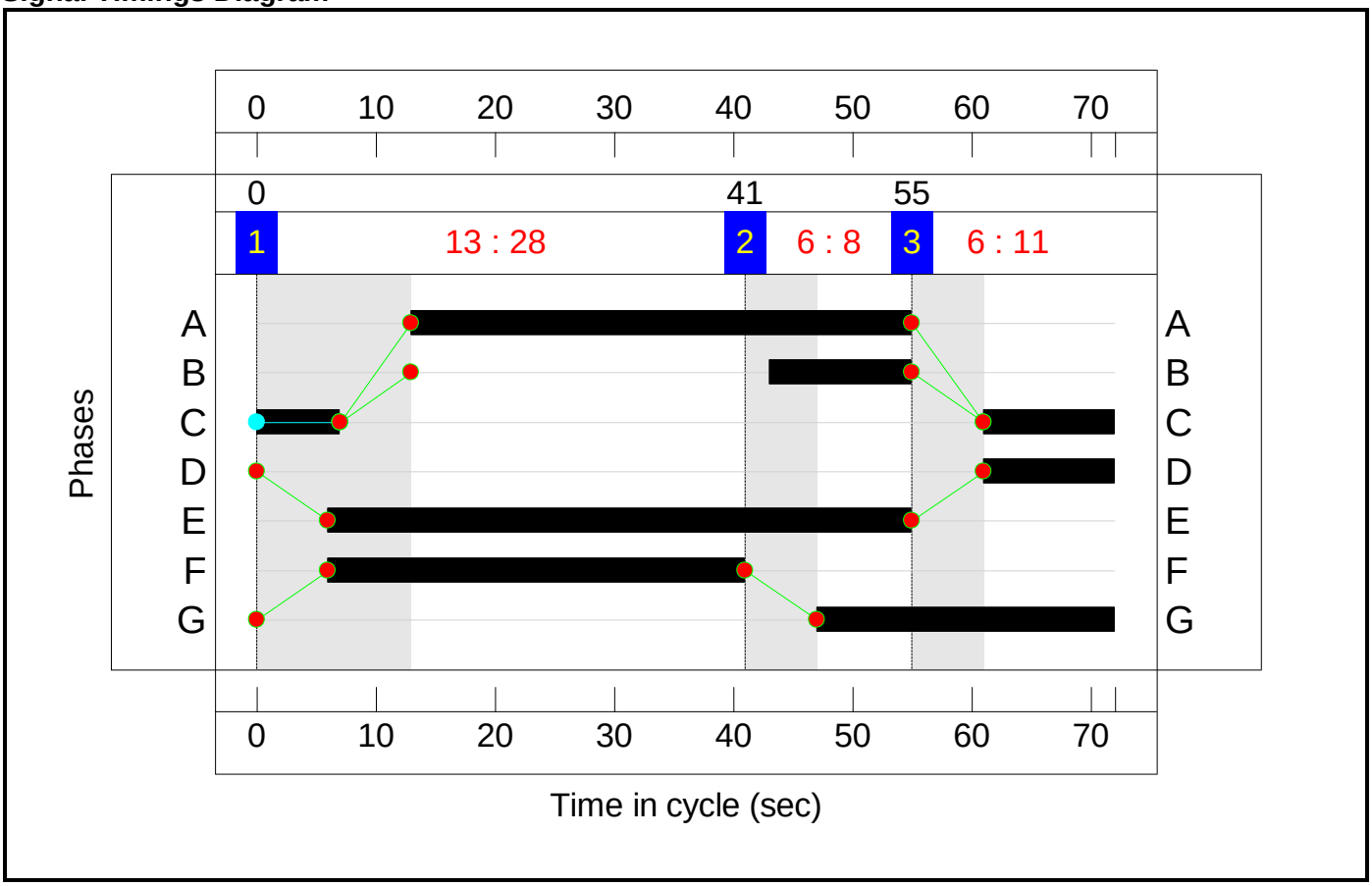
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	28	8	11
Change Point	0	41	55

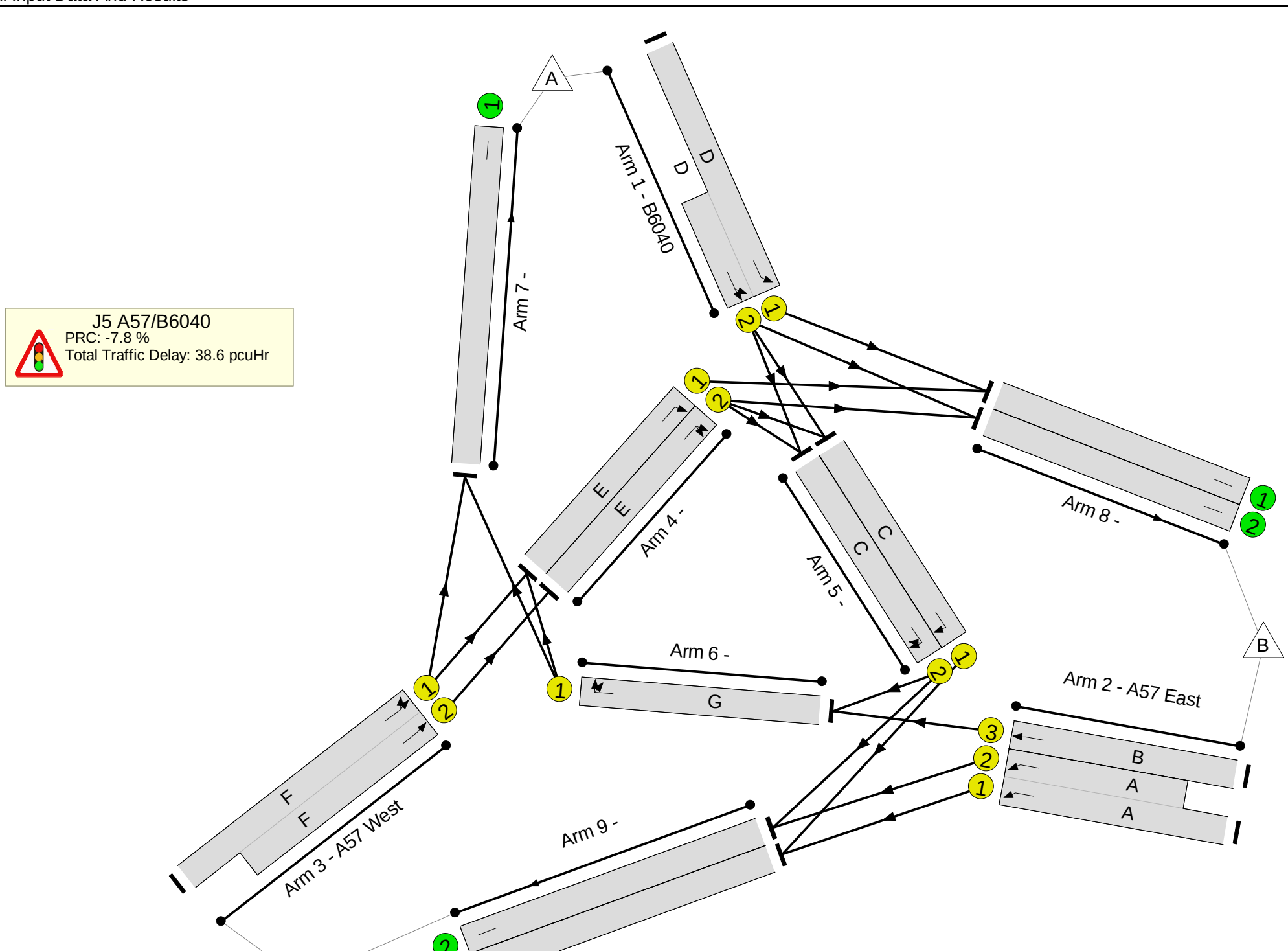
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
J5 A57/B6040	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
1/1+1/2	B6040 Ahead Left	U	N/A	N/A	D		1	11	-	530	1900:1900	313+313	84.6 : 84.6%
2/1+2/2	A57 East Ahead	U	N/A	N/A	A		1	42	-	1315	1900:1900	864+863	76.1 : 76.1%
2/3	A57 East Ahead	U	N/A	N/A	B		1	12	-	309	1900	343	90.1%
3/1+3/2	A57 West Ahead Left	U	N/A	N/A	F		1	35	-	1844	1900:1900	950+950	97.1 : 97.1%
4/1	Right	U	N/A	N/A	E		1	49	-	568	1900	1319	43.0%
4/2	Right Right2	U	N/A	N/A	E		1	49	-	922	1900	1319	69.9%
5/1	Right	U	N/A	N/A	C		1	18	-	48	1900	501	9.6%
5/2	Right Right2	U	N/A	N/A	C		1	18	-	49	1900	501	9.8%
6/1	Right Right2	U	N/A	N/A	G		1	25	-	309	1900	686	45.0%
7/1		U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**19.1**	**19.5**	**0.0**	**38.6**	**-**	**-**	**-**	**-**
J5 A57/B6040	**-**	**-**	**0**	**0**	**0**	**19.1**	**19.5**	**0.0**	**38.6**	**-**	**-**	**-**	**-**
1/1+1/2	530	530	-	-	-	4.3	2.6	-	6.9	46.8	5.1	2.6	7.7
2/1+2/2	1315	1315	-	-	-	3.3	1.6	-	4.8	13.3	8.0	1.6	9.6
2/3	309	309	-	-	-	2.5	3.7	-	6.2	72.2	6.0	3.7	9.7
3/1+3/2	1844	1844	-	-	-	9.0	11.6	-	20.6	40.2	17.7	11.6	29.3
4/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	48	48	-	-	-	0.0	0.0	-	0.0	3.5	0.1	0.0	0.1
5/2	49	49	-	-	-	0.0	0.0	-	0.0	3.5	0.1	0.0	0.1
6/1	309	309	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

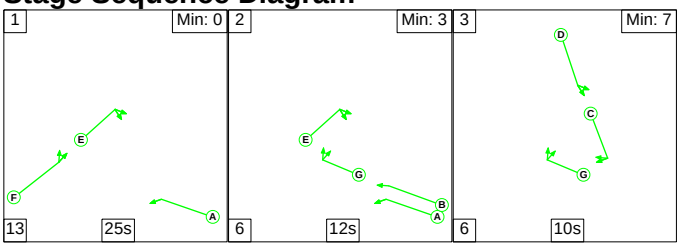
C1 PRC for Signalled Lanes (%): -7.8 Total Delay for Signalled Lanes (pcuHr): 38.63 Cycle Time (s): 72

PRC Over All Lanes (%): -7.8 Total Delay Over All Lanes(pcuHr): 38.63

Full Input Data And Results

Scenario 4: '2037 PM + Gamston' (FG4: '2037 PM + Gamston', Plan 1: 'Network Control Plan 1')

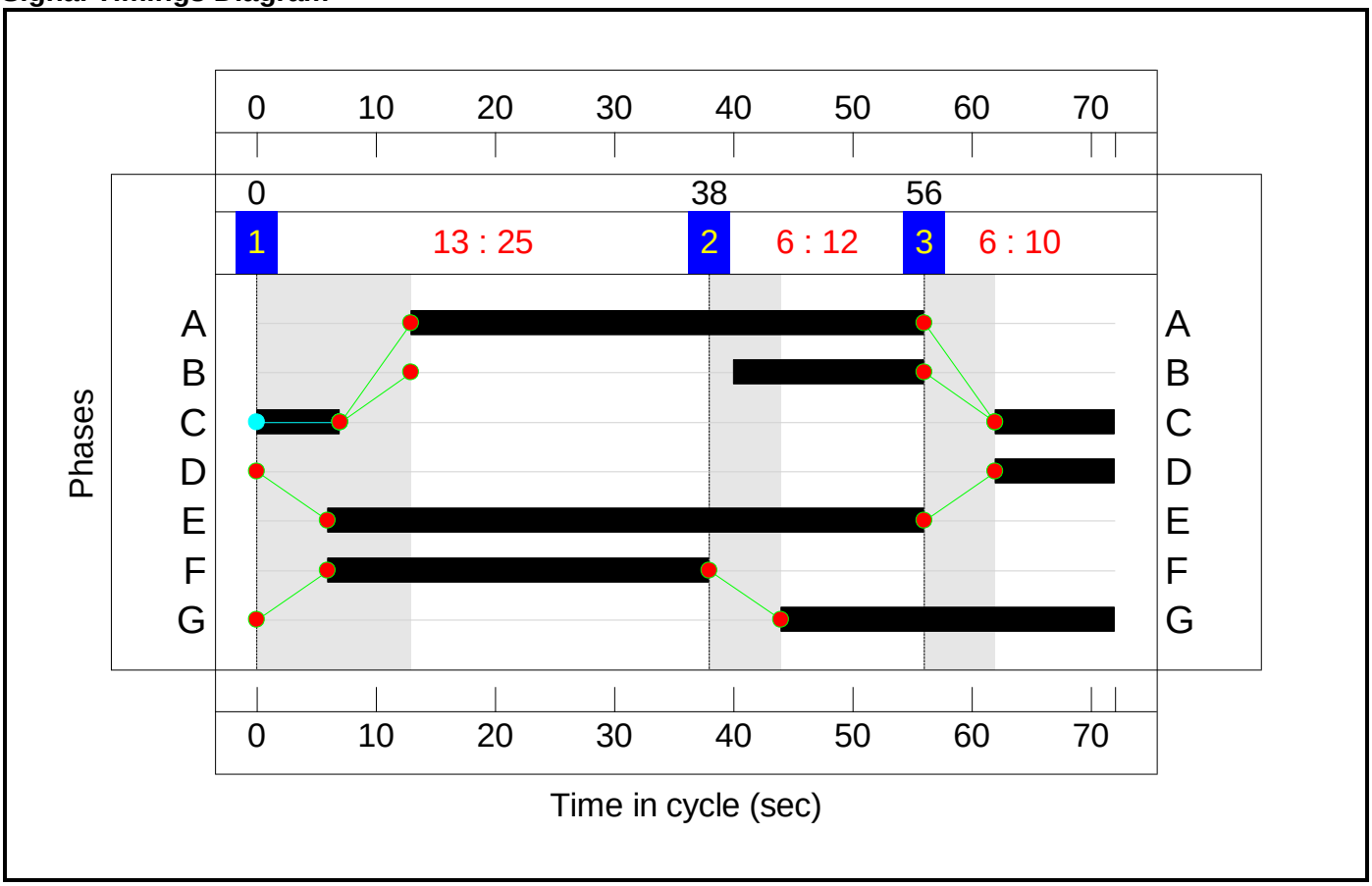
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	25	12	10
Change Point	0	38	56

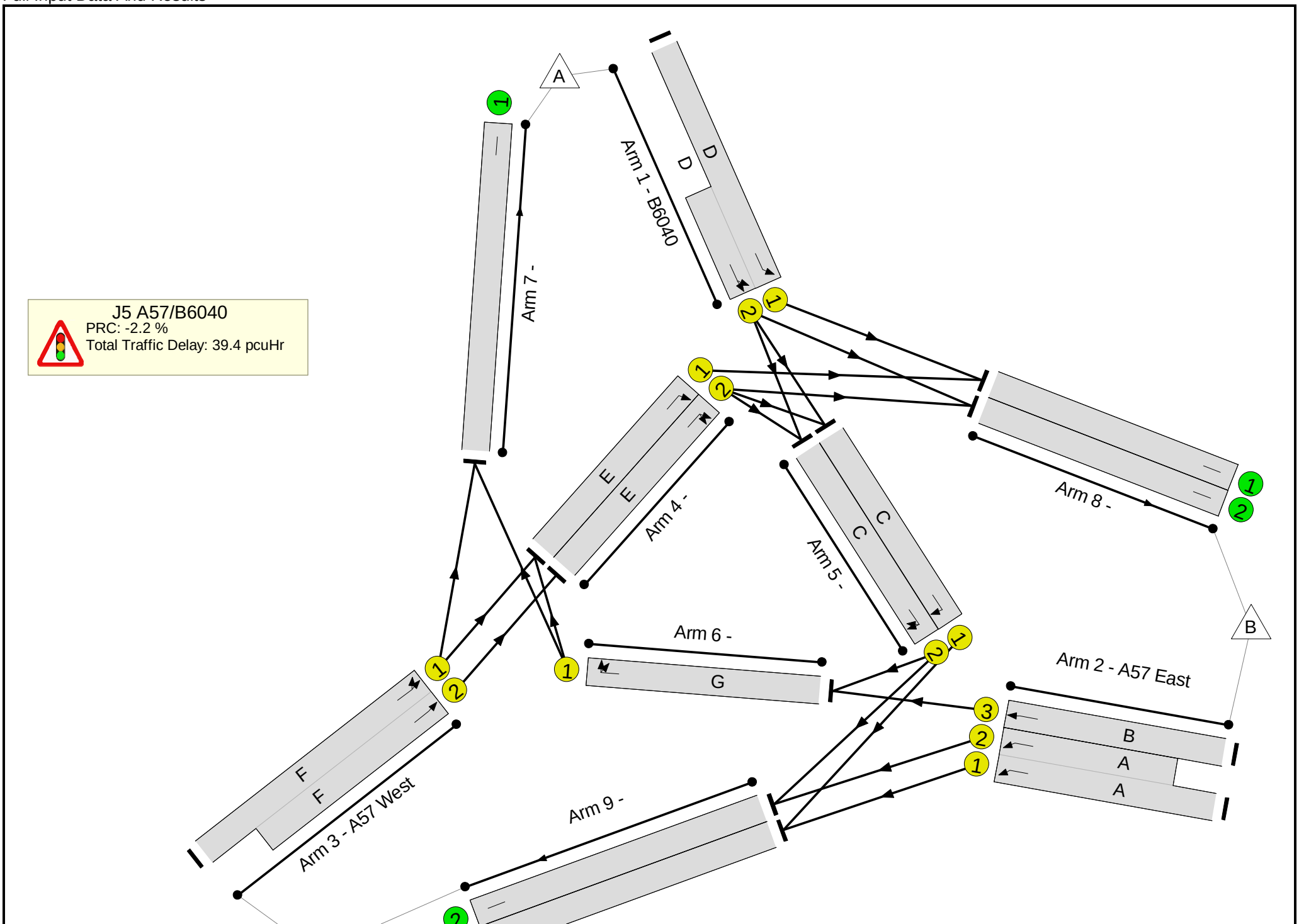
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.0%**
J5 A57/B6040	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.0%**
1/1+1/2	B6040 Ahead Left	U	N/A	N/A	D		1	10	-	531	1900:1900	290+290	91.3 : 91.6%
2/1+2/2	A57 East Ahead	U	N/A	N/A	A		1	43	-	1603	1900:1900	877+876	91.4 : 91.4%
2/3	A57 East Ahead	U	N/A	N/A	B		1	16	-	411	1900	449	91.6%
3/1+3/2	A57 West Ahead Left	U	N/A	N/A	F		1	32	-	1601	1900:1900	871+871	92.0 : 91.9%
4/1	Right	U	N/A	N/A	E		1	50	-	549	1900	1346	40.8%
4/2	Right Right2	U	N/A	N/A	E		1	50	-	800	1900	1346	59.4%
5/1	Right	U	N/A	N/A	C		1	17	-	122	1900	475	25.7%
5/2	Right Right2	U	N/A	N/A	C		1	17	-	123	1900	475	25.9%
6/1	Right Right2	U	N/A	N/A	G		1	28	-	411	1900	765	53.7%
7/1		U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**20.2**	**19.2**	**0.0**	**39.4**	**-**	**-**	**-**	**-**
J5 A57/B6040	**-**	**-**	**0**	**0**	**0**	**20.2**	**19.2**	**0.0**	**39.4**	**-**	**-**	**-**	**-**
1/1+1/2	531	531	-	-	-	4.4	4.5	-	9.0	60.8	5.2	4.5	9.7
2/1+2/2	1603	1603	-	-	-	4.2	5.0	-	9.2	20.6	10.7	5.0	15.7
2/3	411	411	-	-	-	3.1	4.4	-	7.5	65.6	8.0	4.4	12.4
3/1+3/2	1601	1601	-	-	-	8.1	5.3	-	13.4	30.2	14.9	5.3	20.2
4/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	122	122	-	-	-	0.2	0.0	-	0.2	5.1	0.2	0.0	0.2
5/2	123	123	-	-	-	0.2	0.0	-	0.2	5.1	0.2	0.0	0.2
6/1	411	411	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.2 Total Delay for Signalled Lanes (pcuHr): 39.40 Cycle Time (s): 72

PRC Over All Lanes (%): -2.2 Total Delay Over All Lanes(pcuHr): 39.40

Junction 6 - A1(T)/A57/A614

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 7.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\Bassetlaw Models\05 - Assessment Models
Report generation date: 08/11/2019 15:52:35

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV, PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - A1(T) Exit Slip	14.0	84.27	0.97	F	3.3	23.25	0.75	C	6.1	40.40	0.87	E
2 - Blyth Road	13.8	91.49	0.97	F	2.0	18.81	0.64	C	2.5	21.15	0.72	C
3 - A57	7.8	43.92	0.90	E	2.4	16.30	0.68	C	10.3	54.24	0.93	F
4 - Unnamed Access 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
6 - Unnamed Access 2	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
7 - A1 Bridge Crossing	1.5	6.80	0.58	A	0.8	5.03	0.39	A	0.9	4.99	0.46	A
	2037 Committed Only											
1 - A1(T) Exit Slip	50.4	243.19	1.13	F					29.2	145.31	1.05	F
2 - Blyth Road	23.8	142.05	1.03	F					5.6	41.28	0.86	E
3 - A57	42.5	176.10	1.08	F					217.6	941.38	1.41	F
4 - Unnamed Access 1	0.0	0.00	0.00	A					0.0	0.00	0.00	A
6 - Unnamed Access 2	0.0	0.00	0.00	A					0.0	0.00	0.00	A
7 - A1 Bridge Crossing	2.0	8.19	0.65	A					1.0	5.22	0.49	A
	2037 Committed + Allocated + Morton GV											
1 - A1(T) Exit Slip	278.3	1859.61	1.61	F					274.2	1700.63	1.66	F
2 - Blyth Road	469.0	3250.49	1.95	F					362.4	2347.03	1.76	F
3 - A57	642.6	2895.81	1.87	F					1572.2	7180.50	2.89	F
4 - Unnamed Access 1	0.0	0.00	0.00	A					0.0	0.00	0.00	A
6 - Unnamed Access 2	0.0	0.00	0.00	A					0.0	0.00	0.00	A
7 - A1 Bridge Crossing	1389.0	3415.84	1.99	F					69.9	151.01	1.08	F
	2037 Committed + Allocated + Gamston GV											
1 - A1(T) Exit Slip	1336.8	7006.18	3.14	F					555.4	2747.49	1.92	F
2 - Blyth Road	200.4	1291.51	1.49	F					14.3	93.02	0.98	F
3 - A57	597.8	2605.77	1.79	F					1501.6	6350.96	2.78	F
4 - Unnamed Access 1	0.0	0.00	0.00	A					0.0	0.00	0.00	A
6 - Unnamed Access 2	0.0	0.00	0.00	A					0.0	0.00	0.00	A
7 - A1 Bridge Crossing	5.2	16.71	0.83	C					1.3	6.00	0.56	A
	2037 Committed + Allocated + Morton GV Modal Shift											
1 - A1(T) Exit Slip	248.9	1669.70	1.58	F					173.8	982.37	1.46	F
2 - Blyth Road	347.1	2366.46	1.74	F					119.2	743.19	1.33	F
3 - A57	393.7	1789.32	1.60	F					1035.8	4700.62	2.30	F
4 - Unnamed Access 1	0.0	0.00	0.00	A					0.0	0.00	0.00	A
6 - Unnamed Access 2	0.0	0.00	0.00	A					0.0	0.00	0.00	A
7 - A1 Bridge Crossing	266.2	663.36	1.30	F					6.1	19.09	0.86	C
	2037 Committed + Allocated + Gamston GV Modal Shift											
1 - A1(T) Exit Slip	925.4	4888.12	2.57	F					434.9	2176.55	1.77	F
2 - Blyth Road	199.7	1285.25	1.49	F					14.2	92.68	0.98	F
3 - A57	452.2	1998.39	1.65	F					1231.8	5231.37	2.50	F
4 - Unnamed Access 1	0.0	0.00	0.00	A					0.0	0.00	0.00	A
6 - Unnamed Access 2	0.0	0.00	0.00	A					0.0	0.00	0.00	A
7 - A1 Bridge Crossing	5.2	16.79	0.83	C					1.3	6.02	0.56	A

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

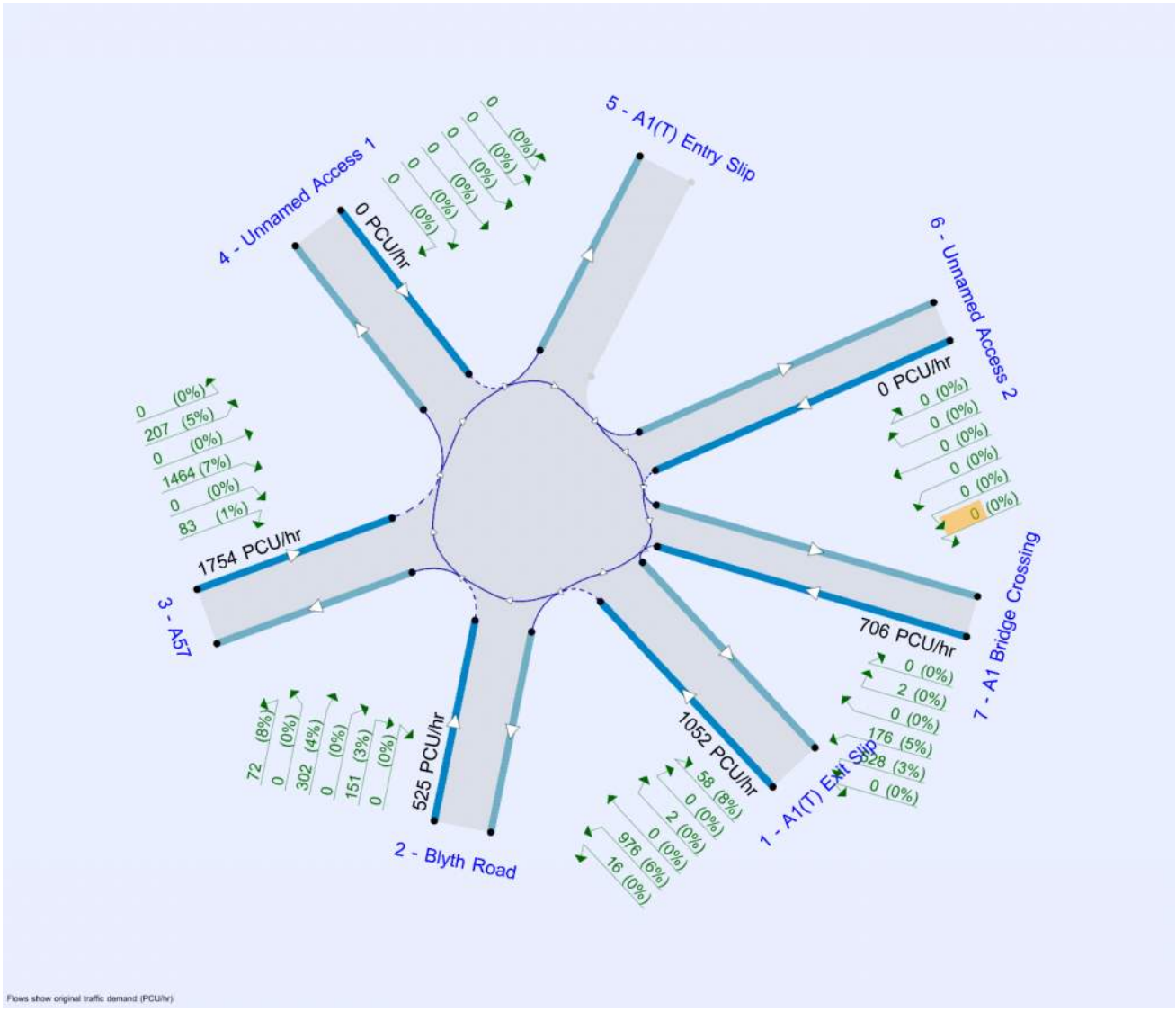
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base Survey	Inter Peak	ONE HOUR	11:00	12:30	15	✓
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	✓
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Base Survey, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	52.24	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1(T) Exit Slip	
2	Blyth Road	
3	A57	
4	Unnamed Access 1	
5	A1(T) Entry Slip	
6	Unnamed Access 2	
7	A1 Bridge Crossing	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A1(T) Exit Slip	6.10	8.70	4.4	62.8	83.2	27.0	
2 - Blyth Road	5.50	8.50	23.7	25.5	83.2	33.0	
3 - A57	4.10	8.00	17.0	29.2	83.2	18.0	
4 - Unnamed Access 1	3.00	3.00	0.0	3.0	83.2	21.0	
5 - A1(T) Entry Slip							✓
6 - Unnamed Access 2	3.00	3.00	0.0	3.0	83.2	27.0	
7 - A1 Bridge Crossing	4.70	5.70	10.9	23.8	83.2	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A1(T) Exit Slip	0.550	2214
2 - Blyth Road	0.554	2314
3 - A57	0.526	2033
4 - Unnamed Access 1	0.265	686
5 - A1(T) Entry Slip		
6 - Unnamed Access 2	0.257	667
7 - A1 Bridge Crossing	0.489	1763

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A1(T) Exit Slip	Percentage		37.00
2 - Blyth Road	Percentage		32.00
3 - A57	Percentage		44.00
7 - A1 Bridge Crossing	Percentage		80.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	567	100.000
2 - Blyth Road		ONE HOUR	✓	516	100.000
3 - A57		ONE HOUR	✓	619	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	33	431	0	2	0	101
	2 - Blyth Road	0	0	96	0	388	0	32
	3 - A57	0	52	0	0	57	0	510
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	454	264	0	14	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	13	8	0	0	0	8
	2 - Blyth Road	0	0	7	0	11	0	13
	3 - A57	0	13	0	0	30	0	9
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	8	12	0	50	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 - A1(T) Exit Slip	0.97	84.27	14.0	F	520	780
2 - Blyth Road	0.97	91.49	13.8	F	473	710
3 - A57	0.90	43.92	7.8	E	568	852
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.58	6.80	1.5	A	672	1008

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 - A1(T) Exit Slip	427	107	587	700	0.610	420	0	0.0	1.6	13.655	B
2 - Blyth Road	388	97	604	633	0.613	382	403	0.0	1.7	15.421	C
3 - A57	466	117	398	803	0.581	460	588	0.0	1.5	11.473	B
4 - Unnamed Access 1	0	0	858	458	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			516				341				
6 - Unnamed Access 2	0	0	516	534	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	551	138	39	1396	0.395	548	478	0.0	0.7	4.657	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 - A1(T) Exit Slip	510	127	703	676	0.754	504	0	1.6	3.0	21.948	C
2 - Blyth Road	464	116	724	612	0.758	458	483	1.7	3.1	24.888	C
3 - A57	556	139	477	784	0.710	552	705	1.5	2.6	16.898	C
4 - Unnamed Access 1	0	0	1029	413	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			620				410				
6 - Unnamed Access 2	0	0	620	507	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	658	165	46	1393	0.473	657	573	0.7	1.0	5.376	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 - A1(T) Exit Slip	624	156	860	644	0.969	594	0	3.0	10.7	56.915	F
2 - Blyth Road	568	142	865	587	0.968	539	589	3.1	10.3	61.210	F
3 - A57	682	170	562	765	0.891	665	842	2.6	6.7	35.207	E
4 - Unnamed Access 1	0	0	1227	361	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			743				484				
6 - Unnamed Access 2	0	0	743	475	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	806	201	56	1389	0.580	804	687	1.0	1.5	6.745	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 - A1(T) Exit Slip	624	156	863	644	0.970	611	0	10.7	14.0	84.269	F
2 - Blyth Road	568	142	882	584	0.973	554	592	10.3	13.8	91.488	F
3 - A57	682	170	578	761	0.896	677	858	6.7	7.8	43.920	E
4 - Unnamed Access 1	0	0	1255	353	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			758				497				
6 - Unnamed Access 2	0	0	758	471	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	806	201	57	1388	0.580	806	701	1.5	1.5	6.797	A

08:45 - 09:00

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 - A1(T) Exit Slip	510	127	708	675	0.755	551	0	14.0	3.7	38.146	E
2 - Blyth Road	464	116	769	604	0.768	502	490	13.8	4.2	47.237	E
3 - A57	556	139	522	774	0.719	575	750	7.8	3.0	21.723	C
4 - Unnamed Access 1	0	0	1097	395	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			652				445				
6 - Unnamed Access 2	0	0	652	499	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	658	165	48	1392	0.473	660	603	1.5	1.0	5.429	A

09:00 - 09:15

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 - A1(T) Exit Slip	427	107	592	699	0.611	435	0	3.7	1.8	15.169	C
2 - Blyth Road	388	97	619	631	0.616	398	407	4.2	1.9	17.688	C
3 - A57	466	117	413	799	0.583	472	604	3.0	1.6	12.414	B
4 - Unnamed Access 1	0	0	885	451	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			530				355				
6 - Unnamed Access 2	0	0	530	530	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	551	138	40	1395	0.395	552	491	1.0	0.7	4.705	A

2019 Base Survey, Inter Peak

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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	15.56	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base Survey	Inter Peak	ONE HOUR	11:00	12:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle 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 - A1(T) Exit Slip		ONE HOUR	✓	475	100.000
2 - Blyth Road		ONE HOUR	✓	360	100.000
3 - A57		ONE HOUR	✓	490	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	38	378	0	2	0	57
	2 - Blyth Road	0	0	35	0	252	0	73
	3 - A57	0	56	0	0	65	0	369
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	327	155	0	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	8	14	0	0	0	12
	2 - Blyth Road	0	0	9	0	18	0	27
	3 - A57	0	8	0	0	67	0	11
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	14	29	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 - A1(T) Exit Slip	0.75	23.25	3.3	C	436	654
2 - Blyth Road	0.64	18.81	2.0	C	330	496
3 - A57	0.68	16.30	2.4	C	450	674
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.39	5.03	0.8	A	451	677

Main Results for each time segment

11:00 - 11:15

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 - A1(T) Exit Slip	358	89	410	736	0.486	353	0	0.0	1.0	10.553	B
2 - Blyth Road	271	68	449	661	0.410	268	315	0.0	0.8	10.791	B
3 - A57	369	92	293	827	0.446	365	423	0.0	0.9	8.961	A
4 - Unnamed Access 1	0	0	658	511	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			413				245				
6 - Unnamed Access 2	0	0	413	560	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	370	93	42	1394	0.266	369	372	0.0	0.4	4.134	A

11:15 - 11:30

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 - A1(T) Exit Slip	427	107	492	719	0.594	425	0	1.0	1.6	13.742	B
2 - Blyth Road	324	81	539	645	0.502	322	378	0.8	1.2	13.192	B
3 - A57	440	110	353	813	0.542	439	509	0.9	1.3	11.086	B
4 - Unnamed Access 1	0	0	791	476	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			497				295				
6 - Unnamed Access 2	0	0	497	539	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	442	111	50	1391	0.318	442	447	0.4	0.5	4.472	A

11:30 - 11:45

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 - A1(T) Exit Slip	523	131	602	697	0.751	517	0	1.6	3.1	21.939	C
2 - Blyth Road	396	99	657	624	0.635	393	462	1.2	2.0	18.270	C
3 - A57	540	135	430	795	0.679	536	620	1.3	2.3	15.812	C
4 - Unnamed Access 1	0	0	966	430	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			606				359				
6 - Unnamed Access 2	0	0	606	511	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	542	135	61	1387	0.391	541	545	0.5	0.7	5.017	A

11:45 - 12:00

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 - A1(T) Exit Slip	523	131	603	696	0.751	522	0	3.1	3.3	23.245	C
2 - Blyth Road	396	99	662	623	0.636	396	463	2.0	2.0	18.806	C
3 - A57	540	135	434	794	0.679	539	625	2.3	2.4	16.299	C
4 - Unnamed Access 1	0	0	973	428	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			611				362				
6 - Unnamed Access 2	0	0	611	509	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	542	135	62	1387	0.391	542	549	0.7	0.8	5.026	A

12:00 - 12:15

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 - A1(T) Exit Slip	427	107	494	719	0.594	433	0	3.3	1.7	14.564	B
2 - Blyth Road	324	81	547	643	0.503	327	380	2.0	1.2	13.637	B
3 - A57	440	110	358	812	0.543	444	516	2.4	1.4	11.459	B
4 - Unnamed Access 1	0	0	802	473	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			504				299				
6 - Unnamed Access 2	0	0	504	537	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	442	111	51	1391	0.318	443	453	0.8	0.6	4.486	A

12:15 - 12:30

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 - A1(T) Exit Slip	358	89	413	735	0.487	360	0	1.7	1.1	10.941	B
2 - Blyth Road	271	68	456	660	0.411	273	318	1.2	0.8	11.092	B
3 - A57	369	92	298	826	0.447	371	430	1.4	1.0	9.199	A
4 - Unnamed Access 1	0	0	669	508	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			420				249				
6 - Unnamed Access 2	0	0	420	558	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	370	93	42	1394	0.266	371	378	0.6	0.4	4.154	A

2019 Base Survey, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	31.77	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	532	100.000
2 - Blyth Road		ONE HOUR	✓	401	100.000
3 - A57		ONE HOUR	✓	667	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	572	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	16	456	0	2	0	58
	2 - Blyth Road	0	0	41	0	253	0	107
	3 - A57	0	83	0	0	98	0	486
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	456	114	0	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	0	6	0	0	0	8
	2 - Blyth Road	0	0	8	0	4	0	3
	3 - A57	0	1	0	0	5	0	7
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	3	5	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 - A1(T) Exit Slip	0.87	40.40	6.1	E	488	732
2 - Blyth Road	0.72	21.15	2.5	C	368	552
3 - A57	0.93	54.24	10.3	F	612	918
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.46	4.99	0.9	A	525	787

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	401	100	490	719	0.557	395	0	0.0	1.3	11.605	B
2 - Blyth Road	302	75	470	657	0.460	298	415	0.0	0.9	10.359	B
3 - A57	502	126	314	822	0.611	496	455	0.0	1.6	11.473	B
4 - Unnamed Access 1	0	0	810	471	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			546				264				
6 - Unnamed Access 2	0	0	546	526	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	431	108	62	1387	0.311	429	484	0.0	0.5	3.879	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	478	120	588	700	0.684	475	0	1.3	2.2	16.705	C
2 - Blyth Road	360	90	565	640	0.563	359	498	0.9	1.3	13.232	B
3 - A57	600	150	377	807	0.743	595	546	1.6	2.9	17.510	C
4 - Unnamed Access 1	0	0	972	428	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			655				317				
6 - Unnamed Access 2	0	0	655	498	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	514	129	74	1382	0.372	514	581	0.5	0.6	4.284	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 - A1(T) Exit Slip	586	146	717	673	0.870	572	0	2.2	5.5	33.956	D
2 - Blyth Road	442	110	683	619	0.713	437	607	1.3	2.4	20.079	C
3 - A57	734	184	459	788	0.931	711	661	2.9	8.6	40.607	E
4 - Unnamed Access 1	0	0	1170	376	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			786				385				
6 - Unnamed Access 2	0	0	786	464	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	630	157	89	1376	0.458	629	697	0.6	0.9	4.972	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 - A1(T) Exit Slip	586	146	720	673	0.871	583	0	5.5	6.1	40.401	E
2 - Blyth Road	442	110	693	617	0.715	441	610	2.4	2.5	21.147	C
3 - A57	734	184	464	787	0.933	728	671	8.6	10.3	54.244	F
4 - Unnamed Access 1	0	0	1192	370	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			802				390				
6 - Unnamed Access 2	0	0	802	460	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	630	157	91	1375	0.458	630	711	0.9	0.9	4.991	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 - A1(T) Exit Slip	478	120	593	698	0.685	493	0	6.1	2.4	19.760	C
2 - Blyth Road	360	90	583	637	0.566	365	504	2.5	1.4	13.993	B
3 - A57	600	150	385	806	0.744	628	563	10.3	3.3	24.137	C
4 - Unnamed Access 1	0	0	1013	417	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			687				326				
6 - Unnamed Access 2	0	0	687	490	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	514	129	78	1380	0.373	515	608	0.9	0.6	4.309	A

18:00 - 18:15

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 - A1(T) Exit Slip	401	100	495	718	0.557	405	0	2.4	1.4	12.322	B
2 - Blyth Road	302	75	480	655	0.461	304	419	1.4	0.9	10.729	B
3 - A57	502	126	320	821	0.612	509	464	3.3	1.7	12.457	B
4 - Unnamed Access 1	0	0	829	466	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			559				269				
6 - Unnamed Access 2	0	0	559	523	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	431	108	63	1386	0.311	431	496	0.6	0.5	3.902	A

2037 Committed Only, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	134.78	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	641	100.000
2 - Blyth Road		ONE HOUR	✓	543	100.000
3 - A57		ONE HOUR	✓	747	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	824	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	33	505	0	2	0	101
	2 - Blyth Road	0	0	96	0	405	0	42
	3 - A57	0	53	0	0	57	0	637
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	527	283	0	14	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	13	8	0	0	0	8
	2 - Blyth Road	0	0	7	0	11	0	13
	3 - A57	0	13	0	0	30	0	9
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	8	12	0	50	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 - A1(T) Exit Slip	1.13	243.19	50.4	F	588	882
2 - Blyth Road	1.03	142.05	23.8	F	498	747
3 - A57	1.08	176.10	42.5	F	685	1028
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.65	8.19	2.0	A	756	1134

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 - A1(T) Exit Slip	483	121	656	686	0.704	473	0	0.0	2.4	17.611	C
2 - Blyth Road	409	102	671	621	0.658	401	458	0.0	2.0	17.450	C
3 - A57	562	141	416	798	0.704	552	655	0.0	2.5	15.633	C
4 - Unnamed Access 1	0	0	969	429	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			616				353				
6 - Unnamed Access 2	0	0	616	508	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	620	155	39	1395	0.445	617	577	0.0	0.9	5.059	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 - A1(T) Exit Slip	576	144	786	659	0.874	563	0	2.4	5.8	36.103	E
2 - Blyth Road	488	122	800	598	0.816	480	549	2.0	4.2	31.306	D
3 - A57	672	168	498	779	0.862	659	782	2.5	5.6	30.268	D
4 - Unnamed Access 1	0	0	1157	379	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			735				422				
6 - Unnamed Access 2	0	0	735	477	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	741	185	47	1392	0.532	739	688	0.9	1.2	6.043	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 - A1(T) Exit Slip	706	176	957	624	1.130	612	0	5.8	29.2	121.201	F
2 - Blyth Road	598	149	906	580	1.032	552	662	4.2	15.7	83.730	F
3 - A57	822	206	568	763	1.078	743	890	5.6	25.5	92.067	F
4 - Unnamed Access 1	0	0	1311	339	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			825				485				
6 - Unnamed Access 2	0	0	825	454	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	907	227	53	1390	0.653	904	773	1.2	2.0	8.085	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 - A1(T) Exit Slip	706	176	961	624	1.132	621	0	29.2	50.4	243.194	F
2 - Blyth Road	598	149	916	578	1.035	566	666	15.7	23.8	142.051	F
3 - A57	822	206	581	760	1.082	754	901	25.5	42.5	176.098	F
4 - Unnamed Access 1	0	0	1335	332	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			838				497				
6 - Unnamed Access 2	0	0	838	451	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	907	227	54	1390	0.653	907	785	2.0	2.0	8.190	A

08:45 - 09:00

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 - A1(T) Exit Slip	576	144	797	657	0.877	643	0	50.4	33.7	237.278	F
2 - Blyth Road	488	122	878	585	0.835	552	562	23.8	7.8	107.521	F
3 - A57	672	168	571	763	0.881	743	860	42.5	24.6	166.052	F
4 - Unnamed Access 1	0	0	1314	338	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			831				483				
6 - Unnamed Access 2	0	0	831	453	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	741	185	53	1390	0.533	744	778	2.0	1.3	6.151	A

09:00 - 09:15

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 - A1(T) Exit Slip	483	121	668	683	0.706	605	0	33.7	3.0	82.242	F
2 - Blyth Road	409	102	798	599	0.683	430	475	7.8	2.5	25.941	D
3 - A57	562	141	462	788	0.714	649	766	24.6	3.0	42.363	E
4 - Unnamed Access 1	0	0	1110	392	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			728				383				
6 - Unnamed Access 2	0	0	728	479	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	620	155	46	1393	0.445	622	682	1.3	0.9	5.141	A

2037 Committed Only, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	386.14	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	637	100.000
2 - Blyth Road		ONE HOUR	✓	471	100.000
3 - A57		ONE HOUR	✓	988	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	16	561	0	2	0	58
	2 - Blyth Road	0	0	42	0	298	0	131
	3 - A57	0	83	0	0	98	0	807
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	487	122	0	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	0	6	0	0	0	8
	2 - Blyth Road	0	0	8	0	4	0	3
	3 - A57	0	1	0	0	5	0	7
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	3	5	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 - A1(T) Exit Slip	1.05	145.31	29.2	F	585	877
2 - Blyth Road	0.86	41.28	5.6	E	432	648
3 - A57	1.41	941.38	217.6	F	907	1360
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.49	5.22	1.0	A	561	841

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	480	120	518	714	0.672	471	0	0.0	2.1	15.271	C
2 - Blyth Road	355	89	552	642	0.552	350	437	0.0	1.2	12.594	B
3 - A57	744	186	364	810	0.918	713	538	0.0	7.8	32.715	D
4 - Unnamed Access 1	0	0	1077	400	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			782				295				
6 - Unnamed Access 2	0	0	782	465	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	460	115	60	1387	0.332	458	722	0.0	0.5	3.996	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	573	143	614	694	0.825	564	0	2.1	4.3	27.477	D
2 - Blyth Road	423	106	661	623	0.680	420	517	1.2	2.1	18.136	C
3 - A57	888	222	437	793	1.119	781	643	7.8	34.5	113.373	F
4 - Unnamed Access 1	0	0	1219	363	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			872				347				
6 - Unnamed Access 2	0	0	872	442	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	549	137	66	1385	0.397	549	806	0.5	0.7	4.445	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 - A1(T) Exit Slip	701	175	736	669	1.048	644	0	4.3	18.7	81.743	F
2 - Blyth Road	519	130	764	605	0.857	507	616	2.1	5.0	34.697	D
3 - A57	1088	272	525	773	1.407	773	746	34.5	113.3	355.104	F
4 - Unnamed Access 1	0	0	1297	342	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			896				402				
6 - Unnamed Access 2	0	0	896	436	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	673	168	65	1385	0.486	672	831	0.7	1.0	5.206	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 - A1(T) Exit Slip	701	175	737	669	1.048	659	0	18.7	29.2	145.311	F
2 - Blyth Road	519	130	779	602	0.861	516	617	5.0	5.6	41.281	E
3 - A57	1088	272	534	771	1.411	771	761	113.3	192.5	714.975	F
4 - Unnamed Access 1	0	0	1305	340	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			898				407				
6 - Unnamed Access 2	0	0	898	435	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	673	168	65	1385	0.486	673	833	1.0	1.0	5.221	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 - A1(T) Exit Slip	573	143	617	694	0.826	662	0	29.2	7.0	102.839	F
2 - Blyth Road	423	106	757	606	0.699	435	522	5.6	2.6	23.237	C
3 - A57	888	222	461	788	1.127	788	731	192.5	217.6	931.916	F
4 - Unnamed Access 1	0	0	1249	355	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			891				357				
6 - Unnamed Access 2	0	0	891	437	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	549	137	66	1385	0.397	550	825	1.0	0.7	4.468	A

18:00 - 18:15

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 - A1(T) Exit Slip	480	120	528	712	0.674	498	0	7.0	2.3	19.274	C
2 - Blyth Road	355	89	579	638	0.556	360	447	2.6	1.3	13.697	B
3 - A57	744	186	376	808	0.921	804	563	217.6	202.6	941.378	F
4 - Unnamed Access 1	0	0	1180	373	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			869				310				
6 - Unnamed Access 2	0	0	869	443	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	460	115	68	1384	0.332	461	802	0.7	0.5	4.033	A

2037 Committed + Allocated + Morton GV, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	3046.72	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	773	100.000
2 - Blyth Road		ONE HOUR	✓	882	100.000
3 - A57		ONE HOUR	✓	1301	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	2531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	33	600	0	2	0	138
	2 - Blyth Road	0	0	241	0	433	0	208
	3 - A57	0	53	0	0	96	0	1152
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	972	1393	0	166	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	13	8	0	0	0	8
	2 - Blyth Road	0	0	7	0	11	0	13
	3 - A57	0	13	0	0	30	0	9
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	8	12	0	50	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 - A1(T) Exit Slip	1.61	1859.61	278.3	F	709	1064
2 - Blyth Road	1.95	3250.49	469.0	F	809	1214
3 - A57	1.87	2895.81	642.6	F	1194	1791
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	1.99	3415.84	1389.0	F	2322	3484

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 - A1(T) Exit Slip	582	145	1417	531	1.096	503	0	0.0	19.7	88.193	F
2 - Blyth Road	664	166	1336	503	1.319	491	585	0.0	43.3	172.557	F
3 - A57	979	245	539	770	1.272	755	1288	0.0	56.1	143.883	F
4 - Unnamed Access 1	0	0	1294	343	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			905				389				
6 - Unnamed Access 2	0	0	905	434	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1905	476	31	1399	1.362	1387	874	0.0	129.7	173.455	F

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 - A1(T) Exit Slip	695	174	1430	528	1.315	527	0	19.7	61.7	294.717	F
2 - Blyth Road	793	198	1366	498	1.592	498	591	43.3	117.1	593.331	F
3 - A57	1170	292	549	768	1.524	767	1314	56.1	156.7	508.531	F
4 - Unnamed Access 1	0	0	1316	337	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			922				394				
6 - Unnamed Access 2	0	0	922	429	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	2275	569	31	1398	1.627	1398	891	129.7	348.9	621.032	F

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 - A1(T) Exit Slip	851	213	1430	528	1.611	528	0	61.7	142.5	707.744	F
2 - Blyth Road	971	243	1367	498	1.951	498	591	117.1	235.4	1285.034	F
3 - A57	1432	358	549	768	1.866	768	1316	156.7	322.9	1131.856	F
4 - Unnamed Access 1	0	0	1317	337	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			923				394				
6 - Unnamed Access 2	0	0	923	429	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	2787	697	31	1398	1.993	1398	891	348.9	696.0	1348.828	F

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 - A1(T) Exit Slip	851	213	1430	528	1.611	528	0	142.5	223.2	1255.865	F
2 - Blyth Road	971	243	1367	498	1.951	498	591	235.4	353.7	2139.599	F
3 - A57	1432	358	549	768	1.866	768	1316	322.9	489.1	1910.705	F
4 - Unnamed Access 1	0	0	1317	337	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			923				394				
6 - Unnamed Access 2	0	0	923	429	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	2787	697	31	1398	1.993	1398	891	696.0	1043.1	2241.868	F

08:45 - 09:00

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 - A1(T) Exit Slip	695	174	1430	528	1.315	528	0	223.2	264.9	1672.133	F
2 - Blyth Road	793	198	1367	498	1.593	498	591	353.7	427.5	2833.716	F
3 - A57	1170	292	549	768	1.524	768	1316	489.1	589.6	2535.951	F
4 - Unnamed Access 1	0	0	1317	337	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			923				394				
6 - Unnamed Access 2	0	0	923	429	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	2275	569	31	1398	1.627	1398	891	1043.1	1262.3	2970.592	F

09:00 - 09:15

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 - A1(T) Exit Slip	582	145	1430	528	1.102	528	0	264.9	278.3	1859.605	F
2 - Blyth Road	664	166	1367	498	1.334	498	591	427.5	469.0	3250.492	F
3 - A57	979	245	549	768	1.276	768	1316	589.6	642.6	2895.806	F
4 - Unnamed Access 1	0	0	1317	337	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			923				394				
6 - Unnamed Access 2	0	0	923	429	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1905	476	31	1398	1.363	1398	891	1262.3	1389.0	3415.844	F

2037 Committed + Allocated + Morton GV, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	3537.38	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	796	100.000
2 - Blyth Road		ONE HOUR	✓	843	100.000
3 - A57		ONE HOUR	✓	1953	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	1373	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	16	643	0	2	0	135
	2 - Blyth Road	0	0	72	0	302	0	469
	3 - A57	0	83	0	0	207	0	1663
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	700	600	0	73	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	0	6	0	0	0	8
	2 - Blyth Road	0	0	8	0	4	0	3
	3 - A57	0	1	0	0	5	0	7
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	3	5	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 - A1(T) Exit Slip	1.66	1700.63	274.2	F	730	1096
2 - Blyth Road	1.76	2347.03	362.4	F	774	1160
3 - A57	2.89	7180.50	1572.2	F	1792	2688
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	1.08	151.01	69.9	F	1260	1890

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	599	150	1054	605	0.991	553	0	0.0	11.5	54.484	F
2 - Blyth Road	635	159	1043	555	1.143	533	564	0.0	25.3	101.502	F
3 - A57	1470	368	637	747	1.968	743	939	0.0	181.9	446.899	F
4 - Unnamed Access 1	0	0	1380	320	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			1055				326				
6 - Unnamed Access 2	0	0	1055	395	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1034	258	32	1398	0.739	1022	1023	0.0	2.8	9.662	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	716	179	1251	565	1.267	561	0	11.5	50.0	217.199	F
2 - Blyth Road	758	189	1148	537	1.412	536	664	25.3	80.8	372.503	F
3 - A57	1756	439	652	744	2.360	744	1032	181.9	434.9	1497.940	F
4 - Unnamed Access 1	0	0	1395	316	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			1058				337				
6 - Unnamed Access 2	0	0	1058	394	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1234	309	32	1398	0.883	1219	1027	2.8	6.6	19.322	C

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 - A1(T) Exit Slip	876	219	1408	533	1.645	532	0	50.0	136.0	642.680	F
2 - Blyth Road	928	232	1197	528	1.758	528	744	80.8	180.8	903.002	F
3 - A57	2150	538	648	745	2.887	745	1077	434.9	786.3	2957.492	F
4 - Unnamed Access 1	0	0	1392	317	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			1050				343				
6 - Unnamed Access 2	0	0	1050	396	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1512	378	32	1398	1.081	1377	1018	6.6	40.4	72.740	F

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 - A1(T) Exit Slip	876	219	1425	529	1.656	529	0	136.0	222.8	1230.462	F
2 - Blyth Road	928	232	1202	527	1.761	527	753	180.8	281.1	1586.159	F
3 - A57	2150	538	647	745	2.887	745	1082	786.3	1137.6	4661.448	F
4 - Unnamed Access 1	0	0	1392	317	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			1049				343				
6 - Unnamed Access 2	0	0	1049	397	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1512	378	32	1398	1.081	1394	1017	40.4	69.9	151.015	F

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 - A1(T) Exit Slip	716	179	1410	532	1.344	532	0	222.8	268.6	1610.798	F
2 - Blyth Road	758	189	1197	528	1.435	528	745	281.1	338.5	2095.034	F
3 - A57	1756	439	648	745	2.358	745	1077	1137.6	1390.4	6126.378	F
4 - Unnamed Access 1	0	0	1392	317	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			1050				343				
6 - Unnamed Access 2	0	0	1050	396	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1234	309	32	1398	0.883	1378	1018	69.9	34.0	138.412	F

18:00 - 18:15

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 - A1(T) Exit Slip	599	150	1189	577	1.038	577	0	268.6	274.2	1700.629	F
2 - Blyth Road	635	159	1133	539	1.177	539	633	338.5	362.4	2347.028	F
3 - A57	1470	368	654	743	1.978	743	1018	1390.4	1572.2	7180.496	F
4 - Unnamed Access 1	0	0	1397	316	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			1062				335				
6 - Unnamed Access 2	0	0	1062	393	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1034	258	32	1398	0.739	1157	1031	34.0	3.1	23.622	C

2037 Committed + Allocated + Gamston GV, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	3348.57	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	1641	100.000
2 - Blyth Road		ONE HOUR	✓	736	100.000
3 - A57		ONE HOUR	✓	1301	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	1057	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	33	1505	0	2	0	101
	2 - Blyth Road	0	0	241	0	433	0	62
	3 - A57	0	53	0	0	96	0	1152
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	558	485	0	14	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	13	8	0	0	0	8
	2 - Blyth Road	0	0	7	0	11	0	13
	3 - A57	0	13	0	0	30	0	9
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	8	12	0	50	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 - A1(T) Exit Slip	3.14	7006.18	1336.8	F	1506	2259
2 - Blyth Road	1.49	1291.51	200.4	F	675	1013
3 - A57	1.79	2605.77	597.8	F	1194	1791
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.83	16.71	5.2	C	970	1455

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 - A1(T) Exit Slip	1235	309	822	652	1.895	647	0	0.0	147.1	425.327	F
2 - Blyth Road	554	139	1007	562	0.986	510	462	0.0	10.9	56.749	F
3 - A57	979	245	394	803	1.219	786	1123	0.0	48.5	122.012	F
4 - Unnamed Access 1	0	0	1180	373	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			810				369				
6 - Unnamed Access 2	0	0	810	458	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	796	199	32	1398	0.569	790	778	0.0	1.4	6.464	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 - A1(T) Exit Slip	1475	369	979	620	2.380	620	0	147.1	360.9	1556.439	F
2 - Blyth Road	662	165	1054	553	1.196	548	545	10.9	39.3	184.451	F
3 - A57	1170	292	420	797	1.467	797	1182	48.5	141.6	438.841	F
4 - Unnamed Access 1	0	0	1217	363	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			823				395				
6 - Unnamed Access 2	0	0	823	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	950	238	32	1398	0.680	947	790	1.4	2.3	8.727	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 - A1(T) Exit Slip	1807	452	1185	578	3.126	578	0	360.9	668.1	3212.429	F
2 - Blyth Road	810	203	1111	543	1.491	543	653	39.3	106.2	495.753	F
3 - A57	1432	358	417	798	1.795	798	1237	141.6	300.2	1003.579	F
4 - Unnamed Access 1	0	0	1215	364	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			821				394				
6 - Unnamed Access 2	0	0	821	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1164	291	33	1398	0.832	1153	788	2.3	5.0	15.529	C

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 - A1(T) Exit Slip	1807	452	1195	576	3.137	576	0	668.1	975.8	4707.926	F
2 - Blyth Road	810	203	1113	543	1.493	543	658	106.2	173.1	927.609	F
3 - A57	1432	358	417	798	1.794	798	1240	300.2	458.7	1717.601	F
4 - Unnamed Access 1	0	0	1215	364	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			821				394				
6 - Unnamed Access 2	0	0	821	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1164	291	33	1398	0.832	1163	788	5.0	5.2	16.710	C

08:45 - 09:00

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 - A1(T) Exit Slip	1475	369	994	617	2.391	617	0	975.8	1190.4	6052.047	F
2 - Blyth Road	662	165	1058	553	1.197	552	552	173.1	200.4	1221.604	F
3 - A57	1170	292	423	797	1.468	797	1188	458.7	551.9	2290.560	F
4 - Unnamed Access 1	0	0	1220	363	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			822				397				
6 - Unnamed Access 2	0	0	822	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	950	238	32	1398	0.680	961	790	5.2	2.4	9.309	A

09:00 - 09:15

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 - A1(T) Exit Slip	1235	309	832	650	1.901	650	0	1190.4	1336.8	7006.180	F
2 - Blyth Road	554	139	1014	560	0.989	557	468	200.4	199.6	1291.510	F
3 - A57	979	245	426	796	1.230	796	1145	551.9	597.8	2605.768	F
4 - Unnamed Access 1	0	0	1222	362	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			824				398				
6 - Unnamed Access 2	0	0	824	454	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	796	199	32	1398	0.569	799	792	2.4	1.5	6.669	A

2037 Committed + Allocated + Gamston GV, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	3603.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	1142	100.000
2 - Blyth Road		ONE HOUR	✓	525	100.000
3 - A57		ONE HOUR	✓	1951	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	16	1066	0	2	0	58
	2 - Blyth Road	0	0	72	0	302	0	151
	3 - A57	0	83	0	0	207	0	1661
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	528	176	0	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	0	6	0	0	0	8
	2 - Blyth Road	0	0	8	0	4	0	3
	3 - A57	0	1	0	0	5	0	7
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	3	5	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 - A1(T) Exit Slip	1.92	2747.49	555.4	F	1048	1572
2 - Blyth Road	0.98	93.02	14.3	F	482	723
3 - A57	2.78	6350.96	1501.6	F	1790	2685
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.56	6.00	1.3	A	648	972

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	860	215	563	705	1.220	688	0	0.0	43.0	124.901	F
2 - Blyth Road	395	99	811	596	0.663	388	439	0.0	1.9	17.381	C
3 - A57	1469	367	372	809	1.817	803	827	0.0	166.3	381.151	F
4 - Unnamed Access 1	0	0	1175	374	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			865				311				
6 - Unnamed Access 2	0	0	865	444	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	532	133	34	1397	0.380	529	830	0.0	0.6	4.278	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	1027	257	668	683	1.502	683	0	43.0	129.0	471.598	F
2 - Blyth Road	472	118	833	593	0.796	465	517	1.9	3.6	28.054	D
3 - A57	1754	438	439	793	2.212	793	859	166.3	406.6	1326.105	F
4 - Unnamed Access 1	0	0	1232	359	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			877				355				
6 - Unnamed Access 2	0	0	877	441	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	635	159	34	1397	0.454	634	844	0.6	0.9	4.871	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 - A1(T) Exit Slip	1257	314	809	655	1.921	655	0	129.0	279.7	1127.093	F
2 - Blyth Road	578	145	841	591	0.978	549	622	3.6	10.8	63.261	F
3 - A57	2148	537	510	777	2.766	777	880	406.6	749.5	2685.440	F
4 - Unnamed Access 1	0	0	1287	345	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			885				402				
6 - Unnamed Access 2	0	0	885	439	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	777	194	33	1398	0.556	776	852	0.9	1.3	5.970	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 - A1(T) Exit Slip	1257	314	810	654	1.922	654	0	279.7	430.5	1960.819	F
2 - Blyth Road	578	145	841	591	0.978	564	623	10.8	14.3	93.022	F
3 - A57	2148	537	523	774	2.777	774	882	749.5	1093.1	4184.629	F
4 - Unnamed Access 1	0	0	1297	342	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			887				410				
6 - Unnamed Access 2	0	0	887	438	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	777	194	33	1398	0.556	777	854	1.3	1.3	6.003	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 - A1(T) Exit Slip	1027	257	670	683	1.503	683	0	430.5	516.4	2454.839	F
2 - Blyth Road	472	118	834	592	0.797	510	519	14.3	4.8	54.261	F
3 - A57	1754	438	478	784	2.237	784	866	1093.1	1335.6	5460.505	F
4 - Unnamed Access 1	0	0	1262	351	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			882				380				
6 - Unnamed Access 2	0	0	882	439	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	635	159	33	1398	0.454	636	849	1.3	0.9	4.905	A

18:00 - 18:15

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 - A1(T) Exit Slip	860	215	567	704	1.222	704	0	516.4	555.4	2747.488	F
2 - Blyth Road	395	99	828	593	0.666	406	442	4.8	2.2	20.946	C
3 - A57	1469	367	388	805	1.825	805	845	1335.6	1501.6	6350.957	F
4 - Unnamed Access 1	0	0	1193	370	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			872				321				
6 - Unnamed Access 2	0	0	872	442	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	532	133	34	1397	0.380	532	838	0.9	0.6	4.311	A

2037 Committed + Allocated + Morton GV Modal Shift, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	1448.46	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	755	100.000
2 - Blyth Road		ONE HOUR	✓	809	100.000
3 - A57		ONE HOUR	✓	1127	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	1648	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	33	600	0	2	0	120
	2 - Blyth Road	0	0	241	0	433	0	135
	3 - A57	0	53	0	0	96	0	978
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	718	854	0	76	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	13	8	0	0	0	8
	2 - Blyth Road	0	0	7	0	11	0	13
	3 - A57	0	13	0	0	30	0	9
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	8	12	0	50	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 - A1(T) Exit Slip	1.58	1669.70	248.9	F	693	1039
2 - Blyth Road	1.74	2366.46	347.1	F	742	1114
3 - A57	1.60	1789.32	393.7	F	1034	1551
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	1.30	663.36	266.2	F	1512	2268

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 - A1(T) Exit Slip	568	142	1247	566	1.005	520	0	0.0	12.2	60.657	F
2 - Blyth Road	609	152	1181	531	1.147	509	586	0.0	25.1	106.012	F
3 - A57	848	212	497	780	1.088	747	1192	0.0	25.4	75.387	F
4 - Unnamed Access 1	0	0	1244	356	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			851				393				
6 - Unnamed Access 2	0	0	851	448	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1241	310	35	1397	0.888	1212	816	0.0	7.3	19.355	C

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 - A1(T) Exit Slip	679	170	1406	533	1.273	530	0	12.2	49.4	227.616	F
2 - Blyth Road	727	182	1280	513	1.417	512	656	25.1	78.8	380.952	F
3 - A57	1013	253	509	777	1.304	775	1283	25.4	84.8	268.058	F
4 - Unnamed Access 1	0	0	1284	346	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			879				405				
6 - Unnamed Access 2	0	0	879	440	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1482	370	36	1396	1.061	1369	843	7.3	35.4	68.082	F

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 - A1(T) Exit Slip	831	208	1432	528	1.575	528	0	49.4	125.3	608.319	F
2 - Blyth Road	891	223	1292	511	1.743	511	667	78.8	173.7	900.847	F
3 - A57	1241	310	508	777	1.597	777	1295	84.8	200.8	670.119	F
4 - Unnamed Access 1	0	0	1285	345	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			880				405				
6 - Unnamed Access 2	0	0	880	440	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1814	454	37	1396	1.299	1395	843	35.4	140.2	234.341	F

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 - A1(T) Exit Slip	831	208	1433	528	1.575	528	0	125.3	201.2	1123.726	F
2 - Blyth Road	891	223	1292	511	1.743	511	668	173.7	268.6	1567.940	F
3 - A57	1241	310	508	777	1.597	777	1295	200.8	316.8	1206.086	F
4 - Unnamed Access 1	0	0	1285	345	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			880				405				
6 - Unnamed Access 2	0	0	880	440	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1814	454	37	1396	1.299	1396	843	140.2	244.8	501.694	F

08:45 - 09:00

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 - A1(T) Exit Slip	679	170	1433	528	1.286	528	0	201.2	239.0	1509.552	F
2 - Blyth Road	727	182	1292	511	1.423	511	668	268.6	322.7	2091.173	F
3 - A57	1013	253	508	777	1.304	777	1295	316.8	375.8	1611.149	F
4 - Unnamed Access 1	0	0	1285	345	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			880				405				
6 - Unnamed Access 2	0	0	880	440	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1482	370	37	1396	1.061	1396	843	244.8	266.2	663.359	F

09:00 - 09:15

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 - A1(T) Exit Slip	568	142	1427	529	1.075	529	0	239.0	248.9	1669.702	F
2 - Blyth Road	609	152	1290	511	1.191	511	665	322.7	347.1	2366.464	F
3 - A57	848	212	509	777	1.092	777	1293	375.8	393.7	1789.320	F
4 - Unnamed Access 1	0	0	1285	345	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			880				405				
6 - Unnamed Access 2	0	0	880	440	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1241	310	37	1396	0.889	1391	844	266.2	228.7	640.941	F

2037 Committed + Allocated + Morton GV Modal Shift, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	2119.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	753	100.000
2 - Blyth Road		ONE HOUR	✓	664	100.000
3 - A57		ONE HOUR	✓	1576	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	1094	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	16	643	0	2	0	92
	2 - Blyth Road	0	0	72	0	302	0	290
	3 - A57	0	83	0	0	207	0	1286
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	622	428	0	44	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	0	6	0	0	0	8
	2 - Blyth Road	0	0	8	0	4	0	3
	3 - A57	0	1	0	0	5	0	7
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	3	5	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 - A1(T) Exit Slip	1.46	982.37	173.8	F	691	1036
2 - Blyth Road	1.33	743.19	119.2	F	609	914
3 - A57	2.30	4700.62	1035.8	F	1446	2169
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.86	19.09	6.1	C	1004	1506

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	567	142	858	645	0.880	544	0	0.0	5.7	32.858	D
2 - Blyth Road	500	125	885	583	0.857	480	517	0.0	4.9	32.075	D
3 - A57	1186	297	529	772	1.537	764	837	0.0	105.5	256.999	F
4 - Unnamed Access 1	0	0	1294	343	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			940				353				
6 - Unnamed Access 2	0	0	940	425	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	824	206	40	1395	0.590	818	900	0.0	1.5	6.402	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	677	169	1020	612	1.107	598	0	5.7	25.6	113.896	F
2 - Blyth Road	597	149	1008	562	1.063	542	610	4.9	18.6	97.173	F
3 - A57	1417	354	597	756	1.873	756	952	105.5	270.6	904.293	F
4 - Unnamed Access 1	0	0	1354	327	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			967				387				
6 - Unnamed Access 2	0	0	967	418	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	983	246	40	1395	0.705	980	927	1.5	2.4	8.901	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 - A1(T) Exit Slip	829	207	1231	569	1.458	568	0	25.6	90.9	383.119	F
2 - Blyth Road	731	183	1070	551	1.328	549	729	18.6	64.1	286.734	F
3 - A57	1735	434	608	754	2.302	754	1011	270.6	516.0	1884.437	F
4 - Unnamed Access 1	0	0	1362	325	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			964				398				
6 - Unnamed Access 2	0	0	964	418	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1205	301	40	1395	0.863	1191	924	2.4	5.8	17.228	C

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 - A1(T) Exit Slip	829	207	1243	566	1.464	566	0	90.9	156.6	770.572	F
2 - Blyth Road	731	183	1073	550	1.329	550	736	64.1	109.5	576.628	F
3 - A57	1735	434	609	754	2.302	754	1014	516.0	761.3	3059.345	F
4 - Unnamed Access 1	0	0	1363	325	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			964				399				
6 - Unnamed Access 2	0	0	964	418	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1205	301	40	1395	0.863	1203	924	5.8	6.1	19.089	C

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 - A1(T) Exit Slip	677	169	1037	608	1.113	608	0	156.6	173.8	982.371	F
2 - Blyth Road	597	149	1025	558	1.069	558	620	109.5	119.2	743.188	F
3 - A57	1417	354	613	753	1.882	753	970	761.3	927.4	4044.263	F
4 - Unnamed Access 1	0	0	1366	324	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			972				394				
6 - Unnamed Access 2	0	0	972	416	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	983	246	40	1395	0.705	998	932	6.1	2.6	9.701	A

18:00 - 18:15

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 - A1(T) Exit Slip	567	142	867	643	0.882	639	0	173.8	155.9	929.613	F
2 - Blyth Road	500	125	982	566	0.883	561	524	119.2	103.9	716.336	F
3 - A57	1186	297	613	753	1.576	753	930	927.4	1035.8	4700.622	F
4 - Unnamed Access 1	0	0	1366	324	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			977				389				
6 - Unnamed Access 2	0	0	977	415	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	824	206	40	1395	0.590	828	937	2.6	1.5	6.622	A

2037 Committed + Allocated + Gamston GV Modal Shift, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	2288.72	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	1341	100.000
2 - Blyth Road		ONE HOUR	✓	736	100.000
3 - A57		ONE HOUR	✓	1191	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	1057	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	33	1205	0	2	0	101
	2 - Blyth Road	0	0	241	0	433	0	62
	3 - A57	0	53	0	0	96	0	1042
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	558	485	0	14	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	13	8	0	0	0	8
	2 - Blyth Road	0	0	7	0	11	0	13
	3 - A57	0	13	0	0	30	0	9
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	8	12	0	50	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 - A1(T) Exit Slip	2.57	4888.12	925.4	F	1231	1846
2 - Blyth Road	1.49	1285.25	199.7	F	675	1013
3 - A57	1.65	1998.39	452.2	F	1093	1639
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.83	16.79	5.2	C	970	1455

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 - A1(T) Exit Slip	1010	252	824	651	1.550	644	0	0.0	91.5	268.412	F
2 - Blyth Road	554	139	1001	563	0.985	511	467	0.0	10.8	56.255	F
3 - A57	897	224	404	801	1.119	773	1108	0.0	30.8	84.952	F
4 - Unnamed Access 1	0	0	1177	374	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			803				374				
6 - Unnamed Access 2	0	0	803	460	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	796	199	34	1397	0.570	790	768	0.0	1.4	6.474	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 - A1(T) Exit Slip	1206	301	982	619	1.947	619	0	91.5	238.0	1007.198	F
2 - Blyth Road	662	165	1051	554	1.194	549	550	10.8	39.1	183.103	F
3 - A57	1071	268	429	795	1.346	794	1171	30.8	99.9	307.367	F
4 - Unnamed Access 1	0	0	1223	362	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			823				400				
6 - Unnamed Access 2	0	0	823	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	950	238	35	1397	0.680	947	788	1.4	2.3	8.749	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 - A1(T) Exit Slip	1476	369	1188	577	2.557	577	0	238.0	462.8	2181.787	F
2 - Blyth Road	810	203	1107	544	1.490	543	658	39.1	105.8	493.158	F
3 - A57	1311	328	425	796	1.647	796	1226	99.9	228.7	750.639	F
4 - Unnamed Access 1	0	0	1221	362	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			821				400				
6 - Unnamed Access 2	0	0	821	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1164	291	35	1397	0.833	1153	786	2.3	5.0	15.596	C

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 - A1(T) Exit Slip	1476	369	1198	575	2.566	575	0	462.8	688.1	3345.494	F
2 - Blyth Road	810	203	1110	543	1.491	543	663	105.8	172.6	923.667	F
3 - A57	1311	328	425	796	1.647	796	1228	228.7	357.4	1331.524	F
4 - Unnamed Access 1	0	0	1221	362	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			821				400				
6 - Unnamed Access 2	0	0	821	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	1164	291	35	1397	0.833	1163	786	5.0	5.2	16.788	C

08:45 - 09:00

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 - A1(T) Exit Slip	1206	301	997	616	1.956	616	0	688.1	835.4	4275.773	F
2 - Blyth Road	662	165	1055	553	1.196	553	558	172.6	199.7	1216.437	F
3 - A57	1071	268	432	795	1.347	795	1176	357.4	426.4	1782.761	F
4 - Unnamed Access 1	0	0	1227	361	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			824				403				
6 - Unnamed Access 2	0	0	824	455	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	950	238	35	1397	0.680	961	788	5.2	2.4	9.337	A

09:00 - 09:15

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 - A1(T) Exit Slip	1010	252	835	649	1.555	649	0	835.4	925.4	4888.115	F
2 - Blyth Road	554	139	1011	561	0.988	558	473	199.7	198.7	1285.252	F
3 - A57	897	224	436	794	1.130	794	1133	426.4	452.2	1998.389	F
4 - Unnamed Access 1	0	0	1230	360	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			826				404				
6 - Unnamed Access 2	0	0	826	454	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	796	199	35	1397	0.570	799	790	2.4	1.5	6.684	A

2037 Committed + Allocated + Gamston GV Modal Shift, 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	A614/Blyth Road/A57/A1(T)	Standard Roundabout		1, 2, 3, 4, 5, 6, 7	2853.22	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A1(T) Exit Slip		ONE HOUR	✓	1052	100.000
2 - Blyth Road		ONE HOUR	✓	525	100.000
3 - A57		ONE HOUR	✓	1754	100.000
4 - Unnamed Access 1		ONE HOUR	✓	0	100.000
5 - A1(T) Entry Slip					
6 - Unnamed Access 2		ONE HOUR	✓	0	100.000
7 - A1 Bridge Crossing		ONE HOUR	✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	16	976	0	2	0	58
	2 - Blyth Road	0	0	72	0	302	0	151
	3 - A57	0	83	0	0	207	0	1464
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	528	176	0	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To						
		1 - A1(T) Exit Slip	2 - Blyth Road	3 - A57	4 - Unnamed Access 1	5 - A1(T) Entry Slip	6 - Unnamed Access 2	7 - A1 Bridge Crossing
From	1 - A1(T) Exit Slip	0	0	6	0	0	0	8
	2 - Blyth Road	0	0	8	0	4	0	3
	3 - A57	0	1	0	0	5	0	7
	4 - Unnamed Access 1	0	0	0	0	0	0	0
	5 - A1(T) Entry Slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	6 - Unnamed Access 2	0	0	0	0	0	0	0
	7 - A1 Bridge Crossing	0	3	5	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 - A1(T) Exit Slip	1.77	2176.55	434.9	F	965	1448
2 - Blyth Road	0.98	92.68	14.2	F	482	723
3 - A57	2.50	5231.37	1231.8	F	1610	2414
4 - Unnamed Access 1	0.00	0.00	0.0	A	0	0
5 - A1(T) Entry Slip						
6 - Unnamed Access 2	0.00	0.00	0.0	A	0	0
7 - A1 Bridge Crossing	0.56	6.02	1.3	A	648	972

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	792	198	567	704	1.125	678	0	0.0	28.4	89.539	F
2 - Blyth Road	395	99	801	598	0.661	388	444	0.0	1.9	17.251	C
3 - A57	1321	330	375	808	1.634	801	814	0.0	129.8	299.639	F
4 - Unnamed Access 1	0	0	1176	374	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			856				320				
6 - Unnamed Access 2	0	0	856	446	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	532	133	38	1396	0.381	529	818	0.0	0.6	4.286	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	946	236	671	683	1.386	682	0	28.4	94.4	340.920	F
2 - Blyth Road	472	118	831	593	0.796	465	522	1.9	3.6	27.973	D
3 - A57	1577	394	442	792	1.990	792	854	129.8	325.9	1055.652	F
4 - Unnamed Access 1	0	0	1234	359	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			870				364				
6 - Unnamed Access 2	0	0	870	443	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	635	159	37	1396	0.455	634	833	0.6	0.9	4.881	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 - A1(T) Exit Slip	1158	290	812	654	1.771	654	0	94.4	220.5	874.662	F
2 - Blyth Road	578	145	839	591	0.977	549	627	3.6	10.8	63.088	F
3 - A57	1931	483	513	776	2.489	776	875	325.9	614.7	2182.020	F
4 - Unnamed Access 1	0	0	1289	344	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			878				411				
6 - Unnamed Access 2	0	0	878	440	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	777	194	37	1396	0.557	776	842	0.9	1.3	5.984	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 - A1(T) Exit Slip	1158	290	814	654	1.772	654	0	220.5	346.7	1569.897	F
2 - Blyth Road	578	145	840	591	0.977	564	628	10.8	14.2	92.683	F
3 - A57	1931	483	526	773	2.499	773	877	614.7	904.3	3464.175	F
4 - Unnamed Access 1	0	0	1299	342	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			880				419				
6 - Unnamed Access 2	0	0	880	440	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	777	194	37	1396	0.557	777	843	1.3	1.3	6.017	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 - A1(T) Exit Slip	946	236	673	682	1.387	682	0	346.7	412.6	1977.729	F
2 - Blyth Road	472	118	832	593	0.796	510	523	14.2	4.8	53.964	F
3 - A57	1577	394	481	783	2.013	783	861	904.3	1102.7	4521.434	F
4 - Unnamed Access 1	0	0	1264	351	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			875				389				
6 - Unnamed Access 2	0	0	875	441	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	635	159	37	1396	0.455	636	838	1.3	0.9	4.915	A

18:00 - 18:15

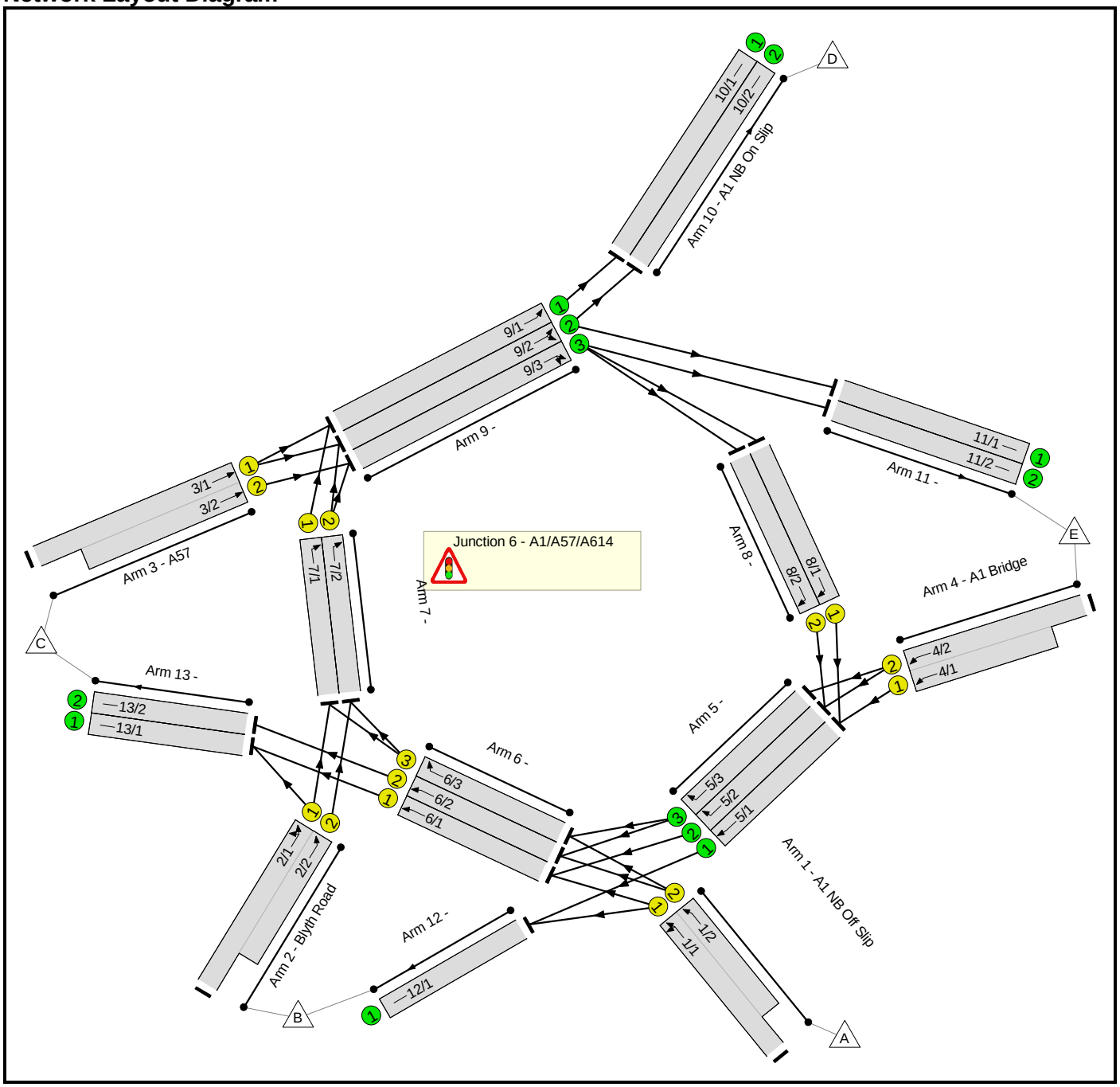
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A1(T) Exit Slip	792	198	570	703	1.127	703	0	412.6	434.9	2176.549	F
2 - Blyth Road	395	99	827	594	0.666	406	447	4.8	2.2	20.906	C
3 - A57	1321	330	392	804	1.642	804	841	1102.7	1231.8	5231.365	F
4 - Unnamed Access 1	0	0	1196	369	0.000	0	0	0.0	0.0	0.000	A
5 - A1(T) Entry Slip			865				331				
6 - Unnamed Access 2	0	0	865	444	0.000	0	0	0.0	0.0	0.000	A
7 - A1 Bridge Crossing	532	133	38	1396	0.381	532	827	0.9	0.6	4.319	A

Full Input Data And Results

User and Project Details

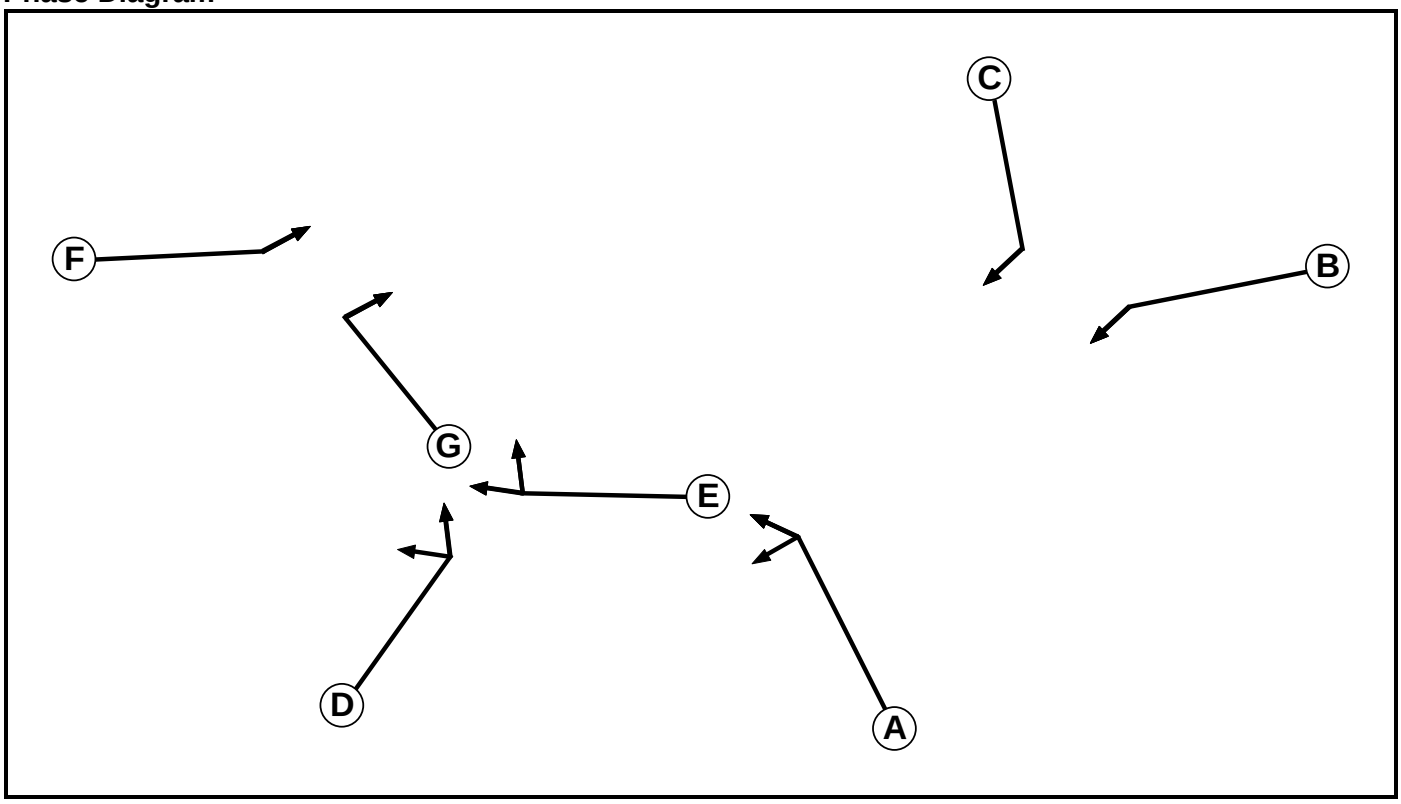
Project:	
Title:	
Location:	
Additional detail:	
File name:	J6 A1_A57_A614 v2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7

Full Input Data And Results

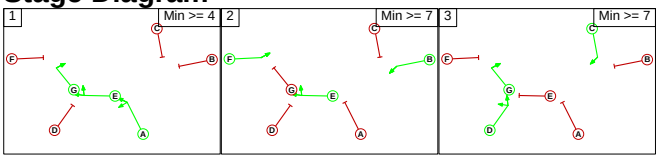
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		5	5	-	-	-	-
B	9		6	-	-	-	-
C	9	6		-	-	-	-
D	-	-	-		6	-	-
E	-	-	-	6		-	-
F	-	-	-	-	-		6
G	-	-	-	-	-	6	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	8	8
2	3	E	Losing	7	7
2	3	F	Losing	7	7
3	1	D	Losing	6	6

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		14	6
2	9		13
3	12	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Junction 6 - A1/A57/A614
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Junction 6 - A1/A57/A614

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1 NB Off Slip)	U	A	2	3	60.0	User	1900	-	-	-	-	-
1/2 (A1 NB Off Slip)	U	A	2	3	10.0	User	1900	-	-	-	-	-
2/1 (Blyth Road)	U	D	2	3	60.0	User	1900	-	-	-	-	-
2/2 (Blyth Road)	U	D	2	3	10.0	User	1900	-	-	-	-	-
3/1 (A57)	U	F	2	3	60.0	User	1900	-	-	-	-	-
3/2 (A57)	U	F	2	3	18.0	User	1900	-	-	-	-	-
4/1 (A1 Bridge)	U	B	2	3	22.0	User	1900	-	-	-	-	-
4/2 (A1 Bridge)	U	B	2	3	60.0	User	1900	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/3	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U	E	2	3	60.0	User	1900	-	-	-	-	-
6/2	U	E	2	3	60.0	User	1900	-	-	-	-	-
6/3	U	E	2	3	60.0	User	1900	-	-	-	-	-
7/1	U	G	2	3	60.0	User	1900	-	-	-	-	-
7/2	U	G	2	3	60.0	User	1900	-	-	-	-	-
8/1	U	C	2	3	60.0	User	1900	-	-	-	-	-
8/2	U	C	2	3	60.0	User	1900	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A1 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A1 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2037 AM + Morton'	07:45	08:45	01:00	
2: '2037 PM + Morton'	17:15	18:15	01:00	
3: '2037 AM + Gamston'	07:45	08:45	01:00	
4: '2037 PM + Gamston'	17:15	18:15	01:00	

Scenario 1: '2037 AM + Morton' (FG1: '2037 AM + Morton', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	33	600	2	120	755
	B	0	0	241	433	135	809
	C	0	53	0	96	978	1127
	D	0	0	0	0	0	0
	E	0	718	854	76	0	1648
	Tot.	0	804	1695	607	1233	4339

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2037 AM + Morton
Junction: Junction 6 - A1/A57/A614	
1/1 (with short)	755(In) 378(Out)
1/2 (short)	377
2/1 (with short)	809(In) 405(Out)
2/2 (short)	404
3/1 (with short)	1127(In) 564(Out)
3/2 (short)	563
4/1 (short)	718
4/2 (with short)	1648(In) 930(Out)
5/1	771
5/2	427
5/3	503
6/1	772
6/2	682
6/3	198
7/1	203
7/2	563
8/1	53
8/2	0
9/1	251
9/2	952
9/3	690
10/1	251
10/2	356
11/1	596
11/2	637
12/1	804
13/1	1013
13/2	682

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 6 - A1/A57/A614								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Blyth Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Blyth Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A1 Bridge Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1 Bridge Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
6/3	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
9/3	Infinite Saturation Flow						Inf	Inf
10/1 (A1 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A1 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2037 PM + Morton' (FG2: '2037 PM + Morton', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	16	643	2	92	753
	B	0	0	72	302	290	664
	C	0	83	0	207	1286	1576
	D	0	0	0	0	0	0
	E	0	622	428	44	0	1094
	Tot.	0	721	1143	555	1668	4087

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2037 PM + Morton
Junction: Junction 6 - A1/A57/A614	
1/1 (with short)	753(In) 376(Out)
1/2 (short)	377
2/1 (with short)	664(In) 332(Out)
2/2 (short)	332
3/1 (with short)	1576(In) 788(Out)
3/2 (short)	788
4/1 (short)	622
4/2 (with short)	1094(In) 472(Out)
5/1	705
5/2	214
5/3	258
6/1	574
6/2	497
6/3	138
7/1	283
7/2	447
8/1	83
8/2	0
9/1	386
9/2	941
9/3	979
10/1	386
10/2	169
11/1	772
11/2	896
12/1	721
13/1	646
13/2	497

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 6 - A1/A57/A614								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Blyth Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Blyth Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A1 Bridge Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1 Bridge Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
6/3	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
9/3	Infinite Saturation Flow						Inf	Inf
10/1 (A1 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A1 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2037 AM + Gamston' (FG3: '2037 AM + Gamston', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	33	1205	2	101	1341
	B	0	0	241	433	62	736
	C	0	53	0	96	1042	1191
	D	0	0	0	0	0	0
	E	0	558	485	14	0	1057
	Tot.	0	644	1931	545	1205	4325

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2037 AM + Gamston
Junction: Junction 6 - A1/A57/A614	
1/1 (with short)	1341(In) 670(Out)
1/2 (short)	671
2/1 (with short)	736(In) 368(Out)
2/2 (short)	368
3/1 (with short)	1191(In) 595(Out)
3/2 (short)	596
4/1 (short)	558
4/2 (with short)	1057(In) 499(Out)
5/1	611
5/2	243
5/3	256
6/1	880
6/2	810
6/3	117
7/1	135
7/2	477
8/1	53
8/2	0
9/1	183
9/2	943
9/3	677
10/1	183
10/2	362
11/1	581
11/2	624
12/1	644
13/1	1121
13/2	810

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 6 - A1/A57/A614								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Blyth Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Blyth Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A1 Bridge Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1 Bridge Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
6/3	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
9/3	Infinite Saturation Flow						Inf	Inf
10/1 (A1 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A1 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2037 PM + Gamston' (FG4: '2037 PM + Gamston', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	16	976	2	58	1052
	B	0	0	72	302	151	525
	C	0	83	0	207	1464	1754
	D	0	0	0	0	0	0
	E	0	528	176	2	0	706
	Tot.	0	627	1224	513	1673	4037

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2037 PM + Gamston
Junction: Junction 6 - A1/A57/A614	
1/1 (with short)	1052(In) 526(Out)
1/2 (short)	526
2/1 (with short)	525(In) 262(Out)
2/2 (short)	263
3/1 (with short)	1754(In) 877(Out)
3/2 (short)	877
4/1 (short)	528
4/2 (with short)	706(In) 178(Out)
5/1	611
5/2	88
5/3	90
6/1	598
6/2	554
6/3	62
7/1	192
7/2	323
8/1	83
8/2	0
9/1	295
9/2	993
9/3	981
10/1	295
10/2	218
11/1	775
11/2	898
12/1	627
13/1	670
13/2	554

Full Input Data And Results

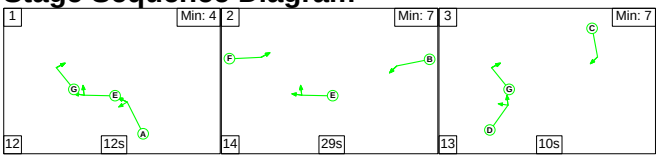
Lane Saturation Flows

Junction: Junction 6 - A1/A57/A614								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Blyth Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Blyth Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A57 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A57 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A1 Bridge Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1 Bridge Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
5/3	Infinite Saturation Flow						Inf	Inf
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
6/3	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
9/3	Infinite Saturation Flow						Inf	Inf
10/1 (A1 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A1 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2037 AM + Morton' (FG1: '2037 AM + Morton', Plan 1: 'Network Control Plan 1')

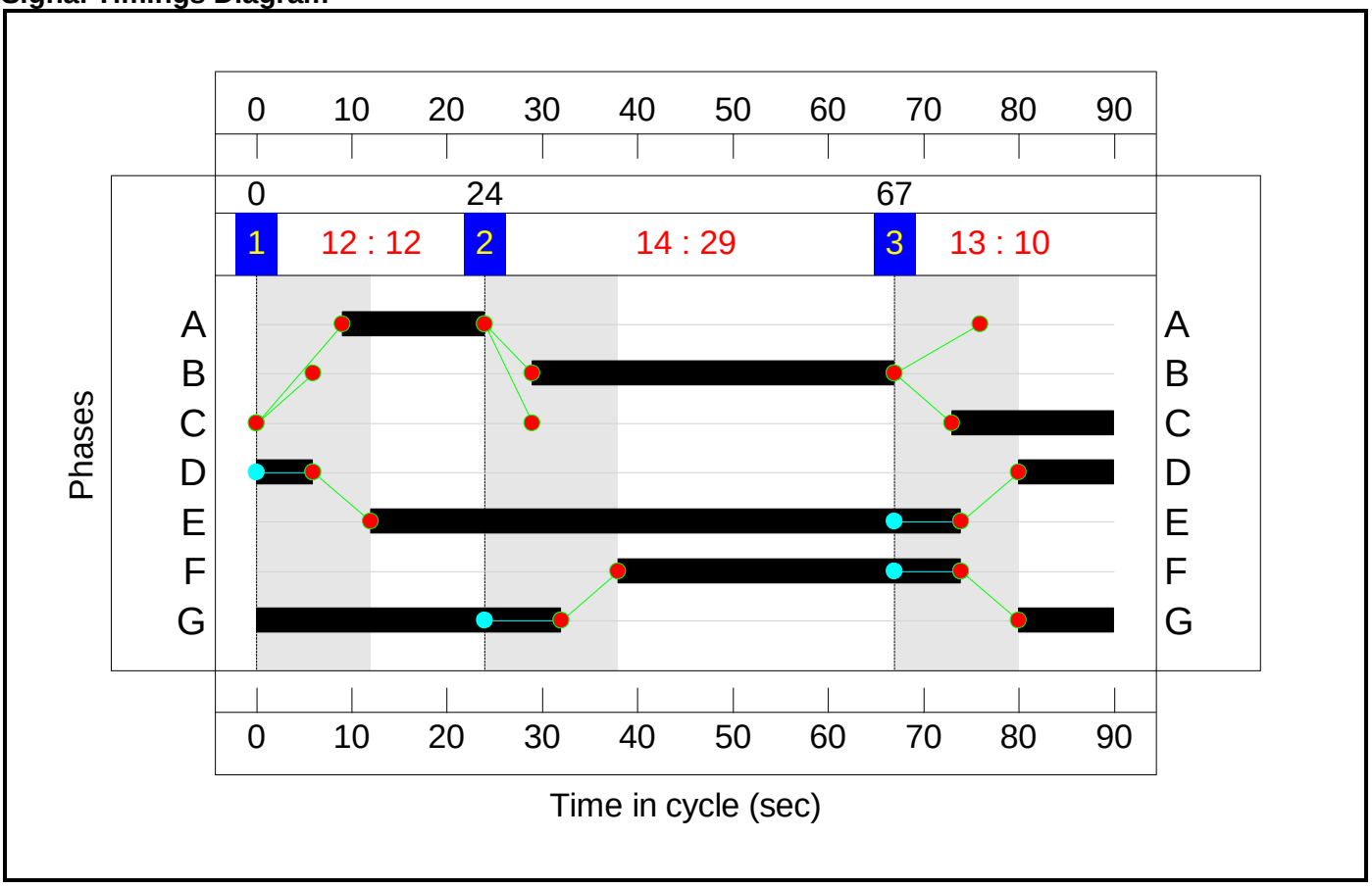
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	12	29	10
Change Point	0	24	67

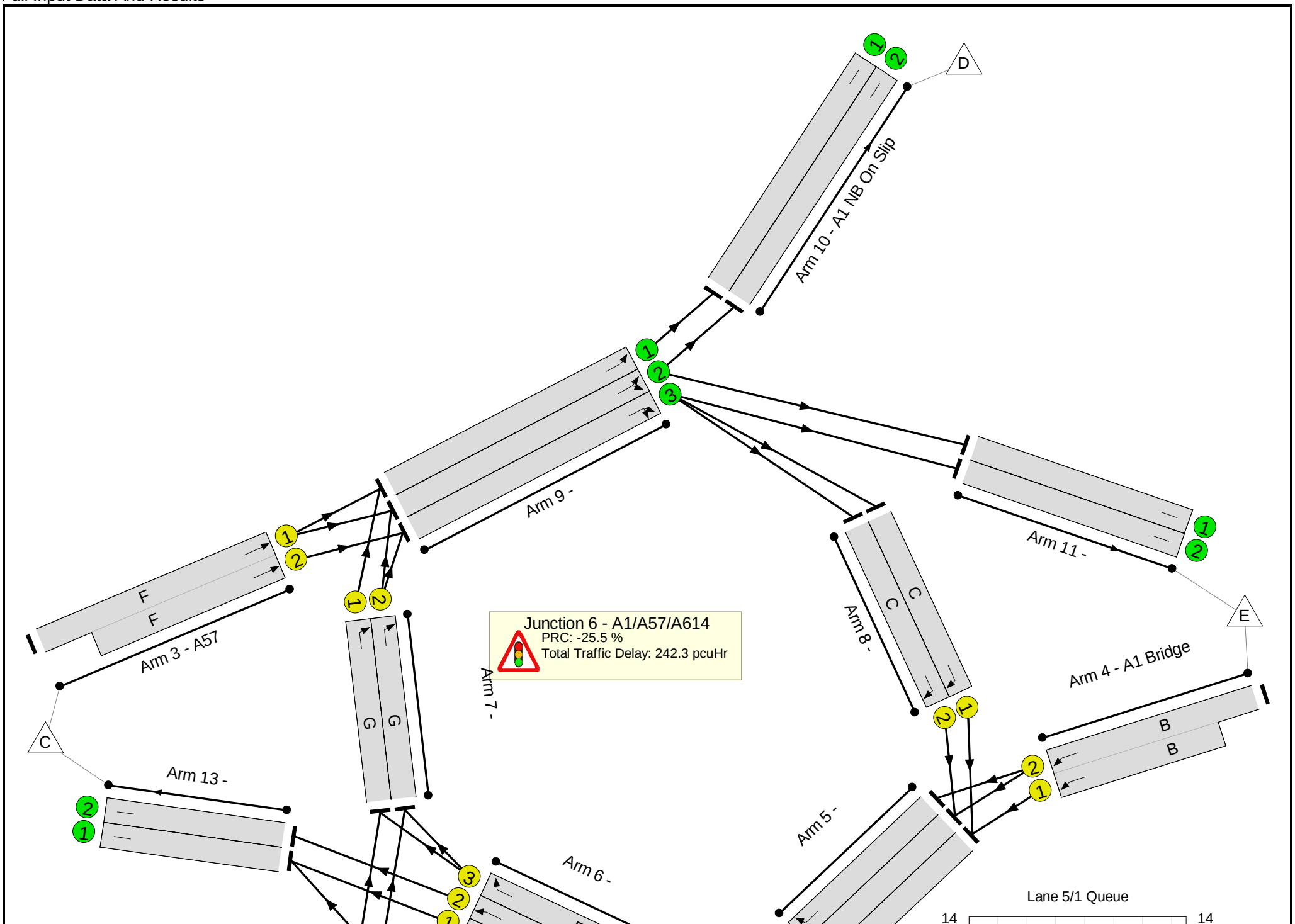
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.0%**
Junction 6 - A1/A57/A614	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.0%**
1/1+1/2	A1 NB Off Slip Ahead Left	U	N/A	N/A	A		1	15	-	755	1900:1900	338+338	111.9 : 111.6%
2/1+2/2	Blyth Road Ahead Left	U	N/A	N/A	D		1	16	-	809	1900:1900	359+359	112.8 : 112.6%
3/1+3/2	A57 Ahead	U	N/A	N/A	F		1	36	-	1127	1900:1900	752+750	75.0 : 75.0%
4/2+4/1	A1 Bridge Ahead	U	N/A	N/A	B		1	38	-	1648	1900:1900	823+636	113.0 : 113.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
5/2	Right	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
5/3	Right	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	E		1	62	-	772	1900	1330	51.6%
6/2	Ahead	U	N/A	N/A	E		1	62	-	682	1900	1330	45.6%
6/3	Right	U	N/A	N/A	E		1	62	-	198	1900	1330	13.3%
7/1	Right	U	N/A	N/A	G		1	42	-	203	1900	908	19.8%
7/2	Right	U	N/A	N/A	G		1	42	-	563	1900	908	55.2%
8/1	Right	U	N/A	N/A	C		1	17	-	53	1900	380	13.9%
8/2	Right	U	N/A	N/A	C		1	17	-	0	1900	-	-
9/1	Ahead	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
9/2	Ahead Right	U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%
9/3	Right Right2	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
10/1	A1 NB On Slip	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
10/2	A1 NB On Slip	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%

Full Input Data And Results

13/1		U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**48.4**	**193.9**	**0.0**	**242.3**	**-**	**-**	**-**	**-**
Junction 6 - A1/A57/A614	**-**	**-**	**0**	**0**	**0**	**48.4**	**193.9**	**0.0**	**242.3**	**-**	**-**	**-**	**-**
1/1+1/2	755	676	-	-	-	11.3	44.0	-	55.3	263.8	12.7	44.0	56.7
2/1+2/2	809	718	-	-	-	12.8	49.7	-	62.4	277.9	14.6	49.7	64.3
3/1+3/2	1127	1127	-	-	-	6.9	1.5	-	8.4	26.9	11.8	1.5	13.2
4/2+4/1	1648	1458	-	-	-	16.6	98.7	-	115.3	251.8	38.5	98.7	137.2
5/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
6/2	606	606	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
6/3	177	177	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	180	180	-	-	-	0.2	0.0	-	0.2	4.0	0.8	0.0	0.8
7/2	501	501	-	-	-	0.3	0.0	-	0.3	2.0	1.0	0.0	1.0
8/1	53	53	-	-	-	0.1	0.1	-	0.2	15.6	1.1	0.1	1.2
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

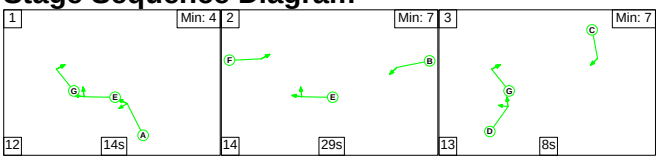
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-25.5	Total Delay for Signalled Lanes (pcuHr):	242.30	Cycle Time (s):	90
	PRC Over All Lanes (%):	-25.5	Total Delay Over All Lanes(pcuHr):	242.30		

Full Input Data And Results

Scenario 2: '2037 PM + Morton' (FG2: '2037 PM + Morton', Plan 1: 'Network Control Plan 1')

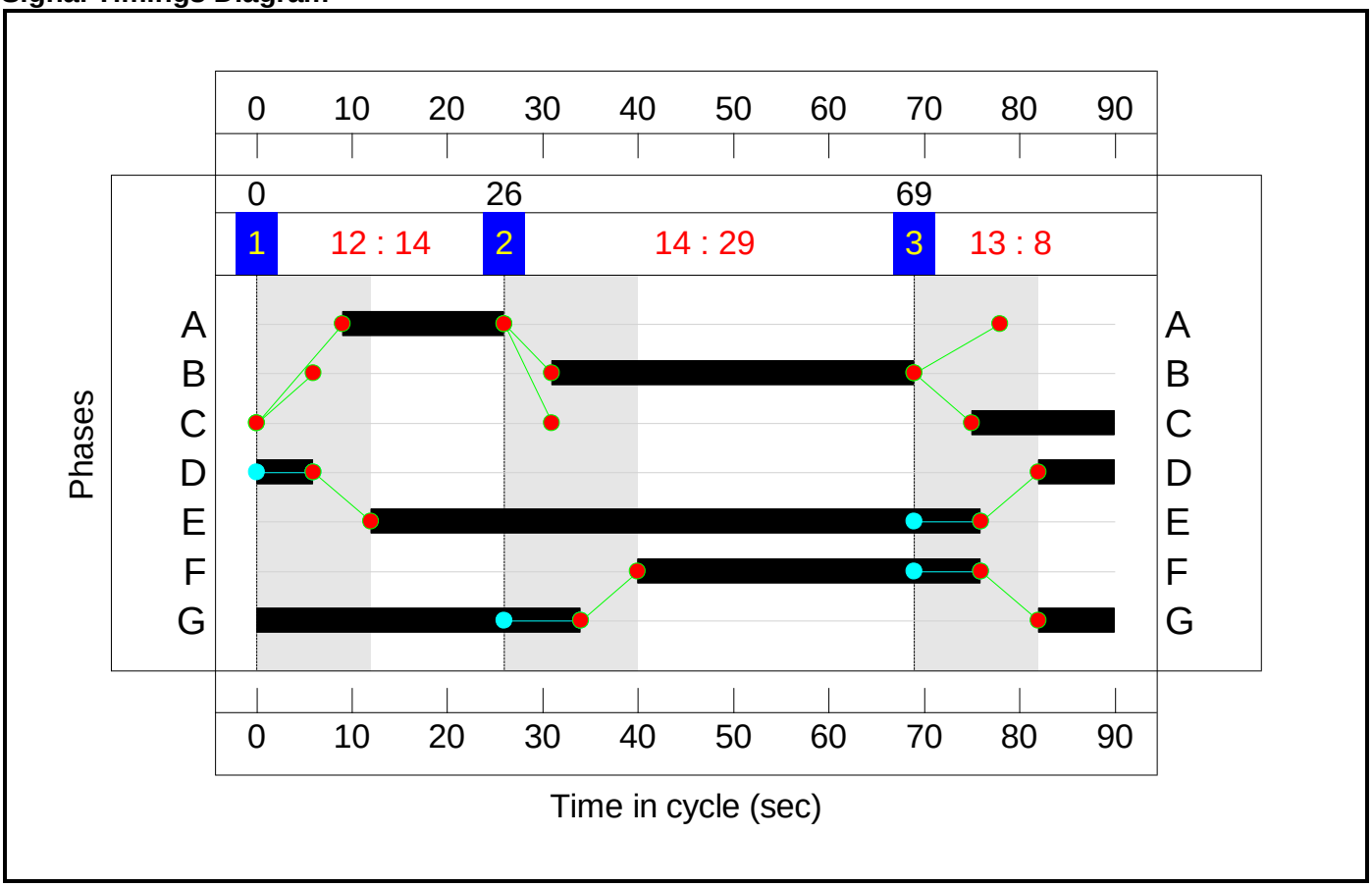
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	14	29	8
Change Point	0	26	69

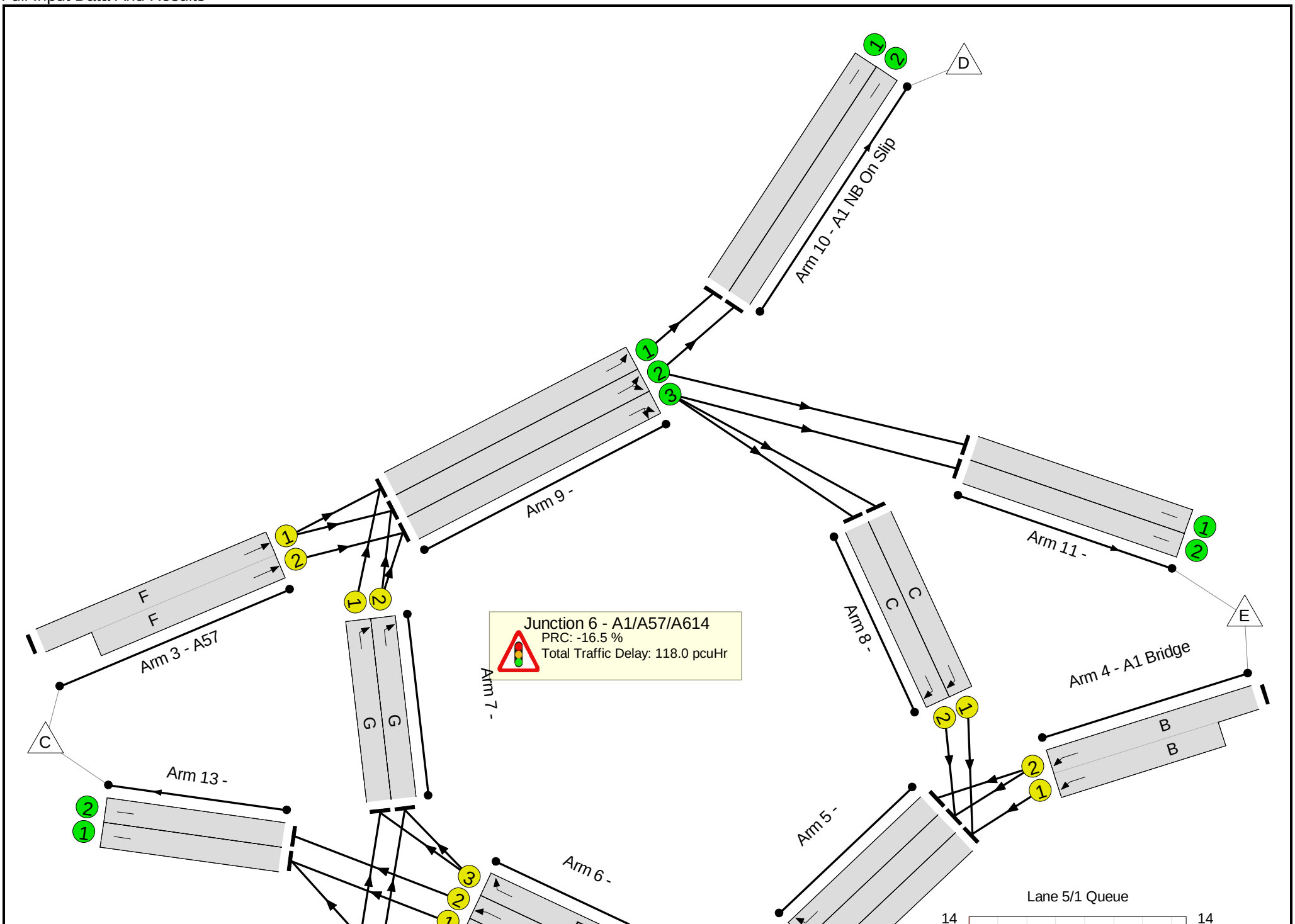
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.8%**
Junction 6 - A1/A57/A614	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.8%**
1/1+1/2	A1 NB Off Slip Ahead Left	U	N/A	N/A	A		1	17	-	753	1900:1900	380+380	98.9 : 99.2%
2/1+2/2	Blyth Road Ahead Left	U	N/A	N/A	D		1	14	-	664	1900:1900	317+317	104.8 : 104.8%
3/1+3/2	A57 Ahead	U	N/A	N/A	F		1	36	-	1576	1900:1900	752+752	104.8 : 104.8%
4/2+4/1	A1 Bridge Ahead	U	N/A	N/A	B		1	38	-	1094	1900:1900	625+823	75.5 : 75.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
5/2	Right	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
5/3	Right	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	E		1	64	-	574	1900	1372	41.8%
6/2	Ahead	U	N/A	N/A	E		1	64	-	497	1900	1372	36.2%
6/3	Right	U	N/A	N/A	E		1	64	-	138	1900	1372	10.1%
7/1	Right	U	N/A	N/A	G		1	42	-	283	1900	908	29.9%
7/2	Right	U	N/A	N/A	G		1	42	-	447	1900	908	47.6%
8/1	Right	U	N/A	N/A	C		1	15	-	83	1900	338	23.4%
8/2	Right	U	N/A	N/A	C		1	15	-	0	1900	338	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
9/2	Ahead Right	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
9/3	Right Right2	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
10/1	A1 NB On Slip	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
10/2	A1 NB On Slip	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%

Full Input Data And Results

13/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**36.5**	**81.5**	**0.0**	**118.0**	**-**	**-**	**-**	**-**
Junction 6 - A1/A57/A614	**-**	**-**	**0**	**0**	**0**	**36.5**	**81.5**	**0.0**	**118.0**	**-**	**-**	**-**	**-**
1/1+1/2	753	753	-	-	-	7.5	12.1	-	19.6	93.7	9.3	12.1	21.4
2/1+2/2	664	633	-	-	-	8.4	22.7	-	31.1	168.6	8.7	22.7	31.3
3/1+3/2	1576	1503	-	-	-	13.7	45.1	-	58.8	134.4	28.9	45.1	74.0
4/2+4/1	1094	1094	-	-	-	6.2	1.5	-	7.8	25.6	13.0	1.5	14.5
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	574	574	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
6/2	497	497	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
6/3	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	271	271	-	-	-	0.2	0.0	-	0.2	2.2	0.5	0.0	0.5
7/2	432	432	-	-	-	0.2	0.0	-	0.2	1.8	0.6	0.0	0.6
8/1	79	79	-	-	-	0.2	0.2	-	0.3	15.8	1.3	0.2	1.5
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

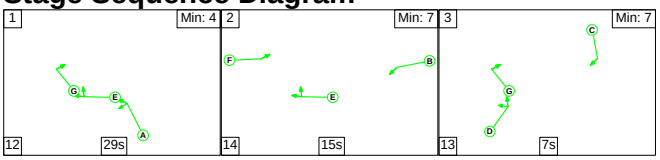
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-16.5	Total Delay for Signalled Lanes (pcuHr):	118.04	Cycle Time (s):	90
	PRC Over All Lanes (%):	-16.5	Total Delay Over All Lanes(pcuHr):	118.04		

Full Input Data And Results

Scenario 3: '2037 AM + Gamston' (FG3: '2037 AM + Gamston', Plan 1: 'Network Control Plan 1')

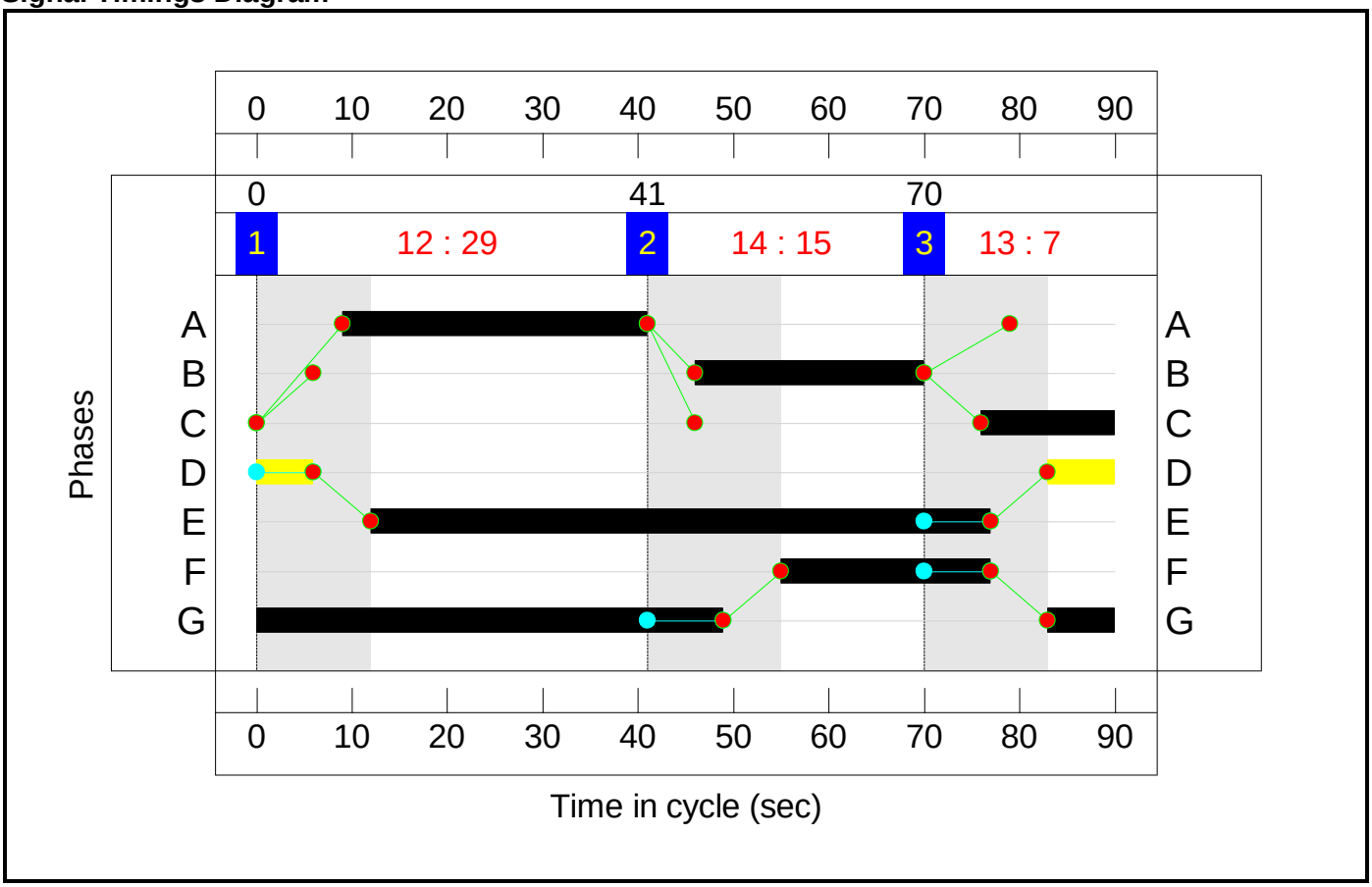
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	29	15	7
Change Point	0	41	70

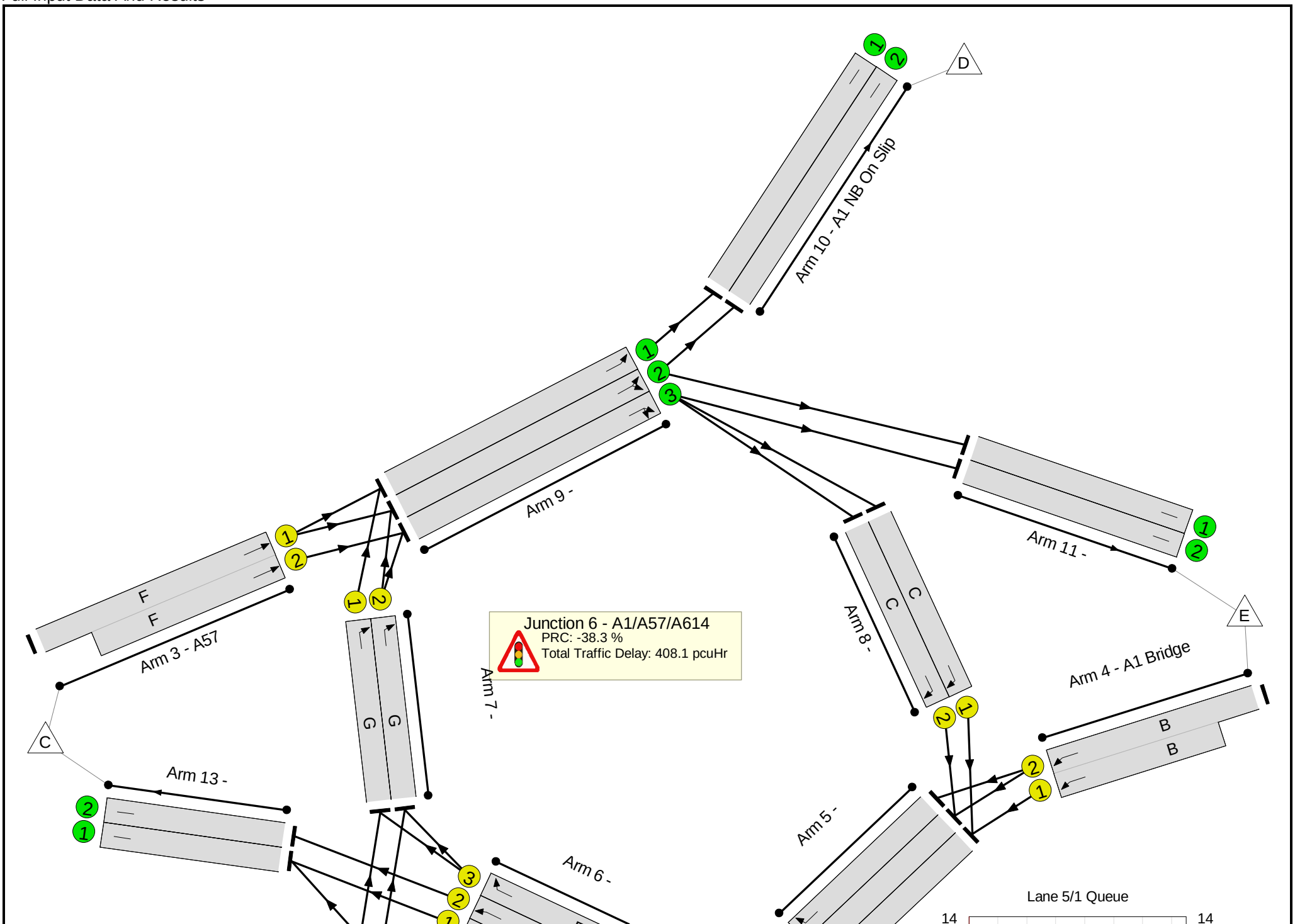
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**124.5%**
Junction 6 - A1/A57/A614	-	-	**N/A**	-	-		-	-	-	-	-	-	**124.5%**
1/1+1/2	A1 NB Off Slip Ahead Left	U	N/A	N/A	A		1	32	-	1341	1900:1900	547+548	122.5 : 122.5%
2/1+2/2	Blyth Road Ahead Left	U	N/A	N/A	D		1	13	-	736	1900:1900	296+296	124.5 : 124.5%
3/1+3/2	A57 Ahead	U	N/A	N/A	F		1	22	-	1191	1900:1900	486+486	122.5 : 122.7%
4/2+4/1	A1 Bridge Ahead	U	N/A	N/A	B		1	24	-	1057	1900:1900	528+528	94.5 : 105.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
5/2	Right	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
5/3	Right	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	E		1	65	-	880	1900	1393	54.8%
6/2	Ahead	U	N/A	N/A	E		1	65	-	810	1900	1393	50.7%
6/3	Right	U	N/A	N/A	E		1	65	-	117	1900	1393	7.0%
7/1	Right	U	N/A	N/A	G		1	56	-	135	1900	1203	9.1%
7/2	Right	U	N/A	N/A	G		1	56	-	477	1900	1203	32.1%
8/1	Right	U	N/A	N/A	C		1	14	-	53	1900	317	13.6%
8/2	Right	U	N/A	N/A	C		1	14	-	0	1900	-	-
9/1	Ahead	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
9/2	Ahead Right	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
9/3	Right Right2	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
10/1	A1 NB On Slip	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
10/2	A1 NB On Slip	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%

Full Input Data And Results

13/1		U	N/A	N/A	-		-	-	-	1121	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**63.8**	**344.3**	**0.0**	**408.1**	**-**	**-**	**-**	**-**
Junction 6 - A1/A57/A614	**-**	**-**	**0**	**0**	**0**	**63.8**	**344.3**	**0.0**	**408.1**	**-**	**-**	**-**	**-**
1/1+1/2	1341	1095	-	-	-	20.3	125.7	-	146.0	391.9	33.0	125.7	158.7
2/1+2/2	736	591	-	-	-	15.0	74.9	-	89.9	439.5	13.9	74.9	88.8
3/1+3/2	1191	971	-	-	-	17.9	112.6	-	130.5	394.5	21.0	112.6	133.6
4/2+4/1	1057	1027	-	-	-	10.5	31.0	-	41.5	141.2	14.7	31.0	45.7
5/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	763	763	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
6/2	706	706	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
6/3	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	110	110	-	-	-	0.0	0.0	-	0.0	1.0	0.2	0.0	0.2
7/2	386	386	-	-	-	0.0	0.0	-	0.0	0.4	0.2	0.0	0.2
8/1	43	43	-	-	-	0.1	0.1	-	0.2	12.6	0.4	0.1	0.5
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

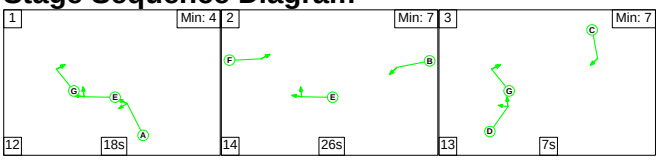
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-38.3	Total Delay for Signalled Lanes (pcuHr):	408.07	Cycle Time (s):	90
	PRC Over All Lanes (%):	-38.3	Total Delay Over All Lanes(pcuHr):	408.07		

Full Input Data And Results

Scenario 4: '2037 PM + Gamston' (FG4: '2037 PM + Gamston', Plan 1: 'Network Control Plan 1')

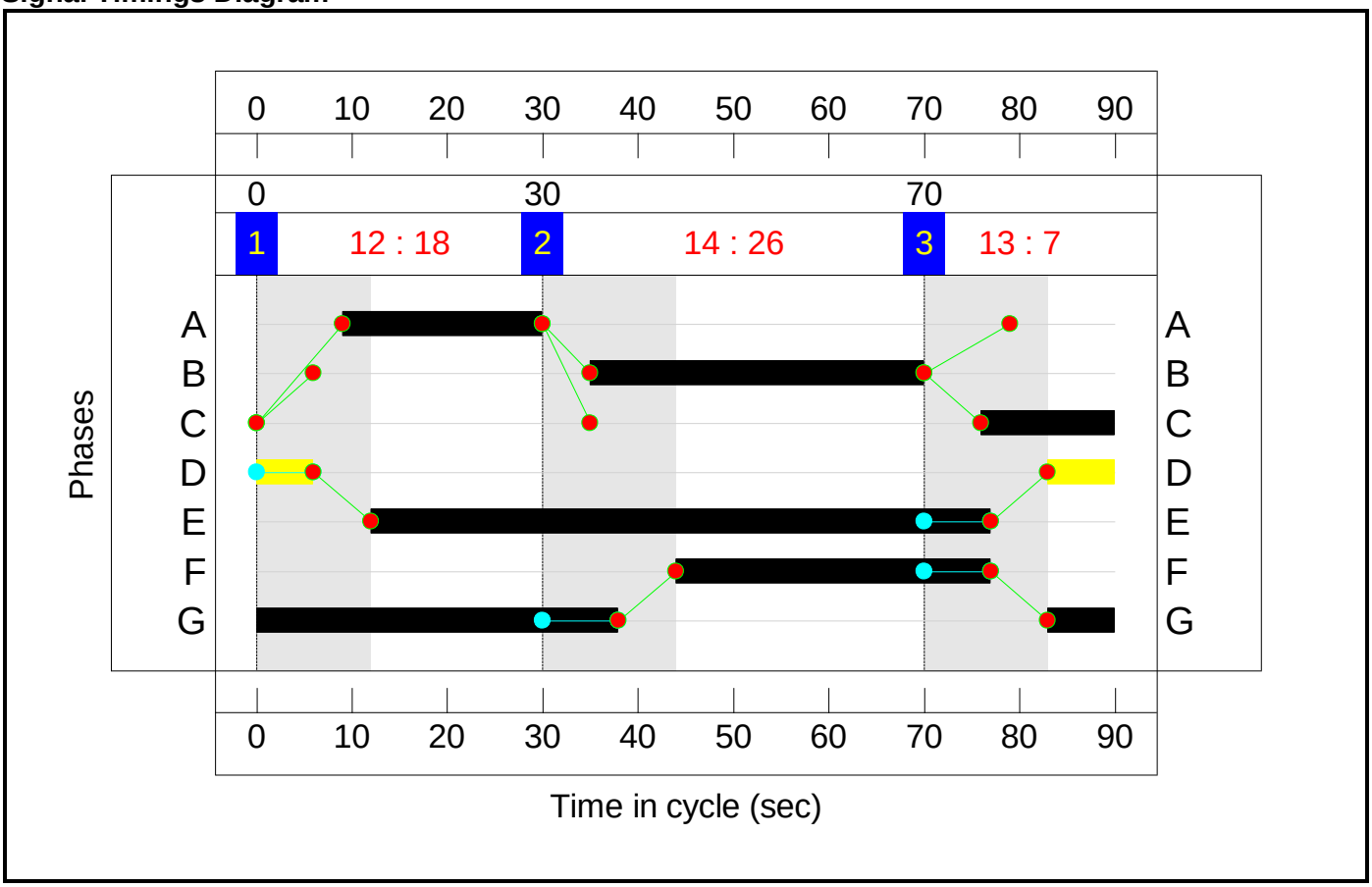
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	18	26	7
Change Point	0	30	70

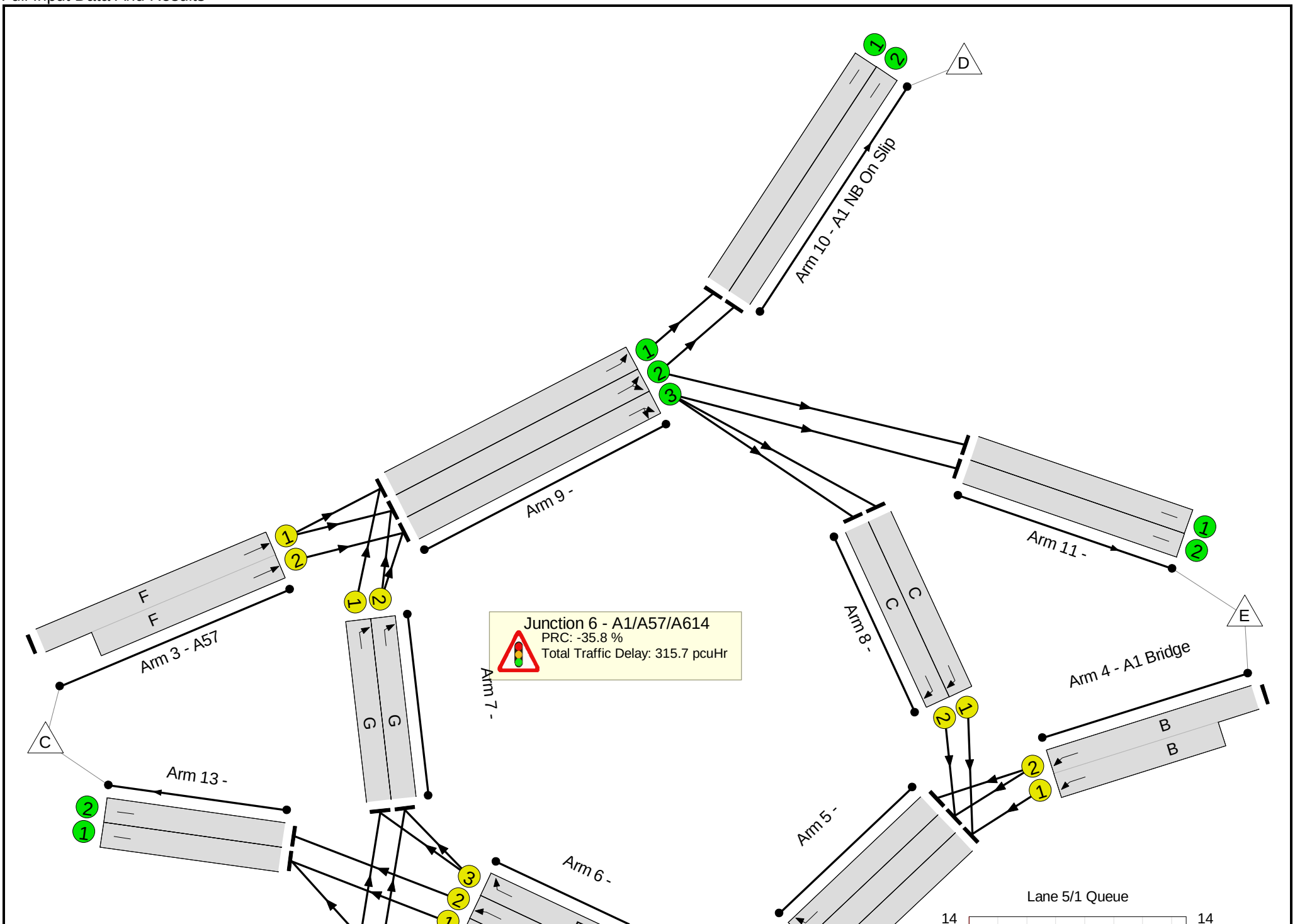
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**122.2%**
Junction 6 - A1/A57/A614	-	-	**N/A**	-	-		-	-	-	-	-	-	**122.2%**
1/1+1/2	A1 NB Off Slip Ahead Left	U	N/A	N/A	A		1	21	-	1052	1900:1900	432+432	121.9 : 121.9%
2/1+2/2	Blyth Road Ahead Left	U	N/A	N/A	D		1	13	-	525	1900:1900	296+296	88.6 : 89.0%
3/1+3/2	A57 Ahead	U	N/A	N/A	F		1	33	-	1754	1900:1900	718+718	122.2 : 122.2%
4/2+4/1	A1 Bridge Ahead	U	N/A	N/A	B		1	35	-	706	1900:1900	256+760	69.5 : 69.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
5/2	Right	U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
5/3	Right	U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	E		1	65	-	598	1900	1393	36.4%
6/2	Ahead	U	N/A	N/A	E		1	65	-	554	1900	1393	33.8%
6/3	Right	U	N/A	N/A	E		1	65	-	62	1900	1393	3.7%
7/1	Right	U	N/A	N/A	G		1	45	-	192	1900	971	19.8%
7/2	Right	U	N/A	N/A	G		1	45	-	323	1900	971	32.2%
8/1	Right	U	N/A	N/A	C		1	14	-	83	1900	317	21.5%
8/2	Right	U	N/A	N/A	C		1	14	-	0	1900	-	-
9/1	Ahead	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
9/2	Ahead Right	U	N/A	N/A	-		-	-	-	993	Inf	Inf	0.0%
9/3	Right Right2	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%
10/1	A1 NB On Slip	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
10/2	A1 NB On Slip	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%

Full Input Data And Results

13/1		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**51.9**	**263.8**	**0.0**	**315.7**	**-**	**-**	**-**	**-**
Junction 6 - A1/A57/A614	**-**	**-**	**0**	**0**	**0**	**51.9**	**263.8**	**0.0**	**315.7**	**-**	**-**	**-**	**-**
1/1+1/2	1052	863	-	-	-	18.1	97.0	-	115.1	393.9	23.6	97.0	120.7
2/1+2/2	525	525	-	-	-	5.4	3.6	-	9.0	61.8	6.4	3.6	10.0
3/1+3/2	1754	1436	-	-	-	24.0	161.9	-	186.0	381.7	38.7	161.9	200.6
4/2+4/1	706	706	-	-	-	4.2	1.1	-	5.3	27.1	10.9	1.1	12.0
5/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	192	192	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
7/2	312	312	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
8/1	68	68	-	-	-	0.2	0.1	-	0.3	16.0	1.1	0.1	1.2
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-35.8	Total Delay for Signalled Lanes (pcuHr):	315.74	Cycle Time (s):	90
	PRC Over All Lanes (%):	-35.8	Total Delay Over All Lanes(pcuHr):	315.74		

Junction 7 - Blyth Road/Snape Lane

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 17 Blyth Road Snape Lane.j9
Path: \\LEICESTER12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\05 - Models Used For Assessments
Report generation date: 16/10/2019 14:59:46

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV, PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
Stream B-C	0.1	6.75	0.04	A	0.0	6.77	0.02	A	0.1	6.11	0.08	A
Stream B-A	0.1	7.91	0.07	A	0.1	6.48	0.07	A	0.2	7.20	0.15	A
Stream C-AB	0.1	6.96	0.06	A	0.0	6.94	0.02	A	0.0	5.63	0.01	A
	2037 Committed Only											
Stream B-C	0.1	7.29	0.04	A					0.1	6.35	0.08	A
Stream B-A	0.1	9.05	0.08	A					0.2	8.10	0.16	A
Stream C-AB	0.1	7.54	0.07	A					0.0	5.81	0.01	A
	2037 Committed + Allocated + Morton GV											
Stream B-C	0.1	10.05	0.06	B					0.1	6.79	0.09	A
Stream B-A	0.2	15.76	0.13	C					0.3	10.96	0.22	B
Stream C-AB	0.1	10.49	0.10	B					0.0	6.05	0.01	A
	2037 Committed + Allocated + Gamston GV											
Stream B-C	0.1	10.06	0.06	B					0.1	6.79	0.09	A
Stream B-A	0.2	15.97	0.13	C					0.3	11.04	0.22	B
Stream C-AB	0.1	10.50	0.10	B					0.0	6.05	0.01	A
	2037 Committed + Allocated + Morton GV Modal Shift											
Stream B-C	0.1	10.02	0.06	B					0.1	6.76	0.09	A
Stream B-A	0.2	15.70	0.13	C					0.3	10.90	0.22	B
Stream C-AB	0.1	10.47	0.10	B					0.0	6.03	0.01	A
	2037 Committed + Allocated + Gamston GV Modal Shift											
Stream B-C	0.1	10.04	0.06	B					0.1	6.78	0.09	A
Stream B-A	0.2	15.87	0.13	C					0.3	10.99	0.22	B
Stream C-AB	0.1	10.48	0.10	B					0.0	6.04	0.01	A

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

File summary

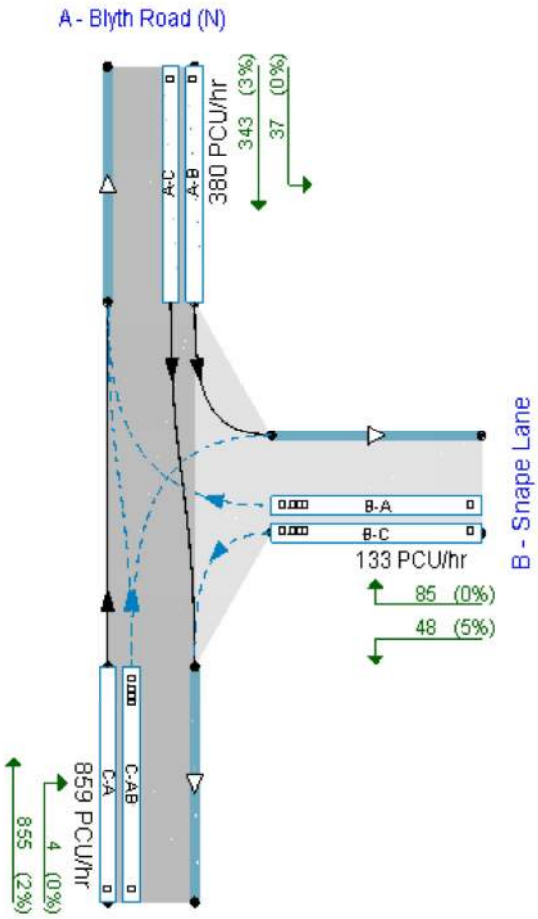
File Description

Title	(untitled)
Location	
Site number	

Date	24/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:00	14:30	15
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15

D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Blyth Road (N)		Major
B	Snape Lane		Minor
C	Blyth Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Blyth Road (S)	8.10		✓	2.50	186.0	✓	9.00

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 - Snape Lane	One lane plus flare	10.00	10.00	7.60	5.50	4.50	✓	3.00	215	171

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	706	0.117	0.295	0.186	0.422
1	B-C	768	0.107	0.270	-	-
1	C-B	704	0.248	0.248	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	359	100.000
B - Snape Lane		✓	59	100.000

C - Blyth Road (S)		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	74	285
	B - Snape Lane	34	0	25
	C - Blyth Road (S)	177	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	5	6
	B - Snape Lane	13	0	19
	C - Blyth Road (S)	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.75	0.1	A
B-A	0.07	7.91	0.1	A
C-AB	0.06	6.96	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-C	19	696	0.027	19	0.0	6.324	A
B-A	26	600	0.043	25	0.0	7.075	A
C-AB	26	637	0.040	25	0.0	6.474	A
C-A	133			133			
A-B	56			56			
A-C	215			215			

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	22	682	0.033	22	0.0	6.494	A
B-A	31	580	0.053	31	0.1	7.406	A
C-AB	31	624	0.049	31	0.1	6.672	A
C-A	159			159			
A-B	67			67			
A-C	256			256			

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	28	663	0.042	27	0.1	6.745	A
B-A	37	551	0.068	37	0.1	7.912	A
C-AB	37	606	0.062	37	0.1	6.964	A
C-A	195			195			
A-B	81			81			
A-C	314			314			

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	28	662	0.042	28	0.1	6.746	A
B-A	37	551	0.068	37	0.1	7.914	A
C-AB	37	606	0.062	37	0.1	6.964	A
C-A	195			195			
A-B	81			81			
A-C	314			314			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	682	0.033	23	0.0	6.498	A
B-A	31	580	0.053	31	0.1	7.408	A
C-AB	31	624	0.049	31	0.1	6.674	A
C-A	159			159			
A-B	67			67			
A-C	256			256			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	696	0.027	19	0.0	6.326	A
B-A	26	600	0.043	26	0.1	7.080	A
C-AB	26	637	0.040	26	0.0	6.477	A
C-A	133			133			
A-B	56			56			
A-C	215			215			

2019 Base Survey, Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	Inter Peak	ONE HOUR	13:00	14:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	221	100.000
B - Snape Lane		✓	51	100.000
C - Blyth Road (S)		✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	40	181
	B - Snape Lane	40	0	11
	C - Blyth Road (S)	192	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	5	8
	B - Snape Lane	5	0	22
	C - Blyth Road (S)	8	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.77	0.0	A
B-A	0.07	6.48	0.1	A
C-AB	0.02	6.94	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	682	0.012	8	0.0	6.516	A
B-A	30	663	0.045	30	0.0	5.971	A
C-AB	8	663	0.011	7	0.0	6.702	A
C-A	145			145			
A-B	30			30			
A-C	136			136			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	673	0.015	10	0.0	6.620	A
B-A	36	648	0.056	36	0.1	6.177	A
C-AB	9	655	0.014	9	0.0	6.801	A
C-A	173			173			
A-B	36			36			
A-C	163			163			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	661	0.018	12	0.0	6.771	A
B-A	44	627	0.070	44	0.1	6.483	A
C-AB	11	644	0.017	11	0.0	6.941	A
C-A	211			211			
A-B	44			44			
A-C	199			199			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	661	0.018	12	0.0	6.771	A
B-A	44	627	0.070	44	0.1	6.483	A
C-AB	11	644	0.017	11	0.0	6.941	A
C-A	211			211			
A-B	44			44			
A-C	199			199			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	673	0.015	10	0.0	6.624	A
B-A	36	648	0.056	36	0.1	6.179	A
C-AB	9	655	0.014	9	0.0	6.803	A
C-A	173			173			
A-B	36			36			
A-C	163			163			

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	682	0.012	8	0.0	6.517	A
B-A	30	663	0.045	30	0.1	5.977	A
C-AB	8	663	0.011	8	0.0	6.705	A
C-A	145			145			
A-B	30			30			
A-C	136			136			

2019 Base Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	219	100.000
B - Snape Lane		✓	125	100.000
C - Blyth Road (S)		✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	36	183
	B - Snape Lane	79	0	46
	C - Blyth Road (S)	308	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	0	3
	B - Snape Lane	0	0	5
	C - Blyth Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	6.11	0.1	A
B-A	0.15	7.20	0.2	A
C-AB	0.01	5.63	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	697	0.050	34	0.1	5.704	A
B-A	59	628	0.095	59	0.1	6.319	A
C-AB	3	663	0.005	3	0.0	5.453	A
C-A	232			232			
A-B	27			27			
A-C	138			138			

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	41	686	0.060	41	0.1	5.867	A
B-A	71	611	0.116	71	0.1	6.663	A
C-AB	4	655	0.005	4	0.0	5.524	A
C-A	277			277			
A-B	32			32			
A-C	165			165			

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	51	670	0.076	51	0.1	6.106	A
B-A	87	587	0.148	87	0.2	7.196	A
C-AB	4	644	0.007	4	0.0	5.626	A
C-A	339			339			
A-B	40			40			
A-C	201			201			

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	51	670	0.076	51	0.1	6.106	A
B-A	87	587	0.148	87	0.2	7.199	A
C-AB	4	644	0.007	4	0.0	5.626	A
C-A	339			339			
A-B	40			40			
A-C	201			201			

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	41	685	0.060	41	0.1	5.872	A
B-A	71	611	0.116	71	0.1	6.671	A
C-AB	4	655	0.005	4	0.0	5.526	A
C-A	277			277			
A-B	32			32			
A-C	165			165			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	697	0.050	35	0.1	5.709	A
B-A	59	628	0.095	60	0.1	6.331	A
C-AB	3	663	0.005	3	0.0	5.453	A
C-A	232			232			
A-B	27			27			
A-C	138			138			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	517	100.000
B - Snape Lane		✓	59	100.000
C - Blyth Road (S)		✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	74	443
	B - Snape Lane	34	0	25
	C - Blyth Road (S)	242	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	5	6
	B - Snape Lane	13	0	19
	C - Blyth Road (S)	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.29	0.1	A
B-A	0.08	9.05	0.1	A
C-AB	0.07	7.54	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-C	19	664	0.028	19	0.0	6.638	A
B-A	26	556	0.046	25	0.1	7.662	A
C-AB	26	607	0.042	25	0.0	6.802	A
C-A	182			182			
A-B	56			56			
A-C	334			334			

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	22	643	0.035	22	0.0	6.899	A
B-A	31	527	0.058	31	0.1	8.193	A
C-AB	31	589	0.052	31	0.1	7.093	A
C-A	218			218			
A-B	67			67			
A-C	398			398			

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	28	615	0.045	27	0.1	7.292	A
B-A	37	487	0.077	37	0.1	9.048	A
C-AB	37	563	0.067	37	0.1	7.535	A
C-A	266			266			
A-B	81			81			
A-C	488			488			

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	28	615	0.045	28	0.1	7.293	A
B-A	37	487	0.077	37	0.1	9.052	A
C-AB	37	563	0.067	37	0.1	7.535	A
C-A	266			266			
A-B	81			81			
A-C	488			488			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	643	0.035	23	0.0	6.902	A
B-A	31	527	0.058	31	0.1	8.199	A
C-AB	31	589	0.052	31	0.1	7.098	A
C-A	218			218			
A-B	67			67			
A-C	398			398			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	664	0.028	19	0.0	6.644	A
B-A	26	556	0.046	26	0.1	7.670	A
C-AB	26	607	0.042	26	0.0	6.808	A
C-A	182			182			
A-B	56			56			
A-C	334			334			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	294	100.000
B - Snape Lane		✓	125	100.000
C - Blyth Road (S)		✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	36	258
	B - Snape Lane	79	0	46
	C - Blyth Road (S)	456	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	0	3
	B - Snape Lane	0	0	5
	C - Blyth Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	6.35	0.1	A
B-A	0.16	8.10	0.2	A
C-AB	0.01	5.81	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	681	0.051	34	0.1	5.842	A
B-A	59	590	0.101	59	0.1	6.769	A
C-AB	3	649	0.005	3	0.0	5.571	A
C-A	343			343			
A-B	27			27			
A-C	194			194			

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	41	667	0.062	41	0.1	6.045	A
B-A	71	566	0.126	71	0.1	7.274	A
C-AB	4	638	0.006	4	0.0	5.670	A
C-A	410			410			
A-B	32			32			
A-C	232			232			

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	51	646	0.078	51	0.1	6.349	A
B-A	87	531	0.164	87	0.2	8.094	A
C-AB	4	624	0.007	4	0.0	5.812	A
C-A	502			502			
A-B	40			40			
A-C	284			284			

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	51	646	0.078	51	0.1	6.351	A
B-A	87	531	0.164	87	0.2	8.100	A
C-AB	4	624	0.007	4	0.0	5.812	A
C-A	502			502			
A-B	40			40			
A-C	284			284			

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	41	666	0.062	41	0.1	6.048	A
B-A	71	566	0.126	71	0.1	7.282	A
C-AB	4	638	0.006	4	0.0	5.670	A
C-A	410			410			
A-B	32			32			
A-C	232			232			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	681	0.051	35	0.1	5.848	A
B-A	59	590	0.101	60	0.1	6.782	A
C-AB	3	649	0.005	3	0.0	5.571	A
C-A	343			343			
A-B	27			27			
A-C	194			194			

2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	1047	100.000
B - Snape Lane		✓	60	100.000
C - Blyth Road (S)		✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	82	965
	B - Snape Lane	35	0	25
	C - Blyth Road (S)	334	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	5	6
	B - Snape Lane	13	0	19
	C - Blyth Road (S)	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	10.05	0.1	B
B-A	0.13	15.76	0.2	C
C-AB	0.10	10.49	0.1	B
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	19	555	0.034	19	0.0	7.990	A
B-A	26	426	0.062	26	0.1	10.152	B
C-AB	28	509	0.055	28	0.1	8.229	A
C-A	251			251			
A-B	62			62			
A-C	727			727			

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	22	513	0.044	22	0.1	8.735	A
B-A	31	372	0.085	31	0.1	11.940	B
C-AB	33	471	0.071	33	0.1	9.051	A
C-A	300			300			
A-B	74			74			
A-C	868			868			

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	28	454	0.061	27	0.1	10.037	B
B-A	39	297	0.130	38	0.2	15.731	C
C-AB	41	418	0.097	41	0.1	10.482	B
C-A	368			368			
A-B	90			90			
A-C	1062			1062			

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	28	454	0.061	28	0.1	10.046	B
B-A	39	297	0.130	39	0.2	15.761	C
C-AB	41	418	0.097	41	0.1	10.489	B
C-A	368			368			
A-B	90			90			
A-C	1062			1062			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	512	0.044	23	0.1	8.748	A
B-A	31	372	0.085	32	0.1	11.964	B
C-AB	33	471	0.071	33	0.1	9.058	A
C-A	300			300			
A-B	74			74			
A-C	868			868			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	554	0.034	19	0.0	8.003	A
B-A	26	426	0.062	26	0.1	10.172	B
C-AB	28	509	0.055	28	0.1	8.241	A
C-A	251			251			
A-B	62			62			
A-C	727			727			

2037 Committed + Allocated + Morton GV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	382	100.000
B - Snape Lane		✓	133	100.000
C - Blyth Road (S)		✓	852	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	37	345
	B - Snape Lane	85	0	48
	C - Blyth Road (S)	848	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	0	3
	B - Snape Lane	0	0	5
	C - Blyth Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.79	0.1	A
B-A	0.22	10.96	0.3	B
C-AB	0.01	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	659	0.055	36	0.1	6.070	A
B-A	64	516	0.124	63	0.1	7.945	A
C-AB	3	633	0.005	3	0.0	5.716	A
C-A	638			638			
A-B	28			28			
A-C	260			260			

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	43	639	0.068	43	0.1	6.344	A
B-A	76	477	0.160	76	0.2	8.988	A
C-AB	4	619	0.006	4	0.0	5.850	A
C-A	762			762			
A-B	33			33			
A-C	310			310			

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	53	610	0.087	53	0.1	6.782	A
B-A	94	422	0.222	93	0.3	10.942	B
C-AB	4	600	0.007	4	0.0	6.046	A
C-A	934			934			
A-B	41			41			
A-C	380			380			

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	53	610	0.087	53	0.1	6.785	A
B-A	94	422	0.222	94	0.3	10.964	B
C-AB	4	600	0.007	4	0.0	6.046	A
C-A	934			934			
A-B	41			41			
A-C	380			380			

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	43	638	0.068	43	0.1	6.353	A
B-A	76	477	0.160	77	0.2	9.012	A
C-AB	4	619	0.006	4	0.0	5.853	A
C-A	762			762			
A-B	33			33			
A-C	310			310			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	658	0.055	36	0.1	6.076	A
B-A	64	516	0.124	64	0.1	7.968	A
C-AB	3	633	0.005	3	0.0	5.719	A
C-A	638			638			
A-B	28			28			
A-C	260			260			

2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	1048	100.000
B - Snape Lane		✓	60	100.000
C - Blyth Road (S)		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	82	966
	B - Snape Lane	35	0	25
	C - Blyth Road (S)	349	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	5	6
	B - Snape Lane	13	0	19
	C - Blyth Road (S)	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	10.06	0.1	B
B-A	0.13	15.97	0.2	C
C-AB	0.10	10.50	0.1	B
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	19	554	0.034	19	0.0	7.994	A
B-A	26	424	0.062	26	0.1	10.211	B
C-AB	28	508	0.055	28	0.1	8.232	A
C-A	263			263			
A-B	62			62			
A-C	727			727			

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	22	512	0.044	22	0.1	8.741	A
B-A	31	369	0.085	31	0.1	12.038	B
C-AB	33	470	0.071	33	0.1	9.055	A
C-A	314			314			
A-B	74			74			
A-C	868			868			

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	28	454	0.061	27	0.1	10.048	B
B-A	39	293	0.131	38	0.2	15.943	C
C-AB	41	418	0.097	41	0.1	10.490	B
C-A	384			384			
A-B	90			90			
A-C	1064			1064			

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	28	453	0.061	28	0.1	10.057	B
B-A	39	293	0.131	39	0.2	15.972	C
C-AB	41	418	0.097	41	0.1	10.496	B
C-A	384			384			
A-B	90			90			
A-C	1064			1064			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	512	0.044	23	0.1	8.752	A
B-A	31	369	0.085	32	0.1	12.060	B
C-AB	33	470	0.071	33	0.1	9.064	A
C-A	314			314			
A-B	74			74			
A-C	868			868			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	554	0.034	19	0.0	8.005	A
B-A	26	424	0.062	26	0.1	10.234	B
C-AB	28	508	0.055	28	0.1	8.243	A
C-A	263			263			
A-B	62			62			
A-C	727			727			

2037 Committed + Allocated + Gamston GV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	383	100.000
B - Snape Lane		✓	133	100.000
C - Blyth Road (S)		✓	861	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	37	346
	B - Snape Lane	85	0	48
	C - Blyth Road (S)	857	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	0	3
	B - Snape Lane	0	0	5
	C - Blyth Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.79	0.1	A
B-A	0.22	11.04	0.3	B
C-AB	0.01	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	658	0.055	36	0.1	6.072	A
B-A	64	515	0.124	63	0.1	7.971	A
C-AB	3	632	0.005	3	0.0	5.718	A
C-A	645			645			
A-B	28			28			
A-C	260			260			

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	43	638	0.068	43	0.1	6.348	A
B-A	76	475	0.161	76	0.2	9.029	A
C-AB	4	619	0.006	4	0.0	5.852	A
C-A	770			770			
A-B	33			33			
A-C	311			311			

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	53	610	0.087	53	0.1	6.788	A
B-A	94	420	0.223	93	0.3	11.016	B
C-AB	4	599	0.007	4	0.0	6.049	A
C-A	944			944			
A-B	41			41			
A-C	381			381			

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	53	609	0.087	53	0.1	6.791	A
B-A	94	420	0.223	94	0.3	11.038	B
C-AB	4	599	0.007	4	0.0	6.049	A
C-A	944			944			
A-B	41			41			
A-C	381			381			

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	43	638	0.068	43	0.1	6.354	A
B-A	76	475	0.161	77	0.2	9.053	A
C-AB	4	619	0.006	4	0.0	5.855	A
C-A	770			770			
A-B	33			33			
A-C	311			311			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	658	0.055	36	0.1	6.081	A
B-A	64	515	0.124	64	0.1	7.995	A
C-AB	3	632	0.005	3	0.0	5.718	A
C-A	645			645			
A-B	28			28			
A-C	260			260			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	1044	100.000
B - Snape Lane		✓	60	100.000
C - Blyth Road (S)		✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	82	962
	B - Snape Lane	35	0	25
	C - Blyth Road (S)	334	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	5	6
	B - Snape Lane	13	0	19
	C - Blyth Road (S)	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	10.02	0.1	B
B-A	0.13	15.70	0.2	C
C-AB	0.10	10.47	0.1	B
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	19	555	0.034	19	0.0	7.981	A
B-A	26	427	0.062	26	0.1	10.135	B
C-AB	28	509	0.055	28	0.1	8.219	A
C-A	251			251			
A-B	62			62			
A-C	724			724			

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	22	513	0.044	22	0.1	8.722	A
B-A	31	373	0.084	31	0.1	11.912	B
C-AB	33	471	0.071	33	0.1	9.037	A
C-A	300			300			
A-B	74			74			
A-C	865			865			

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	28	455	0.060	27	0.1	10.015	B
B-A	39	298	0.130	38	0.2	15.678	C
C-AB	41	419	0.097	41	0.1	10.460	B
C-A	368			368			
A-B	90			90			
A-C	1059			1059			

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	28	455	0.061	28	0.1	10.024	B
B-A	39	298	0.130	39	0.2	15.703	C
C-AB	41	419	0.097	41	0.1	10.466	B
C-A	368			368			
A-B	90			90			
A-C	1059			1059			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	513	0.044	23	0.1	8.733	A
B-A	31	373	0.084	32	0.1	11.936	B
C-AB	33	471	0.071	33	0.1	9.046	A
C-A	300			300			
A-B	74			74			
A-C	865			865			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	555	0.034	19	0.0	7.992	A
B-A	26	427	0.062	26	0.1	10.155	B
C-AB	28	509	0.055	28	0.1	8.231	A
C-A	251			251			
A-B	62			62			
A-C	724			724			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	376	100.000
B - Snape Lane		✓	133	100.000
C - Blyth Road (S)		✓	852	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	37	339
	B - Snape Lane	85	0	48
	C - Blyth Road (S)	848	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	0	3
	B - Snape Lane	0	0	5
	C - Blyth Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.76	0.1	A
B-A	0.22	10.90	0.3	B
C-AB	0.01	6.03	0.0	A
C-A				

A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	660	0.055	36	0.1	6.058	A
B-A	64	517	0.124	63	0.1	7.921	A
C-AB	3	634	0.005	3	0.0	5.706	A
C-A	638			638			
A-B	28			28			
A-C	255			255			

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	43	640	0.067	43	0.1	6.329	A
B-A	76	478	0.160	76	0.2	8.952	A
C-AB	4	620	0.006	4	0.0	5.838	A
C-A	762			762			
A-B	33			33			
A-C	305			305			

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	53	612	0.086	53	0.1	6.760	A
B-A	94	424	0.221	93	0.3	10.876	B
C-AB	4	601	0.007	4	0.0	6.030	A
C-A	934			934			
A-B	41			41			
A-C	373			373			

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	53	612	0.086	53	0.1	6.763	A
B-A	94	424	0.221	94	0.3	10.898	B
C-AB	4	601	0.007	4	0.0	6.030	A
C-A	934			934			
A-B	41			41			
A-C	373			373			

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	43	640	0.067	43	0.1	6.335	A
B-A	76	478	0.160	77	0.2	8.973	A
C-AB	4	620	0.006	4	0.0	5.840	A
C-A	762			762			
A-B	33			33			
A-C	305			305			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	659	0.055	36	0.1	6.067	A
B-A	64	517	0.124	64	0.1	7.944	A
C-AB	3	634	0.005	3	0.0	5.706	A
C-A	638			638			
A-B	28			28			
A-C	255			255			

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	1046	100.000
B - Snape Lane		✓	60	100.000
C - Blyth Road (S)		✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	82	964
	B - Snape Lane	35	0	25
	C - Blyth Road (S)	344	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	5	6
	B - Snape Lane	13	0	19
	C - Blyth Road (S)	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	10.04	0.1	B
B-A	0.13	15.87	0.2	C
C-AB	0.10	10.48	0.1	B
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	19	555	0.034	19	0.0	7.987	A
B-A	26	425	0.062	26	0.1	10.182	B
C-AB	28	509	0.055	28	0.1	8.225	A
C-A	259			259			
A-B	62			62			
A-C	726			726			

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	22	513	0.044	22	0.1	8.732	A
B-A	31	371	0.085	31	0.1	11.989	B
C-AB	33	471	0.071	33	0.1	9.046	A
C-A	309			309			
A-B	74			74			
A-C	867			867			

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	28	454	0.061	27	0.1	10.032	B
B-A	39	295	0.131	38	0.2	15.839	C
C-AB	41	419	0.097	41	0.1	10.475	B
C-A	379			379			
A-B	90			90			
A-C	1061			1061			

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	28	454	0.061	28	0.1	10.041	B
B-A	39	295	0.131	39	0.2	15.867	C
C-AB	41	419	0.097	41	0.1	10.481	B
C-A	379			379			
A-B	90			90			
A-C	1061			1061			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	513	0.044	23	0.1	8.745	A
B-A	31	371	0.085	32	0.1	12.014	B
C-AB	33	471	0.071	33	0.1	9.055	A
C-A	309			309			
A-B	74			74			
A-C	867			867			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	554	0.034	19	0.0	7.999	A
B-A	26	425	0.062	26	0.1	10.202	B
C-AB	28	509	0.055	28	0.1	8.236	A
C-A	259			259			
A-B	62			62			
A-C	726			726			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Blyth Road/Snape Lane	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blyth Road (N)		✓	380	100.000
B - Snape Lane		✓	133	100.000
C - Blyth Road (S)		✓	859	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	37	343
	B - Snape Lane	85	0	48
	C - Blyth Road (S)	855	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Blyth Road (N)	B - Snape Lane	C - Blyth Road (S)
From	A - Blyth Road (N)	0	0	3
	B - Snape Lane	0	0	5
	C - Blyth Road (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.78	0.1	A
B-A	0.22	10.99	0.3	B
C-AB	0.01	6.04	0.0	A
C-A				

A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	659	0.055	36	0.1	6.066	A
B-A	64	515	0.124	63	0.1	7.954	A
C-AB	3	633	0.005	3	0.0	5.713	A
C-A	644			644			
A-B	28			28			
A-C	258			258			

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	43	639	0.068	43	0.1	6.340	A
B-A	76	476	0.161	76	0.2	9.003	A
C-AB	4	619	0.006	4	0.0	5.846	A
C-A	769			769			
A-B	33			33			
A-C	308			308			

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	53	611	0.087	53	0.1	6.776	A
B-A	94	421	0.222	93	0.3	10.969	B
C-AB	4	600	0.007	4	0.0	6.041	A
C-A	941			941			
A-B	41			41			
A-C	378			378			

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	53	610	0.087	53	0.1	6.779	A
B-A	94	421	0.222	94	0.3	10.990	B
C-AB	4	600	0.007	4	0.0	6.041	A
C-A	941			941			
A-B	41			41			
A-C	378			378			

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	43	639	0.068	43	0.1	6.349	A
B-A	76	476	0.161	77	0.2	9.027	A
C-AB	4	619	0.006	4	0.0	5.846	A
C-A	769			769			
A-B	33			33			
A-C	308			308			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	659	0.055	36	0.1	6.075	A
B-A	64	516	0.124	64	0.1	7.980	A
C-AB	3	633	0.005	3	0.0	5.713	A
C-A	644			644			
A-B	28			28			
A-C	258			258			

Junction 8 - Blyth Rd/Scrooby Rd/Bawtry Rd/Main St

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: J18.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\Bassetlaw Models\05 - Assessment Models
Report generation date: 01/11/2019 12:34:29

»2019 Base Survey, AM
»2019 Base Survey, Inter Peak
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV, AM
»2037 Committed + Allocated + Morton GV, PM
»2037 Committed + Allocated + Gamston GV, AM
»2037 Committed + Allocated + Gamston GV, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				Inter Peak				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey											
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 1 - Bawtry Road	0.4	7.93	0.28	A	0.2	5.49	0.18	A	0.4	7.74	0.29	A
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	1.0	8.05	0.48	A	0.8	7.45	0.45	A	2.1	12.75	0.68	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 3 - Main Street	0.3	5.19	0.22	A	0.2	4.84	0.19	A	0.4	6.11	0.28	A
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 4 - Tickhill Road	2.6	20.29	0.71	C	1.0	11.37	0.49	B	2.8	22.28	0.74	C
2 - Blyth Road/Scrooby Road - 1 - Blyth Road (S)	0.3	3.78	0.18	A	0.3	3.52	0.21	A	0.5	4.31	0.35	A
2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	2.1	12.20	0.67	B	0.5	6.14	0.33	A	1.9	11.49	0.65	B
2 - Blyth Road/Scrooby Road - 3 - Scrooby Road	1.4	15.48	0.59	C	0.7	8.59	0.43	A	1.0	11.44	0.51	B
	2037 Committed Only											
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 1 - Bawtry Road	0.6	9.85	0.36	A					0.6	10.73	0.38	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	3.0	16.62	0.75	C					4.5	23.10	0.83	C
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 3 - Main Street	0.5	6.54	0.32	A					0.8	8.31	0.45	A
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 4 - Tickhill Road	4.7	35.41	0.83	E					26.3	157.34	1.05	F
2 - Blyth Road/Scrooby Road - 1 - Blyth Road (S)	0.6	4.76	0.32	A					0.6	4.52	0.36	A
2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	3.5	17.09	0.77	C					4.2	20.07	0.82	C
2 - Blyth Road/Scrooby Road - 3 - Scrooby Road	1.4	16.63	0.58	C					1.8	20.55	0.65	C
	2037 Committed + Allocated + Morton GV											
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 1 - Bawtry Road	2.1	21.76	0.68	C					0.7	10.62	0.40	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	4.3	21.93	0.81	C					54.3	184.56	1.10	F
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 3 - Main Street	0.6	7.19	0.36	A					1.2	11.42	0.54	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 4 - Tickhill Road	49.2	250.71	1.14	F					64.9	427.85	1.23	F
2 - Blyth Road/Scrooby Road - 1 - Blyth Road (S)	0.7	5.12	0.37	A					1.2	6.52	0.55	A
2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	31.4	118.57	1.03	F					4.0	19.06	0.80	C
2 - Blyth Road/Scrooby Road - 3 - Scrooby Road	4.5	55.26	0.85	F					2.0	21.91	0.67	C
	2037 Committed + Allocated + Gamston GV											
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 1 - Bawtry Road	2.1	21.77	0.68	C					0.7	10.62	0.40	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	4.3	21.93	0.81	C					54.2	184.46	1.10	F
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 3 - Main Street	0.6	7.19	0.36	A					1.2	11.42	0.54	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 4 - Tickhill Road	49.7	253.05	1.14	F					65.5	432.46	1.23	F
2 - Blyth Road/Scrooby Road - 1 - Blyth Road (S)	0.7	5.12	0.37	A					1.2	6.52	0.55	A
2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	31.4	118.90	1.03	F					4.0	19.07	0.80	C
2 - Blyth Road/Scrooby Road - 3 - Scrooby Road	4.5	55.41	0.85	F					2.0	21.99	0.67	C
	2037 Committed + Allocated + Morton GV Modal Shift											
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 1 - Bawtry Road	2.1	21.76	0.68	C					0.7	10.62	0.40	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	4.3	21.93	0.81	C					54.3	184.56	1.10	F
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 3 - Main Street	0.6	7.19	0.36	A					1.2	11.42	0.54	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 4 - Tickhill Road	49.2	250.71	1.14	F					64.9	427.85	1.23	F
2 - Blyth Road/Scrooby Road - 1 - Blyth Road (S)	0.7	5.12	0.37	A					1.2	6.52	0.55	A
2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	31.4	118.57	1.03	F					4.0	19.06	0.80	C
2 - Blyth Road/Scrooby Road - 3 - Scrooby Road	4.5	55.26	0.85	F					2.0	21.91	0.67	C
	2037 Committed + Allocated + Gamston GV Modal Shift											
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 1 - Bawtry Road	2.1	20.77	0.67	C					0.7	10.62	0.40	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	43.6	149.96	1.07	F					53.8	183.03	1.10	F
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 3 - Main Street	0.7	8.46	0.40	A					1.2	11.42	0.54	B
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 4 - Tickhill Road	57.0	313.72	1.17	F					65.5	432.36	1.23	F
2 - Blyth Road/Scrooby Road - 1 - Blyth Road (S)	1.4	7.41	0.55	A					1.6	7.69	0.62	A
2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	31.6	116.37	1.03	F					5.4	26.25	0.85	D
2 - Blyth Road/Scrooby Road - 3 - Scrooby Road	3.6	41.38	0.80	E					2.7	27.25	0.74	D

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.

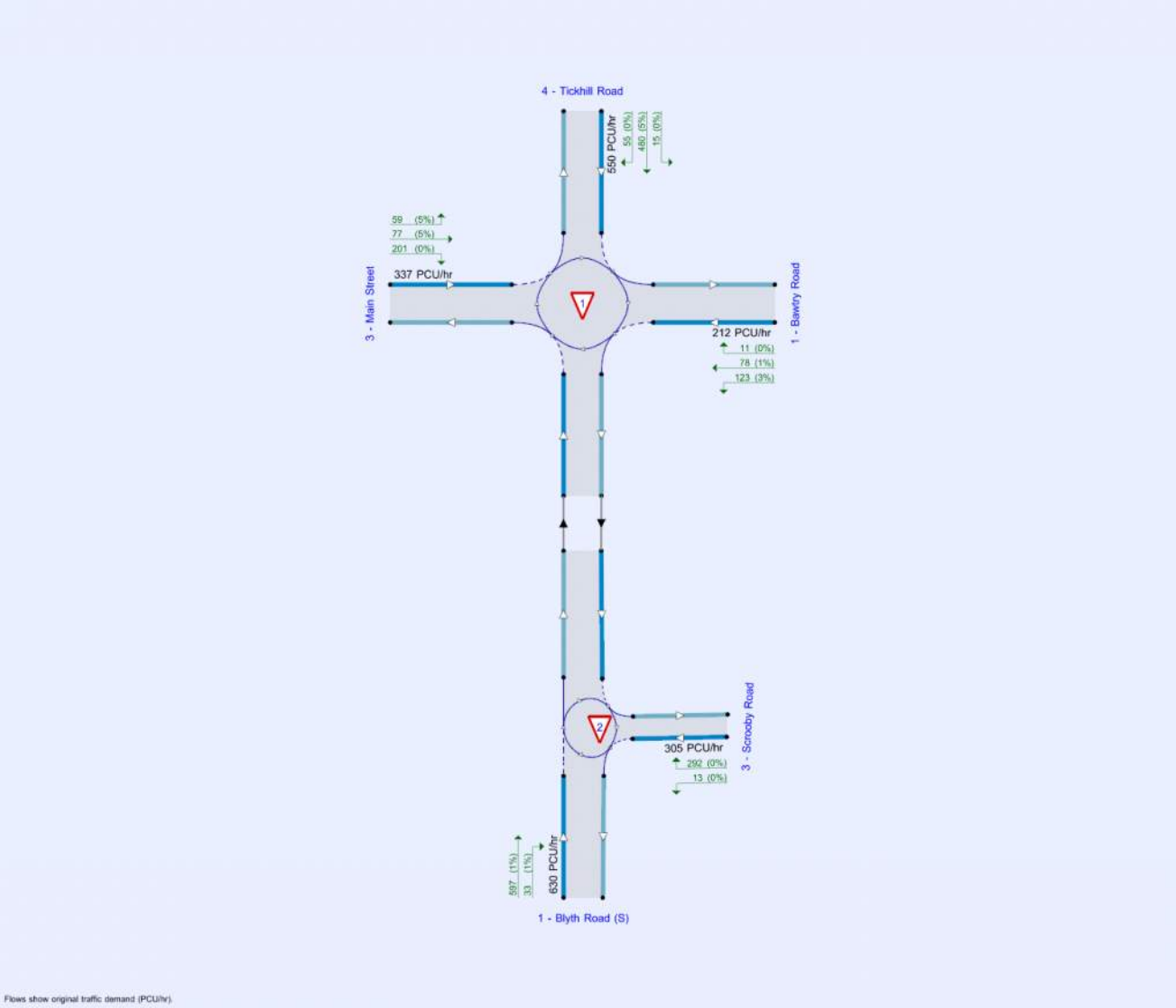
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/06/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	Inter Peak	ONE HOUR	12:30	14:00	15
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	11.96	B
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	11.47	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1	Bawtry Road	
	2	Blyth Road	
	3	Main Street	
	4	Tickhill Road	
2 - Blyth Road/Scrooby Road	1	Blyth Road (S)	
	2	Blyth Road (N)	
	3	Scrooby Road	

Mini Roundabout Geometry

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	2.60	2.60	6.20	5.2	15.70	10.90	0.0	
	2 - Blyth Road	4.70	4.70	7.50	1.4	11.20	6.20	0.0	
	3 - Main Street	4.50	4.50	6.50	4.0	17.90	12.20	0.0	
	4 - Tickhill Road	2.90	2.90	4.50	1.6	11.70	9.20	0.0	
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	3.30	3.30	4.80	17.5	20.00	20.00	0.0	
	2 - Blyth Road (N)	4.00	4.00	5.20	1.7	14.40	10.00	0.0	
	3 - Scrooby Road	3.60	3.60	8.50	2.5	13.50	8.70	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.621	1012
	2 - Blyth Road	0.669	988
	3 - Main Street	0.682	1188
	4 - Tickhill Road	0.602	804
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.950	1557
	2 - Blyth Road (N)	0.644	997
	3 - Scrooby Road	0.639	854

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	168	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	190	100.000
	4 - Tickhill Road		✓	425	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	219	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	107	47	14
	2 - Blyth Road	69	0	84	233
	3 - Main Street	44	101	0	45
	4 - Tickhill Road	9	380	36	0

Demand (PCU/hr)

2 - Blyth Road/Scrooby Road

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	169	50
	2 - Blyth Road (N)	310	0	154
	3 - Scrooby Road	78	234	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	4	7	0
	2 - Blyth Road	4	0	4	7
	3 - Main Street	7	4	0	7
	4 - Tickhill Road	2	10	3	0

Heavy Vehicle Percentages

2 - Blyth Road/Scrooby Road

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	16	2
	2 - Blyth Road (N)	9	0	3
	3 - Scrooby Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.28	7.93	0.4	A
	2 - Blyth Road	0.48	8.05	1.0	A
	3 - Main Street	0.22	5.19	0.3	A
	4 - Tickhill Road	0.71	20.29	2.6	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.18	3.78	0.3	A
	2 - Blyth Road (N)	0.67	12.20	2.1	B
	3 - Scrooby Road	0.59	15.48	1.4	C

Main Results for each time segment

07:45 - 08:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	126	385	773	0.164	126	0.2	5.803	A
	2 - Blyth Road	301	72	940	0.321	299	0.5	5.931	A
	3 - Main Street	143	245	1021	0.140	142	0.2	4.320	A
	4 - Tickhill Road	320	162	707	0.453	316	0.9	9.985	A
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	165	175	1391	0.119	164	0.2	3.299	A
	2 - Blyth Road (N)	439	38	973	0.451	435	0.9	7.113	A
	3 - Scrooby Road	235	291	668	0.352	233	0.5	8.309	A

08:00 - 08:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	151	463	725	0.208	151	0.3	6.548	A
	2 - Blyth Road	361	87	930	0.389	361	0.7	6.683	A
	3 - Main Street	171	295	986	0.173	171	0.2	4.649	A
	4 - Tickhill Road	382	195	687	0.556	380	1.3	12.735	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	197	210	1358	0.145	197	0.2	3.487	A
	2 - Blyth Road (N)	527	45	968	0.544	525	1.3	8.657	A
	3 - Scrooby Road	280	351	630	0.445	279	0.8	10.347	B

08:15 - 08:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	185	565	662	0.280	184	0.4	7.871	A
	2 - Blyth Road	442	106	917	0.482	440	1.0	7.972	A
	3 - Main Street	209	360	942	0.222	209	0.3	5.173	A
	4 - Tickhill Road	468	238	661	0.708	463	2.5	19.443	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	241	256	1314	0.184	241	0.3	3.774	A
	2 - Blyth Road (N)	643	55	962	0.668	640	2.1	11.822	B
	3 - Scrooby Road	344	427	581	0.591	341	1.4	15.002	C

08:30 - 08:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	185	569	659	0.281	185	0.4	7.932	A
	2 - Blyth Road	444	107	917	0.484	444	1.0	8.048	A
	3 - Main Street	209	362	940	0.222	209	0.3	5.188	A
	4 - Tickhill Road	468	239	660	0.709	468	2.6	20.286	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	241	258	1312	0.184	241	0.3	3.779	A
	2 - Blyth Road (N)	647	55	962	0.673	647	2.1	12.201	B
	3 - Scrooby Road	344	432	578	0.595	343	1.4	15.476	C

08:45 - 09:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	151	469	721	0.210	152	0.3	6.614	A
	2 - Blyth Road	364	88	929	0.392	365	0.7	6.770	A
	3 - Main Street	171	299	984	0.174	171	0.2	4.669	A
	4 - Tickhill Road	382	196	686	0.557	387	1.4	13.309	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	197	212	1355	0.145	197	0.2	3.496	A
	2 - Blyth Road (N)	533	45	968	0.551	536	1.3	8.983	A
	3 - Scrooby Road	280	358	625	0.449	283	0.8	10.704	B

09:00 - 09:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	126	391	769	0.164	127	0.2	5.857	A
	2 - Blyth Road	304	73	939	0.324	305	0.5	6.016	A
	3 - Main Street	143	249	1017	0.141	143	0.2	4.340	A
	4 - Tickhill Road	320	164	706	0.453	322	0.9	10.295	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	165	177	1389	0.119	165	0.2	3.308	A
	2 - Blyth Road (N)	445	38	973	0.457	446	0.9	7.334	A
	3 - Scrooby Road	235	298	663	0.354	236	0.6	8.529	A

2019 Base Survey, Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	7.94	A
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	6.18	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	Inter Peak	ONE HOUR	12:30	14:00	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	136	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	165	100.000
	4 - Tickhill Road		✓	299	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	254	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	286	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	77	41	18
	2 - Blyth Road	82	0	80	222
	3 - Main Street	45	80	1	39
	4 - Tickhill Road	139	124	36	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	167	87
	2 - Blyth Road (N)	164	0	106
	3 - Scrooby Road	80	206	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	3	14	6
	2 - Blyth Road	1	0	1	8
	3 - Main Street	5	1	0	8
	4 - Tickhill Road	1	14	9	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	6	0
	2 - Blyth Road (N)	11	0	1
	3 - Scrooby Road	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.18	5.49	0.2	A
	2 - Blyth Road	0.45	7.45	0.8	A
	3 - Main Street	0.19	4.84	0.2	A
	4 - Tickhill Road	0.49	11.37	1.0	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.21	3.52	0.3	A
	2 - Blyth Road (N)	0.33	6.14	0.5	A
	3 - Scrooby Road	0.43	8.59	0.7	A

Main Results for each time segment

12:30 - 12:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	102	180	900	0.114	102	0.1	4.798	A
	2 - Blyth Road	279	72	940	0.297	278	0.4	5.688	A
	3 - Main Street	124	233	1028	0.121	124	0.1	4.121	A
	4 - Tickhill Road	225	154	712	0.316	223	0.5	7.853	A
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	191	154	1410	0.136	191	0.2	3.063	A
	2 - Blyth Road (N)	210	65	955	0.220	209	0.3	5.146	A
	3 - Scrooby Road	215	127	773	0.279	214	0.4	6.421	A

12:45 - 13:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	122	216	878	0.139	122	0.2	5.073	A
	2 - Blyth Road	335	86	930	0.360	334	0.6	6.330	A
	3 - Main Street	148	281	996	0.149	148	0.2	4.402	A
	4 - Tickhill Road	269	185	693	0.388	268	0.7	9.046	A
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	228	185	1381	0.165	228	0.2	3.242	A
	2 - Blyth Road (N)	252	78	947	0.266	252	0.4	5.532	A
	3 - Scrooby Road	257	153	756	0.340	257	0.5	7.195	A

13:00 - 13:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	150	264	848	0.177	150	0.2	5.488	A
	2 - Blyth Road	410	105	917	0.447	409	0.8	7.411	A
	3 - Main Street	182	343	953	0.191	181	0.2	4.834	A
	4 - Tickhill Road	329	226	668	0.493	328	1.0	11.265	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	280	226	1342	0.208	279	0.3	3.519	A
	2 - Blyth Road (N)	309	96	936	0.330	308	0.5	6.124	A
	3 - Scrooby Road	315	187	735	0.429	314	0.7	8.541	A

13:15 - 13:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	150	265	847	0.177	150	0.2	5.494	A
	2 - Blyth Road	411	106	917	0.448	411	0.8	7.455	A
	3 - Main Street	182	345	952	0.191	182	0.2	4.842	A
	4 - Tickhill Road	329	226	668	0.493	329	1.0	11.365	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	280	227	1341	0.209	280	0.3	3.521	A
	2 - Blyth Road (N)	309	96	935	0.331	309	0.5	6.142	A
	3 - Scrooby Road	315	188	734	0.429	315	0.7	8.587	A

13:30 - 13:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	122	217	877	0.139	122	0.2	5.083	A
	2 - Blyth Road	336	87	930	0.361	337	0.6	6.382	A
	3 - Main Street	148	283	994	0.149	149	0.2	4.414	A
	4 - Tickhill Road	269	185	693	0.388	270	0.7	9.146	A
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	228	186	1380	0.165	229	0.2	3.249	A
	2 - Blyth Road (N)	253	78	947	0.268	254	0.4	5.558	A
	3 - Scrooby Road	257	154	756	0.340	258	0.5	7.247	A

13:45 - 14:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	102	182	899	0.114	103	0.1	4.812	A
	2 - Blyth Road	281	72	940	0.299	282	0.5	5.748	A
	3 - Main Street	124	237	1026	0.121	124	0.1	4.139	A
	4 - Tickhill Road	225	155	711	0.317	226	0.5	7.954	A
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	191	155	1409	0.136	191	0.2	3.072	A
	2 - Blyth Road (N)	212	66	955	0.222	212	0.3	5.181	A
	3 - Scrooby Road	215	129	772	0.279	216	0.4	6.484	A

2019 Base Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	14.01	B
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	9.14	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	176	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	218	100.000
	4 - Tickhill Road		✓	425	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	407	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	297	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	97	68	11
	2 - Blyth Road	105	0	114	376
	3 - Main Street	65	94	0	59
	4 - Tickhill Road	15	355	55	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	296	111
	2 - Blyth Road (N)	159	0	128
	3 - Scrooby Road	43	254	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	3	1	0
	2 - Blyth Road	1	0	0	1
	3 - Main Street	5	0	0	5
	4 - Tickhill Road	0	5	0	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	1	1
	2 - Blyth Road (N)	3	0	0
	3 - Scrooby Road	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.29	7.74	0.4	A
	2 - Blyth Road	0.68	12.75	2.1	B
	3 - Main Street	0.28	6.11	0.4	A
	4 - Tickhill Road	0.74	22.28	2.8	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.35	4.31	0.5	A
	2 - Blyth Road (N)	0.65	11.49	1.9	B
	3 - Scrooby Road	0.51	11.44	1.0	B

Main Results for each time segment

16:45 - 17:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	133	376	779	0.170	132	0.2	5.667	A
	2 - Blyth Road	412	100	921	0.447	408	0.8	7.037	A
	3 - Main Street	164	338	957	0.172	163	0.2	4.659	A
	4 - Tickhill Road	320	191	689	0.464	316	0.9	9.966	A
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	306	190	1377	0.223	305	0.3	3.391	A
	2 - Blyth Road (N)	407	83	944	0.432	404	0.8	6.747	A
	3 - Scrooby Road	224	224	711	0.315	222	0.5	7.333	A

17:00 - 17:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	158	451	732	0.216	158	0.3	6.394	A
	2 - Blyth Road	494	120	908	0.544	492	1.2	8.700	A
	3 - Main Street	196	408	909	0.216	196	0.3	5.180	A
	4 - Tickhill Road	382	230	666	0.574	380	1.4	13.024	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	366	228	1340	0.273	366	0.4	3.730	A
	2 - Blyth Road (N)	489	100	933	0.524	488	1.1	8.191	A
	3 - Scrooby Road	267	270	681	0.392	266	0.6	8.656	A

17:15 - 17:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	194	550	671	0.289	193	0.4	7.679	A
	2 - Blyth Road	604	147	890	0.679	600	2.0	12.383	B
	3 - Main Street	240	497	848	0.283	240	0.4	6.074	A
	4 - Tickhill Road	468	281	635	0.737	463	2.7	21.069	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	448	278	1292	0.347	447	0.5	4.301	A
	2 - Blyth Road (N)	596	122	919	0.649	593	1.8	11.149	B
	3 - Scrooby Road	327	329	644	0.508	326	1.0	11.251	B

17:30 - 17:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	194	554	668	0.290	194	0.4	7.745	A
	2 - Blyth Road	605	147	889	0.681	605	2.1	12.750	B
	3 - Main Street	240	501	845	0.284	240	0.4	6.111	A
	4 - Tickhill Road	468	282	635	0.737	467	2.8	22.279	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	448	280	1291	0.347	448	0.5	4.312	A
	2 - Blyth Road (N)	601	122	918	0.654	601	1.9	11.490	B
	3 - Scrooby Road	327	333	641	0.510	327	1.0	11.440	B

17:45 - 18:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	158	458	728	0.217	159	0.3	6.464	A
	2 - Blyth Road	496	121	907	0.547	500	1.2	8.986	A
	3 - Main Street	196	414	905	0.216	196	0.3	5.225	A
	4 - Tickhill Road	382	231	665	0.575	387	1.5	13.759	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	366	230	1339	0.273	366	0.4	3.744	A
	2 - Blyth Road (N)	496	100	933	0.532	499	1.2	8.481	A
	3 - Scrooby Road	267	276	678	0.394	268	0.7	8.833	A

18:00 - 18:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	133	382	775	0.171	133	0.2	5.719	A
	2 - Blyth Road	415	101	920	0.451	417	0.8	7.231	A
	3 - Main Street	164	345	952	0.172	164	0.2	4.700	A
	4 - Tickhill Road	320	193	688	0.465	322	0.9	10.308	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	306	192	1374	0.223	307	0.3	3.405	A
	2 - Blyth Road (N)	413	84	943	0.438	415	0.8	6.939	A
	3 - Scrooby Road	224	230	707	0.316	224	0.5	7.468	A

2037 Committed Only, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	19.77	C
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	13.52	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	197	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	252	100.000
	4 - Tickhill Road		✓	463	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	381	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	276	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	125	58	14
	2 - Blyth Road	75	0	186	341
	3 - Main Street	55	152	0	45
	4 - Tickhill Road	9	418	36	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	366	15
	2 - Blyth Road (N)	389	0	182
	3 - Scrooby Road	23	253	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	4	7	0
	2 - Blyth Road	4	0	4	7
	3 - Main Street	7	4	0	7
	4 - Tickhill Road	2	10	3	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	16	2
	2 - Blyth Road (N)	9	0	3
	3 - Scrooby Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.36	9.85	0.6	A
	2 - Blyth Road	0.75	16.62	3.0	C
	3 - Main Street	0.32	6.54	0.5	A
	4 - Tickhill Road	0.83	35.41	4.7	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.32	4.76	0.6	A
	2 - Blyth Road (N)	0.77	17.09	3.5	C
	3 - Scrooby Road	0.58	16.63	1.4	C

Main Results for each time segment

07:45 - 08:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	148	451	732	0.203	147	0.3	6.424	A
	2 - Blyth Road	463	81	934	0.496	459	1.0	7.942	A
	3 - Main Street	190	328	964	0.197	189	0.3	4.877	A
	4 - Tickhill Road	349	212	677	0.515	344	1.1	11.676	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	287	189	1377	0.208	286	0.3	3.801	A
	2 - Blyth Road (N)	518	11	990	0.523	513	1.2	8.007	A
	3 - Scrooby Road	208	350	631	0.330	206	0.5	8.522	A

08:00 - 08:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	177	542	676	0.262	177	0.4	7.534	A
	2 - Blyth Road	555	97	923	0.601	553	1.6	10.217	B
	3 - Main Street	227	395	918	0.247	226	0.3	5.469	A
	4 - Tickhill Road	416	255	651	0.639	413	1.8	16.349	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	343	227	1341	0.255	342	0.4	4.155	A
	2 - Blyth Road (N)	622	13	988	0.629	619	1.8	10.364	B
	3 - Scrooby Road	248	422	584	0.425	247	0.7	10.751	B

08:15 - 08:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	217	657	604	0.359	216	0.6	9.672	A
	2 - Blyth Road	679	118	909	0.747	673	2.9	15.763	C
	3 - Main Street	277	481	860	0.323	277	0.5	6.490	A
	4 - Tickhill Road	510	311	617	0.826	500	4.4	31.148	D
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	419	276	1294	0.324	419	0.5	4.742	A
	2 - Blyth Road (N)	755	16	987	0.766	749	3.3	15.830	C
	3 - Scrooby Road	304	510	528	0.576	302	1.3	15.905	C

08:30 - 08:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	217	666	599	0.362	217	0.6	9.851	A
	2 - Blyth Road	681	119	909	0.750	681	3.0	16.619	C
	3 - Main Street	277	486	856	0.324	277	0.5	6.543	A
	4 - Tickhill Road	510	313	616	0.828	508	4.7	35.407	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	419	278	1292	0.325	419	0.6	4.758	A
	2 - Blyth Road (N)	764	17	987	0.774	763	3.5	17.086	C
	3 - Scrooby Road	304	520	522	0.582	304	1.4	16.634	C

08:45 - 09:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	177	556	667	0.265	178	0.4	7.705	A
	2 - Blyth Road	559	98	922	0.606	565	1.7	10.796	B
	3 - Main Street	227	403	913	0.248	227	0.4	5.529	A
	4 - Tickhill Road	416	257	650	0.641	427	2.0	18.429	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	343	230	1339	0.256	343	0.4	4.176	A
	2 - Blyth Road (N)	635	14	988	0.643	641	2.0	11.287	B
	3 - Scrooby Road	248	437	575	0.432	250	0.8	11.291	B

09:00 - 09:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	148	460	727	0.204	149	0.3	6.519	A
	2 - Blyth Road	467	82	933	0.501	470	1.1	8.248	A
	3 - Main Street	190	335	959	0.198	190	0.3	4.928	A
	4 - Tickhill Road	349	215	675	0.516	352	1.2	12.299	B
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	287	191	1375	0.209	287	0.3	3.819	A
	2 - Blyth Road (N)	527	11	990	0.532	530	1.2	8.426	A
	3 - Scrooby Road	208	361	623	0.333	209	0.5	8.794	A

2037 Committed Only, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	60.39	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	15.74	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	193	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	325	100.000
	4 - Tickhill Road		✓	529	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	417	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	294	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	104	78	11
	2 - Blyth Road	122	0	169	420
	3 - Main Street	76	190	0	59
	4 - Tickhill Road	15	459	55	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	384	33
	2 - Blyth Road (N)	347	0	147
	3 - Scrooby Road	13	281	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	3	1	0
	2 - Blyth Road	1	0	0	1
	3 - Main Street	5	0	0	5
	4 - Tickhill Road	0	5	0	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	1	1
	2 - Blyth Road (N)	3	0	0
	3 - Scrooby Road	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.38	10.73	0.6	B
	2 - Blyth Road	0.83	23.10	4.5	C
	3 - Main Street	0.45	8.31	0.8	A
	4 - Tickhill Road	1.05	157.34	26.3	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.36	4.52	0.6	A
	2 - Blyth Road (N)	0.82	20.07	4.2	C
	3 - Scrooby Road	0.65	20.55	1.8	C

Main Results for each time segment

16:45 - 17:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	145	523	688	0.211	144	0.3	6.742	A
	2 - Blyth Road	497	107	916	0.543	493	1.2	8.474	A
	3 - Main Street	245	384	926	0.264	243	0.4	5.371	A
	4 - Tickhill Road	398	284	634	0.629	392	1.7	15.127	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	314	209	1358	0.231	313	0.3	3.476	A
	2 - Blyth Road (N)	560	25	981	0.570	554	1.3	8.507	A
	3 - Scrooby Road	221	389	605	0.366	219	0.6	9.272	A

17:00 - 17:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	174	625	624	0.278	173	0.4	8.136	A
	2 - Blyth Road	596	128	902	0.661	593	1.9	11.639	B
	3 - Main Street	292	462	872	0.335	292	0.5	6.318	A
	4 - Tickhill Road	476	340	599	0.794	468	3.5	27.186	D
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	375	251	1318	0.284	374	0.4	3.852	A
	2 - Blyth Road (N)	670	30	978	0.685	667	2.1	11.678	B
	3 - Scrooby Road	264	468	555	0.476	263	0.9	12.288	B

17:15 - 17:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	212	724	563	0.377	212	0.6	10.422	B
	2 - Blyth Road	729	153	886	0.822	719	4.1	20.738	C
	3 - Main Street	358	561	805	0.444	357	0.8	8.168	A
	4 - Tickhill Road	582	415	554	1.051	530	16.6	87.451	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	459	306	1266	0.363	458	0.6	4.500	A
	2 - Blyth Road (N)	782	36	974	0.804	776	3.8	17.936	C
	3 - Scrooby Road	324	545	506	0.640	321	1.7	19.109	C

17:30 - 17:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	212	737	554	0.383	212	0.6	10.732	B
	2 - Blyth Road	732	154	885	0.827	730	4.5	23.102	C
	3 - Main Street	358	569	799	0.448	358	0.8	8.314	A
	4 - Tickhill Road	582	418	553	1.054	544	26.3	157.344	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	459	309	1263	0.363	459	0.6	4.521	A
	2 - Blyth Road (N)	795	36	974	0.817	794	4.2	20.074	C
	3 - Scrooby Road	324	558	498	0.650	323	1.8	20.549	C

17:45 - 18:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	174	715	569	0.305	174	0.5	9.329	A
	2 - Blyth Road	601	138	895	0.671	610	2.1	13.119	B
	3 - Main Street	292	475	863	0.338	293	0.5	6.456	A
	4 - Tickhill Road	476	345	597	0.797	559	5.4	101.509	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	375	255	1314	0.285	376	0.4	3.876	A
	2 - Blyth Road (N)	750	30	978	0.767	753	3.6	16.585	C
	3 - Scrooby Road	264	529	516	0.512	267	1.1	14.633	B

18:00 - 18:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	145	544	674	0.215	146	0.3	6.957	A
	2 - Blyth Road	503	110	914	0.550	506	1.3	8.969	A
	3 - Main Street	245	394	919	0.266	245	0.4	5.459	A
	4 - Tickhill Road	398	288	631	0.631	412	1.9	18.172	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	314	213	1354	0.232	314	0.3	3.500	A
	2 - Blyth Road (N)	580	25	981	0.591	588	1.5	9.540	A
	3 - Scrooby Road	221	413	590	0.375	223	0.6	9.865	A

2037 Committed + Allocated + Morton GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - Blyth Road/Scrooby Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	93.52	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	79.45	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV	AM	ONE HOUR	07:45	09:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	334	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	269	100.000
	4 - Tickhill Road		✓	608	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	428	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	287	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	262	58	14
	2 - Blyth Road	99	0	197	365
	3 - Main Street	56	168	0	45
	4 - Tickhill Road	9	563	36	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	413	15
	2 - Blyth Road (N)	672	0	197
	3 - Scrooby Road	23	264	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	4	7	0
	2 - Blyth Road	4	0	4	7
	3 - Main Street	7	4	0	7
	4 - Tickhill Road	2	10	3	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	16	2
	2 - Blyth Road (N)	9	0	3
	3 - Scrooby Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.68	21.76	2.1	C
	2 - Blyth Road	0.81	21.93	4.3	C
	3 - Main Street	0.36	7.19	0.6	A
	4 - Tickhill Road	1.14	250.71	49.2	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.37	5.12	0.7	A
	2 - Blyth Road (N)	1.03	118.57	31.4	F
	3 - Scrooby Road	0.85	55.26	4.5	F

Main Results for each time segment

07:45 - 08:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	568	660	0.381	249	0.6	9.085	A
	2 - Blyth Road	506	80	934	0.541	501	1.2	8.675	A
	3 - Main Street	203	362	941	0.215	201	0.3	5.111	A
	4 - Tickhill Road	458	243	658	0.695	448	2.3	18.061	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	322	196	1371	0.235	321	0.4	3.954	A
	2 - Blyth Road (N)	736	11	990	0.744	724	2.9	14.033	B
	3 - Scrooby Road	216	560	496	0.436	213	0.8	12.723	B

08:00 - 08:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	676	592	0.507	299	1.0	12.717	B
	2 - Blyth Road	606	96	924	0.656	603	1.9	11.736	B
	3 - Main Street	242	436	890	0.272	241	0.4	5.827	A
	4 - Tickhill Road	547	291	629	0.869	534	5.6	36.974	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	385	235	1334	0.288	384	0.5	4.375	A
	2 - Blyth Road (N)	879	13	988	0.889	864	6.8	27.936	D
	3 - Scrooby Road	258	668	427	0.604	255	1.5	20.814	C

08:15 - 08:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	754	544	0.676	364	2.0	20.376	C
	2 - Blyth Road	736	113	913	0.807	728	4.0	19.759	C
	3 - Main Street	296	526	828	0.358	295	0.6	7.089	A
	4 - Tickhill Road	669	355	591	1.134	578	28.4	124.918	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	471	282	1289	0.366	470	0.7	5.076	A
	2 - Blyth Road (N)	1005	16	987	1.019	952	20.2	64.646	F
	3 - Scrooby Road	316	736	384	0.824	307	3.7	43.038	E

08:30 - 08:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	762	539	0.682	367	2.1	21.764	C
	2 - Blyth Road	743	114	912	0.814	741	4.3	21.933	C
	3 - Main Street	296	536	822	0.360	296	0.6	7.194	A
	4 - Tickhill Road	669	358	589	1.137	586	49.2	250.706	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	471	288	1283	0.367	471	0.7	5.117	A
	2 - Blyth Road (N)	1016	17	987	1.030	971	31.3	107.441	F
	3 - Scrooby Road	316	751	374	0.845	313	4.5	55.263	F

08:45 - 09:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	755	544	0.552	304	1.3	15.855	C
	2 - Blyth Road	617	102	920	0.671	626	2.2	13.265	B
	3 - Main Street	242	452	879	0.275	243	0.4	5.952	A
	4 - Tickhill Road	547	296	626	0.873	613	32.7	242.462	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	385	245	1324	0.291	386	0.5	4.433	A
	2 - Blyth Road (N)	957	14	988	0.968	957	31.4	118.574	F
	3 - Scrooby Road	258	740	381	0.677	267	2.3	33.812	D

09:00 - 09:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	695	581	0.433	254	0.8	11.550	B
	2 - Blyth Road	514	89	929	0.553	517	1.3	9.325	A
	3 - Main Street	203	374	933	0.217	203	0.3	5.190	A
	4 - Tickhill Road	458	246	656	0.698	577	2.9	82.310	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	322	202	1365	0.236	323	0.4	3.990	A
	2 - Blyth Road (N)	860	11	990	0.869	946	9.7	80.666	F
	3 - Scrooby Road	216	732	386	0.559	220	1.3	22.339	C

2037 Committed + Allocated + Morton GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	203.87	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	14.97	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Morton GV	PM	ONE HOUR	16:45	18:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	212	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	337	100.000
	4 - Tickhill Road		✓	549	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	630	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	305	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	123	78	11
	2 - Blyth Road	227	0	181	526
	3 - Main Street	77	201	0	59
	4 - Tickhill Road	15	479	55	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	597	33
	2 - Blyth Road (N)	386	0	158
	3 - Scrooby Road	13	292	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	3	1	0
	2 - Blyth Road	1	0	0	1
	3 - Main Street	5	0	0	5
	4 - Tickhill Road	0	5	0	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	1	1
	2 - Blyth Road (N)	3	0	0
	3 - Scrooby Road	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.40	10.62	0.7	B
	2 - Blyth Road	1.10	184.56	54.3	F
	3 - Main Street	0.54	11.42	1.2	B
	4 - Tickhill Road	1.23	427.85	64.9	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.55	6.52	1.2	A
	2 - Blyth Road (N)	0.80	19.06	4.0	C
	3 - Scrooby Road	0.67	21.91	2.0	C

Main Results for each time segment

16:45 - 17:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	543	675	0.236	158	0.3	7.096	A
	2 - Blyth Road	665	107	916	0.725	655	2.5	13.398	B
	3 - Main Street	254	536	822	0.309	252	0.5	6.441	A
	4 - Tickhill Road	413	367	583	0.708	404	2.3	20.014	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	217	1350	0.351	472	0.5	4.131	A
	2 - Blyth Road (N)	595	25	981	0.606	588	1.5	9.221	A
	3 - Scrooby Road	230	418	587	0.391	227	0.6	9.929	A

17:00 - 17:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	643	613	0.311	190	0.5	8.674	A
	2 - Blyth Road	797	127	903	0.883	783	6.1	27.380	D
	3 - Main Street	303	641	750	0.404	302	0.7	8.172	A
	4 - Tickhill Road	494	439	540	0.914	476	6.8	48.565	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	261	1309	0.433	565	0.8	4.885	A
	2 - Blyth Road (N)	705	30	978	0.721	701	2.5	13.094	B
	3 - Scrooby Road	274	498	536	0.512	273	1.0	13.593	B

17:15 - 17:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	694	581	0.402	233	0.7	10.509	B
	2 - Blyth Road	974	146	890	1.094	873	31.1	91.082	F
	3 - Main Street	371	716	699	0.531	369	1.1	11.077	B
	4 - Tickhill Road	604	517	493	1.226	487	36.1	178.520	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	318	1254	0.553	692	1.2	6.439	A
	2 - Blyth Road (N)	780	36	974	0.801	775	3.8	17.999	C
	3 - Scrooby Road	336	550	502	0.668	332	1.9	20.735	C

17:30 - 17:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	697	579	0.403	233	0.7	10.622	B
	2 - Blyth Road	978	147	890	1.100	886	54.3	184.559	F
	3 - Main Street	371	726	692	0.536	371	1.2	11.423	B
	4 - Tickhill Road	604	521	490	1.232	489	64.9	379.521	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	321	1252	0.554	694	1.2	6.515	A
	2 - Blyth Road (N)	784	36	974	0.805	783	4.0	19.058	C
	3 - Scrooby Road	336	555	499	0.673	335	2.0	21.912	C

17:45 - 18:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	683	588	0.324	191	0.5	9.277	A
	2 - Blyth Road	804	132	900	0.894	883	34.5	183.130	F
	3 - Main Street	303	722	695	0.436	304	0.8	9.435	A
	4 - Tickhill Road	494	466	524	0.942	516	59.4	427.848	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	266	1304	0.434	568	0.8	4.950	A
	2 - Blyth Road (N)	742	30	978	0.759	745	3.4	15.968	C
	3 - Scrooby Road	274	528	516	0.531	277	1.2	15.270	C

18:00 - 18:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	688	585	0.273	160	0.4	8.660	A
	2 - Blyth Road	672	122	906	0.741	796	3.2	56.390	F
	3 - Main Street	254	650	744	0.341	255	0.5	7.525	A
	4 - Tickhill Road	413	404	561	0.736	552	24.8	279.718	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	221	1347	0.352	475	0.6	4.178	A
	2 - Blyth Road (N)	726	25	981	0.740	727	3.0	14.607	B
	3 - Scrooby Road	230	516	524	0.438	231	0.8	12.352	B

2037 Committed + Allocated + Gamston GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - Blyth Road/Scrooby Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	94.36	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	79.69	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV	AM	ONE HOUR	07:45	09:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	334	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	269	100.000
	4 - Tickhill Road		✓	609	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	428	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	287	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	262	58	14
	2 - Blyth Road	99	0	197	365
	3 - Main Street	56	168	0	45
	4 - Tickhill Road	9	564	36	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	413	15
	2 - Blyth Road (N)	673	0	197
	3 - Scrooby Road	23	264	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	4	7	0
	2 - Blyth Road	4	0	4	7
	3 - Main Street	7	4	0	7
	4 - Tickhill Road	2	10	3	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	16	2
	2 - Blyth Road (N)	9	0	3
	3 - Scrooby Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.68	21.77	2.1	C
	2 - Blyth Road	0.81	21.93	4.3	C
	3 - Main Street	0.36	7.19	0.6	A
	4 - Tickhill Road	1.14	253.05	49.7	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.37	5.12	0.7	A
	2 - Blyth Road (N)	1.03	118.90	31.4	F
	3 - Scrooby Road	0.85	55.41	4.5	F

Main Results for each time segment

07:45 - 08:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	568	659	0.381	249	0.6	9.095	A
	2 - Blyth Road	506	80	934	0.541	501	1.2	8.675	A
	3 - Main Street	203	362	941	0.215	201	0.3	5.111	A
	4 - Tickhill Road	458	243	658	0.697	449	2.4	18.117	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	322	196	1371	0.235	321	0.4	3.954	A
	2 - Blyth Road (N)	737	11	990	0.744	725	2.9	14.067	B
	3 - Scrooby Road	216	561	495	0.436	213	0.8	12.744	B

08:00 - 08:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	677	592	0.507	299	1.0	12.734	B
	2 - Blyth Road	606	96	924	0.656	603	1.9	11.736	B
	3 - Main Street	242	436	890	0.272	241	0.4	5.827	A
	4 - Tickhill Road	547	291	629	0.871	534	5.6	37.208	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	385	235	1334	0.288	384	0.5	4.375	A
	2 - Blyth Road (N)	880	13	988	0.890	864	6.9	28.054	D
	3 - Scrooby Road	258	669	427	0.605	255	1.5	20.867	C

08:15 - 08:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	754	544	0.676	364	2.0	20.391	C
	2 - Blyth Road	736	113	913	0.807	728	4.0	19.755	C
	3 - Main Street	296	526	828	0.358	295	0.6	7.088	A
	4 - Tickhill Road	671	355	591	1.135	578	28.7	125.865	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	471	282	1289	0.366	470	0.7	5.076	A
	2 - Blyth Road (N)	1005	16	987	1.019	952	20.3	64.823	F
	3 - Scrooby Road	316	736	383	0.824	307	3.7	43.142	E

08:30 - 08:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	763	539	0.682	367	2.1	21.770	C
	2 - Blyth Road	743	114	912	0.814	741	4.3	21.927	C
	3 - Main Street	296	536	822	0.360	296	0.6	7.194	A
	4 - Tickhill Road	671	358	589	1.138	586	49.7	253.051	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	471	288	1283	0.367	471	0.7	5.117	A
	2 - Blyth Road (N)	1016	17	987	1.030	971	31.4	107.682	F
	3 - Scrooby Road	316	751	374	0.846	313	4.5	55.407	F

08:45 - 09:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	755	543	0.553	304	1.3	15.862	C
	2 - Blyth Road	617	102	920	0.671	626	2.2	13.266	B
	3 - Main Street	242	452	879	0.275	243	0.4	5.952	A
	4 - Tickhill Road	547	296	626	0.874	613	33.4	245.953	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	385	245	1324	0.291	386	0.5	4.435	A
	2 - Blyth Road (N)	957	14	988	0.968	957	31.4	118.905	F
	3 - Scrooby Road	258	740	381	0.678	267	2.3	33.902	D

09:00 - 09:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	699	579	0.435	254	0.8	11.625	B
	2 - Blyth Road	514	89	928	0.553	517	1.3	9.329	A
	3 - Main Street	203	374	933	0.217	203	0.3	5.188	A
	4 - Tickhill Road	458	246	656	0.699	580	2.9	85.542	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	322	202	1365	0.236	323	0.4	3.992	A
	2 - Blyth Road (N)	863	11	990	0.872	948	10.1	82.079	F
	3 - Scrooby Road	216	734	385	0.561	220	1.4	22.494	C

2037 Committed + Allocated + Gamston GV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	205.21	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	14.99	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2037 Committed + Allocated + Gamston GV	PM	ONE HOUR	16:45	18:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	212	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	337	100.000
	4 - Tickhill Road		✓	550	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	630	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	305	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	123	78	11
	2 - Blyth Road	227	0	181	526
	3 - Main Street	77	201	0	59
	4 - Tickhill Road	15	480	55	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	597	33
	2 - Blyth Road (N)	388	0	158
	3 - Scrooby Road	13	292	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	3	1	0
	2 - Blyth Road	1	0	0	1
	3 - Main Street	5	0	0	5
	4 - Tickhill Road	0	5	0	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	1	1
	2 - Blyth Road (N)	3	0	0
	3 - Scrooby Road	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.40	10.62	0.7	B
	2 - Blyth Road	1.10	184.46	54.2	F
	3 - Main Street	0.54	11.42	1.2	B
	4 - Tickhill Road	1.23	432.46	65.5	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.55	6.52	1.2	A
	2 - Blyth Road (N)	0.80	19.07	4.0	C
	3 - Scrooby Road	0.67	21.99	2.0	C

Main Results for each time segment

16:45 - 17:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	544	675	0.237	158	0.3	7.102	A
	2 - Blyth Road	665	107	916	0.725	655	2.5	13.398	B
	3 - Main Street	254	536	822	0.309	252	0.5	6.441	A
	4 - Tickhill Road	414	367	583	0.710	405	2.4	20.086	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	217	1350	0.351	472	0.5	4.131	A
	2 - Blyth Road (N)	595	25	981	0.607	589	1.5	9.237	A
	3 - Scrooby Road	230	419	586	0.392	227	0.6	9.950	A

17:00 - 17:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	643	613	0.311	190	0.5	8.683	A
	2 - Blyth Road	797	127	903	0.883	783	6.1	27.376	D
	3 - Main Street	303	641	750	0.404	302	0.7	8.171	A
	4 - Tickhill Road	494	439	540	0.916	476	6.9	48.928	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	261	1309	0.433	565	0.8	4.885	A
	2 - Blyth Road (N)	706	30	978	0.722	702	2.5	13.125	B
	3 - Scrooby Road	274	499	535	0.512	273	1.0	13.631	B

17:15 - 17:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	694	581	0.402	233	0.7	10.515	B
	2 - Blyth Road	974	146	890	1.094	874	31.1	91.048	F
	3 - Main Street	371	716	699	0.531	369	1.1	11.078	B
	4 - Tickhill Road	606	517	493	1.228	487	36.5	179.906	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	318	1254	0.553	692	1.2	6.439	A
	2 - Blyth Road (N)	780	36	974	0.801	775	3.8	18.021	C
	3 - Scrooby Road	336	551	502	0.669	332	1.9	20.807	C

17:30 - 17:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	697	579	0.403	233	0.7	10.623	B
	2 - Blyth Road	978	147	890	1.100	886	54.2	184.464	F
	3 - Main Street	371	726	692	0.536	371	1.2	11.424	B
	4 - Tickhill Road	606	521	490	1.235	489	65.5	382.720	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	321	1252	0.554	694	1.2	6.515	A
	2 - Blyth Road (N)	784	36	974	0.805	783	4.0	19.071	C
	3 - Scrooby Road	336	556	498	0.674	335	2.0	21.990	C

17:45 - 18:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	683	588	0.324	191	0.5	9.281	A
	2 - Blyth Road	804	132	900	0.894	883	34.4	182.992	F
	3 - Main Street	303	722	695	0.436	304	0.8	9.434	A
	4 - Tickhill Road	494	466	524	0.944	516	60.2	432.458	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	266	1304	0.434	568	0.8	4.952	A
	2 - Blyth Road (N)	743	30	978	0.759	745	3.4	15.979	C
	3 - Scrooby Road	274	529	516	0.532	277	1.2	15.310	C

18:00 - 18:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	689	585	0.273	160	0.4	8.662	A
	2 - Blyth Road	672	122	906	0.741	796	3.2	56.278	F
	3 - Main Street	254	650	744	0.341	255	0.5	7.524	A
	4 - Tickhill Road	414	404	561	0.738	552	25.8	285.229	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	221	1347	0.352	475	0.6	4.177	A
	2 - Blyth Road (N)	726	25	981	0.740	728	3.0	14.625	B
	3 - Scrooby Road	230	517	523	0.439	231	0.8	12.378	B

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - Blyth Road/Scrooby Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	79.45	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	334	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	269	100.000
	4 - Tickhill Road		✓	608	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	428	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	287	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	262	58	14
	2 - Blyth Road	99	0	197	365
	3 - Main Street	56	168	0	45
	4 - Tickhill Road	9	563	36	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	413	15
	2 - Blyth Road (N)	672	0	197
	3 - Scrooby Road	23	264	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	4	7	0
	2 - Blyth Road	4	0	4	7
	3 - Main Street	7	4	0	7
	4 - Tickhill Road	2	10	3	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	16	2
	2 - Blyth Road (N)	9	0	3
	3 - Scrooby Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.68	21.76	2.1	C
	2 - Blyth Road	0.81	21.93	4.3	C
	3 - Main Street	0.36	7.19	0.6	A
	4 - Tickhill Road	1.14	250.71	49.2	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.37	5.12	0.7	A
	2 - Blyth Road (N)	1.03	118.57	31.4	F
	3 - Scrooby Road	0.85	55.26	4.5	F

Main Results for each time segment

07:45 - 08:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	568	660	0.381	249	0.6	9.085	A
	2 - Blyth Road	506	80	934	0.541	501	1.2	8.675	A
	3 - Main Street	203	362	941	0.215	201	0.3	5.111	A
	4 - Tickhill Road	458	243	658	0.695	448	2.3	18.061	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	322	196	1371	0.235	321	0.4	3.954	A
	2 - Blyth Road (N)	736	11	990	0.744	724	2.9	14.033	B
	3 - Scrooby Road	216	560	496	0.436	213	0.8	12.723	B

08:00 - 08:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	676	592	0.507	299	1.0	12.717	B
	2 - Blyth Road	606	96	924	0.656	603	1.9	11.736	B
	3 - Main Street	242	436	890	0.272	241	0.4	5.827	A
	4 - Tickhill Road	547	291	629	0.869	534	5.6	36.974	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	385	235	1334	0.288	384	0.5	4.375	A
	2 - Blyth Road (N)	879	13	988	0.889	864	6.8	27.936	D
	3 - Scrooby Road	258	668	427	0.604	255	1.5	20.814	C

08:15 - 08:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	754	544	0.676	364	2.0	20.376	C
	2 - Blyth Road	736	113	913	0.807	728	4.0	19.759	C
	3 - Main Street	296	526	828	0.358	295	0.6	7.089	A
	4 - Tickhill Road	669	355	591	1.134	578	28.4	124.918	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	471	282	1289	0.366	470	0.7	5.076	A
	2 - Blyth Road (N)	1005	16	987	1.019	952	20.2	64.646	F
	3 - Scrooby Road	316	736	384	0.824	307	3.7	43.038	E

08:30 - 08:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	762	539	0.682	367	2.1	21.764	C
	2 - Blyth Road	743	114	912	0.814	741	4.3	21.933	C
	3 - Main Street	296	536	822	0.360	296	0.6	7.194	A
	4 - Tickhill Road	669	358	589	1.137	586	49.2	250.706	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	471	288	1283	0.367	471	0.7	5.117	A
	2 - Blyth Road (N)	1016	17	987	1.030	971	31.3	107.441	F
	3 - Scrooby Road	316	751	374	0.845	313	4.5	55.263	F

08:45 - 09:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	755	544	0.552	304	1.3	15.855	C
	2 - Blyth Road	617	102	920	0.671	626	2.2	13.265	B
	3 - Main Street	242	452	879	0.275	243	0.4	5.952	A
	4 - Tickhill Road	547	296	626	0.873	613	32.7	242.462	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	385	245	1324	0.291	386	0.5	4.433	A
	2 - Blyth Road (N)	957	14	988	0.968	957	31.4	118.574	F
	3 - Scrooby Road	258	740	381	0.677	267	2.3	33.812	D

09:00 - 09:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	695	581	0.433	254	0.8	11.550	B
	2 - Blyth Road	514	89	929	0.553	517	1.3	9.325	A
	3 - Main Street	203	374	933	0.217	203	0.3	5.190	A
	4 - Tickhill Road	458	246	656	0.698	577	2.9	82.310	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	322	202	1365	0.236	323	0.4	3.990	A
	2 - Blyth Road (N)	860	11	990	0.869	946	9.7	80.666	F
	3 - Scrooby Road	216	732	386	0.559	220	1.3	22.339	C

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	203.87	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	14.97	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	212	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	337	100.000
	4 - Tickhill Road		✓	549	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	630	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	305	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	123	78	11
	2 - Blyth Road	227	0	181	526
	3 - Main Street	77	201	0	59
	4 - Tickhill Road	15	479	55	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	597	33
	2 - Blyth Road (N)	386	0	158
	3 - Scrooby Road	13	292	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	3	1	0
	2 - Blyth Road	1	0	0	1
	3 - Main Street	5	0	0	5
	4 - Tickhill Road	0	5	0	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	1	1
	2 - Blyth Road (N)	3	0	0
	3 - Scrooby Road	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.40	10.62	0.7	B
	2 - Blyth Road	1.10	184.56	54.3	F
	3 - Main Street	0.54	11.42	1.2	B
	4 - Tickhill Road	1.23	427.85	64.9	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.55	6.52	1.2	A
	2 - Blyth Road (N)	0.80	19.06	4.0	C
	3 - Scrooby Road	0.67	21.91	2.0	C

Main Results for each time segment

16:45 - 17:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	543	675	0.236	158	0.3	7.096	A
	2 - Blyth Road	665	107	916	0.725	655	2.5	13.398	B
	3 - Main Street	254	536	822	0.309	252	0.5	6.441	A
	4 - Tickhill Road	413	367	583	0.708	404	2.3	20.014	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	217	1350	0.351	472	0.5	4.131	A
	2 - Blyth Road (N)	595	25	981	0.606	588	1.5	9.221	A
	3 - Scrooby Road	230	418	587	0.391	227	0.6	9.929	A

17:00 - 17:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	643	613	0.311	190	0.5	8.674	A
	2 - Blyth Road	797	127	903	0.883	783	6.1	27.380	D
	3 - Main Street	303	641	750	0.404	302	0.7	8.172	A
	4 - Tickhill Road	494	439	540	0.914	476	6.8	48.565	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	261	1309	0.433	565	0.8	4.885	A
	2 - Blyth Road (N)	705	30	978	0.721	701	2.5	13.094	B
	3 - Scrooby Road	274	498	536	0.512	273	1.0	13.593	B

17:15 - 17:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	694	581	0.402	233	0.7	10.509	B
	2 - Blyth Road	974	146	890	1.094	873	31.1	91.082	F
	3 - Main Street	371	716	699	0.531	369	1.1	11.077	B
	4 - Tickhill Road	604	517	493	1.226	487	36.1	178.520	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	318	1254	0.553	692	1.2	6.439	A
	2 - Blyth Road (N)	780	36	974	0.801	775	3.8	17.999	C
	3 - Scrooby Road	336	550	502	0.668	332	1.9	20.735	C

17:30 - 17:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	697	579	0.403	233	0.7	10.622	B
	2 - Blyth Road	978	147	890	1.100	886	54.3	184.559	F
	3 - Main Street	371	726	692	0.536	371	1.2	11.423	B
	4 - Tickhill Road	604	521	490	1.232	489	64.9	379.521	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	321	1252	0.554	694	1.2	6.515	A
	2 - Blyth Road (N)	784	36	974	0.805	783	4.0	19.058	C
	3 - Scrooby Road	336	555	499	0.673	335	2.0	21.912	C

17:45 - 18:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	683	588	0.324	191	0.5	9.277	A
	2 - Blyth Road	804	132	900	0.894	883	34.5	183.130	F
	3 - Main Street	303	722	695	0.436	304	0.8	9.435	A
	4 - Tickhill Road	494	466	524	0.942	516	59.4	427.848	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	266	1304	0.434	568	0.8	4.950	A
	2 - Blyth Road (N)	742	30	978	0.759	745	3.4	15.968	C
	3 - Scrooby Road	274	528	516	0.531	277	1.2	15.270	C

18:00 - 18:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	688	585	0.273	160	0.4	8.660	A
	2 - Blyth Road	672	122	906	0.741	796	3.2	56.390	F
	3 - Main Street	254	650	744	0.341	255	0.5	7.525	A
	4 - Tickhill Road	413	404	561	0.736	552	24.8	279.718	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	221	1347	0.352	475	0.6	4.178	A
	2 - Blyth Road (N)	726	25	981	0.740	727	3.0	14.607	B
	3 - Scrooby Road	230	516	524	0.438	231	0.8	12.352	B

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	158.78	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	68.82	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	334	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	269	100.000
	4 - Tickhill Road		✓	609	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	630	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	262	58	14
	2 - Blyth Road	99	0	197	365
	3 - Main Street	56	168	0	45
	4 - Tickhill Road	9	564	36	0

Demand (PCU/hr)

2 - Blyth Road/Scrooby Road

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	597	33
	2 - Blyth Road (N)	387	0	158
	3 - Scrooby Road	13	292	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	4	7	0
	2 - Blyth Road	4	0	4	7
	3 - Main Street	7	4	0	7
	4 - Tickhill Road	2	10	3	0

Heavy Vehicle Percentages

2 - Blyth Road/Scrooby Road

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	16	2
	2 - Blyth Road (N)	9	0	3
	3 - Scrooby Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.67	20.77	2.1	C
	2 - Blyth Road	1.07	149.96	43.6	F
	3 - Main Street	0.40	8.46	0.7	A
	4 - Tickhill Road	1.17	313.72	57.0	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.55	7.41	1.4	A
	2 - Blyth Road (N)	1.03	116.37	31.6	F
	3 - Scrooby Road	0.80	41.38	3.6	E

Main Results for each time segment

07:45 - 08:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	568	660	0.381	249	0.6	9.085	A
	2 - Blyth Road	664	80	934	0.711	654	2.5	13.150	B
	3 - Main Street	203	470	867	0.234	201	0.3	5.672	A
	4 - Tickhill Road	458	266	644	0.711	448	2.5	19.243	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	217	1351	0.351	472	0.6	4.704	A
	2 - Blyth Road (N)	736	25	981	0.750	724	3.0	14.409	B
	3 - Scrooby Road	230	514	525	0.437	227	0.8	12.053	B

08:00 - 08:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	675	593	0.506	299	1.0	12.666	B
	2 - Blyth Road	796	96	924	0.861	784	5.5	25.113	D
	3 - Main Street	242	563	804	0.301	241	0.4	6.723	A
	4 - Tickhill Road	547	318	613	0.894	532	6.4	42.067	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	260	1310	0.432	565	0.9	5.564	A
	2 - Blyth Road (N)	877	30	978	0.897	861	7.2	29.311	D
	3 - Scrooby Road	274	611	463	0.592	272	1.4	18.726	C

08:15 - 08:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	743	551	0.667	364	2.0	19.677	C
	2 - Blyth Road	970	112	913	1.062	889	25.7	77.978	F
	3 - Main Street	296	639	751	0.394	295	0.7	8.281	A
	4 - Tickhill Road	671	379	576	1.164	567	32.4	142.525	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	315	1258	0.551	692	1.4	7.294	A
	2 - Blyth Road (N)	995	36	974	1.021	941	20.6	66.810	F
	3 - Scrooby Road	336	668	427	0.787	329	3.2	34.709	D

08:30 - 08:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	368	749	547	0.672	367	2.1	20.768	C
	2 - Blyth Road	977	113	912	1.071	906	43.6	149.965	F
	3 - Main Street	296	651	743	0.398	296	0.7	8.461	A
	4 - Tickhill Road	671	382	574	1.168	572	57.0	292.979	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	694	320	1253	0.554	694	1.4	7.409	A
	2 - Blyth Road (N)	1003	36	974	1.030	959	31.6	109.931	F
	3 - Scrooby Road	336	681	419	0.802	334	3.6	41.381	E

08:45 - 09:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	300	733	557	0.539	303	1.3	14.981	B
	2 - Blyth Road	808	100	921	0.877	899	20.7	133.223	F
	3 - Main Street	242	644	748	0.323	243	0.5	7.492	A
	4 - Tickhill Road	547	337	602	0.910	590	46.3	313.723	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	566	269	1301	0.435	568	0.9	5.673	A
	2 - Blyth Road (N)	936	30	978	0.957	940	30.7	116.372	F
	3 - Scrooby Road	274	668	427	0.642	281	1.9	25.853	D

09:00 - 09:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	251	738	554	0.454	253	0.9	12.543	B
	2 - Blyth Road	673	91	927	0.726	744	3.0	27.777	D
	3 - Main Street	203	533	824	0.246	203	0.3	6.099	A
	4 - Tickhill Road	458	281	635	0.722	621	5.7	160.442	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	474	222	1345	0.353	475	0.6	4.770	A
	2 - Blyth Road (N)	900	25	981	0.917	953	17.4	97.463	F
	3 - Scrooby Road	230	677	421	0.545	232	1.3	19.495	C

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street - 2 - Blyth Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Blyth Road/Scrooby Road - 2 - Blyth Road (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tickhill Road/Bawtry Road/Blyth Road/Main Street	Mini-roundabout		1, 2, 3, 4	204.54	F
2	Blyth Road/Scrooby Road	Mini-roundabout		1, 2, 3	19.25	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	2 - Blyth Road	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Blyth Road/Scrooby Road	2 - Blyth Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road		✓	212	100.000
	2 - Blyth Road	✓			
	3 - Main Street		✓	337	100.000
	4 - Tickhill Road		✓	550	100.000
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)		✓	708	100.000
	2 - Blyth Road (N)	✓			
	3 - Scrooby Road		✓	335	100.000

Origin-Destination Data

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Demand (PCU/hr)

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	123	78	11
	2 - Blyth Road	227	0	181	526
	3 - Main Street	77	201	0	59
	4 - Tickhill Road	15	480	55	0

2 - Blyth Road/Scrooby Road

Demand (PCU/hr)

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	597	111
	2 - Blyth Road (N)	388	0	158
	3 - Scrooby Road	43	292	0

Vehicle Mix

1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street

Heavy Vehicle Percentages

		To			
		1 - Bawtry Road	2 - Blyth Road	3 - Main Street	4 - Tickhill Road
From	1 - Bawtry Road	0	3	1	0
	2 - Blyth Road	1	0	0	1
	3 - Main Street	5	0	0	5
	4 - Tickhill Road	0	5	0	0

2 - Blyth Road/Scrooby Road

Heavy Vehicle Percentages

		To		
		1 - Blyth Road (S)	2 - Blyth Road (N)	3 - Scrooby Road
From	1 - Blyth Road (S)	0	1	1
	2 - Blyth Road (N)	3	0	0
	3 - Scrooby Road	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	0.40	10.62	0.7	B
	2 - Blyth Road	1.10	183.03	53.8	F
	3 - Main Street	0.54	11.42	1.2	B
	4 - Tickhill Road	1.23	432.36	65.5	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	0.62	7.69	1.6	A
	2 - Blyth Road (N)	0.85	26.25	5.4	D
	3 - Scrooby Road	0.74	27.25	2.7	D

Main Results for each time segment

16:45 - 17:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	544	675	0.237	158	0.3	7.102	A
	2 - Blyth Road	665	107	916	0.725	654	2.5	13.385	B
	3 - Main Street	254	536	822	0.309	252	0.5	6.439	A
	4 - Tickhill Road	414	367	583	0.710	405	2.4	20.081	C
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	533	217	1350	0.395	530	0.7	4.420	A
	2 - Blyth Road (N)	595	83	944	0.631	588	1.7	10.169	B
	3 - Scrooby Road	252	418	587	0.430	249	0.7	10.577	B

17:00 - 17:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	643	613	0.311	190	0.5	8.683	A
	2 - Blyth Road	796	127	903	0.882	782	6.0	27.314	D
	3 - Main Street	303	641	750	0.404	302	0.7	8.168	A
	4 - Tickhill Road	494	439	540	0.916	476	6.9	48.906	E
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	636	261	1309	0.486	635	0.9	5.389	A
	2 - Blyth Road (N)	706	100	933	0.757	701	3.0	15.488	C
	3 - Scrooby Road	301	498	536	0.562	299	1.2	15.090	C

17:15 - 17:30

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	694	581	0.402	233	0.7	10.516	B
	2 - Blyth Road	972	146	890	1.092	873	30.8	90.350	F
	3 - Main Street	371	716	699	0.531	369	1.1	11.073	B
	4 - Tickhill Road	606	517	493	1.228	487	36.4	179.841	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	780	317	1255	0.621	777	1.6	7.554	A
	2 - Blyth Road (N)	780	122	919	0.850	772	5.0	23.756	C
	3 - Scrooby Road	369	549	503	0.733	364	2.5	24.949	C

17:30 - 17:45

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	233	697	579	0.403	233	0.7	10.623	B
	2 - Blyth Road	978	147	890	1.099	886	53.8	183.027	F
	3 - Main Street	371	726	692	0.536	371	1.2	11.423	B
	4 - Tickhill Road	606	521	490	1.235	490	65.5	382.620	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	780	321	1252	0.623	779	1.6	7.693	A
	2 - Blyth Road (N)	784	122	918	0.853	782	5.4	26.245	D
	3 - Scrooby Road	369	556	499	0.740	368	2.7	27.252	D

17:45 - 18:00

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	191	683	588	0.324	191	0.5	9.281	A
	2 - Blyth Road	806	132	900	0.895	883	34.4	182.243	F
	3 - Main Street	303	722	695	0.436	304	0.8	9.432	A
	4 - Tickhill Road	494	466	524	0.944	516	60.2	432.356	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	636	267	1303	0.488	639	1.0	5.495	A
	2 - Blyth Road (N)	743	100	933	0.796	747	4.3	20.340	C
	3 - Scrooby Road	301	531	515	0.585	306	1.5	17.617	C

18:00 - 18:15

Junction	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 - Tickhill Road/Bawtry Road/Blyth Road/Main Street	1 - Bawtry Road	160	688	585	0.273	160	0.4	8.663	A
	2 - Blyth Road	672	122	906	0.742	797	3.2	56.520	F
	3 - Main Street	254	651	743	0.341	255	0.5	7.526	A
	4 - Tickhill Road	414	404	561	0.738	552	25.8	285.228	F
2 - Blyth Road/Scrooby Road	1 - Blyth Road (S)	533	222	1346	0.396	534	0.7	4.484	A
	2 - Blyth Road (N)	726	84	943	0.770	729	3.6	17.431	C
	3 - Scrooby Road	252	518	523	0.482	254	1.0	13.499	B

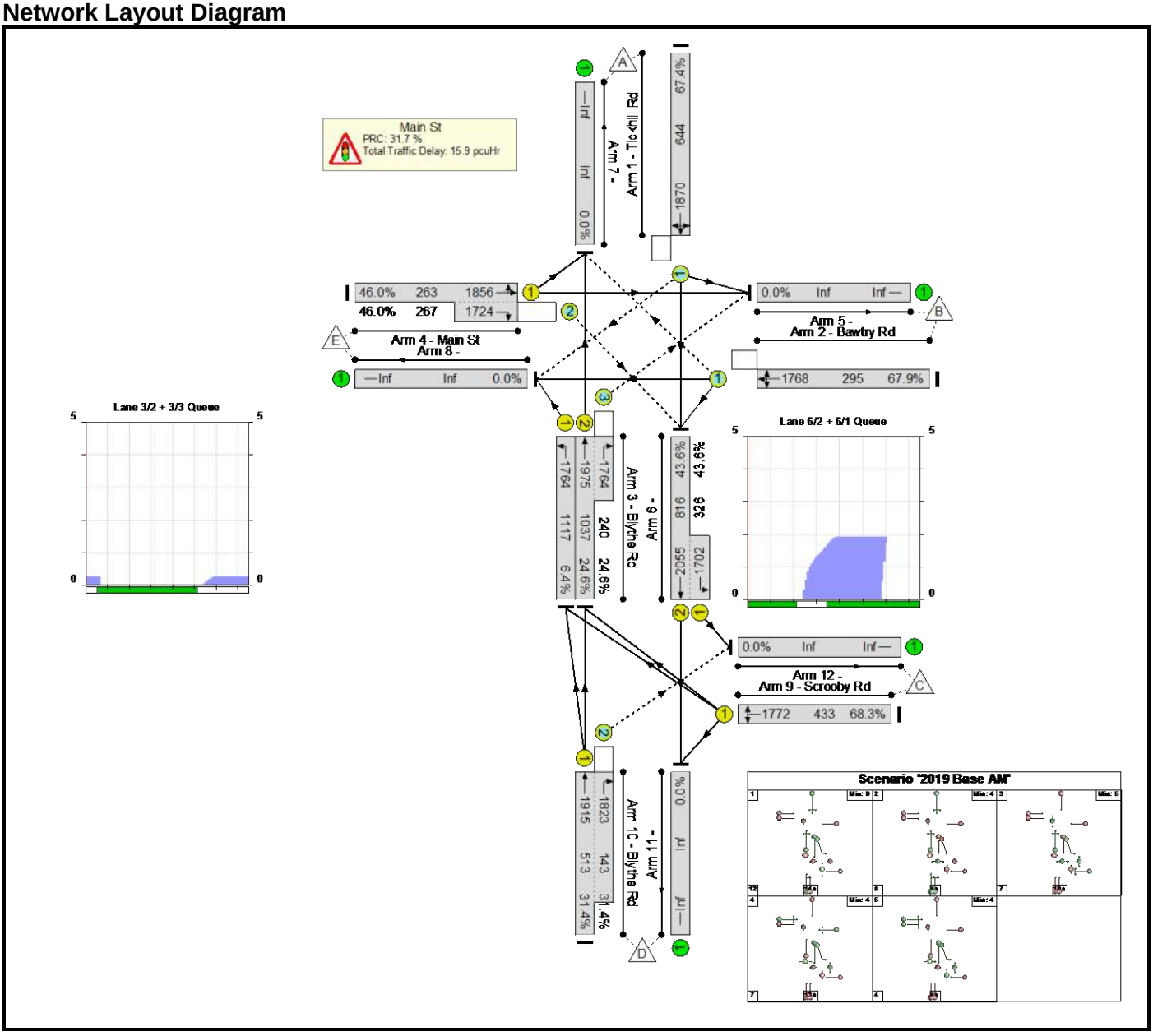
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J8 Main St_Scrooby.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2019 Base AM' (FG1: '2019 Base Survey AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

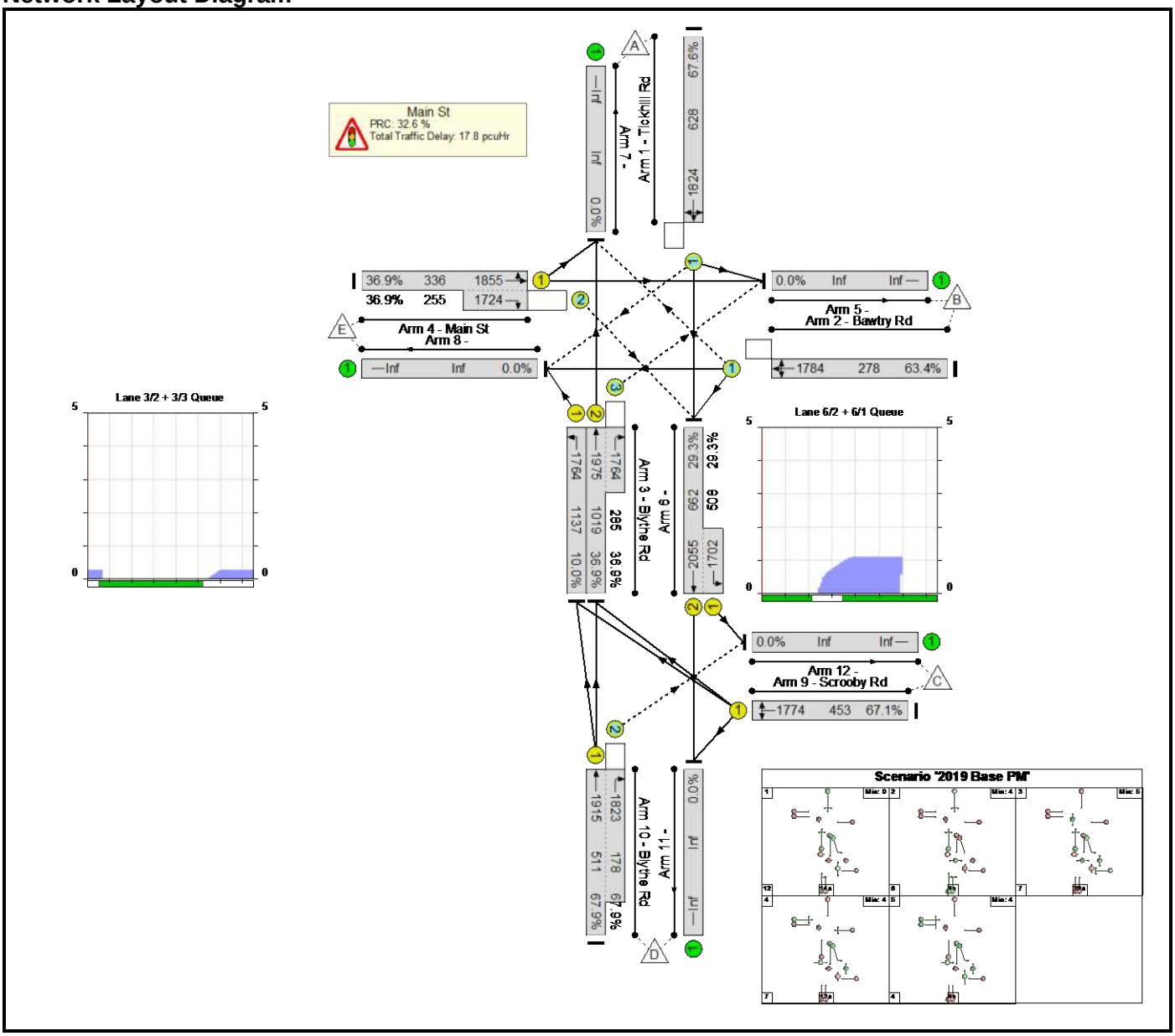
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**	**197**	**71**	**6**	**15.9**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**	**197**	**71**	**6**	**15.9**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	30	-	434	1870	644	67.4%	32	0	0	4.1	33.7	10.2
2/1	Bawtry Rd Left Right Ahead	O	G		1	14	-	200	1768	295	67.9%	15	0	0	3.0	54.0	5.7
3/1	Blythe Rd Left	U	D		1	56	-	72	1764	1117	6.4%	-	-	-	0.1	4.3	0.2
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	56	-	314	1975:1764	1037+240	24.6 : 24.6%	38	21	1	0.2 (0.1+0.1)	1.7 (1.3:3.5)	0.3
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	22	4	244	1856:1724	263+267	46.0 : 46.0%	73	46	4	2.5 (1.1+1.4)	37.3 (33.0:41.5)	2.9
6/2+6/1	Ahead Left	U	B H		1	48:75	-	498	2055:1702	816+326	43.6 : 43.6%	-	-	-	0.8 (0.8+0.0)	5.7 (8.0:0.1)	1.9
9/1	Scrooby Rd Right Left	U	C		1	21	-	296	1772	433	68.3%	-	-	-	3.6	43.8	7.7
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	24	4	206	1915:1823	513+143	31.4 : 31.4%	40	4	1	1.7 (1.3+0.4)	29.8 (29.6:30.3)	3.4

C1 PRC for Signalled Lanes (%): 31.7 Total Delay for Signalled Lanes (pcuHr): 15.92 Cycle Time (s): 90
PRC Over All Lanes (%): 31.7 Total Delay Over All Lanes(pcuHr): 15.92

Basic Results Summary

Scenario 2: '2019 Base PM' (FG2: '2019 Base Survey PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

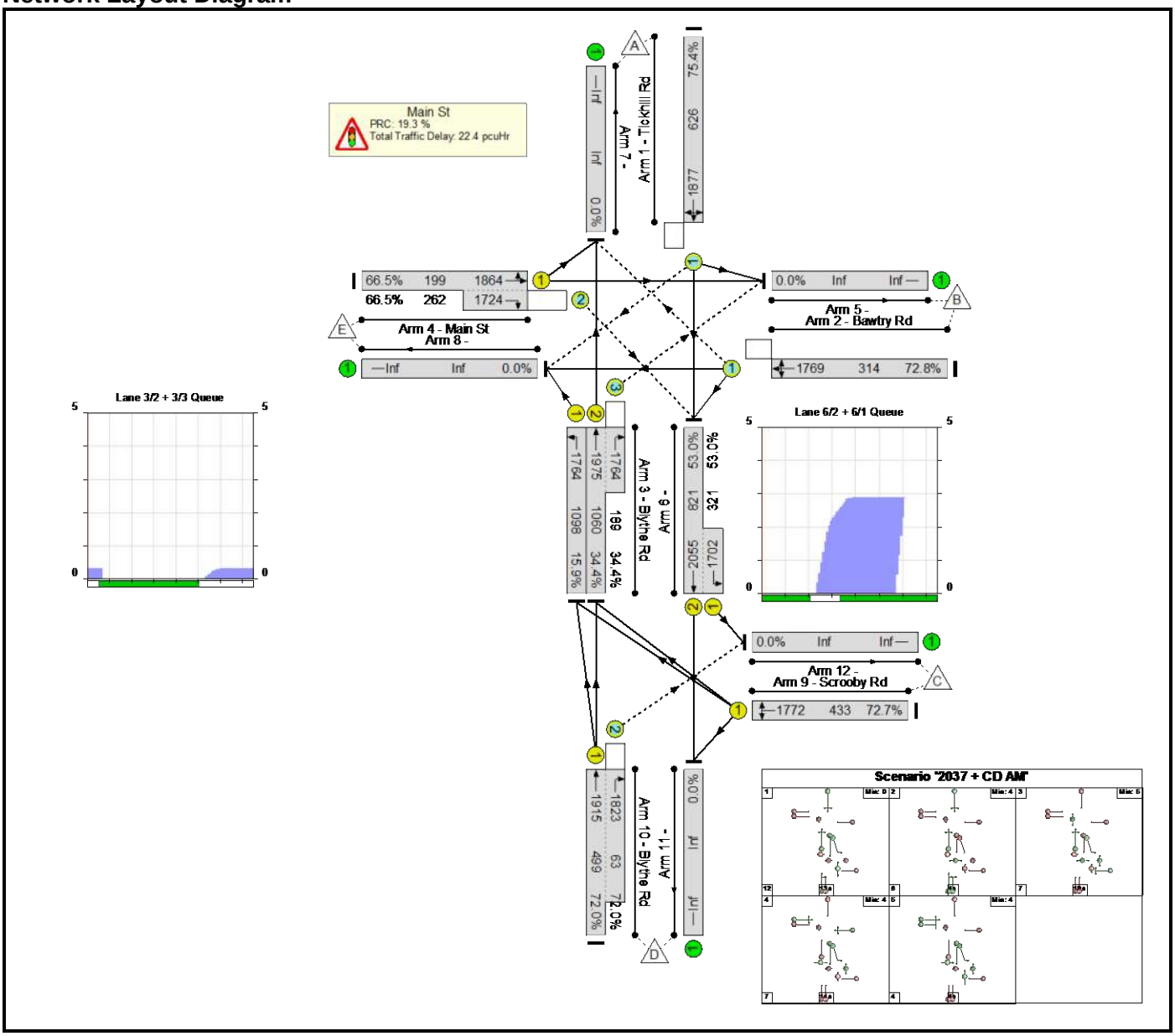
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**	**322**	**58**	**7**	**17.8**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**	**322**	**58**	**7**	**17.8**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	30	-	425	1824	628	67.6%	55	0	0	4.0	34.2	10.0
2/1	Bawtry Rd Left Right Ahead	O	G		1	13	-	176	1784	278	63.4%	11	0	0	2.6	53.2	5.0
3/1	Blythe Rd Left	U	D		1	57	-	114	1764	1137	10.0%	-	-	-	0.1	3.4	0.2
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	57	-	481	1975:1764	1019+285	36.9 : 36.9%	70	34	1	0.2 (0.1+0.1)	1.2 (0.9:2.3)	0.3
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	21	4	218	1855:1724	336+255	36.9 : 36.9%	78	13	3	2.1 (1.1+1.0)	35.2 (32.4:39.0)	2.8
6/2+6/1	Ahead Left	U	B H		1	47:75	-	343	2055:1702	662+508	29.3 : 29.3%	-	-	-	0.5 (0.5+0.0)	4.8 (8.4:0.3)	1.1
9/1	Scrooby Rd Right Left	U	C		1	22	-	304	1774	453	67.1%	-	-	-	3.5	42.0	7.8
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	24	4	468	1915:1823	511+178	67.9 : 67.9%	108	11	3	4.7 (3.5+1.2)	36.5 (36.7:35.7)	8.7

C1 PRC for Signalled Lanes (%): 32.6 Total Delay for Signalled Lanes (pcuHr): 17.78 Cycle Time (s): 90
PRC Over All Lanes (%): 32.6 Total Delay Over All Lanes(pcuHr): 17.78

Basic Results Summary

Scenario 3: '2037 + CD AM' (FG3: '2037 + Comm Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

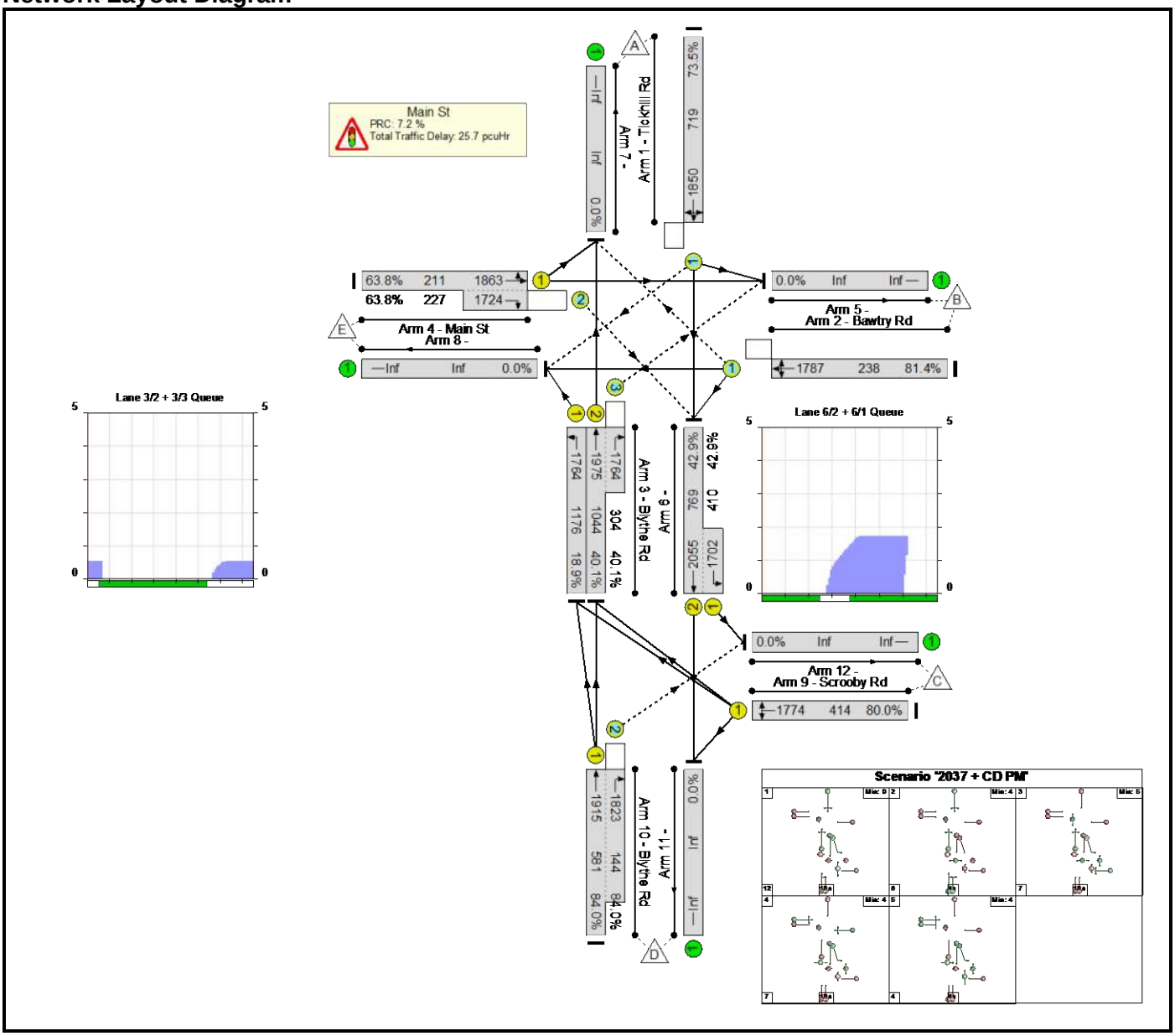
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.4%**	**194**	**129**	**8**	**22.4**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.4%**	**194**	**129**	**8**	**22.4**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	29	-	472	1877	626	75.4%	32	0	0	5.0	38.2	12.0
2/1	Bawtry Rd Left Right Ahead	O	G		1	15	-	229	1769	314	72.8%	15	0	0	3.5	55.5	6.7
3/1	Blythe Rd Left	U	D		1	55	-	174	1764	1098	15.9%	-	-	-	0.2	3.5	0.3
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	55	-	429	1975:1764	1060+189	34.4 : 34.4%	42	22	2	0.2 (0.1+0.1)	1.4 (1.1:3.1)	0.3
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	23	4	306	1864:1724	199+262	66.5 : 66.5%	67	101	6	3.7 (1.4+2.3)	43.7 (37.6:48.3)	5.0
6/2+6/1	Ahead Left	U	B H		1	48:75	-	605	2055:1702	821+321	53.0 : 53.0%	-	-	-	1.2 (1.2+0.0)	7.3 (10.0:0.2)	2.9
9/1	Scrooby Rd Right Left	U	C		1	21	-	315	1772	433	72.7%	-	-	-	4.0	46.2	8.5
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	23	4	404	1915:1823	499+63	72.0 : 72.0%	38	6	1	4.6 (4.1+0.5)	40.9 (41.0:39.7)	9.3

C1 PRC for Signalled Lanes (%): 19.3 Total Delay for Signalled Lanes (pcuHr): 22.43 Cycle Time (s): 90
PRC Over All Lanes (%): 19.3 Total Delay Over All Lanes(pcuHr): 22.43

Basic Results Summary

Scenario 4: '2037 + CD PM' (FG4: '2037 + Comm Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**286**	**156**	**12**	**25.7**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**286**	**156**	**12**	**25.7**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	34	-	529	1850	719	73.5%	55	0	0	4.8	32.9	12.7
2/1	Bawtry Rd Left Right Ahead	O	G		1	11	-	194	1787	238	81.4%	11	0	0	4.1	75.3	6.7
3/1	Blythe Rd Left	U	D		1	59	-	222	1764	1176	18.9%	-	-	-	0.2	3.7	0.5
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	59	-	541	1975:1764	1044+304	40.1 : 40.1%	83	35	5	0.3 (0.2+0.2)	2.2 (1.4:4.7)	0.5
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	19	4	280	1863:1724	211+227	63.8 : 63.8%	32	108	5	3.5 (1.5+2.0)	45.1 (40.6:49.3)	4.3
6/2+6/1	Ahead Left	U	B H		1	49:75	-	506	2055:1702	769+410	42.9 : 42.9%	-	-	-	0.7 (0.7+0.0)	4.9 (7.4:0.2)	1.7
9/1	Scrooby Rd Right Left	U	C		1	20	-	331	1774	414	80.0%	-	-	-	4.9	53.3	9.6
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	28	4	609	1915:1823	581+144	84.0 : 84.0%	105	14	3	7.2 (5.8+1.4)	42.4 (42.6:41.7)	13.5

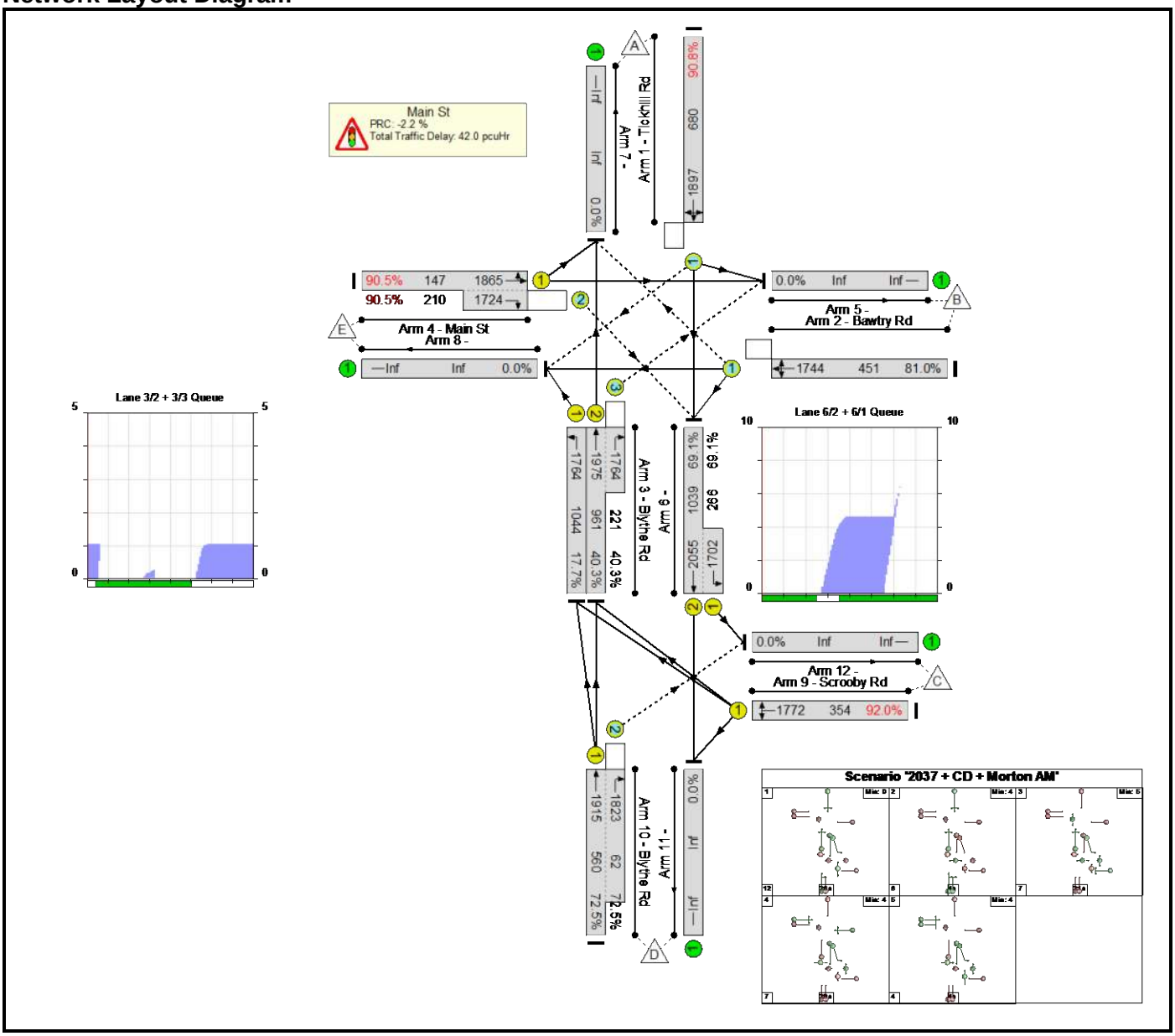
C1 PRC for Signalled Lanes (%): 7.2 Total Delay for Signalled Lanes (pcuHr): 25.70 Cycle Time (s): 90

PRC Over All Lanes (%): 7.2 Total Delay Over All Lanes(pcuHr): 25.70

Basic Results Summary

Scenario 5: '2037 + CD + Morton AM' (FG5: '2037 + Comm Dev + Morton GV AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.0%**	**154**	**175**	**43**	**42.0**	-	-
Main St	-	-	-		-	-	-	-	-	-	**92.0%**	**154**	**175**	**43**	**42.0**	-	-
1/1	Tickhill Rd Left Ahead Right	O	F		1	42	-	617	1897	680	90.8%	32	0	0	10.6	61.8	23.9
2/1	Bawtry Rd Left Right Ahead	O	G		1	30	-	365	1744	451	81.0%	15	0	0	6.3	61.9	13.4
3/1	Blythe Rd Left	U	D		1	70	-	185	1764	1044	17.7%	-	-	-	0.4	7.0	0.8
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	70	-	476	1975:1764	961+221	40.3 : 40.3%	36	51	2	0.8 (0.4+0.4)	6.2 (3.8:16.8)	1.0
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	38	4	323	1865:1724	147+210	90.5 : 90.5%	64	86	40	7.7 (2.7+5.1)	86.2 (72.6:95.8)	10.0
6/2+6/1	Ahead Left	U	B H		1	76:105	-	902	2055:1702	1039+266	69.1 : 69.1%	-	-	-	1.6 (1.6+0.0)	6.3 (7.8:0.1)	6.4
9/1	Scrooby Rd Right Left	U	C		1	23	-	326	1772	354	92.0%	-	-	-	8.6	95.5	15.0
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	36	4	451	1915:1823	560+62	72.5 : 72.5%	7	37	1	6.0 (5.3+0.7)	47.9 (46.8:57.6)	13.1

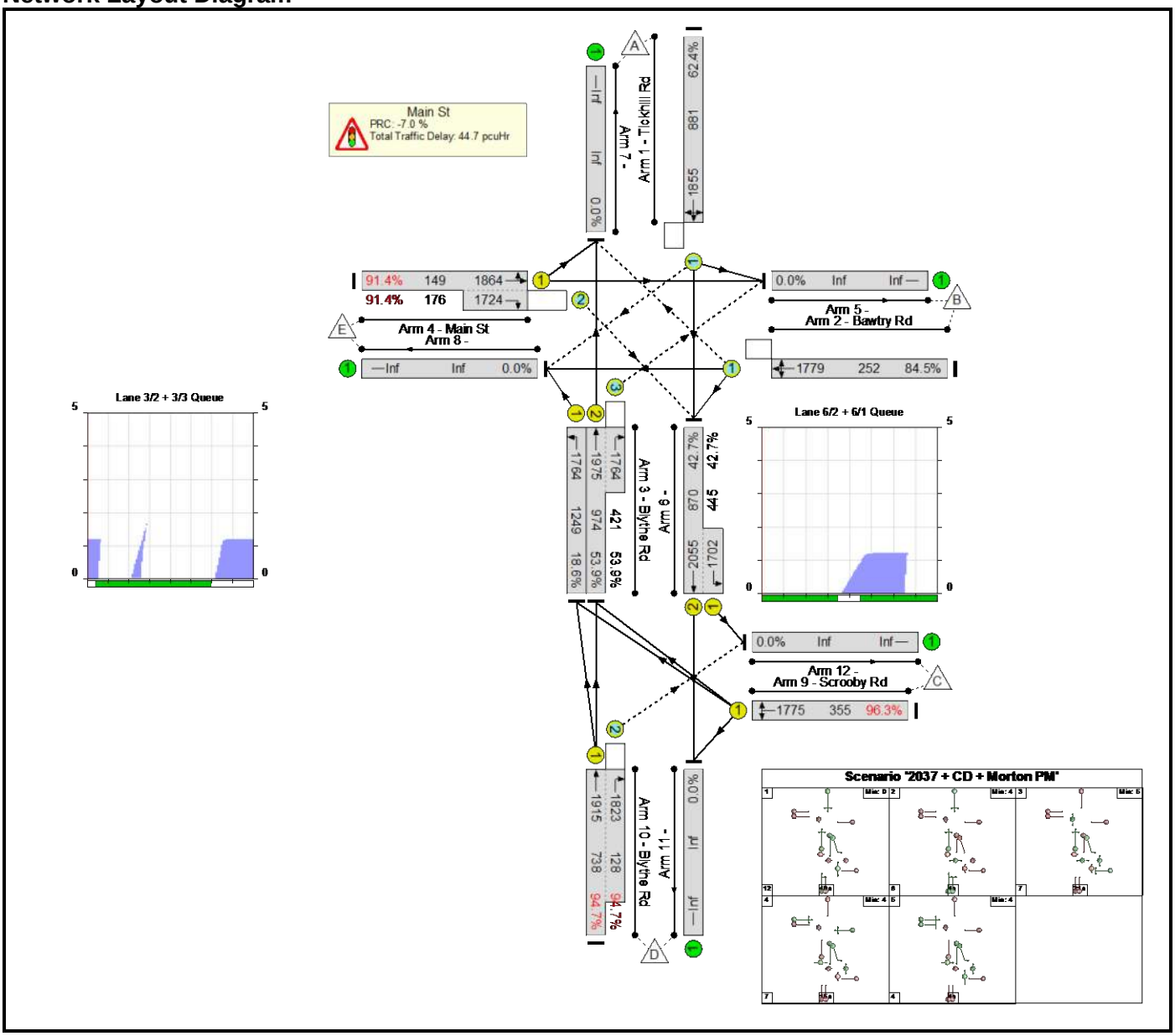
C1 PRC for Signalled Lanes (%): -2.2 Total Delay for Signalled Lanes (pcuHr): 42.01 Cycle Time (s): 120

PRC Over All Lanes (%): -2.2 Total Delay Over All Lanes(pcuHr): 42.01

Basic Results Summary

Scenario 6: '2037 + CD + Morton PM' (FG6: '2037 +Comm Dev + Morton GV PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

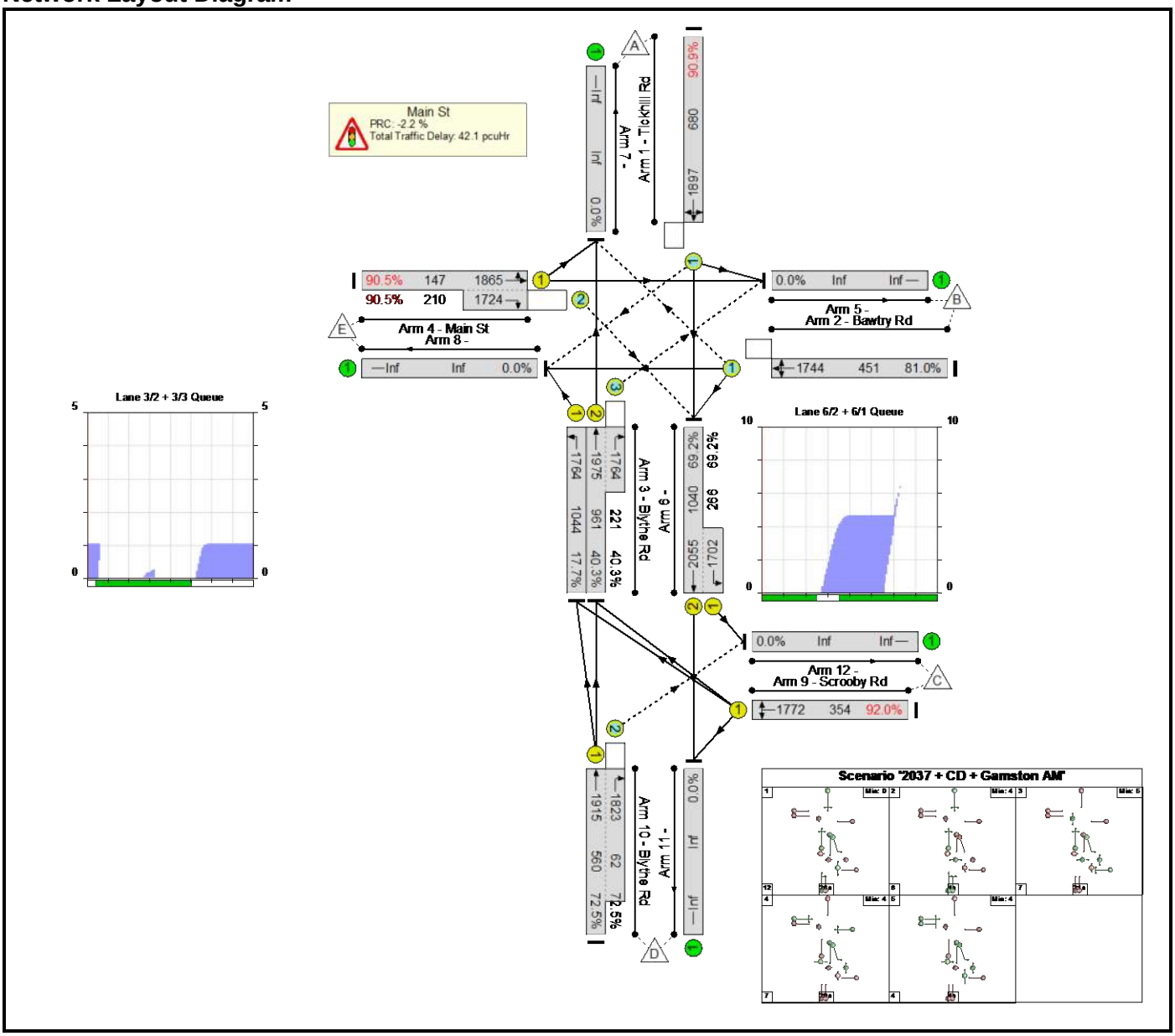
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**96.3%**	**385**	**140**	**50**	**44.7**	-	-
Main St	-	-	-		-	-	-	-	-	-	**96.3%**	**385**	**140**	**50**	**44.7**	-	-
1/1	Tickhill Rd Left Ahead Right	O	F		1	56	-	550	1855	881	62.4%	55	0	0	4.4	28.9	14.4
2/1	Bawtry Rd Left Right Ahead	O	G		1	16	-	213	1779	252	84.5%	11	0	0	5.4	91.4	9.3
3/1	Blythe Rd Left	U	D		1	84	-	233	1764	1249	18.6%	-	-	-	0.4	5.5	1.0
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	84	-	752	1975:1764	974+421	53.9 : 53.9%	185	38	3	0.9 (0.3+0.5)	4.1 (2.3:8.3)	1.7
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	24	4	297	1864:1724	149+176	91.4 : 91.4%	30	86	44	8.1 (3.4+4.7)	97.8 (90.3:104.1)	9.4
6/2+6/1	Ahead Left	U	B H		1	76:105	-	562	2055:1702	870+445	42.7 : 42.7%	-	-	-	0.4 (0.4+0.0)	2.3 (3.5:0.1)	1.2
9/1	Scrooby Rd Right Left	U	C		1	23	-	342	1775	355	96.3%	-	-	-	11.1	116.5	17.8
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	50	4	820	1915:1823	738+128	94.7 : 94.7%	103	16	2	14.1 (12.1+2.0)	62.1 (62.3:60.6)	30.8

C1 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 44.67 Cycle Time (s): 120
PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 44.67

Basic Results Summary

Scenario 7: '2037 + CD + Gamston AM' (FG7: '2037 + Comm Dev + Gamston GV AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.0%**	**152**	**176**	**43**	**42.1**	-	-
Main St	-	-	-		-	-	-	-	-	-	**92.0%**	**152**	**176**	**43**	**42.1**	-	-
1/1	Tickhill Rd Left Ahead Right	O	F		1	42	-	618	1897	680	90.9%	32	0	0	10.7	62.2	24.0
2/1	Bawtry Rd Left Right Ahead	O	G		1	30	-	365	1744	451	81.0%	15	0	0	6.3	61.9	13.4
3/1	Blythe Rd Left	U	D		1	70	-	185	1764	1044	17.7%	-	-	-	0.4	7.0	0.8
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	70	-	476	1975:1764	961+221	40.3 : 40.3%	35	52	2	0.8 (0.4+0.4)	6.3 (3.8:16.9)	1.0
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	38	4	323	1865:1724	147+210	90.5 : 90.5%	64	86	40	7.7 (2.7+5.1)	86.2 (72.6:95.8)	10.0
6/2+6/1	Ahead Left	U	B H		1	76:105	-	903	2055:1702	1040+266	69.2 : 69.2%	-	-	-	1.6 (1.6+0.0)	6.3 (7.9:0.1)	6.4
9/1	Scrooby Rd Right Left	U	C		1	23	-	326	1772	354	92.0%	-	-	-	8.6	95.5	15.0
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	36	4	451	1915:1823	560+62	72.5 : 72.5%	7	37	1	6.0 (5.3+0.7)	47.9 (46.8:57.6)	13.1

C1

PRC for Signalled Lanes (%): -2.2
PRC Over All Lanes (%): -2.2

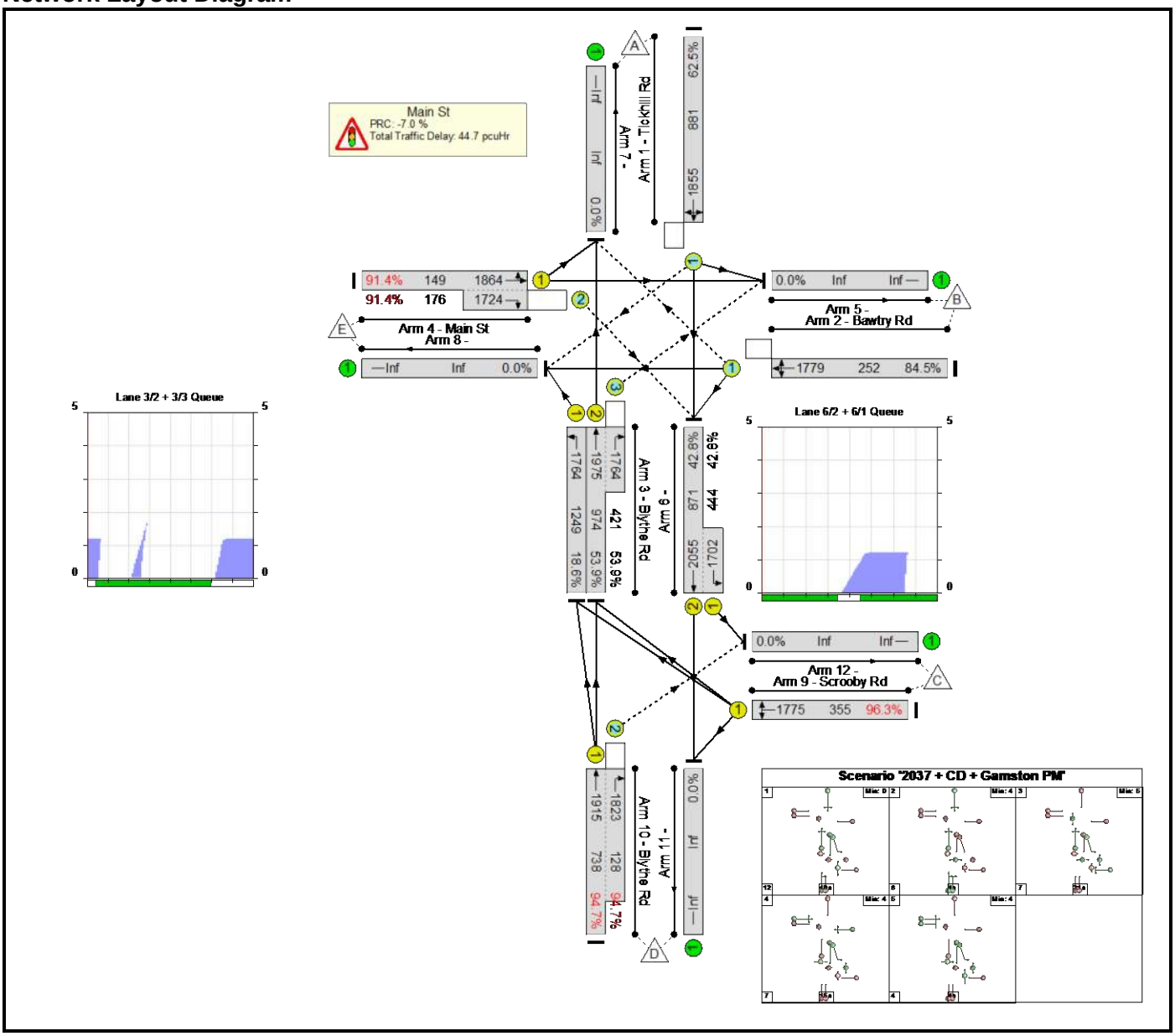
Total Delay for Signalled Lanes (pcuHr): 42.10
Total Delay Over All Lanes(pcuHr): 42.10

Cycle Time (s): 120

Basic Results Summary

Scenario 8: '2037 + CD + Gamston PM' (FG8: '2037 +Comm Dev + Gamston GV PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**	**385**	**140**	**50**	**44.7**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**	**385**	**140**	**50**	**44.7**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	56	-	551	1855	881	62.5%	55	0	0	4.4	29.0	14.5
2/1	Bawtry Rd Left Right Ahead	O	G		1	16	-	213	1779	252	84.5%	11	0	0	5.4	91.4	9.3
3/1	Blythe Rd Left	U	D		1	84	-	233	1764	1249	18.6%	-	-	-	0.4	5.5	1.0
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	84	-	752	1975:1764	974+421	53.9 : 53.9%	185	38	3	0.9 (0.3+0.5)	4.1 (2.3:8.3)	1.7
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	24	4	297	1864:1724	149+176	91.4 : 91.4%	30	86	44	8.1 (3.4+4.7)	97.8 (90.3:104.1)	9.4
6/2+6/1	Ahead Left	U	B H		1	76:105	-	563	2055:1702	871+444	42.8 : 42.8%	-	-	-	0.4 (0.4+0.0)	2.3 (3.5:0.1)	1.2
9/1	Scrooby Rd Right Left	U	C		1	23	-	342	1775	355	96.3%	-	-	-	11.1	116.5	17.8
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	50	4	820	1915:1823	738+128	94.7 : 94.7%	103	16	2	14.1 (12.1+2.0)	62.1 (62.3:60.6)	30.8

C1

PRC for Signalled Lanes (%): -7.0
PRC Over All Lanes (%): -7.0

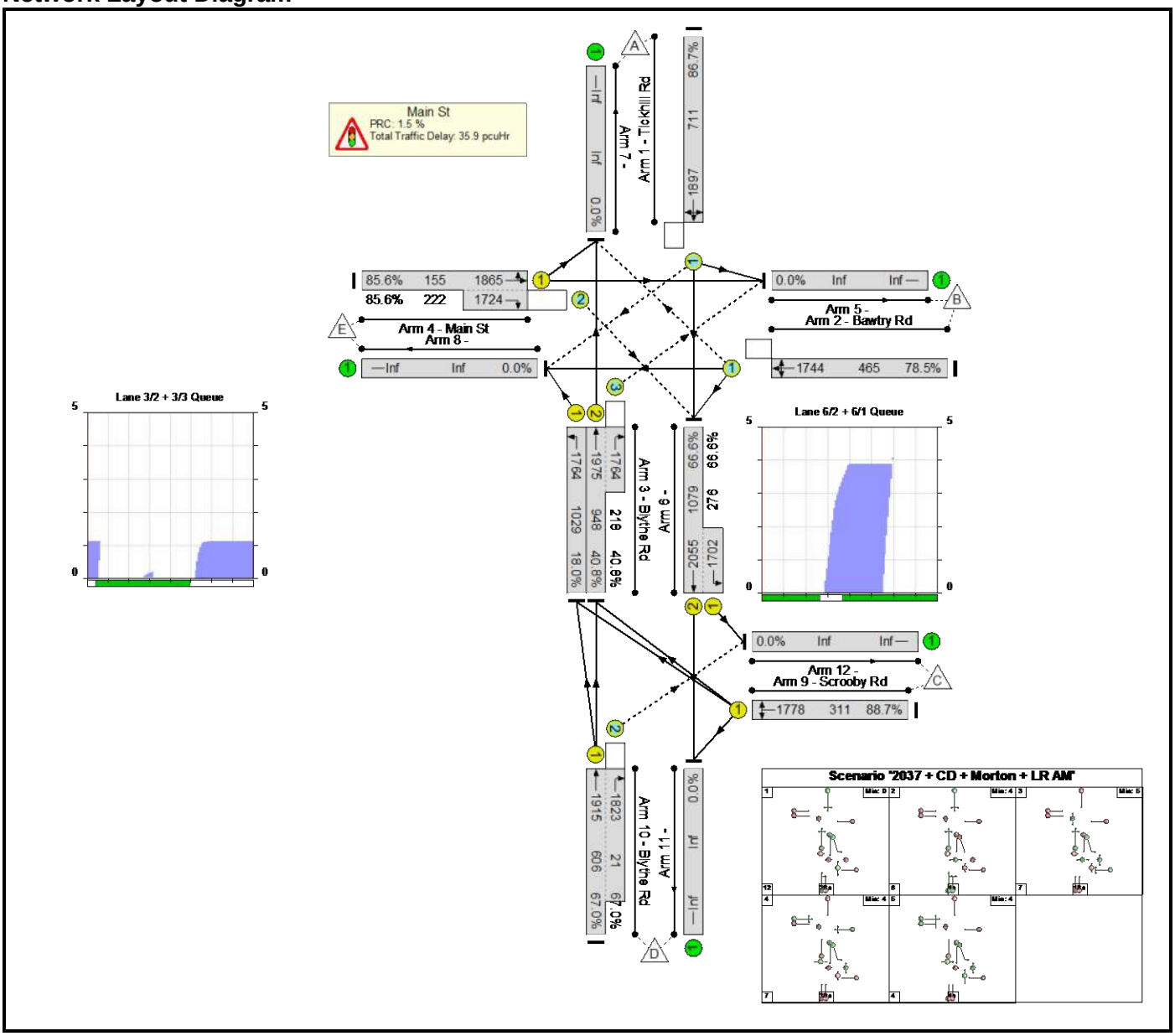
Total Delay for Signalled Lanes (pcuHr): 44.69
Total Delay Over All Lanes(pcuHr): 44.69

Cycle Time (s): 120

Basic Results Summary

Scenario 9: '2037 + CD + Morton + LR AM' (FG9: '2037 + Comm Dev + Morton GV + LR AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

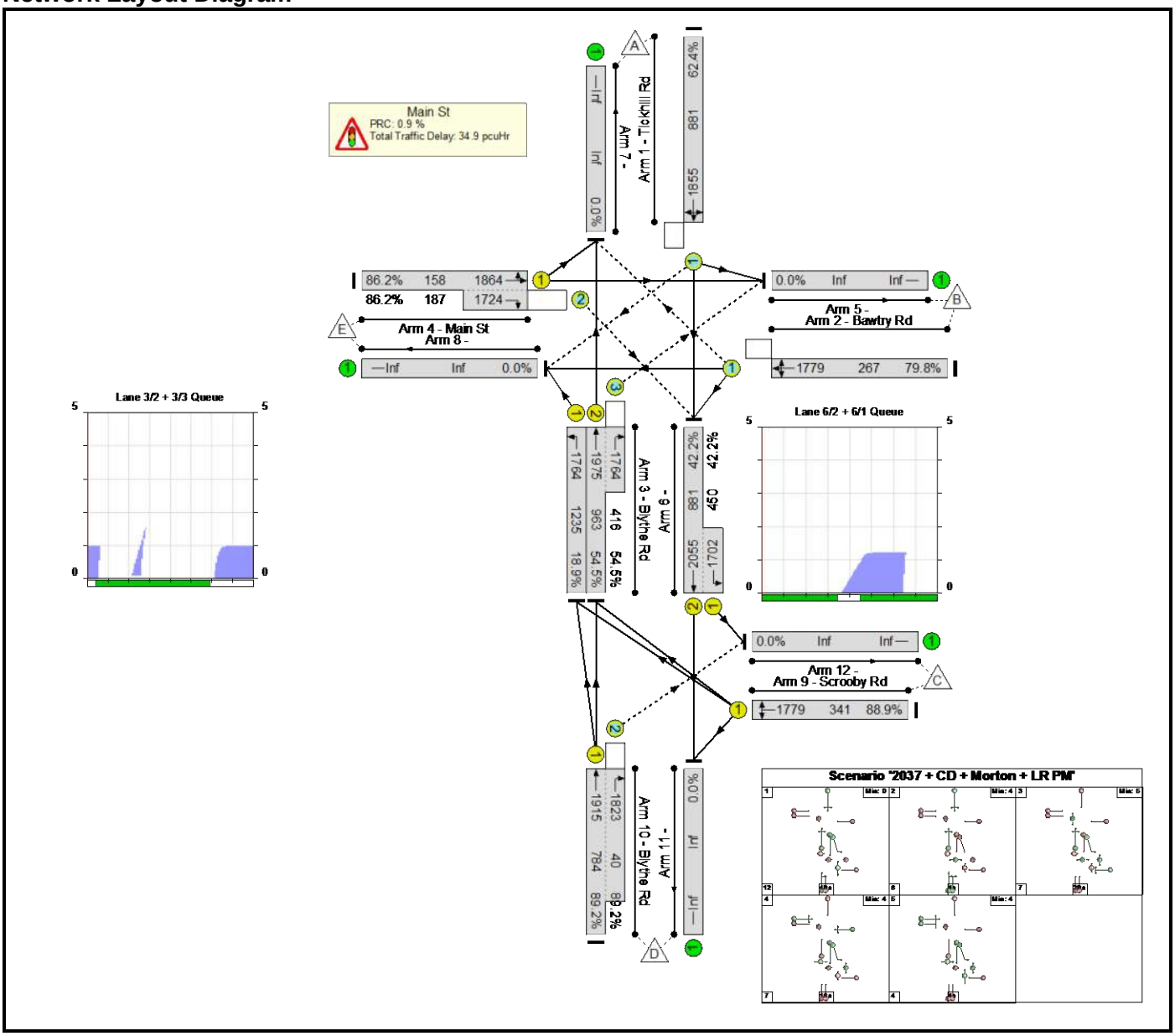
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**	**185**	**125**	**31**	**35.9**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**	**185**	**125**	**31**	**35.9**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	44	-	617	1897	711	86.7%	32	0	0	9.0	52.6	22.1
2/1	Bawtry Rd Left Right Ahead	O	G		1	31	-	365	1744	465	78.5%	15	0	0	5.9	58.2	13.0
3/1	Blythe Rd Left	U	D		1	69	-	185	1764	1029	18.0%	-	-	-	0.4	7.5	0.8
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	69	-	476	1975:1764	948+218	40.8 : 40.8%	55	32	2	0.9 (0.5+0.4)	6.5 (4.2:16.7)	1.1
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	39	4	323	1865:1724	155+222	85.6 : 85.6%	76	86	28	6.5 (2.2+4.3)	72.3 (58.8:81.8)	8.8
6/2+6/1	Ahead Left	U	B H		1	79:105	-	902	2055:1702	1079+276	66.6 : 66.6%	-	-	-	1.2 (1.2+0.0)	4.8 (6.1:0.1)	4.1
9/1	Scrooby Rd Right Left	U	C		1	20	-	276	1778	311	88.7%	-	-	-	7.0	91.4	12.3
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	38	4	420	1915:1823	606+21	67.0 : 67.0%	7	6	0	5.1 (4.9+0.2)	43.3 (43.3:44.6)	12.5

C1 PRC for Signalled Lanes (%): 1.5 Total Delay for Signalled Lanes (pcuHr): 35.95 Cycle Time (s): 120
PRC Over All Lanes (%): 1.5 Total Delay Over All Lanes(pcuHr): 35.95

Basic Results Summary

Scenario 10: '2037 + CD + Morton + LR PM' (FG10: '2037 +Comm Dev + Morton GV + LR PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

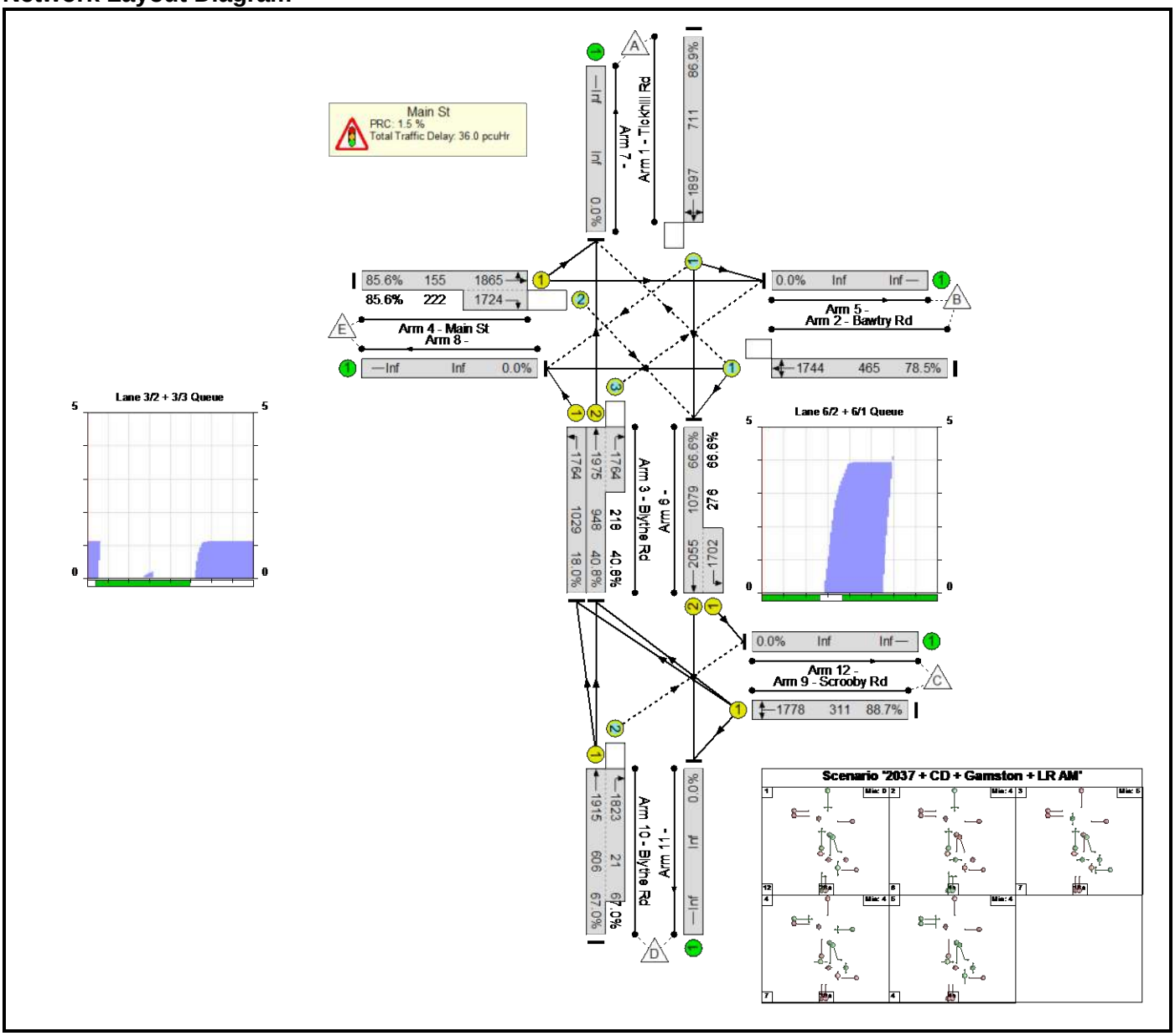
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**	**325**	**127**	**38**	**34.9**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**	**325**	**127**	**38**	**34.9**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	56	-	550	1855	881	62.4%	55	0	0	4.4	28.9	14.4
2/1	Bawtry Rd Left Right Ahead	O	G		1	17	-	213	1779	267	79.8%	11	0	0	4.8	80.6	8.7
3/1	Blythe Rd Left	U	D		1	83	-	233	1764	1235	18.9%	-	-	-	0.3	4.9	0.8
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	83	-	752	1975:1764	963+416	54.5 : 54.5%	186	37	4	0.8 (0.3+0.5)	3.7 (1.9:7.9)	1.7
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	25	4	297	1864:1724	158+187	86.2 : 86.2%	41	86	34	6.7 (2.8+3.9)	81.1 (73.5:87.5)	8.0
6/2+6/1	Ahead Left	U	B H		1	77:105	-	562	2055:1702	881+450	42.2 : 42.2%	-	-	-	0.4 (0.3+0.0)	2.3 (3.4:0.1)	1.2
9/1	Scrooby Rd Right Left	U	C		1	22	-	303	1779	341	88.9%	-	-	-	7.4	87.5	13.1
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	50	4	735	1915:1823	784+40	89.2 : 89.2%	32	3	1	10.2 (9.7+0.5)	50.0 (50.2:45.3)	25.6

C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 34.89 Cycle Time (s): 120
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 34.89

Basic Results Summary

Scenario 11: '2037 + CD + Gamston + LR AM' (FG11: '2037 + Comm Dev + Gamston GV + LR AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

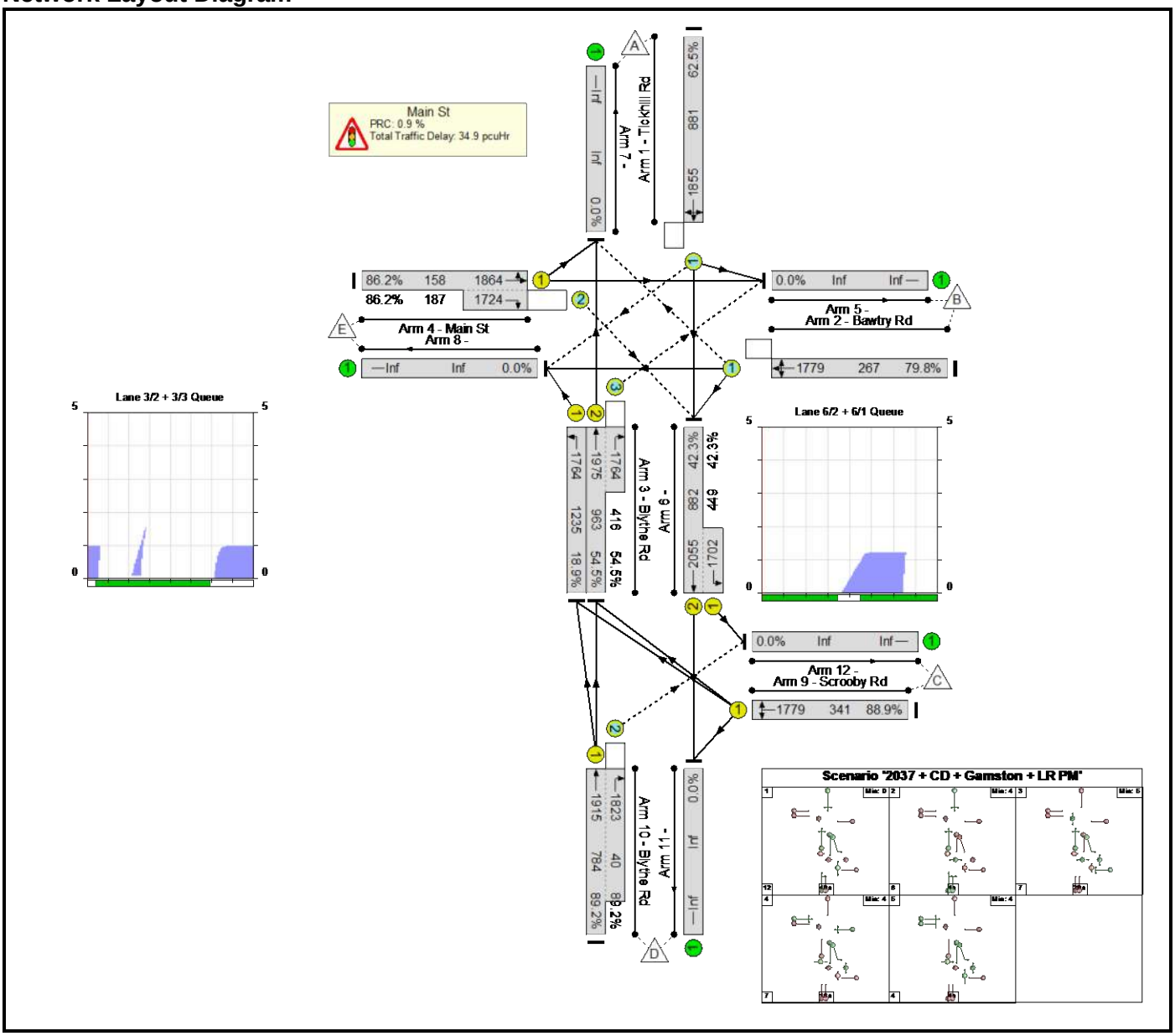
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**	**183**	**126**	**31**	**36.0**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**	**183**	**126**	**31**	**36.0**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	44	-	618	1897	711	86.9%	32	0	0	9.1	52.8	22.2
2/1	Bawtry Rd Left Right Ahead	O	G		1	31	-	365	1744	465	78.5%	15	0	0	5.9	58.2	13.0
3/1	Blythe Rd Left	U	D		1	69	-	185	1764	1029	18.0%	-	-	-	0.4	7.5	0.8
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	69	-	476	1975:1764	948+218	40.8 : 40.8%	53	33	2	0.9 (0.5+0.4)	6.6 (4.2:16.9)	1.1
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	39	4	323	1865:1724	155+222	85.6 : 85.6%	76	86	28	6.5 (2.2+4.3)	72.3 (58.8:81.8)	8.8
6/2+6/1	Ahead Left	U	B H		1	79:105	-	903	2055:1702	1079+276	66.6 : 66.6%	-	-	-	1.2 (1.2+0.0)	4.9 (6.1:0.1)	4.1
9/1	Scrooby Rd Right Left	U	C		1	20	-	276	1778	311	88.7%	-	-	-	7.0	91.4	12.3
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	38	4	420	1915:1823	606+21	67.0 : 67.0%	7	6	0	5.1 (4.9+0.2)	43.3 (43.3:44.7)	12.5

C1 PRC for Signalled Lanes (%): 1.5 Total Delay for Signalled Lanes (pcuHr): 36.01 Cycle Time (s): 120
PRC Over All Lanes (%): 1.5 Total Delay Over All Lanes(pcuHr): 36.01

Basic Results Summary

Scenario 12: '2037 + CD + Gamston + LR PM' (FG12: '2037 +Comm Dev + Gamston GV + LR PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**	**325**	**127**	**38**	**34.9**	**-**	**-**
Main St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**	**325**	**127**	**38**	**34.9**	**-**	**-**
1/1	Tickhill Rd Left Ahead Right	O	F		1	56	-	551	1855	881	62.5%	55	0	0	4.4	29.0	14.5
2/1	Bawtry Rd Left Right Ahead	O	G		1	17	-	213	1779	267	79.8%	11	0	0	4.8	80.6	8.7
3/1	Blythe Rd Left	U	D		1	83	-	233	1764	1235	18.9%	-	-	-	0.3	4.9	0.8
3/2+3/3	Blythe Rd Right Ahead	U+O	D		1	83	-	752	1975:1764	963+416	54.5 : 54.5%	186	37	4	0.8 (0.3+0.5)	3.7 (1.9:7.9)	1.7
4/1+4/2	Main St Ahead Right Left	U+O	E	O	1	25	4	297	1864:1724	158+187	86.2 : 86.2%	41	86	34	6.7 (2.8+3.9)	81.1 (73.5:87.5)	8.0
6/2+6/1	Ahead Left	U	B H		1	77:105	-	563	2055:1702	882+449	42.3 : 42.3%	-	-	-	0.4 (0.3+0.0)	2.3 (3.4:0.1)	1.2
9/1	Scrooby Rd Right Left	U	C		1	22	-	303	1779	341	88.9%	-	-	-	7.4	87.5	13.1
10/1+10/2	Blythe Rd Ahead Right	U+O	A	J	1	50	4	735	1915:1823	784+40	89.2 : 89.2%	32	3	1	10.2 (9.7+0.5)	50.0 (50.2:45.3)	25.6

C1

PRC for Signalled Lanes (%): 0.9
PRC Over All Lanes (%): 0.9

Total Delay for Signalled Lanes (pcuHr): 34.91
Total Delay Over All Lanes(pcuHr): 34.91

Cycle Time (s): 120

Junction 9 - A631 Sunderland St/A60 Market Place

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 9 - Market Place.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts Doncaster\01 - Base Models
Report generation date: 24/10/2019 12:46:31

»2019 Base Survey, AM
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift , AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey							
Stream B-C	1.0	12.03	0.49	B	1.4	14.91	0.58	B
Stream B-A	3.0	32.65	0.76	D	3.3	40.42	0.78	E
Stream C-A	0.5	7.38	0.25	A	0.4	7.09	0.19	A
Stream C-B	0.9	11.39	0.51	B	1.4	14.72	0.62	B
	2037 Committed Only							
Stream B-C	1.3	14.87	0.55	B	1.8	19.27	0.65	C
Stream B-A	22.6	171.06	1.06	F	10.4	109.49	0.97	F
Stream C-A	0.6	7.57	0.27	A	0.4	7.35	0.20	A
Stream C-B	1.0	12.13	0.53	B	1.8	18.29	0.67	C
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-C	1.4	15.76	0.57	C	2.1	21.30	0.68	C
Stream B-A	38.5	275.07	1.15	F	37.9	303.44	1.17	F
Stream C-A	0.6	7.86	0.28	A	0.4	7.41	0.20	A
Stream C-B	1.2	14.01	0.58	B	1.9	19.05	0.68	C
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-C	1.4	15.78	0.57	C	2.1	21.37	0.68	C
Stream B-A	38.8	277.55	1.15	F	38.2	306.03	1.17	F
Stream C-A	0.6	7.87	0.28	A	0.4	7.53	0.21	A
Stream C-B	1.2	14.03	0.58	B	2.0	19.17	0.69	C

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	08:00	09:30	15
D2	2019 Base Survey	PM	ONE HOUR	17:00	18:30	15
D3	2037 Committed Only	AM	ONE HOUR	08:00	09:30	15
D4	2037 Committed Only	PM	ONE HOUR	17:00	18:30	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	08:00	09:30	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	17:00	18:30	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	08:00	09:30	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Market Place (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		12.16	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Market Place (N)		Major
B	Sunderland Street		Minor
C	Market Place (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Market Place (S)	8.30		✓	3.88	200.0		-

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Sunderland Street	Two lanes	4.76	5.00	70	195

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Market Place (S)	4.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	718	0.118	0.297	0.187	0.425
1	B-C	878	0.121	0.306	-	-
1	C-B	816	0.284	0.284	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	401	100.000
B - Sunderland Street		✓	595	100.000
C - Market Place (S)		✓	535	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	0.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	257	144
	B - Sunderland Street	312	0	283
	C - Market Place (S)	265	270	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.49	12.03	1.0	B
B-A	0.76	32.65	3.0	D
C-A	0.25	7.38	0.5	A
C-B	0.51	11.39	0.9	B
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	213		732	0.291	211	0.4	7.576	A
B-A	235		539	0.436	232	0.8	11.942	B
C-A	200	0.00	1226	0.163	198	0.3	6.487	A
C-B	203	0.00	582	0.349	202	0.4	7.990	A
A-B	193				193			
A-C	108				108			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254		697	0.365	254	0.6	8.928	A
B-A	280		504	0.557	279	1.2	16.336	C
C-A	238	0.00	1207	0.197	238	0.4	6.838	A
C-B	243	0.00	582	0.417	242	0.6	9.186	A
A-B	231				231			
A-C	129				129			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	312		643	0.484	310	1.0	11.830	B
B-A	344		455	0.754	337	2.8	29.928	D
C-A	292	0.00	1181	0.247	291	0.5	7.359	A
C-B	297	0.00	581	0.511	296	0.9	11.309	B
A-B	283				283			
A-C	159				159			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	312		640	0.487	312	1.0	12.032	B
B-A	344		455	0.755	343	3.0	32.650	D
C-A	292	0.00	1180	0.247	292	0.5	7.376	A
C-B	297	0.00	582	0.511	297	0.9	11.394	B
A-B	283				283			
A-C	159				159			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254		693	0.367	256	0.6	9.097	A
B-A	280		503	0.558	287	1.4	17.663	C
C-A	238	0.00	1206	0.198	239	0.4	6.855	A
C-B	243	0.00	583	0.416	244	0.6	9.279	A
A-B	231				231			
A-C	129				129			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	213		730	0.292	214	0.5	7.686	A
B-A	235		538	0.437	237	0.8	12.409	B
C-A	200	0.00	1224	0.163	200	0.3	6.512	A
C-B	203	0.00	583	0.348	204	0.4	8.087	A
A-B	193				193			
A-C	108				108			

2019 Base Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Market Place (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		12.92	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	611	100.000
B - Sunderland Street		✓	597	100.000
C - Market Place (S)		✓	510	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	0.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	376	235
	B - Sunderland Street	282	0	315
	C - Market Place (S)	183	327	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.58	14.91	1.4	B
B-A	0.78	40.42	3.3	E
C-A	0.19	7.09	0.4	A
C-B	0.62	14.72	1.4	B
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	237		706	0.336	235	0.5	7.912	A
B-A	212		502	0.423	209	0.7	12.558	B
C-A	138	0.00	1129	0.122	137	0.2	6.323	A
C-B	246	0.00	611	0.403	244	0.6	8.422	A
A-B	283				283			
A-C	177				177			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	283		665	0.426	282	0.8	9.765	A
B-A	254		459	0.553	252	1.2	17.742	C
C-A	165	0.00	1112	0.148	164	0.3	6.637	A
C-B	294	0.00	600	0.490	293	0.8	10.329	B
A-B	338				338			
A-C	211				211			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	347		601	0.577	344	1.4	14.436	B
B-A	310		400	0.776	303	3.0	35.857	E
C-A	201	0.00	1087	0.185	201	0.3	7.071	A
C-B	360	0.00	583	0.618	358	1.4	14.446	B
A-B	414				414			
A-C	259				259			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	347		597	0.580	347	1.4	14.907	B
B-A	310		399	0.778	310	3.3	40.423	E
C-A	201	0.00	1087	0.185	201	0.4	7.092	A
C-B	360	0.00	583	0.617	360	1.4	14.716	B
A-B	414				414			
A-C	259				259			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	283		660	0.429	286	0.8	10.068	B
B-A	254		457	0.555	261	1.3	19.635	C
C-A	165	0.00	1110	0.148	165	0.3	6.657	A
C-B	294	0.00	601	0.489	296	0.9	10.548	B
A-B	338				338			
A-C	211				211			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	237		704	0.337	238	0.5	8.058	A
B-A	212		500	0.425	215	0.8	13.089	B
C-A	138	0.00	1128	0.122	138	0.2	6.347	A
C-B	246	0.00	612	0.402	247	0.6	8.575	A
A-B	283				283			
A-C	177				177			

2037 Committed Only, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Market Place (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		47.60	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	447	100.000
B - Sunderland Street		✓	717	100.000
C - Market Place (S)		✓	560	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	0.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	295	152
	B - Sunderland Street	422	0	295
	C - Market Place (S)	284	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.55	14.87	1.3	B
B-A	1.06	171.06	22.6	F
C-A	0.27	7.57	0.6	A
C-B	0.53	12.13	1.0	B
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222		694	0.320	220	0.5	8.322	A
B-A	318		530	0.600	312	1.5	16.615	C
C-A	214	0.00	1229	0.174	212	0.3	6.572	A
C-B	208	0.00	572	0.363	206	0.5	8.233	A
A-B	222				222			
A-C	114				114			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	265		647	0.410	264	0.8	10.323	B
B-A	379		492	0.771	373	3.1	29.685	D
C-A	255	0.00	1208	0.211	255	0.4	6.963	A
C-B	248	0.00	572	0.434	247	0.6	9.573	A
A-B	265				265			
A-C	137				137			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	325		591	0.550	323	1.3	14.647	B
B-A	465		441	1.054	419	14.4	96.647	F
C-A	313	0.00	1179	0.265	312	0.6	7.550	A
C-B	304	0.00	570	0.533	303	1.0	12.019	B
A-B	325				325			
A-C	167				167			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	325		591	0.550	325	1.3	14.871	B
B-A	465		440	1.055	432	22.6	171.058	F
C-A	313	0.00	1179	0.265	313	0.6	7.568	A
C-B	304	0.00	570	0.533	304	1.0	12.126	B
A-B	325				325			
A-C	167				167			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	265		612	0.433	267	0.9	11.544	B
B-A	379		491	0.773	452	4.5	103.859	F
C-A	255	0.00	1207	0.212	256	0.4	6.983	A
C-B	248	0.00	573	0.433	249	0.7	9.686	A
A-B	265				265			
A-C	137				137			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222		687	0.323	223	0.5	8.573	A
B-A	318		528	0.602	329	1.6	19.620	C
C-A	214	0.00	1227	0.174	214	0.3	6.601	A
C-B	208	0.00	573	0.362	209	0.5	8.343	A
A-B	222				222			
A-C	114				114			

2037 Committed Only, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Market Place (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		25.92	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	732	100.000
B - Sunderland Street		✓	647	100.000
C - Market Place (S)		✓	530	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	0.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	479	253
	B - Sunderland Street	326	0	321
	C - Market Place (S)	191	339	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.65	19.27	1.8	C
B-A	0.97	109.49	10.4	F
C-A	0.20	7.35	0.4	A
C-B	0.67	18.29	1.8	C
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242		678	0.357	239	0.6	8.495	A
B-A	245		484	0.508	241	1.0	15.068	C
C-A	144	0.00	1122	0.128	143	0.2	6.473	A
C-B	255	0.00	593	0.430	253	0.6	9.135	A
A-B	361				361			
A-C	190				190			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	289		628	0.460	287	0.9	10.959	B
B-A	293		437	0.671	289	1.9	24.539	C
C-A	172	0.00	1102	0.156	171	0.3	6.836	A
C-B	305	0.00	578	0.528	303	1.0	11.656	B
A-B	431				431			
A-C	227				227			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	353		550	0.643	350	1.8	18.372	C
B-A	359		373	0.962	336	7.8	72.812	F
C-A	210	0.00	1075	0.196	210	0.4	7.315	A
C-B	373	0.00	555	0.673	370	1.8	17.741	C
A-B	527				527			
A-C	279				279			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	353		547	0.646	353	1.8	19.270	C
B-A	359		372	0.965	348	10.4	109.494	F
C-A	210	0.00	1074	0.196	210	0.4	7.348	A
C-B	373	0.00	555	0.672	373	1.8	18.292	C
A-B	527				527			
A-C	279				279			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	289		611	0.472	292	1.0	11.873	B
B-A	293		435	0.674	325	2.3	41.263	E
C-A	172	0.00	1100	0.156	172	0.3	6.866	A
C-B	305	0.00	579	0.527	308	1.0	12.038	B
A-B	431				431			
A-C	227				227			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242		674	0.359	243	0.6	8.727	A
B-A	245		482	0.510	250	1.1	16.356	C
C-A	144	0.00	1120	0.128	144	0.2	6.500	A
C-B	255	0.00	594	0.430	257	0.7	9.343	A
A-B	361				361			
A-C	190				190			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Market Place (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		70.65	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	535	100.000
B - Sunderland Street		✓	736	100.000
C - Market Place (S)		✓	584	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	0.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	378	157
	B - Sunderland Street	436	0	300
	C - Market Place (S)	289	295	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.57	15.76	1.4	C
B-A	1.15	275.07	38.5	F
C-A	0.28	7.86	0.6	A
C-B	0.58	14.01	1.2	B
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226		679	0.333	224	0.5	8.663	A
B-A	328		514	0.638	321	1.7	18.625	C
C-A	218	0.00	1210	0.180	216	0.3	6.735	A
C-B	222	0.00	570	0.390	220	0.5	8.808	A
A-B	285				285			
A-C	118				118			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270		627	0.430	269	0.8	11.023	B
B-A	392		474	0.828	383	4.0	37.431	E
C-A	260	0.00	1188	0.219	259	0.4	7.173	A
C-B	265	0.00	567	0.468	264	0.7	10.510	B
A-B	340				340			
A-C	141				141			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330		581	0.568	328	1.4	15.494	C
B-A	480		418	1.147	407	22.2	138.489	F
C-A	318	0.00	1155	0.275	318	0.6	7.834	A
C-B	325	0.00	562	0.578	323	1.2	13.827	B
A-B	416				416			
A-C	173				173			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330		581	0.568	330	1.4	15.759	C
B-A	480		418	1.150	415	38.5	275.070	F
C-A	318	0.00	1154	0.276	318	0.6	7.858	A
C-B	325	0.00	563	0.577	325	1.2	14.009	B
A-B	416				416			
A-C	173				173			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270		595	0.453	272	0.9	12.303	B
B-A	392		472	0.830	460	21.5	237.891	F
C-A	260	0.00	1186	0.219	260	0.5	7.199	A
C-B	265	0.00	568	0.467	267	0.8	10.683	B
A-B	340				340			
A-C	141				141			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226		644	0.350	227	0.6	9.518	A
B-A	328		513	0.640	406	2.0	55.202	F
C-A	218	0.00	1208	0.180	218	0.4	6.767	A
C-B	222	0.00	571	0.389	223	0.5	8.952	A
A-B	285				285			
A-C	118				118			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Market Place (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		66.34	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	747	100.000
B - Sunderland Street		✓	726	100.000
C - Market Place (S)		✓	539	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	0.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	490	257
	B - Sunderland Street	390	0	336
	C - Market Place (S)	197	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.68	21.30	2.1	C
B-A	1.17	303.44	37.9	F
C-A	0.20	7.41	0.4	A
C-B	0.68	19.05	1.9	C
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253		656	0.386	250	0.6	9.177	A
B-A	294		480	0.612	287	1.5	18.726	C
C-A	148	0.00	1123	0.132	147	0.2	6.503	A
C-B	257	0.00	590	0.437	255	0.7	9.267	A
A-B	369				369			
A-C	193				193			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302		599	0.505	300	1.0	12.495	B
B-A	351		432	0.811	342	3.6	37.953	E
C-A	177	0.00	1103	0.161	177	0.3	6.879	A
C-B	307	0.00	574	0.536	306	1.0	11.910	B
A-B	440				440			
A-C	231				231			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370		545	0.679	366	2.1	20.466	C
B-A	429		368	1.167	358	21.6	151.128	F
C-A	217	0.00	1074	0.202	216	0.4	7.370	A
C-B	377	0.00	551	0.684	373	1.9	18.422	C
A-B	540				540			
A-C	283				283			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370		545	0.679	370	2.1	21.305	C
B-A	429		366	1.172	364	37.9	303.438	F
C-A	217	0.00	1073	0.202	217	0.4	7.408	A
C-B	377	0.00	551	0.683	376	1.9	19.049	C
A-B	540				540			
A-C	283				283			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302		566	0.534	306	1.2	14.594	B
B-A	351		430	0.815	419	20.9	255.479	F
C-A	177	0.00	1100	0.161	178	0.3	6.913	A
C-B	307	0.00	575	0.534	311	1.1	12.335	B
A-B	440				440			
A-C	231				231			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253		622	0.407	255	0.7	10.267	B
B-A	294		478	0.614	370	1.8	54.973	F
C-A	148	0.00	1121	0.132	149	0.2	6.532	A
C-B	257	0.00	591	0.436	259	0.7	9.490	A
A-B	369				369			
A-C	193				193			

2037 Committed + Allocated + Gamston GV Modal Shift , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Market Place (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		71.14	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	536	100.000
B - Sunderland Street		✓	736	100.000
C - Market Place (S)		✓	586	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	0.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	378	158
	B - Sunderland Street	436	0	300
	C - Market Place (S)	291	295	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.57	15.78	1.4	C
B-A	1.15	277.55	38.8	F
C-A	0.28	7.87	0.6	A
C-B	0.58	14.03	1.2	B
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226		678	0.333	224	0.5	8.669	A
B-A	328		514	0.639	321	1.7	18.668	C
C-A	219	0.00	1211	0.181	218	0.3	6.736	A
C-B	222	0.00	569	0.390	220	0.5	8.812	A
A-B	285				285			
A-C	119				119			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270		626	0.431	269	0.8	11.036	B
B-A	392		473	0.829	383	4.0	37.618	E
C-A	262	0.00	1188	0.220	261	0.4	7.179	A
C-B	265	0.00	566	0.468	264	0.7	10.522	B
A-B	340				340			
A-C	142				142			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330		581	0.569	328	1.4	15.510	C
B-A	480		418	1.149	407	22.4	139.509	F
C-A	320	0.00	1156	0.277	320	0.6	7.846	A
C-B	325	0.00	561	0.579	323	1.2	13.852	B
A-B	416				416			
A-C	174				174			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330		581	0.569	330	1.4	15.775	C
B-A	480		417	1.152	414	38.8	277.551	F
C-A	320	0.00	1155	0.277	320	0.6	7.871	A
C-B	325	0.00	562	0.578	325	1.2	14.034	B
A-B	416				416			
A-C	174				174			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270		595	0.453	272	0.9	12.311	B
B-A	392		472	0.831	459	21.9	241.118	F
C-A	262	0.00	1187	0.220	262	0.5	7.207	A
C-B	265	0.00	568	0.467	267	0.8	10.698	B
A-B	340				340			
A-C	142				142			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226		643	0.351	227	0.6	9.545	A
B-A	328		512	0.641	408	2.0	57.049	F
C-A	219	0.00	1209	0.181	219	0.4	6.771	A
C-B	222	0.00	570	0.389	223	0.5	8.961	A
A-B	285				285			
A-C	119				119			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	T-Junction	Two-way		66.82	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	749	100.000
B - Sunderland Street		✓	726	100.000
C - Market Place (S)		✓	539	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Market Place (N)	
B - Sunderland Street	
C - Market Place (S)	10.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	490	259
	B - Sunderland Street	390	0	336
	C - Market Place (S)	197	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.68	21.37	2.1	C
B-A	1.17	306.03	38.2	F
C-A	0.21	7.53	0.4	A
C-B	0.69	19.17	2.0	C
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253		655	0.386	250	0.6	9.188	A
B-A	294		479	0.612	287	1.5	18.765	C
C-A	148	7.53	1107	0.134	147	0.2	6.619	A
C-B	257	7.53	583	0.442	255	0.7	9.450	A
A-B	369				369			
A-C	195				195			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302		598	0.505	300	1.0	12.519	B
B-A	351		432	0.812	342	3.7	38.134	E
C-A	177	8.99	1084	0.163	177	0.3	6.991	A
C-B	307	8.99	571	0.539	306	1.0	12.055	B
A-B	440				440			
A-C	233				233			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370		544	0.680	366	2.1	20.519	C
B-A	429		367	1.170	357	21.7	152.206	F
C-A	217	11.01	1052	0.206	216	0.4	7.493	A
C-B	377	11.01	550	0.685	373	1.9	18.543	C
A-B	540				540			
A-C	285				285			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370		544	0.680	370	2.1	21.367	C
B-A	429		366	1.175	363	38.2	306.026	F
C-A	217	11.01	1051	0.206	217	0.4	7.532	A
C-B	377	11.01	550	0.684	376	2.0	19.174	C
A-B	540				540			
A-C	285				285			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302		565	0.534	306	1.2	14.619	B
B-A	351		430	0.816	418	21.3	258.735	F
C-A	177	8.99	1082	0.164	178	0.3	7.002	A
C-B	307	8.99	574	0.536	311	1.1	12.399	B
A-B	440				440			
A-C	233				233			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253		620	0.408	255	0.7	10.301	B
B-A	294		477	0.615	372	1.8	56.719	F
C-A	148	7.53	1105	0.134	149	0.2	6.617	A
C-B	257	7.53	588	0.438	259	0.7	9.573	A
A-B	369				369			
A-C	195				195			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 9 - Market Place.j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J9
Report generation date: 15/11/2019 10:18:42

»2019 Base Survey, AM
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift , AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey							
A - Market Place (N)	0.5	4.26	0.33	A	1.1	6.02	0.52	A
B - Sunderland Street	1.2	6.56	0.53	A	1.3	7.12	0.56	A
C - Market Place (S)	1.1	6.94	0.51	A	0.9	5.97	0.48	A
	2037 Committed Only							
A - Market Place (N)	0.6	4.54	0.37	A	1.7	7.84	0.63	A
B - Sunderland Street	1.9	8.59	0.64	A	1.6	8.15	0.61	A
C - Market Place (S)	1.4	8.40	0.57	A	1.0	6.51	0.51	A
	2037 Committed + Allocated + Morton GV Modal Shift							
A - Market Place (N)	0.9	5.25	0.45	A	1.8	8.16	0.65	A
B - Sunderland Street	2.0	9.08	0.66	A	2.2	10.13	0.69	B
C - Market Place (S)	1.6	9.10	0.60	A	1.2	7.16	0.54	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
A - Market Place (N)	0.9	5.25	0.45	A	1.9	8.20	0.65	A
B - Sunderland Street	2.0	9.09	0.66	A	2.2	10.16	0.69	B
C - Market Place (S)	1.6	9.14	0.60	A	1.2	7.16	0.54	A

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	J9 Market Place / A631 Sunderland Street
Location	Tickhill
Site number	
Date	24/10/2019
Version	
Status	(new file)
Identifier	

Client	Bassetlaw District Council
Jobnumber	A113816
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	08:00	09:30	15
D2	2019 Base Survey	PM	ONE HOUR	17:00	18:30	15
D3	2037 Committed Only	AM	ONE HOUR	08:00	09:30	15
D4	2037 Committed Only	PM	ONE HOUR	17:00	18:30	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	08:00	09:30	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	17:00	18:30	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	08:00	09:30	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	6.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Market Place (N)	
B	Sunderland Street	
C	Market Place (S)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Market Place (N)	4.66	4.66	0.0	34.0	30.2	15.0	
B - Sunderland Street	4.33	4.67	2.0	16.0	30.2	37.0	
C - Market Place (S)	3.65	4.61	20.0	23.7	30.2	33.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Market Place (N)	0.642	1514
B - Sunderland Street	0.570	1328
C - Market Place (S)	0.586	1354

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	401	100.000
B - Sunderland Street		✓	595	100.000
C - Market Place (S)		✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	257	144
	B - Sunderland Street	312	0	283
	C - Market Place (S)	265	270	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.33	4.26	0.5	A
B - Sunderland Street	0.53	6.56	1.2	A
C - Market Place (S)	0.51	6.94	1.1	A

Main Results for each time segment

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
A - Market Place (N)	302	202	1384	0.218	301	0.3	3.462	A
B - Sunderland Street	448	108	1266	0.354	446	0.6	4.646	A
C - Market Place (S)	403	234	1217	0.331	401	0.5	4.780	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
A - Market Place (N)	360	242	1358	0.265	360	0.4	3.761	A
B - Sunderland Street	535	129	1254	0.426	534	0.8	5.305	A
C - Market Place (S)	481	280	1190	0.404	480	0.7	5.508	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
A - Market Place (N)	442	296	1324	0.334	441	0.5	4.250	A
B - Sunderland Street	655	158	1238	0.529	654	1.2	6.531	A

C - Market Place (S)	589	343	1153	0.511	587	1.1	6.897	A

08:45 - 09:00

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
A - Market Place (N)	442	297	1323	0.334	442	0.5	4.257	A
B - Sunderland Street	655	159	1238	0.529	655	1.2	6.564	A
C - Market Place (S)	589	343	1153	0.511	589	1.1	6.941	A

09:00 - 09:15

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
A - Market Place (N)	360	243	1358	0.266	361	0.4	3.768	A
B - Sunderland Street	535	130	1254	0.427	536	0.8	5.339	A
C - Market Place (S)	481	281	1189	0.404	482	0.7	5.548	A

09:15 - 09:30

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
A - Market Place (N)	302	204	1383	0.218	302	0.3	3.475	A
B - Sunderland Street	448	109	1266	0.354	449	0.6	4.683	A
C - Market Place (S)	403	235	1216	0.331	404	0.5	4.822	A

2019 Base Survey, 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	6.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	611	100.000
B - Sunderland Street		✓	597	100.000
C - Market Place (S)		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	376	235
	B - Sunderland Street	282	0	315
	C - Market Place (S)	183	327	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.52	6.02	1.1	A
B - Sunderland Street	0.56	7.12	1.3	A
C - Market Place (S)	0.48	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
A - Market Place (N)	460	245	1357	0.339	458	0.5	4.077	A
B - Sunderland Street	449	176	1227	0.366	447	0.6	4.761	A
C - Market Place (S)	384	211	1230	0.312	382	0.5	4.289	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
A - Market Place (N)	549	294	1325	0.414	548	0.7	4.721	A
B - Sunderland Street	537	211	1208	0.444	536	0.8	5.539	A
C - Market Place (S)	458	253	1206	0.380	458	0.6	4.869	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
A - Market Place (N)	673	359	1283	0.524	671	1.1	5.983	A
B - Sunderland Street	657	258	1181	0.557	655	1.3	7.069	A
C - Market Place (S)	562	310	1173	0.479	560	0.9	5.940	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
A - Market Place (N)	673	360	1283	0.524	673	1.1	6.018	A
B - Sunderland Street	657	259	1180	0.557	657	1.3	7.124	A
C - Market Place (S)	562	310	1172	0.479	561	0.9	5.969	A

18:00 - 18:15

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
A - Market Place (N)	549	295	1325	0.415	551	0.7	4.756	A
B - Sunderland Street	537	212	1207	0.445	538	0.8	5.588	A
C - Market Place (S)	458	254	1205	0.380	460	0.6	4.898	A

18:15 - 18:30

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
A - Market Place (N)	460	247	1356	0.339	461	0.5	4.108	A
B - Sunderland Street	449	177	1227	0.366	450	0.6	4.805	A
C - Market Place (S)	384	213	1230	0.312	385	0.5	4.319	A

2037 Committed Only, 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	7.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	447	100.000
B - Sunderland Street		✓	717	100.000
C - Market Place (S)		✓	560	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	295	152
	B - Sunderland Street	422	0	295
	C - Market Place (S)	284	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.37	4.54	0.6	A
B - Sunderland Street	0.64	8.59	1.9	A
C - Market Place (S)	0.57	8.40	1.4	A

Main Results for each time segment

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
A - Market Place (N)	337	207	1381	0.244	335	0.3	3.585	A
B - Sunderland Street	540	114	1263	0.427	537	0.8	5.221	A
C - Market Place (S)	422	316	1169	0.361	419	0.6	5.196	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
A - Market Place (N)	402	248	1355	0.297	401	0.4	3.936	A
B - Sunderland Street	645	137	1250	0.516	643	1.1	6.260	A
C - Market Place (S)	503	379	1132	0.445	502	0.9	6.195	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
A - Market Place (N)	492	303	1319	0.373	491	0.6	4.531	A
B - Sunderland Street	789	167	1233	0.640	787	1.8	8.478	A
C - Market Place (S)	617	463	1083	0.569	614	1.4	8.303	A

08:45 - 09:00

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
A - Market Place (N)	492	304	1319	0.373	492	0.6	4.542	A
B - Sunderland Street	789	167	1232	0.641	789	1.9	8.587	A
C - Market Place (S)	617	465	1082	0.570	617	1.4	8.396	A

09:00 - 09:15

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
A - Market Place (N)	402	249	1354	0.297	403	0.4	3.949	A
B - Sunderland Street	645	137	1250	0.516	647	1.1	6.349	A
C - Market Place (S)	503	381	1131	0.445	506	0.9	6.274	A

09:15 - 09:30

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
A - Market Place (N)	337	208	1380	0.244	337	0.3	3.603	A
B - Sunderland Street	540	115	1263	0.428	541	0.8	5.287	A
C - Market Place (S)	422	319	1168	0.361	423	0.6	5.256	A

2037 Committed Only, 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	7.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	732	100.000
B - Sunderland Street		✓	647	100.000
C - Market Place (S)		✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	479	253
	B - Sunderland Street	326	0	321
	C - Market Place (S)	191	339	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.63	7.84	1.7	A
B - Sunderland Street	0.61	8.15	1.6	A
C - Market Place (S)	0.51	6.51	1.0	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
A - Market Place (N)	551	254	1351	0.408	548	0.7	4.560	A
B - Sunderland Street	487	190	1220	0.399	484	0.7	5.048	A
C - Market Place (S)	399	244	1211	0.329	397	0.5	4.467	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
A - Market Place (N)	658	304	1319	0.499	657	1.0	5.539	A
B - Sunderland Street	582	227	1198	0.485	581	1.0	6.018	A
C - Market Place (S)	476	292	1183	0.403	476	0.7	5.151	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
A - Market Place (N)	806	372	1275	0.632	803	1.7	7.737	A
B - Sunderland Street	712	278	1170	0.609	710	1.6	8.061	A
C - Market Place (S)	584	358	1145	0.510	582	1.0	6.464	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
A - Market Place (N)	806	373	1274	0.632	806	1.7	7.835	A
B - Sunderland Street	712	279	1169	0.609	712	1.6	8.152	A
C - Market Place (S)	584	359	1144	0.510	584	1.0	6.505	A

18:00 - 18:15

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
A - Market Place (N)	658	306	1318	0.499	661	1.0	5.614	A
B - Sunderland Street	582	228	1198	0.486	584	1.0	6.095	A
C - Market Place (S)	476	294	1182	0.403	478	0.7	5.189	A

18:15 - 18:30

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
A - Market Place (N)	551	256	1350	0.408	552	0.7	4.614	A
B - Sunderland Street	487	191	1219	0.400	488	0.7	5.106	A
C - Market Place (S)	399	246	1210	0.330	400	0.5	4.505	A

2037 Committed + Allocated + Morton GV Modal Shift, 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	7.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	535	100.000
B - Sunderland Street		✓	736	100.000
C - Market Place (S)		✓	584	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	378	157
	B - Sunderland Street	436	0	300
	C - Market Place (S)	289	295	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.45	5.25	0.9	A
B - Sunderland Street	0.66	9.08	2.0	A
C - Market Place (S)	0.60	9.10	1.6	A

Main Results for each time segment

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
A - Market Place (N)	403	221	1372	0.294	401	0.4	3.863	A
B - Sunderland Street	554	118	1261	0.439	551	0.8	5.337	A
C - Market Place (S)	440	326	1163	0.378	437	0.7	5.373	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
A - Market Place (N)	481	265	1344	0.358	480	0.6	4.349	A
B - Sunderland Street	662	141	1248	0.530	660	1.2	6.466	A
C - Market Place (S)	525	391	1125	0.467	524	0.9	6.500	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
A - Market Place (N)	589	323	1306	0.451	588	0.8	5.226	A
B - Sunderland Street	810	173	1230	0.659	807	2.0	8.942	A
C - Market Place (S)	643	478	1074	0.599	640	1.6	8.973	A

08:45 - 09:00

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
A - Market Place (N)	589	325	1305	0.451	589	0.9	5.246	A
B - Sunderland Street	810	173	1229	0.659	810	2.0	9.076	A
C - Market Place (S)	643	480	1073	0.599	643	1.6	9.099	A

09:00 - 09:15

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
A - Market Place (N)	481	266	1343	0.358	482	0.6	4.373	A
B - Sunderland Street	662	141	1247	0.530	665	1.2	6.573	A
C - Market Place (S)	525	394	1123	0.467	528	1.0	6.599	A

09:15 - 09:30

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
A - Market Place (N)	403	223	1371	0.294	403	0.4	3.888	A
B - Sunderland Street	554	118	1260	0.440	556	0.8	5.414	A
C - Market Place (S)	440	329	1161	0.379	441	0.7	5.443	A

2037 Committed + Allocated + Morton GV Modal Shift, 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	8.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	747	100.000
B - Sunderland Street		✓	726	100.000
C - Market Place (S)		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	490	257
	B - Sunderland Street	390	0	336
	C - Market Place (S)	197	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.65	8.16	1.8	A
B - Sunderland Street	0.69	10.13	2.2	B
C - Market Place (S)	0.54	7.16	1.2	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
A - Market Place (N)	562	256	1349	0.417	559	0.7	4.632	A
B - Sunderland Street	547	192	1218	0.449	543	0.8	5.493	A
C - Market Place (S)	406	292	1183	0.343	404	0.5	4.665	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
A - Market Place (N)	672	307	1317	0.510	670	1.0	5.667	A
B - Sunderland Street	653	231	1196	0.546	651	1.2	6.811	A
C - Market Place (S)	485	350	1149	0.422	484	0.7	5.471	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
A - Market Place (N)	822	375	1273	0.646	819	1.8	8.043	A
B - Sunderland Street	799	282	1167	0.685	796	2.2	9.919	A
C - Market Place (S)	593	427	1104	0.538	592	1.2	7.095	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
A - Market Place (N)	822	377	1272	0.647	822	1.8	8.158	A
B - Sunderland Street	799	283	1167	0.685	799	2.2	10.125	B
C - Market Place (S)	593	429	1103	0.538	593	1.2	7.158	A

18:00 - 18:15

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
A - Market Place (N)	672	309	1316	0.510	675	1.1	5.755	A
B - Sunderland Street	653	232	1196	0.546	656	1.3	6.955	A
C - Market Place (S)	485	353	1148	0.422	486	0.7	5.528	A

18:15 - 18:30

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
A - Market Place (N)	562	258	1348	0.417	564	0.7	4.688	A
B - Sunderland Street	547	194	1217	0.449	548	0.9	5.581	A
C - Market Place (S)	406	294	1182	0.343	407	0.5	4.710	A

2037 Committed + Allocated + Gamston GV Modal Shift , 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	8.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	536	100.000
B - Sunderland Street		✓	736	100.000
C - Market Place (S)		✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	378	158
	B - Sunderland Street	436	0	300
	C - Market Place (S)	291	295	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10

	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.45	5.25	0.9	A
B - Sunderland Street	0.66	9.09	2.0	A
C - Market Place (S)	0.60	9.14	1.6	A

Main Results for each time segment

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
A - Market Place (N)	404	221	1372	0.294	402	0.4	3.866	A
B - Sunderland Street	554	118	1260	0.440	551	0.8	5.340	A
C - Market Place (S)	441	326	1163	0.379	439	0.7	5.383	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
A - Market Place (N)	482	265	1344	0.359	481	0.6	4.354	A
B - Sunderland Street	662	142	1247	0.531	660	1.2	6.471	A
C - Market Place (S)	527	391	1125	0.468	526	0.9	6.518	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
A - Market Place (N)	590	323	1306	0.452	589	0.9	5.233	A
B - Sunderland Street	810	174	1229	0.659	807	2.0	8.954	A
C - Market Place (S)	645	478	1074	0.601	643	1.6	9.016	A

08:45 - 09:00

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
A - Market Place (N)	590	325	1305	0.452	590	0.9	5.254	A
B - Sunderland Street	810	174	1229	0.660	810	2.0	9.089	A
C - Market Place (S)	645	480	1073	0.601	645	1.6	9.144	A

09:00 - 09:15

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
A - Market Place (N)	482	266	1343	0.359	483	0.6	4.377	A
B - Sunderland Street	662	142	1247	0.531	665	1.2	6.579	A
C - Market Place (S)	527	394	1123	0.469	529	1.0	6.618	A

09:15 - 09:30

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
A - Market Place (N)	404	223	1371	0.294	404	0.4	3.889	A
B - Sunderland Street	554	119	1260	0.440	556	0.8	5.417	A

C - Market Place (S)	441	329	1161	0.380	442	0.7	5.452	A

2037 Committed + Allocated + Gamston GV Modal Shift, 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	Market Place / A631 Sunderland Street (South)	Standard Roundabout		A, B, C	8.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	749	100.000
B - Sunderland Street		✓	726	100.000
C - Market Place (S)		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	490	259
	B - Sunderland Street	390	0	336
	C - Market Place (S)	197	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4

	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.65	8.20	1.9	A
B - Sunderland Street	0.69	10.16	2.2	B
C - Market Place (S)	0.54	7.16	1.2	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
A - Market Place (N)	564	256	1349	0.418	561	0.7	4.641	A
B - Sunderland Street	547	194	1217	0.449	543	0.8	5.500	A
C - Market Place (S)	406	292	1183	0.343	404	0.5	4.665	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
A - Market Place (N)	673	307	1317	0.511	672	1.1	5.683	A
B - Sunderland Street	653	232	1195	0.546	651	1.2	6.824	A
C - Market Place (S)	485	350	1149	0.422	484	0.7	5.471	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
A - Market Place (N)	825	375	1273	0.648	822	1.8	8.080	A
B - Sunderland Street	799	284	1166	0.686	796	2.2	9.951	A
C - Market Place (S)	593	427	1104	0.538	592	1.2	7.095	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
A - Market Place (N)	825	377	1272	0.648	825	1.9	8.198	A
B - Sunderland Street	799	285	1165	0.686	799	2.2	10.160	B
C - Market Place (S)	593	429	1103	0.538	593	1.2	7.158	A

18:00 - 18:15

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
A - Market Place (N)	673	309	1316	0.512	676	1.1	5.772	A
B - Sunderland Street	653	234	1195	0.546	656	1.3	6.972	A
C - Market Place (S)	485	353	1148	0.422	486	0.7	5.525	A

18:15 - 18:30

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
A - Market Place (N)	564	258	1348	0.418	565	0.7	4.697	A
B - Sunderland Street	547	195	1216	0.449	548	0.9	5.587	A

C - Market Place (S)	406	295	1182	0.343	407	0.5	4.708	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 9 - Market Place.j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J9\Roundabout Option B
Report generation date: 03/12/2019 13:42:36

»2019 Base Survey, AM
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift , AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey							
A - Market Place (N)	0.6	4.57	0.35	A	1.2	6.67	0.55	A
B - Sunderland Street	1.0	5.59	0.49	A	1.1	6.02	0.52	A
C - Market Place (S)	1.0	5.93	0.47	A	0.8	5.15	0.44	A
	2037 Committed Only							
A - Market Place (N)	0.7	4.90	0.39	A	2.0	8.97	0.66	A
B - Sunderland Street	1.5	7.00	0.59	A	1.3	6.76	0.56	A
C - Market Place (S)	1.2	7.05	0.53	A	0.9	5.56	0.47	A
	2037 Committed + Allocated + Morton GV Modal Shift							
A - Market Place (N)	0.9	5.73	0.47	A	2.1	9.39	0.68	A
B - Sunderland Street	1.6	7.33	0.61	A	1.8	8.06	0.63	A
C - Market Place (S)	1.3	7.55	0.55	A	1.0	6.07	0.50	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
A - Market Place (N)	0.9	5.74	0.47	A	2.1	9.45	0.68	A
B - Sunderland Street	1.6	7.34	0.61	A	1.8	8.09	0.63	A
C - Market Place (S)	1.3	7.58	0.56	A	1.0	6.07	0.50	A

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

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

File summary

File Description

Title	J9 Market Place / A631 Sunderland Street
Location	Tickhill
Site number	
Date	24/10/2019
Version	

Status	(new file)
Identifier	
Client	Bassetlaw District Council
Jobnumber	A113816
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	08:00	09:30	15
D2	2019 Base Survey	PM	ONE HOUR	17:00	18:30	15
D3	2037 Committed Only	AM	ONE HOUR	08:00	09:30	15
D4	2037 Committed Only	PM	ONE HOUR	17:00	18:30	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	08:00	09:30	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	17:00	18:30	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	08:00	09:30	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Market Place (N)	
B	Sunderland Street	
C	Market Place (S)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Market Place (N)	4.50	4.50	0.0	20.0	29.4	12.0	
B - Sunderland Street	3.34	4.50	65.1	20.0	30.1	10.0	
C - Market Place (S)	3.47	4.67	16.6	20.0	28.0	4.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Market Place (N)	0.626	1449
B - Sunderland Street	0.626	1438
C - Market Place (S)	0.640	1468

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	401	100.000
B - Sunderland Street		✓	595	100.000
C - Market Place (S)		✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	257	144
	B - Sunderland Street	312	0	283
	C - Market Place (S)	265	270	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.35	4.57	0.6	A
B - Sunderland Street	0.49	5.59	1.0	A
C - Market Place (S)	0.47	5.93	1.0	A

Main Results for each time segment

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)	LOS
A - Market Place (N)	302	202	1322	0.228	301	0.3	3.670	A
B - Sunderland Street	448	108	1370	0.327	446	0.5	4.127	A
C - Market Place (S)	403	234	1319	0.305	401	0.5	4.256	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)	LOS
A - Market Place (N)	360	242	1297	0.278	360	0.4	4.004	A
B - Sunderland Street	535	129	1357	0.394	534	0.7	4.643	A
C - Market Place (S)	481	280	1289	0.373	480	0.6	4.835	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)	LOS
A - Market Place (N)	442	297	1263	0.350	441	0.6	4.564	A

B - Sunderland Street	655	158	1339	0.489	654	1.0	5.572	A
C - Market Place (S)	589	343	1249	0.472	588	1.0	5.910	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	442	297	1262	0.350	442	0.6	4.572	A
B - Sunderland Street	655	159	1339	0.489	655	1.0	5.593	A
C - Market Place (S)	589	344	1248	0.472	589	1.0	5.935	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	360	243	1296	0.278	361	0.4	4.016	A
B - Sunderland Street	535	130	1357	0.394	536	0.7	4.666	A
C - Market Place (S)	481	281	1288	0.373	482	0.7	4.862	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	302	204	1321	0.229	302	0.3	3.687	A
B - Sunderland Street	448	109	1370	0.327	449	0.5	4.153	A
C - Market Place (S)	403	235	1318	0.306	403	0.5	4.284	A

2019 Base Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	5.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	611	100.000
B - Sunderland Street		✓	597	100.000
C - Market Place (S)		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	376	235
	B - Sunderland Street	282	0	315
	C - Market Place (S)	183	327	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.55	6.67	1.2	A
B - Sunderland Street	0.52	6.02	1.1	A
C - Market Place (S)	0.44	5.15	0.8	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)	LOS
A - Market Place (N)	460	245	1295	0.355	458	0.6	4.374	A
B - Sunderland Street	449	176	1328	0.339	447	0.5	4.223	A
C - Market Place (S)	384	211	1333	0.288	382	0.4	3.829	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)	LOS
A - Market Place (N)	549	294	1265	0.434	548	0.8	5.119	A
B - Sunderland Street	537	211	1306	0.411	536	0.7	4.835	A
C - Market Place (S)	458	253	1306	0.351	458	0.5	4.295	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)	LOS
A - Market Place (N)	673	359	1224	0.550	671	1.2	6.623	A
B - Sunderland Street	657	258	1276	0.515	656	1.1	5.990	A
C - Market Place (S)	562	310	1270	0.442	561	0.8	5.131	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)	LOS
A - Market Place (N)	673	360	1223	0.550	673	1.2	6.670	A
B - Sunderland Street	657	259	1276	0.515	657	1.1	6.023	A
C - Market Place (S)	562	310	1270	0.442	562	0.8	5.148	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	549	295	1264	0.435	551	0.8	5.163	A
B - Sunderland Street	537	212	1305	0.411	538	0.7	4.868	A
C - Market Place (S)	458	254	1306	0.351	459	0.6	4.313	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	460	247	1294	0.355	461	0.6	4.410	A
B - Sunderland Street	449	177	1327	0.339	450	0.5	4.256	A
C - Market Place (S)	384	213	1332	0.288	385	0.4	3.850	A

2037 Committed Only, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	6.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	447	100.000
B - Sunderland Street		✓	717	100.000
C - Market Place (S)		✓	560	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	295	152
	B - Sunderland Street	422	0	295
	C - Market Place (S)	284	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.39	4.90	0.7	A
B - Sunderland Street	0.59	7.00	1.5	A
C - Market Place (S)	0.53	7.05	1.2	A

Main Results for each time segment

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)	LOS
A - Market Place (N)	337	207	1319	0.255	335	0.4	3.811	A
B - Sunderland Street	540	114	1367	0.395	537	0.7	4.576	A
C - Market Place (S)	422	316	1266	0.333	419	0.5	4.607	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)	LOS
A - Market Place (N)	402	248	1294	0.311	401	0.5	4.207	A
B - Sunderland Street	645	136	1352	0.477	643	1.0	5.363	A
C - Market Place (S)	503	379	1226	0.411	503	0.7	5.397	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)	LOS
A - Market Place (N)	492	303	1259	0.391	491	0.7	4.887	A
B - Sunderland Street	789	167	1333	0.592	787	1.5	6.945	A
C - Market Place (S)	617	463	1172	0.526	615	1.2	6.996	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	492	304	1258	0.391	492	0.7	4.900	A
B - Sunderland Street	789	167	1333	0.592	789	1.5	6.999	A
C - Market Place (S)	617	465	1171	0.527	617	1.2	7.051	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	402	249	1293	0.311	403	0.5	4.222	A
B - Sunderland Street	645	137	1352	0.477	647	1.0	5.415	A
C - Market Place (S)	503	381	1225	0.411	505	0.8	5.447	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	337	208	1318	0.255	337	0.4	3.830	A
B - Sunderland Street	540	115	1366	0.395	541	0.7	4.621	A
C - Market Place (S)	422	318	1265	0.333	422	0.5	4.646	A

2037 Committed Only, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	7.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	732	100.000
B - Sunderland Street		✓	647	100.000
C - Market Place (S)		✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	479	253
	B - Sunderland Street	326	0	321
	C - Market Place (S)	191	339	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.66	8.97	2.0	A
B - Sunderland Street	0.56	6.76	1.3	A
C - Market Place (S)	0.47	5.56	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)	LOS
A - Market Place (N)	551	254	1290	0.427	548	0.8	4.933	A
B - Sunderland Street	487	189	1319	0.369	485	0.6	4.451	A
C - Market Place (S)	399	244	1312	0.304	397	0.4	3.978	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)	LOS
A - Market Place (N)	658	304	1258	0.523	657	1.1	6.090	A
B - Sunderland Street	582	227	1296	0.449	581	0.8	5.203	A
C - Market Place (S)	476	293	1281	0.372	476	0.6	4.521	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)	LOS
A - Market Place (N)	806	372	1215	0.663	803	2.0	8.821	A
B - Sunderland Street	712	277	1264	0.563	710	1.3	6.704	A
C - Market Place (S)	584	358	1239	0.471	582	0.9	5.540	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)	LOS
A - Market Place (N)	806	373	1215	0.663	806	2.0	8.970	A
B - Sunderland Street	712	279	1264	0.564	712	1.3	6.758	A
C - Market Place (S)	584	359	1239	0.471	584	0.9	5.565	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	658	306	1257	0.523	661	1.1	6.198	A
B - Sunderland Street	582	229	1295	0.449	584	0.9	5.253	A
C - Market Place (S)	476	294	1280	0.372	478	0.6	4.551	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	551	256	1289	0.428	553	0.8	4.998	A
B - Sunderland Street	487	191	1318	0.369	488	0.6	4.493	A
C - Market Place (S)	399	246	1311	0.304	400	0.4	4.003	A

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	6.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	535	100.000
B - Sunderland Street		✓	736	100.000
C - Market Place (S)		✓	584	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	378	157
	B - Sunderland Street	436	0	300
	C - Market Place (S)	289	295	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
	A - Market Place (N)	0	5	3

From	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.47	5.73	0.9	A
B - Sunderland Street	0.61	7.33	1.6	A
C - Market Place (S)	0.55	7.55	1.3	A

Main Results for each time segment

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)	LOS
A - Market Place (N)	403	221	1310	0.307	401	0.5	4.125	A
B - Sunderland Street	554	118	1364	0.406	551	0.7	4.667	A
C - Market Place (S)	440	327	1259	0.349	437	0.6	4.749	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)	LOS
A - Market Place (N)	481	265	1283	0.375	480	0.6	4.679	A
B - Sunderland Street	662	141	1350	0.490	660	1.0	5.514	A
C - Market Place (S)	525	391	1218	0.431	524	0.8	5.633	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)	LOS
A - Market Place (N)	589	324	1246	0.473	588	0.9	5.701	A
B - Sunderland Street	810	173	1330	0.609	808	1.6	7.256	A
C - Market Place (S)	643	479	1162	0.553	641	1.3	7.483	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	589	325	1245	0.473	589	0.9	5.727	A
B - Sunderland Street	810	173	1330	0.609	810	1.6	7.325	A
C - Market Place (S)	643	480	1161	0.554	643	1.3	7.552	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	481	266	1282	0.375	482	0.6	4.708	A
B - Sunderland Street	662	141	1349	0.490	664	1.0	5.573	A
C - Market Place (S)	525	393	1216	0.432	527	0.8	5.695	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	403	223	1309	0.308	403	0.5	4.153	A

B - Sunderland Street	554	118	1364	0.406	555	0.7	4.715	A
C - Market Place (S)	440	329	1258	0.350	441	0.6	4.797	A

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	8.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	747	100.000
B - Sunderland Street		✓	726	100.000
C - Market Place (S)		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	490	257
	B - Sunderland Street	390	0	336
	C - Market Place (S)	197	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
	A - Market Place (N)	0	2	2

From	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.68	9.39	2.1	A
B - Sunderland Street	0.63	8.06	1.8	A
C - Market Place (S)	0.50	6.07	1.0	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)	LOS
A - Market Place (N)	562	256	1288	0.437	559	0.8	5.017	A
B - Sunderland Street	547	192	1317	0.415	544	0.7	4.796	A
C - Market Place (S)	406	292	1281	0.317	404	0.5	4.146	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)	LOS
A - Market Place (N)	672	307	1256	0.535	670	1.2	6.246	A
B - Sunderland Street	653	231	1294	0.505	651	1.0	5.787	A
C - Market Place (S)	485	350	1244	0.389	484	0.6	4.790	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)	LOS
A - Market Place (N)	822	376	1213	0.678	819	2.1	9.219	A
B - Sunderland Street	799	282	1262	0.634	797	1.7	7.959	A
C - Market Place (S)	593	428	1194	0.497	592	1.0	6.039	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)	LOS
A - Market Place (N)	822	377	1213	0.678	822	2.1	9.395	A
B - Sunderland Street	799	283	1261	0.634	799	1.8	8.065	A
C - Market Place (S)	593	429	1193	0.497	593	1.0	6.074	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	672	308	1256	0.535	675	1.2	6.369	A
B - Sunderland Street	653	232	1293	0.505	655	1.1	5.873	A
C - Market Place (S)	485	352	1243	0.390	486	0.7	4.825	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	562	258	1287	0.437	564	0.8	5.090	A

B - Sunderland Street	547	194	1316	0.415	548	0.7	4.853	A
C - Market Place (S)	406	294	1280	0.317	407	0.5	4.176	A

2037 Committed + Allocated + Gamston GV Modal Shift , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	6.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	536	100.000
B - Sunderland Street		✓	736	100.000
C - Market Place (S)		✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	378	158
	B - Sunderland Street	436	0	300
	C - Market Place (S)	291	295	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)

From	A - Market Place (N)	0	5	3
	B - Sunderland Street	3	0	10
	C - Market Place (S)	3	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.47	5.74	0.9	A
B - Sunderland Street	0.61	7.34	1.6	A
C - Market Place (S)	0.56	7.58	1.3	A

Main Results for each time segment

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)	LOS
A - Market Place (N)	404	221	1310	0.308	402	0.5	4.128	A
B - Sunderland Street	554	118	1364	0.406	551	0.7	4.669	A
C - Market Place (S)	441	327	1259	0.350	439	0.6	4.757	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)	LOS
A - Market Place (N)	482	265	1283	0.376	481	0.6	4.684	A
B - Sunderland Street	662	142	1349	0.490	660	1.0	5.519	A
C - Market Place (S)	527	391	1218	0.433	526	0.8	5.647	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)	LOS
A - Market Place (N)	590	324	1246	0.474	589	0.9	5.711	A
B - Sunderland Street	810	174	1329	0.610	808	1.6	7.266	A
C - Market Place (S)	645	479	1162	0.555	643	1.3	7.513	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	590	325	1245	0.474	590	0.9	5.736	A
B - Sunderland Street	810	174	1329	0.610	810	1.6	7.335	A
C - Market Place (S)	645	480	1161	0.556	645	1.3	7.583	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	482	266	1282	0.376	483	0.6	4.713	A
B - Sunderland Street	662	142	1349	0.491	664	1.0	5.578	A
C - Market Place (S)	527	393	1216	0.433	529	0.8	5.707	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

A - Market Place (N)	404	223	1309	0.308	404	0.5	4.157	A
B - Sunderland Street	554	119	1363	0.406	555	0.7	4.717	A
C - Market Place (S)	441	329	1258	0.351	442	0.6	4.803	A

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Sunderland Street - 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	Arm order	Junction Delay (s)	Junction LOS
1	Market Place / A631 Sunderland Street (South)	Standard Roundabout	A, B, C	8.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Market Place (N)		✓	749	100.000
B - Sunderland Street		✓	726	100.000
C - Market Place (S)		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	490	259
	B - Sunderland Street	390	0	336
	C - Market Place (S)	197	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)

From	A - Market Place (N)	0	2	2
	B - Sunderland Street	3	0	4
	C - Market Place (S)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - Market Place (N)	0.68	9.45	2.1	A
B - Sunderland Street	0.63	8.09	1.8	A
C - Market Place (S)	0.50	6.07	1.0	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)	LOS
A - Market Place (N)	564	256	1288	0.438	561	0.8	5.028	A
B - Sunderland Street	547	194	1317	0.415	544	0.7	4.800	A
C - Market Place (S)	406	292	1281	0.317	404	0.5	4.146	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)	LOS
A - Market Place (N)	673	307	1256	0.536	672	1.2	6.265	A
B - Sunderland Street	653	232	1293	0.505	651	1.0	5.797	A
C - Market Place (S)	485	350	1244	0.389	484	0.6	4.790	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)	LOS
A - Market Place (N)	825	376	1213	0.680	821	2.1	9.267	A
B - Sunderland Street	799	284	1260	0.634	796	1.8	7.982	A
C - Market Place (S)	593	428	1194	0.497	592	1.0	6.039	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)	LOS
A - Market Place (N)	825	377	1213	0.680	825	2.1	9.448	A
B - Sunderland Street	799	285	1259	0.635	799	1.8	8.089	A
C - Market Place (S)	593	429	1193	0.497	593	1.0	6.074	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - Market Place (N)	673	308	1256	0.536	677	1.2	6.387	A
B - Sunderland Street	653	234	1291	0.505	655	1.1	5.884	A
C - Market Place (S)	485	352	1243	0.390	486	0.7	4.823	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

A - Market Place (N)	564	258	1287	0.438	565	0.8	5.101	A
B - Sunderland Street	547	196	1316	0.415	548	0.7	4.859	A
C - Market Place (S)	406	294	1280	0.317	407	0.5	4.176	A

Junctions 9

ARCADY 9 - Roundabout Module
PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Market Place NS.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J9\Mini Roundabout Complex
Report generation date: 28/11/2019 16:35:57

»2019 Base, AM
»2019 Base, PM
»2037 + Com, AM
»2037 + Com, PM
»2037 + Com + Allocations + Morton GV, AM
»2037 + Com + Allocations + Morton GV, PM
»2037 + Com + Allocations + Gamston GV, AM
»2037 + Com + Allocations + Gamston GV, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base							
1 - Sunderland Street Mini R - 1 - Sunderland Street (W)	1.2	14.73	0.54	B	1.7	17.64	0.63	C
1 - Sunderland Street Mini R - 2 - Sunderland Street (N)	0.8	10.07	0.43	B	2.1	18.42	0.67	C
1 - Sunderland Street Mini R - 3 - Sunderland Street (E)	1.8	9.77	0.63	A	1.8	9.83	0.63	A
2 - Market Place (S)/Sunderland Street - Stream B-AC	0.9	10.22	0.46	B	1.2	12.20	0.53	B
2 - Market Place (S)/Sunderland Street - Stream C-AB	0.7	7.59	0.38	A	1.0	9.27	0.48	A
3 - Market Place (N)/Sunderland Street - Stream B-AC	1.8	19.02	0.63	C	1.5	17.16	0.59	C
3 - Market Place (N)/Sunderland Street - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2037 + Com							
1 - Sunderland Street Mini R - 1 - Sunderland Street (W)	1.7	21.30	0.63	C	2.2	21.95	0.69	C
1 - Sunderland Street Mini R - 2 - Sunderland Street (N)	1.0	11.47	0.50	B	5.7	41.98	0.86	E
1 - Sunderland Street Mini R - 3 - Sunderland Street (E)	3.1	14.65	0.75	B	2.4	11.93	0.70	B
2 - Market Place (S)/Sunderland Street - Stream B-AC	1.0	10.66	0.48	B	1.2	12.67	0.54	B
2 - Market Place (S)/Sunderland Street - Stream C-AB	0.7	7.70	0.39	A	1.1	9.65	0.50	A
3 - Market Place (N)/Sunderland Street - Stream B-AC	7.2	60.39	0.90	F	2.3	23.90	0.70	C
3 - Market Place (N)/Sunderland Street - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2037 + Com + Allocations + Morton GV							
1 - Sunderland Street Mini R - 1 - Sunderland Street (W)	2.2	25.57	0.69	D	3.0	29.62	0.75	D
1 - Sunderland Street Mini R - 2 - Sunderland Street (N)	1.9	16.76	0.65	C	6.7	48.06	0.89	E
1 - Sunderland Street Mini R - 3 - Sunderland Street (E)	3.5	15.92	0.77	C	3.4	15.57	0.77	C
2 - Market Place (S)/Sunderland Street - Stream B-AC	1.0	10.87	0.49	B	1.4	13.47	0.57	B
2 - Market Place (S)/Sunderland Street - Stream C-AB	0.8	8.01	0.42	A	1.1	9.74	0.50	A
3 - Market Place (N)/Sunderland Street - Stream B-AC	9.7	77.88	0.94	F	5.3	47.55	0.85	E
3 - Market Place (N)/Sunderland Street - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2037 + Com + Allocations + Gamston GV							
1 - Sunderland Street Mini R - 1 - Sunderland Street (W)	2.2	25.57	0.69	D	3.0	29.62	0.75	D
1 - Sunderland Street Mini R - 2 - Sunderland Street (N)	1.9	16.76	0.65	C	6.7	48.06	0.89	E
1 - Sunderland Street Mini R - 3 - Sunderland Street (E)	3.5	16.00	0.77	C	3.4	15.71	0.77	C
2 - Market Place (S)/Sunderland Street - Stream B-AC	1.0	10.88	0.49	B	1.4	13.49	0.57	B
2 - Market Place (S)/Sunderland Street - Stream C-AB	0.8	8.02	0.42	A	1.1	9.76	0.50	A
3 - Market Place (N)/Sunderland Street - Stream B-AC	9.8	78.56	0.94	F	5.3	47.94	0.86	E
3 - Market Place (N)/Sunderland Street - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

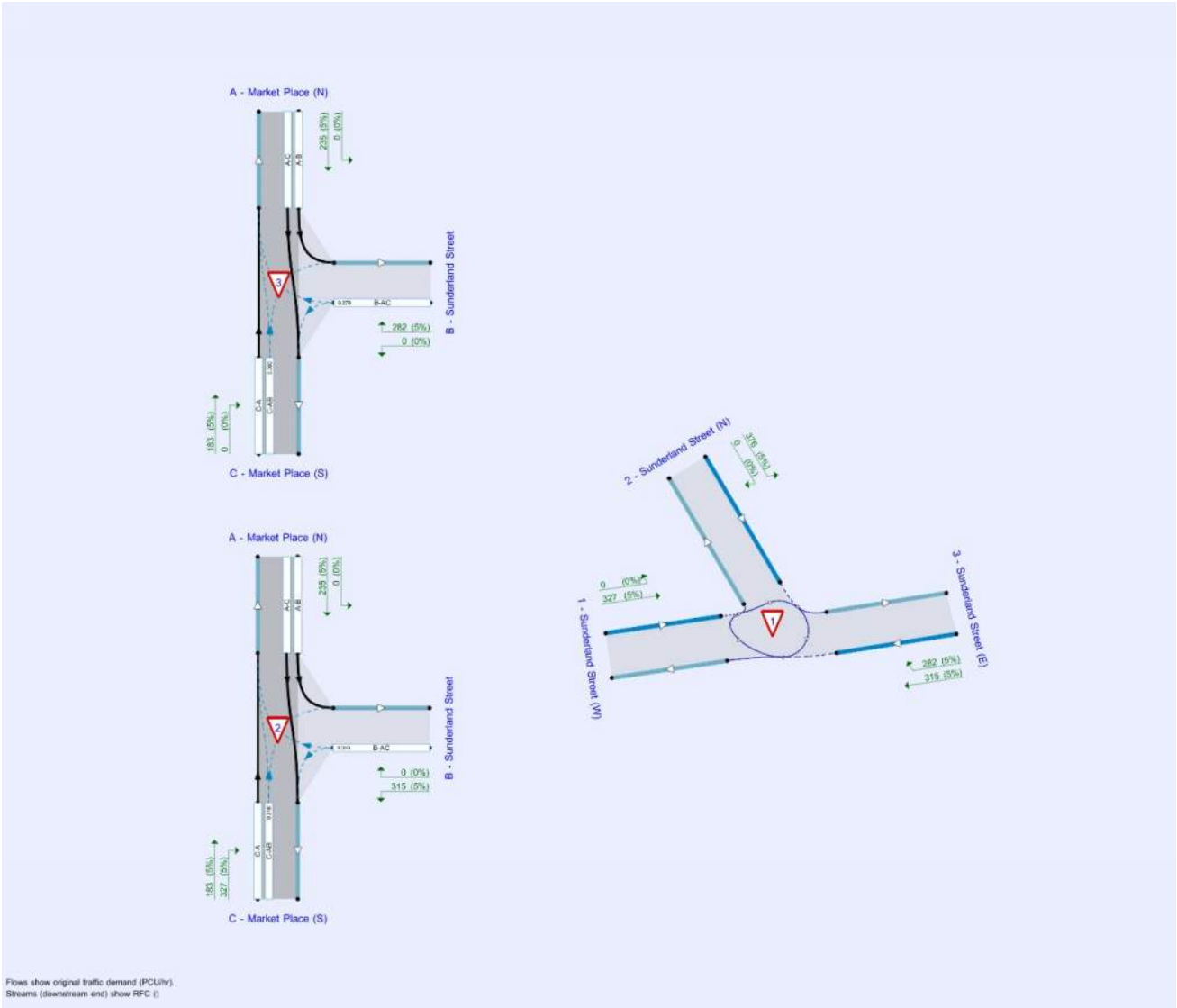
File summary

File Description

Title	
Location	
Site number	
Date	18/11/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15
D3	2037 + Com	AM	ONE HOUR	07:45	09:15	15
D4	2037 + Com	PM	ONE HOUR	16:45	18:15	15
D5	2037 + Com + Allocations + Morton GV	AM	ONE HOUR	07:45	09:15	15
D6	2037 + Com + Allocations + Morton GV	PM	ONE HOUR	16:45	18:15	15
D7	2037 + Com + Allocations + Gamston GV	AM	ONE HOUR	07:45	09:15	15
D8	2037 + Com + Allocations + Gamston GV	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	11.03	B
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			5.17	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			8.23	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Sunderland Street Mini R	1	Sunderland Street (W)		
	2	Sunderland Street (N)		
	3	Sunderland Street (E)		
2 - Market Place (S)/Sunderland Street	A	Market Place (N)		Major
	B	Sunderland Street		Minor
	C	Market Place (S)		Major
3 - Market Place (N)/Sunderland Street	A	Market Place (N)		Major
	B	Sunderland Street		Minor
	C	Market Place (S)		Major

Mini Roundabout Geometry

Junction	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	4.11	3.38	3.38	0.0	10.32	5.93	0.0	
	2 - Sunderland Street (N)	3.71	3.71	3.71	0.0	15.10	14.69	0.0	
	3 - Sunderland Street (E)	4.78	4.00	4.00	0.0	16.74	16.58	0.0	

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
2 - Market Place (S)/Sunderland Street	C - Market Place (S)	8.48		✓	3.88	220.0	✓	3.00
3 - Market Place (N)/Sunderland Street	C - Market Place (S)	8.45				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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
2 - Market Place (S)/Sunderland Street	B - Sunderland Street	One lane	4.01	41	49
3 - Market Place (N)/Sunderland Street	B - Sunderland Street	One lane	4.38	37	130

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.605	761
	2 - Sunderland Street (N)	0.638	848
	3 - Sunderland Street (E)	0.683	1042

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	567	0.092	0.233	0.147	0.333
2	B-C	721	0.099	0.249	-	-
2	C-B	830	0.287	0.287	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	630	0.103	0.259	0.163	0.370
3	B-C	803	0.110	0.278	-	-
3	C-B	574	0.199	0.199	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	270	100.000
	2 - Sunderland Street (N)		✓	257	100.000
	3 - Sunderland Street (E)		✓	595	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	144	100.000
	B - Sunderland Street		✓	283	100.000
	C - Market Place (S)		✓	535	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	144	100.000
	B - Sunderland Street		✓	312	100.000
	C - Market Place (S)		✓	265	100.000

Origin-Destination Data

1 - Sunderland Street Mini R

Demand (PCU/hr)

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	270
	2 - Sunderland Street (N)	0	0	257
	3 - Sunderland Street (E)	283	312	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	144
	B - Sunderland Street	0	0	283
	C - Market Place (S)	265	270	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	144
	B - Sunderland Street	312	0	0
	C - Market Place (S)	265	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.54	14.73	1.2	B
	2 - Sunderland Street (N)	0.43	10.07	0.8	B
	3 - Sunderland Street (E)	0.63	9.77	1.8	A

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.46	10.22	0.9	B
	C-AB	0.38	7.59	0.7	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.63	19.02	1.8	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	203	233	620	0.328	201	0.5	8.978	A
	2 - Sunderland Street (N)	-	193	201	719	0.269	192	0.4	7.146	A
	3 - Sunderland Street (E)	-	448	0	1042	0.430	445	0.8	6.301	A
2 - Market Place (S)/Sunderland Street	-	B-AC	213		694	0.307	211	0.5	7.802	A
	-	C-AB	204		803	0.255	203	0.4	6.294	A
	-	C-A	198				198			
	-	A-B	0				0			
	-	A-C	108				108			
3 - Market Place (N)/Sunderland Street	-	B-AC	235		570	0.412	232	0.7	11.102	B
	-	C-AB	0		552	0.000	0	0.0	0.000	A
	-	C-A	200				200			
	-	A-B	0				0			
	-	A-C	108				108			

08:00 - 08:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	243	280	592	0.410	242	0.7	10.765	B
	2 - Sunderland Street (N)	-	231	242	694	0.333	230	0.5	8.153	A
	3 - Sunderland Street (E)	-	535	0	1042	0.513	534	1.1	7.422	A
2 - Market Place (S)/Sunderland Street	-	B-AC	254		689	0.369	254	0.6	8.681	A
	-	C-AB	245		801	0.306	245	0.5	6.797	A
	-	C-A	236				236			
	-	A-B	0				0			
	-	A-C	129				129			
3 - Market Place (N)/Sunderland Street	-	B-AC	280		558	0.503	279	1.0	13.502	B
	-	C-AB	0		548	0.000	0	0.0	0.000	A
	-	C-A	238				238			
	-	A-B	0				0			
	-	A-C	129				129			

08:15 - 08:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	297	342	554	0.536	295	1.2	14.488	B
	2 - Sunderland Street (N)	-	283	295	659	0.429	282	0.8	9.987	A
	3 - Sunderland Street (E)	-	655	0	1042	0.629	653	1.7	9.647	A
2 - Market Place (S)/Sunderland Street	-	B-AC	312		681	0.457	311	0.9	10.163	B
	-	C-AB	304		802	0.379	303	0.6	7.565	A
	-	C-A	285				285			
	-	A-B	0				0			
	-	A-C	159				159			
3 - Market Place (N)/Sunderland Street	-	B-AC	344		542	0.634	341	1.7	18.551	C
	-	C-AB	0		542	0.000	0	0.0	0.000	A
	-	C-A	292				292			
	-	A-B	0				0			
	-	A-C	159				159			

08:30 - 08:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	297	343	554	0.537	297	1.2	14.725	B
	2 - Sunderland Street (N)	-	283	297	658	0.430	283	0.8	10.070	B
	3 - Sunderland Street (E)	-	655	0	1042	0.629	655	1.8	9.770	A
2 - Market Place (S)/Sunderland Street	-	B-AC	312		681	0.457	312	0.9	10.219	B
	-	C-AB	304		802	0.379	304	0.7	7.590	A
	-	C-A	285				285			
	-	A-B	0				0			
	-	A-C	159				159			
3 - Market Place (N)/Sunderland Street	-	B-AC	344		542	0.634	343	1.8	19.020	C
	-	C-AB	0		542	0.000	0	0.0	0.000	A
	-	C-A	292				292			
	-	A-B	0				0			
	-	A-C	159				159			

08:45 - 09:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	243	282	591	0.411	245	0.7	10.967	B
	2 - Sunderland Street (N)	-	231	245	692	0.334	232	0.5	8.238	A
	3 - Sunderland Street (E)	-	535	0	1042	0.513	537	1.1	7.534	A
2 - Market Place (S)/Sunderland Street	-	B-AC	254		689	0.369	255	0.6	8.747	A
	-	C-AB	245		801	0.306	246	0.5	6.826	A
	-	C-A	236				236			
	-	A-B	0				0			
	-	A-C	129				129			
3 - Market Place (N)/Sunderland Street	-	B-AC	280		558	0.503	283	1.1	13.892	B
	-	C-AB	0		548	0.000	0	0.0	0.000	A
	-	C-A	238				238			
	-	A-B	0				0			
	-	A-C	129				129			

09:00 - 09:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	203	236	619	0.328	204	0.5	9.134	A
	2 - Sunderland Street (N)	-	193	204	718	0.270	194	0.4	7.226	A
	3 - Sunderland Street (E)	-	448	0	1042	0.430	449	0.8	6.393	A
2 - Market Place (S)/Sunderland Street	-	B-AC	213		694	0.307	214	0.5	7.883	A
	-	C-AB	204		803	0.255	205	0.4	6.329	A
	-	C-A	198				198			
	-	A-B	0				0			
	-	A-C	108				108			
3 - Market Place (N)/Sunderland Street	-	B-AC	235		570	0.412	236	0.8	11.385	B
	-	C-AB	0		552	0.000	0	0.0	0.000	A
	-	C-A	200				200			
	-	A-B	0				0			
	-	A-C	108				108			

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	14.28	B
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			6.54	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			6.91	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	327	100.000
	2 - Sunderland Street (N)		✓	376	100.000
	3 - Sunderland Street (E)		✓	597	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	235	100.000
	B - Sunderland Street		✓	315	100.000
	C - Market Place (S)		✓	510	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	235	100.000
	B - Sunderland Street		✓	282	100.000
	C - Market Place (S)		✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Sunderland Street Mini R

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	327
	2 - Sunderland Street (N)	0	0	376
	3 - Sunderland Street (E)	315	282	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	235
	B - Sunderland Street	0	0	315
	C - Market Place (S)	183	327	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	235
	B - Sunderland Street	282	0	0
	C - Market Place (S)	183	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.63	17.64	1.7	C
	2 - Sunderland Street (N)	0.67	18.42	2.1	C
	3 - Sunderland Street (E)	0.63	9.83	1.8	A

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.53	12.20	1.2	B
	C-AB	0.48	9.27	1.0	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.59	17.16	1.5	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	246	211	634	0.388	244	0.7	9.622	A
	2 - Sunderland Street (N)	-	283	244	692	0.409	280	0.7	9.108	A
	3 - Sunderland Street (E)	-	449	0	1042	0.431	446	0.8	6.317	A
2 - Market Place (S)/Sunderland Street	-	B-AC	237		677	0.350	235	0.6	8.513	A
	-	C-AB	248		784	0.316	246	0.5	7.003	A
	-	C-A	136				136			
	-	A-B	0				0			
	-	A-C	177				177			
3 - Market Place (N)/Sunderland Street	-	B-AC	212		562	0.378	210	0.6	10.661	B
	-	C-AB	0		539	0.000	0	0.0	0.000	A
	-	C-A	138				138			
	-	A-B	0				0			
	-	A-C	177				177			

17:00 - 17:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	294	253	608	0.483	293	1.0	11.926	B
	2 - Sunderland Street (N)	-	338	293	661	0.511	337	1.1	11.598	B
	3 - Sunderland Street (E)	-	537	0	1042	0.515	535	1.1	7.449	A
2 - Market Place (S)/Sunderland Street	-	B-AC	283		668	0.424	282	0.8	9.775	A
	-	C-AB	298		780	0.382	297	0.6	7.829	A
	-	C-A	160				160			
	-	A-B	0				0			
	-	A-C	211				211			
3 - Market Place (N)/Sunderland Street	-	B-AC	254		549	0.462	252	0.9	12.714	B
	-	C-AB	0		532	0.000	0	0.0	0.000	A
	-	C-A	165				165			
	-	A-B	0				0			
	-	A-C	211				211			

17:15 - 17:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	360	309	574	0.627	357	1.7	17.156	C
	2 - Sunderland Street (N)	-	414	357	620	0.668	410	2.0	17.713	C
	3 - Sunderland Street (E)	-	657	0	1042	0.631	655	1.7	9.701	A
2 - Market Place (S)/Sunderland Street	-	B-AC	347		656	0.528	345	1.1	12.087	B
	-	C-AB	372		780	0.477	370	1.0	9.210	A
	-	C-A	190				190			
	-	A-B	0				0			
	-	A-C	259				259			
3 - Market Place (N)/Sunderland Street	-	B-AC	310		530	0.585	308	1.4	16.854	C
	-	C-AB	0		523	0.000	0	0.0	0.000	A
	-	C-A	201				201			
	-	A-B	0				0			
	-	A-C	259				259			

17:30 - 17:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	360	310	574	0.628	360	1.7	17.645	C
	2 - Sunderland Street (N)	-	414	360	618	0.670	414	2.1	18.424	C
	3 - Sunderland Street (E)	-	657	0	1042	0.631	657	1.8	9.826	A
2 - Market Place (S)/Sunderland Street	-	B-AC	347		656	0.528	347	1.2	12.201	B
	-	C-AB	372		780	0.477	372	1.0	9.266	A
	-	C-A	190				190			
	-	A-B	0				0			
	-	A-C	259				259			
3 - Market Place (N)/Sunderland Street	-	B-AC	310		530	0.585	310	1.5	17.157	C
	-	C-AB	0		523	0.000	0	0.0	0.000	A
	-	C-A	201				201			
	-	A-B	0				0			
	-	A-C	259				259			

17:45 - 18:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	294	255	607	0.484	297	1.0	12.284	B
	2 - Sunderland Street (N)	-	338	297	658	0.513	342	1.1	12.070	B
	3 - Sunderland Street (E)	-	537	0	1042	0.515	539	1.1	7.562	A
2 - Market Place (S)/Sunderland Street	-	B-AC	283		668	0.424	285	0.8	9.892	A
	-	C-AB	298		780	0.382	299	0.7	7.892	A
	-	C-A	160				160			
	-	A-B	0				0			
	-	A-C	211				211			
3 - Market Place (N)/Sunderland Street	-	B-AC	254		549	0.462	256	0.9	12.989	B
	-	C-AB	0		532	0.000	0	0.0	0.000	A
	-	C-A	165				165			
	-	A-B	0				0			
	-	A-C	211				211			

18:00 - 18:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	246	213	633	0.389	247	0.7	9.848	A
	2 - Sunderland Street (N)	-	283	247	690	0.410	285	0.7	9.363	A
	3 - Sunderland Street (E)	-	449	0	1042	0.431	451	0.8	6.412	A
2 - Market Place (S)/Sunderland Street	-	B-AC	237		677	0.350	238	0.6	8.630	A
	-	C-AB	248		784	0.316	249	0.5	7.070	A
	-	C-A	136				136			
	-	A-B	0				0			
	-	A-C	177				177			
3 - Market Place (N)/Sunderland Street	-	B-AC	212		562	0.378	213	0.6	10.880	B
	-	C-AB	0		539	0.000	0	0.0	0.000	A
	-	C-A	138				138			
	-	A-B	0				0			
	-	A-C	177				177			

2037 + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	15.35	C
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			5.24	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			26.33	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 + Com	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	276	100.000
	2 - Sunderland Street (N)		✓	295	100.000
	3 - Sunderland Street (E)		✓	713	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	152	100.000
	B - Sunderland Street		✓	295	100.000
	C - Market Place (S)		✓	566	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	152	100.000
	B - Sunderland Street		✓	422	100.000
	C - Market Place (S)		✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Sunderland Street Mini R

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	276
	2 - Sunderland Street (N)	0	0	295
	3 - Sunderland Street (E)	291	422	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	152
	B - Sunderland Street	0	0	295
	C - Market Place (S)	290	276	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	152
	B - Sunderland Street	422	0	0
	C - Market Place (S)	394	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.63	21.30	1.7	C
	2 - Sunderland Street (N)	0.50	11.47	1.0	B
	3 - Sunderland Street (E)	0.75	14.65	3.1	B

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.48	10.66	1.0	B
	C-AB	0.39	7.70	0.7	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.90	60.39	7.2	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	208	315	571	0.364	205	0.6	10.282	B
	2 - Sunderland Street (N)	-	222	205	717	0.310	220	0.5	7.586	A
	3 - Sunderland Street (E)	-	537	0	1042	0.515	532	1.1	7.359	A
2 - Market Place (S)/Sunderland Street	-	B-AC	222		692	0.321	220	0.5	7.973	A
	-	C-AB	209		801	0.261	208	0.4	6.349	A
	-	C-A	217				217			
	-	A-B	0				0			
	-	A-C	114				114			
3 - Market Place (N)/Sunderland Street	-	B-AC	318		552	0.575	312	1.4	15.423	C
	-	C-AB	0		551	0.000	0	0.0	0.000	A
	-	C-A	297				297			
	-	A-B	0				0			
	-	A-C	114				114			

08:00 - 08:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	248	378	533	0.466	247	0.9	13.173	B
	2 - Sunderland Street (N)	-	265	247	690	0.384	264	0.6	8.861	A
	3 - Sunderland Street (E)	-	641	0	1042	0.615	639	1.6	9.331	A
2 - Market Place (S)/Sunderland Street	-	B-AC	265		687	0.386	265	0.7	8.923	A
	-	C-AB	251		800	0.314	251	0.5	6.875	A
	-	C-A	258				258			
	-	A-B	0				0			
	-	A-C	137				137			
3 - Market Place (N)/Sunderland Street	-	B-AC	379		537	0.706	375	2.3	22.819	C
	-	C-AB	0		547	0.000	0	0.0	0.000	A
	-	C-A	354				354			
	-	A-B	0				0			
	-	A-C	137				137			

08:15 - 08:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	304	461	482	0.630	301	1.7	20.447	C
	2 - Sunderland Street (N)	-	325	301	656	0.495	323	1.0	11.314	B
	3 - Sunderland Street (E)	-	785	0	1042	0.754	779	3.0	14.114	B
2 - Market Place (S)/Sunderland Street	-	B-AC	325		679	0.478	324	0.9	10.594	B
	-	C-AB	312		803	0.389	311	0.7	7.678	A
	-	C-A	311				311			
	-	A-B	0				0			
	-	A-C	167				167			
3 - Market Place (N)/Sunderland Street	-	B-AC	465		516	0.900	449	6.2	47.735	E
	-	C-AB	0		541	0.000	0	0.0	0.000	A
	-	C-A	434				434			
	-	A-B	0				0			
	-	A-C	167				167			

08:30 - 08:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	304	464	481	0.632	304	1.7	21.300	C
	2 - Sunderland Street (N)	-	325	304	654	0.497	325	1.0	11.471	B
	3 - Sunderland Street (E)	-	785	0	1042	0.754	785	3.1	14.655	B
2 - Market Place (S)/Sunderland Street	-	B-AC	325		679	0.478	325	1.0	10.661	B
	-	C-AB	312		803	0.389	312	0.7	7.701	A
	-	C-A	311				311			
	-	A-B	0				0			
	-	A-C	167				167			
3 - Market Place (N)/Sunderland Street	-	B-AC	465		516	0.900	461	7.2	60.395	F
	-	C-AB	0		541	0.000	0	0.0	0.000	A
	-	C-A	434				434			
	-	A-B	0				0			
	-	A-C	167				167			

08:45 - 09:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	248	383	530	0.468	251	0.9	13.714	B
	2 - Sunderland Street (N)	-	265	251	688	0.386	267	0.7	9.011	A
	3 - Sunderland Street (E)	-	641	0	1042	0.615	647	1.7	9.697	A
2 - Market Place (S)/Sunderland Street	-	B-AC	265		687	0.386	266	0.7	9.012	A
	-	C-AB	251		800	0.314	252	0.5	6.909	A
	-	C-A	258				258			
	-	A-B	0				0			
	-	A-C	137				137			
3 - Market Place (N)/Sunderland Street	-	B-AC	379		537	0.706	397	2.7	29.765	D
	-	C-AB	0		547	0.000	0	0.0	0.000	A
	-	C-A	354				354			
	-	A-B	0				0			
	-	A-C	137				137			

09:00 - 09:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	208	319	568	0.366	209	0.6	10.559	B
	2 - Sunderland Street (N)	-	222	209	714	0.311	223	0.5	7.702	A
	3 - Sunderland Street (E)	-	537	0	1042	0.515	539	1.1	7.558	A
2 - Market Place (S)/Sunderland Street	-	B-AC	222		692	0.321	223	0.5	8.060	A
	-	C-AB	209		801	0.261	209	0.4	6.392	A
	-	C-A	217				217			
	-	A-B	0				0			
	-	A-C	114				114			
3 - Market Place (N)/Sunderland Street	-	B-AC	318		552	0.575	323	1.5	16.810	C
	-	C-AB	0		551	0.000	0	0.0	0.000	A
	-	C-A	297				297			
	-	A-B	0				0			
	-	A-C	114				114			

2037 + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	23.98	C
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			6.65	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			9.57	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 + Com	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	339	100.000
	2 - Sunderland Street (N)		✓	479	100.000
	3 - Sunderland Street (E)		✓	659	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	253	100.000
	B - Sunderland Street		✓	321	100.000
	C - Market Place (S)		✓	542	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	253	100.000
	B - Sunderland Street		✓	326	100.000
	C - Market Place (S)		✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Sunderland Street Mini R

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	339
	2 - Sunderland Street (N)	0	0	479
	3 - Sunderland Street (E)	333	326	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	253
	B - Sunderland Street	0	0	321
	C - Market Place (S)	203	339	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	253
	B - Sunderland Street	326	0	0
	C - Market Place (S)	235	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.69	21.95	2.2	C
	2 - Sunderland Street (N)	0.86	41.98	5.7	E
	3 - Sunderland Street (E)	0.70	11.93	2.4	B

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.54	12.67	1.2	B
	C-AB	0.50	9.65	1.1	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.70	23.90	2.3	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	255	244	614	0.416	252	0.7	10.368	B
	2 - Sunderland Street (N)	-	361	252	687	0.525	356	1.1	11.281	B
	3 - Sunderland Street (E)	-	496	0	1042	0.476	492	0.9	6.835	A
2 - Market Place (S)/Sunderland Street	-	B-AC	242		673	0.359	239	0.6	8.663	A
	-	C-AB	257		781	0.329	255	0.5	7.158	A
	-	C-A	151				151			
	-	A-B	0				0			
	-	A-C	190				190			
3 - Market Place (N)/Sunderland Street	-	B-AC	245		552	0.445	242	0.8	12.075	B
	-	C-AB	0		536	0.000	0	0.0	0.000	A
	-	C-A	177				177			
	-	A-B	0				0			
	-	A-C	190				190			

17:00 - 17:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	305	292	585	0.521	303	1.1	13.348	B
	2 - Sunderland Street (N)	-	431	303	654	0.658	427	1.9	16.421	C
	3 - Sunderland Street (E)	-	592	0	1042	0.569	591	1.4	8.351	A
2 - Market Place (S)/Sunderland Street	-	B-AC	289		664	0.434	288	0.8	10.017	B
	-	C-AB	310		778	0.399	309	0.7	8.060	A
	-	C-A	177				177			
	-	A-B	0				0			
	-	A-C	227				227			
3 - Market Place (N)/Sunderland Street	-	B-AC	293		537	0.546	291	1.2	15.296	C
	-	C-AB	0		529	0.000	0	0.0	0.000	A
	-	C-A	211				211			
	-	A-B	0				0			
	-	A-C	227				227			

17:15 - 17:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	373	357	545	0.684	369	2.1	20.962	C
	2 - Sunderland Street (N)	-	527	369	612	0.861	515	5.1	34.840	D
	3 - Sunderland Street (E)	-	726	0	1042	0.697	722	2.3	11.672	B
2 - Market Place (S)/Sunderland Street	-	B-AC	353		651	0.543	352	1.2	12.538	B
	-	C-AB	388		780	0.498	387	1.1	9.584	A
	-	C-A	208				208			
	-	A-B	0				0			
	-	A-C	279				279			
3 - Market Place (N)/Sunderland Street	-	B-AC	359		516	0.696	355	2.2	22.901	C
	-	C-AB	0		519	0.000	0	0.0	0.000	A
	-	C-A	259				259			
	-	A-B	0				0			
	-	A-C	279				279			

17:30 - 17:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	373	359	544	0.686	373	2.2	21.946	C
	2 - Sunderland Street (N)	-	527	373	610	0.865	525	5.7	41.981	E
	3 - Sunderland Street (E)	-	726	0	1042	0.697	725	2.4	11.931	B
2 - Market Place (S)/Sunderland Street	-	B-AC	353		651	0.543	353	1.2	12.672	B
	-	C-AB	388		780	0.498	388	1.1	9.653	A
	-	C-A	208				208			
	-	A-B	0				0			
	-	A-C	279				279			
3 - Market Place (N)/Sunderland Street	-	B-AC	359		516	0.696	359	2.3	23.901	C
	-	C-AB	0		519	0.000	0	0.0	0.000	A
	-	C-A	259				259			
	-	A-B	0				0			
	-	A-C	279				279			

17:45 - 18:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	305	295	583	0.523	309	1.2	13.982	B
	2 - Sunderland Street (N)	-	431	309	651	0.662	445	2.2	19.485	C
	3 - Sunderland Street (E)	-	592	0	1042	0.569	596	1.4	8.557	A
2 - Market Place (S)/Sunderland Street	-	B-AC	289		664	0.434	290	0.8	10.151	B
	-	C-AB	310		778	0.399	311	0.7	8.136	A
	-	C-A	177				177			
	-	A-B	0				0			
	-	A-C	227				227			
3 - Market Place (N)/Sunderland Street	-	B-AC	293		537	0.546	297	1.3	16.012	C
	-	C-AB	0		529	0.000	0	0.0	0.000	A
	-	C-A	211				211			
	-	A-B	0				0			
	-	A-C	227				227			

18:00 - 18:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	255	246	612	0.417	257	0.8	10.682	B
	2 - Sunderland Street (N)	-	361	257	684	0.527	364	1.2	11.971	B
	3 - Sunderland Street (E)	-	496	0	1042	0.476	498	1.0	6.973	A
2 - Market Place (S)/Sunderland Street	-	B-AC	242		673	0.359	243	0.6	8.791	A
	-	C-AB	257		781	0.329	258	0.5	7.236	A
	-	C-A	151				151			
	-	A-B	0				0			
	-	A-C	190				190			
3 - Market Place (N)/Sunderland Street	-	B-AC	245		552	0.445	247	0.9	12.470	B
	-	C-AB	0		536	0.000	0	0.0	0.000	A
	-	C-A	177				177			
	-	A-B	0				0			
	-	A-C	190				190			

2037 + Com + Allocations + Morton GV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	18.18	C
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			5.32	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			33.75	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 + Com + Allocations + Morton GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	295	100.000
	2 - Sunderland Street (N)		✓	378	100.000
	3 - Sunderland Street (E)		✓	732	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	157	100.000
	B - Sunderland Street		✓	300	100.000
	C - Market Place (S)		✓	610	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	157	100.000
	B - Sunderland Street		✓	436	100.000
	C - Market Place (S)		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Sunderland Street Mini R

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	295
	2 - Sunderland Street (N)	0	0	378
	3 - Sunderland Street (E)	296	436	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	157
	B - Sunderland Street	0	0	300
	C - Market Place (S)	315	295	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	157
	B - Sunderland Street	436	0	0
	C - Market Place (S)	413	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.69	25.57	2.2	D
	2 - Sunderland Street (N)	0.65	16.76	1.9	C
	3 - Sunderland Street (E)	0.77	15.92	3.5	C

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.49	10.87	1.0	B
	C-AB	0.42	8.01	0.8	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.94	77.88	9.7	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	222	325	565	0.393	219	0.7	10.872	B
	2 - Sunderland Street (N)	-	285	219	708	0.402	282	0.7	8.816	A
	3 - Sunderland Street (E)	-	551	0	1042	0.529	546	1.2	7.564	A
2 - Market Place (S)/Sunderland Street	-	B-AC	226		691	0.327	224	0.5	8.050	A
	-	C-AB	224		802	0.279	222	0.4	6.502	A
	-	C-A	235				235			
	-	A-B	0				0			
	-	A-C	118				118			
3 - Market Place (N)/Sunderland Street	-	B-AC	328		549	0.598	322	1.5	16.281	C
	-	C-AB	0		550	0.000	0	0.0	0.000	A
	-	C-A	311				311			
	-	A-B	0				0			
	-	A-C	118				118			

08:00 - 08:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	265	391	525	0.505	264	1.0	14.370	B
	2 - Sunderland Street (N)	-	340	264	680	0.500	338	1.0	11.037	B
	3 - Sunderland Street (E)	-	658	0	1042	0.632	656	1.8	9.792	A
2 - Market Place (S)/Sunderland Street	-	B-AC	270		686	0.393	269	0.7	9.057	A
	-	C-AB	269		802	0.336	269	0.5	7.089	A
	-	C-A	279				279			
	-	A-B	0				0			
	-	A-C	141				141			
3 - Market Place (N)/Sunderland Street	-	B-AC	392		533	0.735	387	2.7	25.100	D
	-	C-AB	0		546	0.000	0	0.0	0.000	A
	-	C-A	371				371			
	-	A-B	0				0			
	-	A-C	141				141			

08:15 - 08:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	325	476	473	0.686	320	2.1	24.054	C
	2 - Sunderland Street (N)	-	416	320	643	0.647	413	1.8	16.175	C
	3 - Sunderland Street (E)	-	806	0	1042	0.774	800	3.4	15.209	C
2 - Market Place (S)/Sunderland Street	-	B-AC	330		678	0.487	329	1.0	10.800	B
	-	C-AB	337		808	0.416	336	0.8	7.983	A
	-	C-A	335				335			
	-	A-B	0				0			
	-	A-C	173				173			
3 - Market Place (N)/Sunderland Street	-	B-AC	480		511	0.939	459	7.9	56.960	F
	-	C-AB	0		540	0.000	0	0.0	0.000	A
	-	C-A	455				455			
	-	A-B	0				0			
	-	A-C	173				173			

08:30 - 08:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	325	480	471	0.689	324	2.2	25.573	D
	2 - Sunderland Street (N)	-	416	324	641	0.649	416	1.9	16.764	C
	3 - Sunderland Street (E)	-	806	0	1042	0.774	806	3.5	15.923	C
2 - Market Place (S)/Sunderland Street	-	B-AC	330		678	0.487	330	1.0	10.872	B
	-	C-AB	337		808	0.416	337	0.8	8.013	A
	-	C-A	335				335			
	-	A-B	0				0			
	-	A-C	173				173			
3 - Market Place (N)/Sunderland Street	-	B-AC	480		511	0.939	473	9.7	77.878	F
	-	C-AB	0		540	0.000	0	0.0	0.000	A
	-	C-A	455				455			
	-	A-B	0				0			
	-	A-C	173				173			

08:45 - 09:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	265	396	522	0.508	270	1.1	15.226	C
	2 - Sunderland Street (N)	-	340	270	676	0.503	343	1.1	11.464	B
	3 - Sunderland Street (E)	-	658	0	1042	0.632	664	1.9	10.186	B
2 - Market Place (S)/Sunderland Street	-	B-AC	270		686	0.393	271	0.7	9.137	A
	-	C-AB	269		802	0.336	270	0.5	7.125	A
	-	C-A	279				279			
	-	A-B	0				0			
	-	A-C	141				141			
3 - Market Place (N)/Sunderland Street	-	B-AC	392		533	0.735	418	3.2	37.843	E
	-	C-AB	0		546	0.000	0	0.0	0.000	A
	-	C-A	371				371			
	-	A-B	0				0			
	-	A-C	141				141			

09:00 - 09:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	222	330	562	0.395	224	0.7	11.234	B
	2 - Sunderland Street (N)	-	285	224	705	0.404	286	0.7	9.053	A
	3 - Sunderland Street (E)	-	551	0	1042	0.529	554	1.2	7.788	A
2 - Market Place (S)/Sunderland Street	-	B-AC	226		691	0.327	227	0.5	8.143	A
	-	C-AB	224		802	0.279	224	0.4	6.550	A
	-	C-A	235				235			
	-	A-B	0				0			
	-	A-C	118				118			
3 - Market Place (N)/Sunderland Street	-	B-AC	328		549	0.598	335	1.6	18.126	C
	-	C-AB	0		550	0.000	0	0.0	0.000	A
	-	C-A	311				311			
	-	A-B	0				0			
	-	A-C	118				118			

2037 + Com + Allocations + Morton GV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	28.86	D
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			6.93	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			19.50	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 + Com + Allocations + Morton GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	342	100.000
	2 - Sunderland Street (N)		✓	490	100.000
	3 - Sunderland Street (E)		✓	727	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	257	100.000
	B - Sunderland Street		✓	336	100.000
	C - Market Place (S)		✓	554	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	257	100.000
	B - Sunderland Street		✓	390	100.000
	C - Market Place (S)		✓	304	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Sunderland Street Mini R

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	342
	2 - Sunderland Street (N)	0	0	490
	3 - Sunderland Street (E)	337	390	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	257
	B - Sunderland Street	0	0	336
	C - Market Place (S)	212	342	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	257
	B - Sunderland Street	390	0	0
	C - Market Place (S)	304	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.75	29.62	3.0	D
	2 - Sunderland Street (N)	0.89	48.06	6.7	E
	3 - Sunderland Street (E)	0.77	15.57	3.4	C

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.57	13.47	1.4	B
	C-AB	0.50	9.74	1.1	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.85	47.55	5.3	E
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	257	291	585	0.440	254	0.8	11.314	B
	2 - Sunderland Street (N)	-	369	254	686	0.538	364	1.2	11.595	B
	3 - Sunderland Street (E)	-	547	0	1042	0.525	543	1.1	7.510	A
2 - Market Place (S)/Sunderland Street	-	B-AC	253		673	0.376	250	0.6	8.901	A
	-	C-AB	260		781	0.333	258	0.5	7.197	A
	-	C-A	157				157			
	-	A-B	0				0			
	-	A-C	193				193			
3 - Market Place (N)/Sunderland Street	-	B-AC	294		543	0.541	289	1.2	14.624	B
	-	C-AB	0		536	0.000	0	0.0	0.000	A
	-	C-A	229				229			
	-	A-B	0				0			
	-	A-C	193				193			

17:00 - 17:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	307	349	550	0.559	306	1.3	15.333	C
	2 - Sunderland Street (N)	-	440	306	653	0.675	437	2.1	17.223	C
	3 - Sunderland Street (E)	-	654	0	1042	0.627	651	1.7	9.622	A
2 - Market Place (S)/Sunderland Street	-	B-AC	302		663	0.455	301	0.9	10.407	B
	-	C-AB	313		778	0.403	312	0.7	8.128	A
	-	C-A	185				185			
	-	A-B	0				0			
	-	A-C	231				231			
3 - Market Place (N)/Sunderland Street	-	B-AC	351		526	0.667	347	2.0	20.814	C
	-	C-AB	0		528	0.000	0	0.0	0.000	A
	-	C-A	273				273			
	-	A-B	0				0			
	-	A-C	231				231			

17:15 - 17:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	377	426	504	0.748	371	2.8	27.210	D
	2 - Sunderland Street (N)	-	540	371	611	0.882	525	5.8	38.209	E
	3 - Sunderland Street (E)	-	800	0	1042	0.768	794	3.3	14.906	B
2 - Market Place (S)/Sunderland Street	-	B-AC	370		650	0.569	368	1.3	13.294	B
	-	C-AB	393		781	0.503	392	1.1	9.670	A
	-	C-A	217				217			
	-	A-B	0				0			
	-	A-C	283				283			
3 - Market Place (N)/Sunderland Street	-	B-AC	429		502	0.855	418	4.8	40.311	E
	-	C-AB	0		518	0.000	0	0.0	0.000	A
	-	C-A	335				335			
	-	A-B	0				0			
	-	A-C	283				283			

17:30 - 17:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	377	429	502	0.750	376	3.0	29.625	D
	2 - Sunderland Street (N)	-	540	376	608	0.887	536	6.7	48.057	E
	3 - Sunderland Street (E)	-	800	0	1042	0.768	800	3.4	15.569	C
2 - Market Place (S)/Sunderland Street	-	B-AC	370		650	0.569	370	1.4	13.466	B
	-	C-AB	393		781	0.503	393	1.1	9.742	A
	-	C-A	217				217			
	-	A-B	0				0			
	-	A-C	283				283			
3 - Market Place (N)/Sunderland Street	-	B-AC	429		502	0.855	427	5.3	47.552	E
	-	C-AB	0		518	0.000	0	0.0	0.000	A
	-	C-A	335				335			
	-	A-B	0				0			
	-	A-C	283				283			

17:45 - 18:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	307	354	547	0.562	314	1.4	16.581	C
	2 - Sunderland Street (N)	-	440	314	648	0.680	458	2.4	21.469	C
	3 - Sunderland Street (E)	-	654	0	1042	0.627	660	1.8	10.050	B
2 - Market Place (S)/Sunderland Street	-	B-AC	302		663	0.455	304	0.9	10.571	B
	-	C-AB	313		778	0.403	315	0.7	8.193	A
	-	C-A	185				185			
	-	A-B	0				0			
	-	A-C	231				231			
3 - Market Place (N)/Sunderland Street	-	B-AC	351		526	0.667	363	2.2	24.659	C
	-	C-AB	0		528	0.000	0	0.0	0.000	A
	-	C-A	273				273			
	-	A-B	0				0			
	-	A-C	231				231			

18:00 - 18:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	257	295	583	0.442	260	0.8	11.771	B
	2 - Sunderland Street (N)	-	369	260	682	0.541	373	1.3	12.406	B
	3 - Sunderland Street (E)	-	547	0	1042	0.525	550	1.2	7.724	A
2 - Market Place (S)/Sunderland Street	-	B-AC	253		673	0.376	254	0.6	9.051	A
	-	C-AB	260		781	0.333	261	0.5	7.274	A
	-	C-A	157				157			
	-	A-B	0				0			
	-	A-C	193				193			
3 - Market Place (N)/Sunderland Street	-	B-AC	294		543	0.541	297	1.3	15.638	C
	-	C-AB	0		536	0.000	0	0.0	0.000	A
	-	C-A	229				229			
	-	A-B	0				0			
	-	A-C	193				193			

2037 + Com + Allocations + Gamston GV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	18.21	C
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			5.31	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			33.95	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 + Com + Allocations + Gamston GV	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	295	100.000
	2 - Sunderland Street (N)		✓	378	100.000
	3 - Sunderland Street (E)		✓	733	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	158	100.000
	B - Sunderland Street		✓	300	100.000
	C - Market Place (S)		✓	612	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	158	100.000
	B - Sunderland Street		✓	436	100.000
	C - Market Place (S)		✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Sunderland Street Mini R

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	295
	2 - Sunderland Street (N)	0	0	378
	3 - Sunderland Street (E)	297	436	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	158
	B - Sunderland Street	0	0	300
	C - Market Place (S)	317	295	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	158
	B - Sunderland Street	436	0	0
	C - Market Place (S)	415	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.69	25.57	2.2	D
	2 - Sunderland Street (N)	0.65	16.76	1.9	C
	3 - Sunderland Street (E)	0.77	16.00	3.5	C

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.49	10.88	1.0	B
	C-AB	0.42	8.02	0.8	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.94	78.56	9.8	F
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	222	325	565	0.393	219	0.7	10.871	B
	2 - Sunderland Street (N)	-	285	219	708	0.402	282	0.7	8.816	A
	3 - Sunderland Street (E)	-	552	0	1042	0.530	547	1.2	7.576	A
2 - Market Place (S)/Sunderland Street	-	B-AC	226		691	0.327	224	0.5	8.053	A
	-	C-AB	224		802	0.279	222	0.4	6.504	A
	-	C-A	237				237			
	-	A-B	0				0			
	-	A-C	119				119			
3 - Market Place (N)/Sunderland Street	-	B-AC	328		549	0.598	322	1.5	16.310	C
	-	C-AB	0		550	0.000	0	0.0	0.000	A
	-	C-A	312				312			
	-	A-B	0				0			
	-	A-C	119				119			

08:00 - 08:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	265	391	525	0.505	264	1.0	14.370	B
	2 - Sunderland Street (N)	-	340	264	680	0.500	338	1.0	11.037	B
	3 - Sunderland Street (E)	-	659	0	1042	0.633	657	1.8	9.752	A
2 - Market Place (S)/Sunderland Street	-	B-AC	270		685	0.393	269	0.7	9.062	A
	-	C-AB	269		802	0.336	269	0.5	7.092	A
	-	C-A	281				281			
	-	A-B	0				0			
	-	A-C	142				142			
3 - Market Place (N)/Sunderland Street	-	B-AC	392		533	0.736	387	2.7	25.181	D
	-	C-AB	0		546	0.000	0	0.0	0.000	A
	-	C-A	373				373			
	-	A-B	0				0			
	-	A-C	142				142			

08:15 - 08:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	325	476	473	0.686	320	2.1	24.051	C
	2 - Sunderland Street (N)	-	416	320	643	0.647	413	1.8	16.175	C
	3 - Sunderland Street (E)	-	807	0	1042	0.775	801	3.4	15.271	C
2 - Market Place (S)/Sunderland Street	-	B-AC	330		678	0.488	329	1.0	10.808	B
	-	C-AB	337		808	0.417	336	0.8	7.986	A
	-	C-A	337				337			
	-	A-B	0				0			
	-	A-C	174				174			
3 - Market Place (N)/Sunderland Street	-	B-AC	480		511	0.940	459	7.9	57.332	F
	-	C-AB	0		539	0.000	0	0.0	0.000	A
	-	C-A	457				457			
	-	A-B	0				0			
	-	A-C	174				174			

08:30 - 08:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	325	480	471	0.689	324	2.2	25.573	D
	2 - Sunderland Street (N)	-	416	324	641	0.649	416	1.9	16.764	C
	3 - Sunderland Street (E)	-	807	0	1042	0.775	807	3.5	15.996	C
2 - Market Place (S)/Sunderland Street	-	B-AC	330		678	0.488	330	1.0	10.881	B
	-	C-AB	337		808	0.417	337	0.8	8.018	A
	-	C-A	337				337			
	-	A-B	0				0			
	-	A-C	174				174			
3 - Market Place (N)/Sunderland Street	-	B-AC	480		511	0.940	473	9.8	78.561	F
	-	C-AB	0		539	0.000	0	0.0	0.000	A
	-	C-A	457				457			
	-	A-B	0				0			
	-	A-C	174				174			

08:45 - 09:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	265	396	522	0.508	270	1.1	15.227	C
	2 - Sunderland Street (N)	-	340	270	676	0.503	343	1.1	11.466	B
	3 - Sunderland Street (E)	-	659	0	1042	0.633	665	1.9	10.214	B
2 - Market Place (S)/Sunderland Street	-	B-AC	270		685	0.393	271	0.7	9.142	A
	-	C-AB	269		802	0.336	270	0.5	7.131	A
	-	C-A	281				281			
	-	A-B	0				0			
	-	A-C	142				142			
3 - Market Place (N)/Sunderland Street	-	B-AC	392		533	0.736	418	3.3	38.183	E
	-	C-AB	0		546	0.000	0	0.0	0.000	A
	-	C-A	373				373			
	-	A-B	0				0			
	-	A-C	142				142			

09:00 - 09:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	222	330	562	0.395	224	0.7	11.232	B
	2 - Sunderland Street (N)	-	285	224	705	0.404	286	0.7	9.053	A
	3 - Sunderland Street (E)	-	552	0	1042	0.530	554	1.2	7.801	A
2 - Market Place (S)/Sunderland Street	-	B-AC	226		691	0.327	227	0.5	8.148	A
	-	C-AB	224		802	0.279	224	0.4	6.555	A
	-	C-A	237				237			
	-	A-B	0				0			
	-	A-C	119				119			
3 - Market Place (N)/Sunderland Street	-	B-AC	328		549	0.598	335	1.6	18.172	C
	-	C-AB	0		550	0.000	0	0.0	0.000	A
	-	C-A	312				312			
	-	A-B	0				0			
	-	A-C	119				119			

2037 + Com + Allocations + Gamston GV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sunderland Street Mini R	Mini-roundabout			1, 2, 3	28.91	D
2	Market Place (S)/Sunderland Street	T-Junction	Two-way			6.92	A
3	Market Place (N)/Sunderland Street	T-Junction	Two-way			19.60	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 + Com + Allocations + Gamston GV	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sunderland Street Mini R	1 - Sunderland Street (W)		✓	342	100.000
	2 - Sunderland Street (N)		✓	490	100.000
	3 - Sunderland Street (E)		✓	729	100.000
2 - Market Place (S)/Sunderland Street	A - Market Place (N)		✓	259	100.000
	B - Sunderland Street		✓	336	100.000
	C - Market Place (S)		✓	555	100.000
3 - Market Place (N)/Sunderland Street	A - Market Place (N)		✓	259	100.000
	B - Sunderland Street		✓	390	100.000
	C - Market Place (S)		✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - Sunderland Street Mini R

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	342
	2 - Sunderland Street (N)	0	0	490
	3 - Sunderland Street (E)	339	390	0

2 - Market Place (S)/Sunderland Street

Demand (PCU/hr)

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	259
	B - Sunderland Street	0	0	336
	C - Market Place (S)	213	342	0

3 - Market Place (N)/Sunderland Street

Demand (PCU/hr)

		To		
		(N)	Street	(S)
From	A - Market Place (N)	0	0	259
	B - Sunderland Street	390	0	0
	C - Market Place (S)	305	0	0

Vehicle Mix

1 - Sunderland Street Mini R

Heavy Vehicle Percentages

		To		
		1 - Sunderland Street (W)	2 - Sunderland Street (N)	3 - Sunderland Street (E)
From	1 - Sunderland Street (W)	0	0	5
	2 - Sunderland Street (N)	0	0	5
	3 - Sunderland Street (E)	5	5	0

2 - Market Place (S)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	0	0	5
	C - Market Place (S)	5	5	0

3 - Market Place (N)/Sunderland Street

Heavy Vehicle Percentages

		To		
		A - Market Place (N)	B - Sunderland Street	C - Market Place (S)
From	A - Market Place (N)	0	0	5
	B - Sunderland Street	5	0	0
	C - Market Place (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	0.75	29.62	3.0	D
	2 - Sunderland Street (N)	0.89	48.06	6.7	E
	3 - Sunderland Street (E)	0.77	15.71	3.4	C

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
2 - Market Place (S)/Sunderland Street	B-AC	0.57	13.49	1.4	B
	C-AB	0.50	9.76	1.1	A
	C-A				
	A-B				
	A-C				
3 - Market Place (N)/Sunderland Street	B-AC	0.86	47.94	5.3	E
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	257	291	585	0.440	254	0.8	11.314	B
	2 - Sunderland Street (N)	-	369	254	686	0.538	364	1.2	11.595	B
	3 - Sunderland Street (E)	-	549	0	1042	0.527	544	1.1	7.530	A
2 - Market Place (S)/Sunderland Street	-	B-AC	253		672	0.376	250	0.6	8.909	A
	-	C-AB	260		781	0.333	258	0.5	7.203	A
	-	C-A	158				158			
	-	A-B	0				0			
	-	A-C	195				195			
3 - Market Place (N)/Sunderland Street	-	B-AC	294		542	0.541	289	1.2	14.654	B
	-	C-AB	0		535	0.000	0	0.0	0.000	A
	-	C-A	230				230			
	-	A-B	0				0			
	-	A-C	195				195			

17:00 - 17:15

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	307	349	550	0.559	306	1.3	15.333	C
	2 - Sunderland Street (N)	-	440	306	653	0.675	437	2.1	17.223	C
	3 - Sunderland Street (E)	-	655	0	1042	0.629	653	1.7	9.665	A
2 - Market Place (S)/Sunderland Street	-	B-AC	302		663	0.456	301	0.9	10.420	B
	-	C-AB	313		777	0.403	312	0.7	8.136	A
	-	C-A	186				186			
	-	A-B	0				0			
	-	A-C	233				233			
3 - Market Place (N)/Sunderland Street	-	B-AC	351		525	0.668	347	2.0	20.880	C
	-	C-AB	0		528	0.000	0	0.0	0.000	A
	-	C-A	274				274			
	-	A-B	0				0			
	-	A-C	233				233			

17:15 - 17:30

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	377	426	504	0.748	371	2.8	27.205	D
	2 - Sunderland Street (N)	-	540	371	611	0.882	525	5.8	38.210	E
	3 - Sunderland Street (E)	-	803	0	1042	0.771	796	3.3	15.026	C
2 - Market Place (S)/Sunderland Street	-	B-AC	370		650	0.569	368	1.3	13.317	B
	-	C-AB	393		781	0.504	392	1.1	9.683	A
	-	C-A	218				218			
	-	A-B	0				0			
	-	A-C	285				285			
3 - Market Place (N)/Sunderland Street	-	B-AC	429		502	0.856	418	4.8	40.564	E
	-	C-AB	0		517	0.000	0	0.0	0.000	A
	-	C-A	336				336			
	-	A-B	0				0			
	-	A-C	285				285			

17:30 - 17:45

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	377	429	502	0.750	376	3.0	29.624	D
	2 - Sunderland Street (N)	-	540	376	608	0.887	536	6.7	48.056	E
	3 - Sunderland Street (E)	-	803	0	1042	0.771	802	3.4	15.709	C
2 - Market Place (S)/Sunderland Street	-	B-AC	370		650	0.569	370	1.4	13.487	B
	-	C-AB	393		781	0.504	393	1.1	9.756	A
	-	C-A	218				218			
	-	A-B	0				0			
	-	A-C	285				285			
3 - Market Place (N)/Sunderland Street	-	B-AC	429		502	0.856	427	5.3	47.944	E
	-	C-AB	0		517	0.000	0	0.0	0.000	A
	-	C-A	336				336			
	-	A-B	0				0			
	-	A-C	285				285			

17:45 - 18:00

Junction	Arm	Stream	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 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	307	354	547	0.562	314	1.4	16.584	C
	2 - Sunderland Street (N)	-	440	314	648	0.680	458	2.4	21.471	C
	3 - Sunderland Street (E)	-	655	0	1042	0.629	662	1.8	10.103	B
2 - Market Place (S)/Sunderland Street	-	B-AC	302		663	0.456	304	0.9	10.585	B
	-	C-AB	313		777	0.403	315	0.7	8.203	A
	-	C-A	186				186			
	-	A-B	0				0			
	-	A-C	233				233			
3 - Market Place (N)/Sunderland Street	-	B-AC	351		525	0.668	363	2.3	24.793	C
	-	C-AB	0		528	0.000	0	0.0	0.000	A
	-	C-A	274				274			
	-	A-B	0				0			
	-	A-C	233				233			

18:00 - 18:15

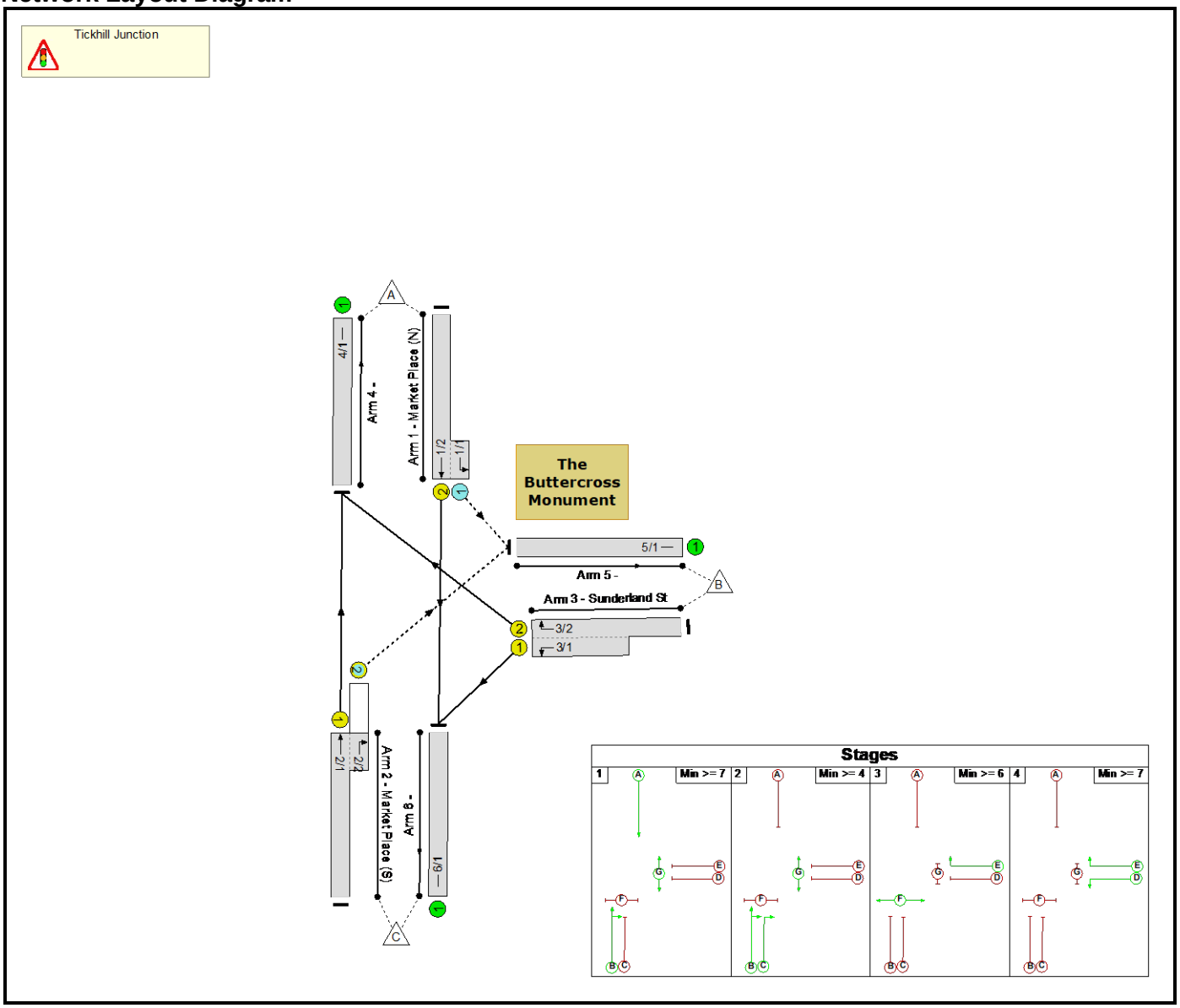
Junction	Arm	Stream	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sunderland Street Mini R	1 - Sunderland Street (W)	-	257	295	583	0.442	260	0.8	11.771	B
	2 - Sunderland Street (N)	-	369	260	682	0.541	373	1.3	12.403	B
	3 - Sunderland Street (E)	-	549	0	1042	0.527	551	1.2	7.749	A
2 - Market Place (S)/Sunderland Street	-	B-AC	253		672	0.376	254	0.6	9.057	A
	-	C-AB	260		781	0.333	261	0.5	7.282	A
	-	C-A	158				158			
	-	A-B	0				0			
	-	A-C	195				195			
3 - Market Place (N)/Sunderland Street	-	B-AC	294		542	0.541	297	1.3	15.674	C
	-	C-AB	0		535	0.000	0	0.0	0.000	A
	-	C-A	230				230			
	-	A-B	0				0			
	-	A-C	195				195			

Full Input Data And Results

User and Project Details

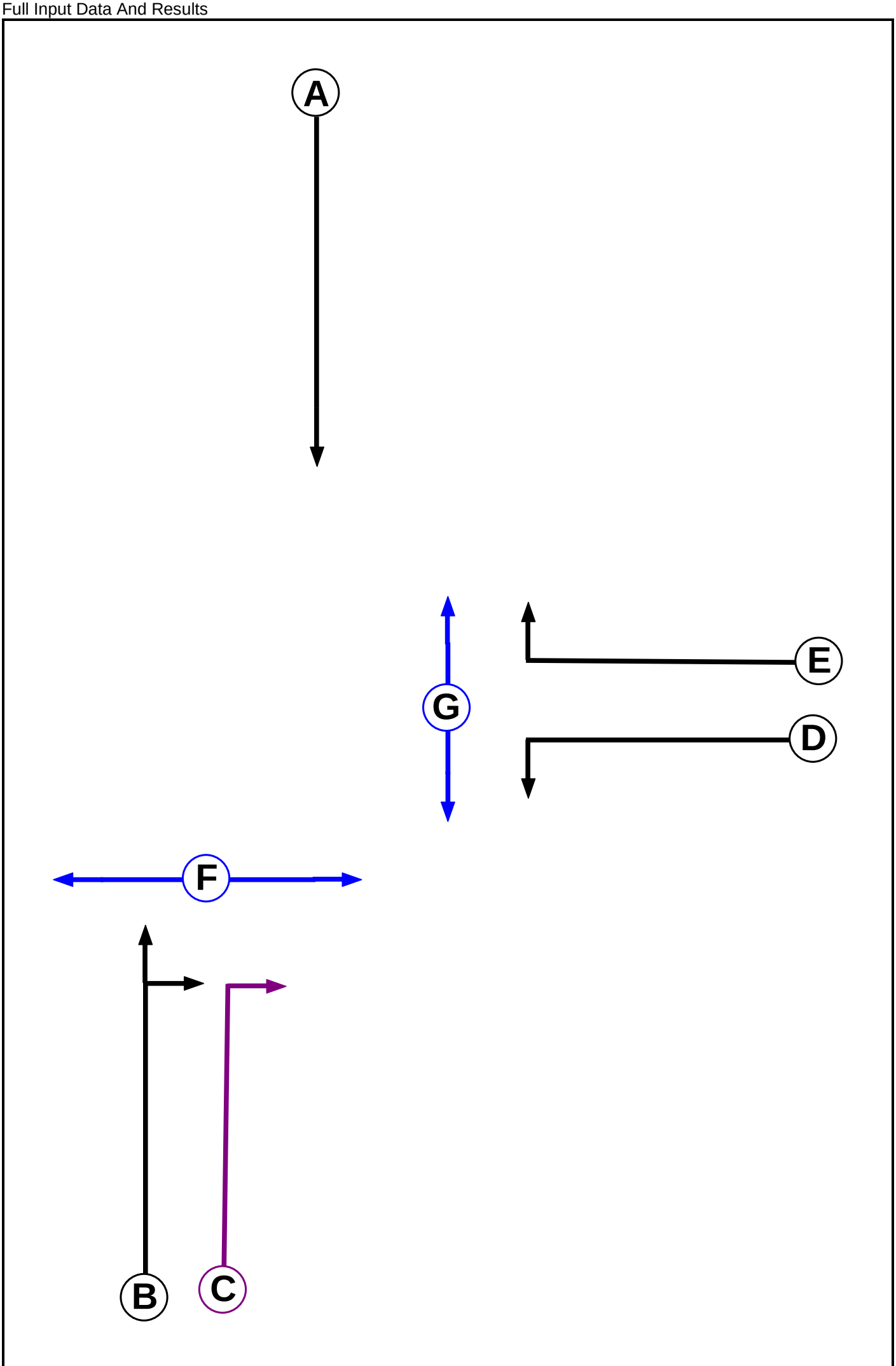
Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 9 AC.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram


A
G
E
D
F
B
C

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

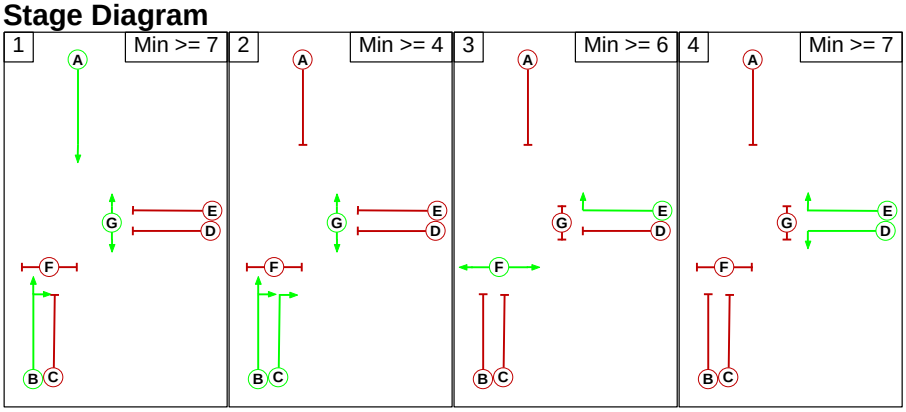
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	5	6	6	9	-
	B	-		-	6	6	5	-
	C	5	-		-	6	5	-
	D	6	6	-		-	7	5
	E	6	6	6	-		-	5
	F	6	6	6	6	-		-
	G	-	-	-	6	6	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	9	6
	2	5		6	6
	3	6	6		6
	4	6	6	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Tickhill Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Market Place (N))	5/1 (Left)	715	0	2/2	0.20	All	-	-	-	-	-
2/2 (Market Place (S))	5/1 (Right)	1439	0	1/2	1.09	All	4.00	-	0.50	4	2.00

Full Input Data And Results

Lane Input Data

Junction: Tickhill Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Market Place (N))	O		2	3	3.1	Geom	-	3.25	0.00	Y	Arm 5 Left	12.00
1/2 (Market Place (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
2/1 (Market Place (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
2/2 (Market Place (S))	O	B C	2	3	3.0	Geom	-	3.25	0.00	Y	Arm 5 Right	12.00
3/1 (Sunderland St)	U	D	2	3	7.8	Geom	-	3.25	0.00	Y	Arm 6 Left	14.00
3/2 (Sunderland St)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	14.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	7.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base AM'	08:00	09:00	01:00	
2: '2019 Base PM'	17:00	18:00	01:00	
3: '2037 + Com Dev AM'	08:00	09:00	01:00	
4: '2037 + Com Dev PM'	17:00	18:00	01:00	
5: '2037 + Com Dev + Allocations + Morton GV AM'	08:00	09:00	01:00	
6: '2037 + Com Dev + Allocations + Morton GV PM'	17:00	18:00	01:00	
7: '2037 + Com Dev + Allocations + Gamston GV AM'	08:00	09:00	01:00	
8: '2037 + Com Dev + Allocations + Gamston GV PM'	17:00	18:00	01:00	

Scenario 1: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	257	144	401
	B	312	0	283	595
	C	265	270	0	535
	Tot.	577	527	427	1531

Traffic Lane Flows

Lane	Scenario 1: 2019 Base AM
Junction: Tickhill Junction	
1/1 (short)	257
1/2 (with short)	401(In) 144(Out)
2/1 (with short)	535(In) 265(Out)
2/2 (short)	270
3/1 (short)	283
3/2 (with short)	595(In) 312(Out)
4/1	577
5/1	527
6/1	427

Full Input Data And Results

Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 Base PM' (FG2: '2019 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	376	235	611
	B	282	0	315	597
	C	183	327	0	510
	Tot.	465	703	550	1718

Traffic Lane Flows

Lane	**Scenario 2: 2019 Base PM**
Junction: Tickhill Junction	
1/1 (short)	376
1/2 (with short)	611(In) 235(Out)
2/1 (with short)	510(In) 183(Out)
2/2 (short)	327
3/1 (short)	315
3/2 (with short)	597(In) 282(Out)
4/1	465
5/1	703
6/1	550

Full Input Data And Results

Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2037 + Com Dev AM' (FG3: '2037 + Com Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	295	152	447
	B	422	0	295	717
	C	284	276	0	560
	Tot.	706	571	447	1724

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2037 + Com Dev AM
Junction: Tickhill Junction	
1/1 (short)	295
1/2 (with short)	447(In) 152(Out)
2/1 (with short)	560(In) 284(Out)
2/2 (short)	276
3/1 (short)	295
3/2 (with short)	717(In) 422(Out)
4/1	706
5/1	571
6/1	447

Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2037 + Com Dev PM' (FG4: '2037 + Com Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	479	253	732
	B	326	0	321	647
	C	191	339	0	530
	Tot.	517	818	574	1909

Traffic Lane Flows

Lane	Scenario 4: 2037 + Com Dev PM
Junction: Tickhill Junction	
1/1 (short)	479
1/2 (with short)	732(In) 253(Out)
2/1 (with short)	530(In) 191(Out)
2/2 (short)	339
3/1 (short)	321
3/2 (with short)	647(In) 326(Out)
4/1	517
5/1	818
6/1	574

Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2037 + Com Dev + Allocations + Morton GV AM' (FG5: '2037 + Com Dev + Allocations + Morton GV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	378	157	535
	B	436	0	300	736
	C	289	295	0	584
	Tot.	725	673	457	1855

Traffic Lane Flows

Lane	Scenario 5: 2037 + Com Dev + Allocations + Morton GV AM
Junction: Tickhill Junction	
1/1 (short)	378
1/2 (with short)	535(In) 157(Out)
2/1 (with short)	584(In) 289(Out)
2/2 (short)	295
3/1 (short)	300
3/2 (with short)	736(In) 436(Out)
4/1	725
5/1	673
6/1	457

Full Input Data And Results

Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2037 + Com Dev + Allocations + Morton GV PM' (FG6: '2037 + Com Dev + Allocations + Morton GV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	490	257	747
	B	390	0	336	726
	C	197	342	0	539
	Tot.	587	832	593	2012

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2037 + Com Dev + Allocations + Morton GV PM
Junction: Tickhill Junction	
1/1 (short)	490
1/2 (with short)	747(In) 257(Out)
2/1 (with short)	539(In) 197(Out)
2/2 (short)	342
3/1 (short)	336
3/2 (with short)	726(In) 390(Out)
4/1	587
5/1	832
6/1	593

Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2037 + Com Dev + Allocations + Gamston GV AM' (FG7: '2037 + Com Dev + Allocations + Gamston GV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	378	158	536
	B	436	0	300	736
	C	291	295	0	586
	Tot.	727	673	458	1858

Traffic Lane Flows

Lane	Scenario 7: 2037 + Com Dev + Allocations + Gamston GV AM
Junction: Tickhill Junction	
1/1 (short)	378
1/2 (with short)	536(In) 158(Out)
2/1 (with short)	586(In) 291(Out)
2/2 (short)	295
3/1 (short)	300
3/2 (with short)	736(In) 436(Out)
4/1	727
5/1	673
6/1	458

Full Input Data And Results

Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2037 + Com Dev + Allocations + Gamston GV PM' (FG8: '2037 + Com Dev + Allocations + Gamston GV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	490	259	749
	B	390	0	336	726
	C	197	342	0	539
	Tot.	587	832	595	2014

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2037 + Com Dev + Allocations + Gamston GV PM
Junction: Tickhill Junction	
1/1 (short)	490
1/2 (with short)	749(In) 259(Out)
2/1 (with short)	539(In) 197(Out)
2/2 (short)	342
3/1 (short)	336
3/2 (with short)	726(In) 390(Out)
4/1	587
5/1	832
6/1	595

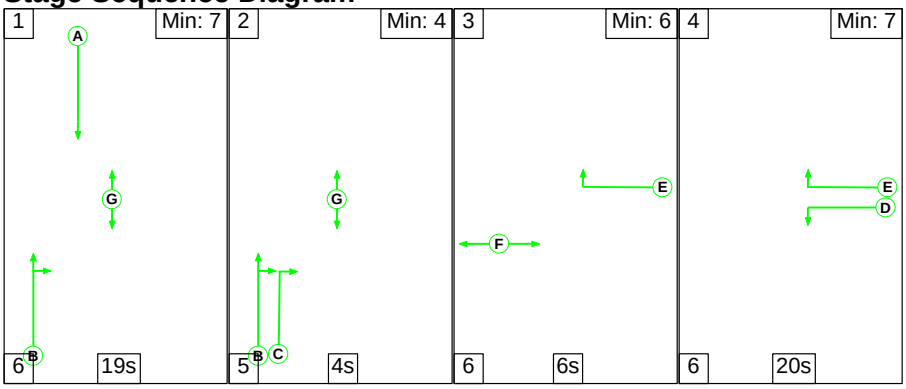
Lane Saturation Flows

Junction: Tickhill Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Place (N))	3.25	0.00	Y	Arm 5 Left	12.00	100.0 %	1724	1724
1/2 (Market Place (N))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (Market Place (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (Market Place (S))	3.25	0.00	Y	Arm 5 Right	12.00	100.0 %	1724	1724
3/1 (Sunderland St)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
3/2 (Sunderland St)	3.25	0.00	Y	Arm 4 Right	14.00	100.0 %	1752	1752
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control Plan 1')

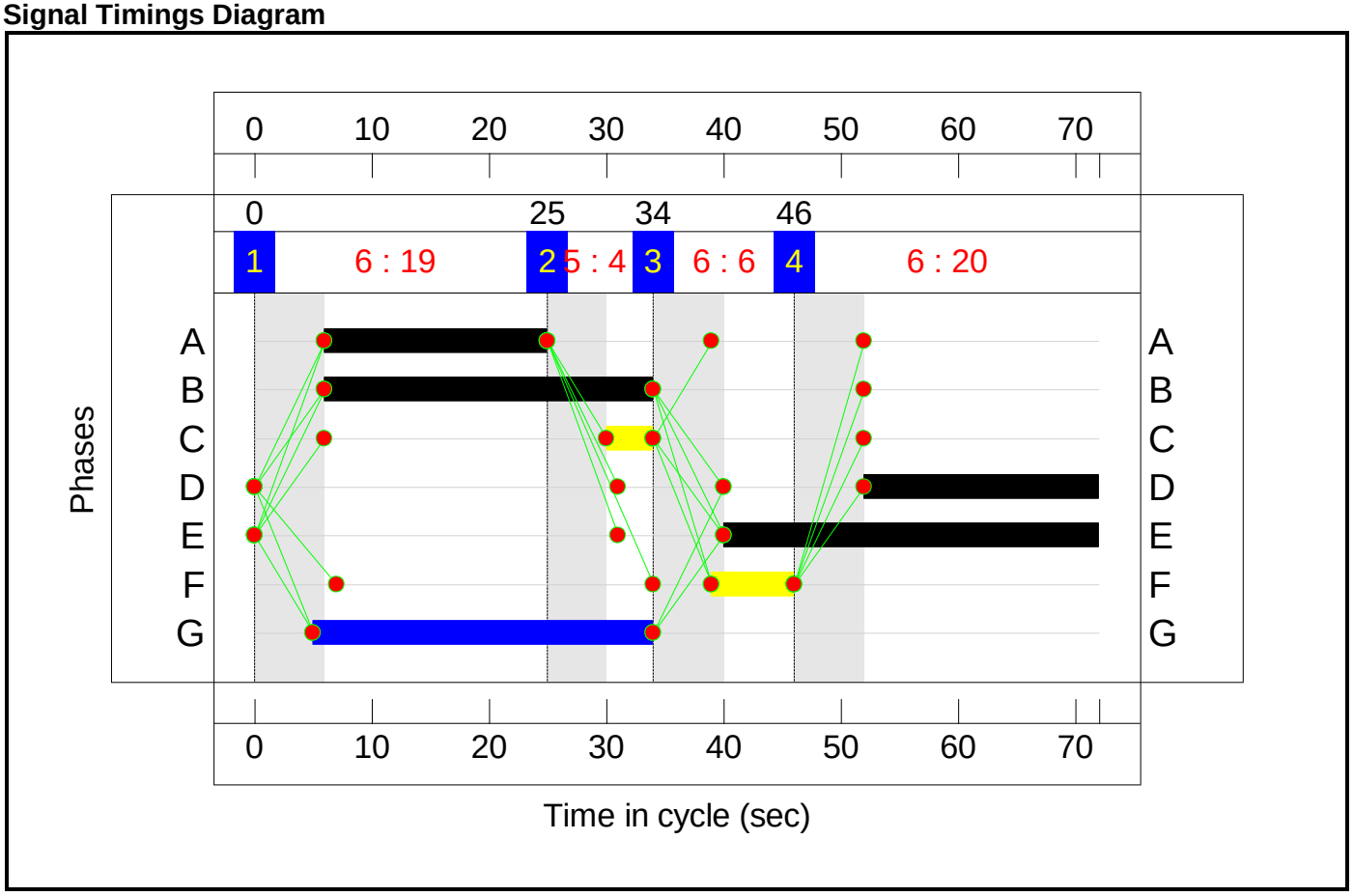
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	19	4	6	20
Change Point	0	25	34	46

Signal Timings Diagram

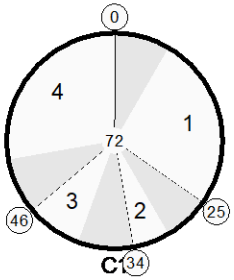


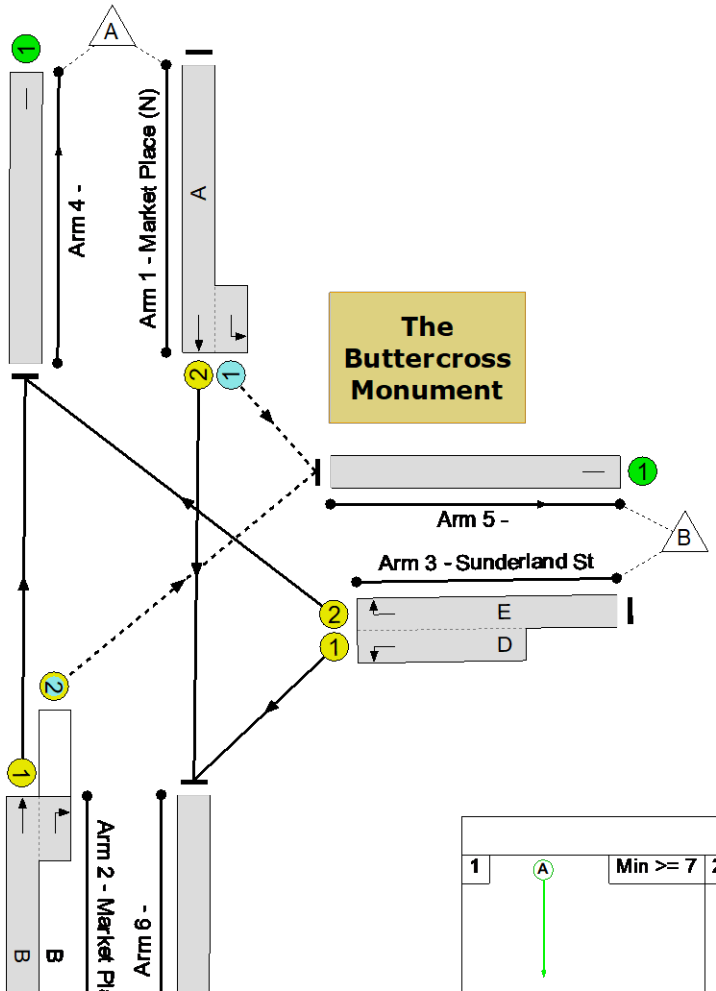
Full Input Data And Results

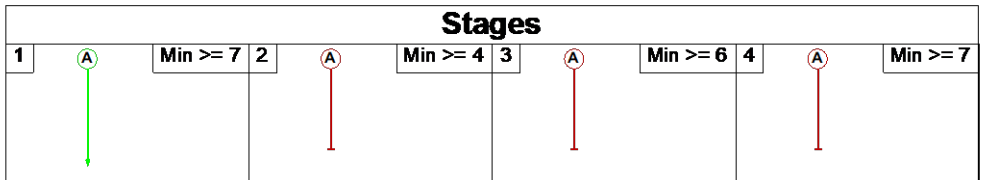
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 47.4 %
Total Traffic Delay: 8.2 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.1%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.1%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	19	-	401	1940:1724	280+500	51.4 : 51.4%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	28	4	535	1940:1724	436+444	60.8 : 60.8%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	32:20	-	595	1752:1752	511+463	61.1 : 61.1%
4/1		U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%

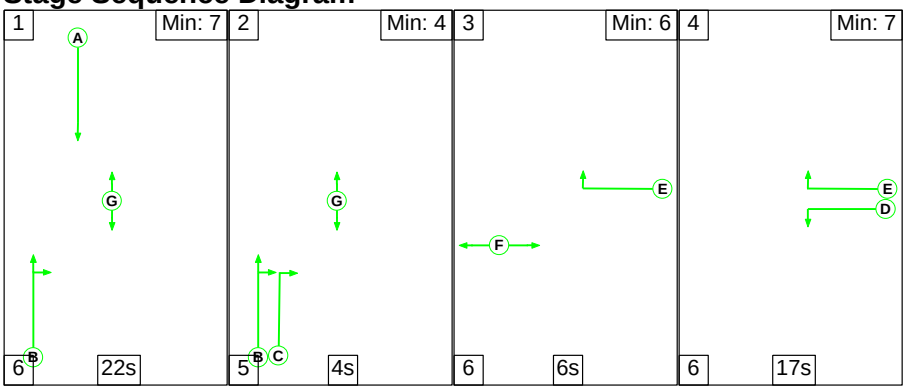
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**332**	**180**	**15**	**5.9**	**2.1**	**0.2**	**8.2**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**332**	**180**	**15**	**5.9**	**2.1**	**0.2**	**8.2**	**-**	**-**	**-**	**-**
1/2+1/1	401	401	104	153	0	0.8	0.5	-	1.3 (1.0+0.3)	12.0 (25.0:4.7)	2.2	0.5	2.8
2/1+2/2	535	535	229	26	15	2.3	0.8	0.2	3.2 (1.5+1.7)	21.8 (20.3:23.2)	4.8	0.8	5.6
3/2+3/1	595	595	-	-	-	2.8	0.8	-	3.6 (1.5+2.1)	21.7 (17.6:26.3)	4.7	0.8	5.5
4/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 47.4 Total Delay for Signalled Lanes (pcuHr): 8.16 Cycle Time (s): 72
PRC Over All Lanes (%): 47.4 Total Delay Over All Lanes(pcuHr): 8.16

Full Input Data And Results

Scenario 2: '2019 Base PM' (FG2: '2019 Base PM', Plan 1: 'Network Control Plan 1')

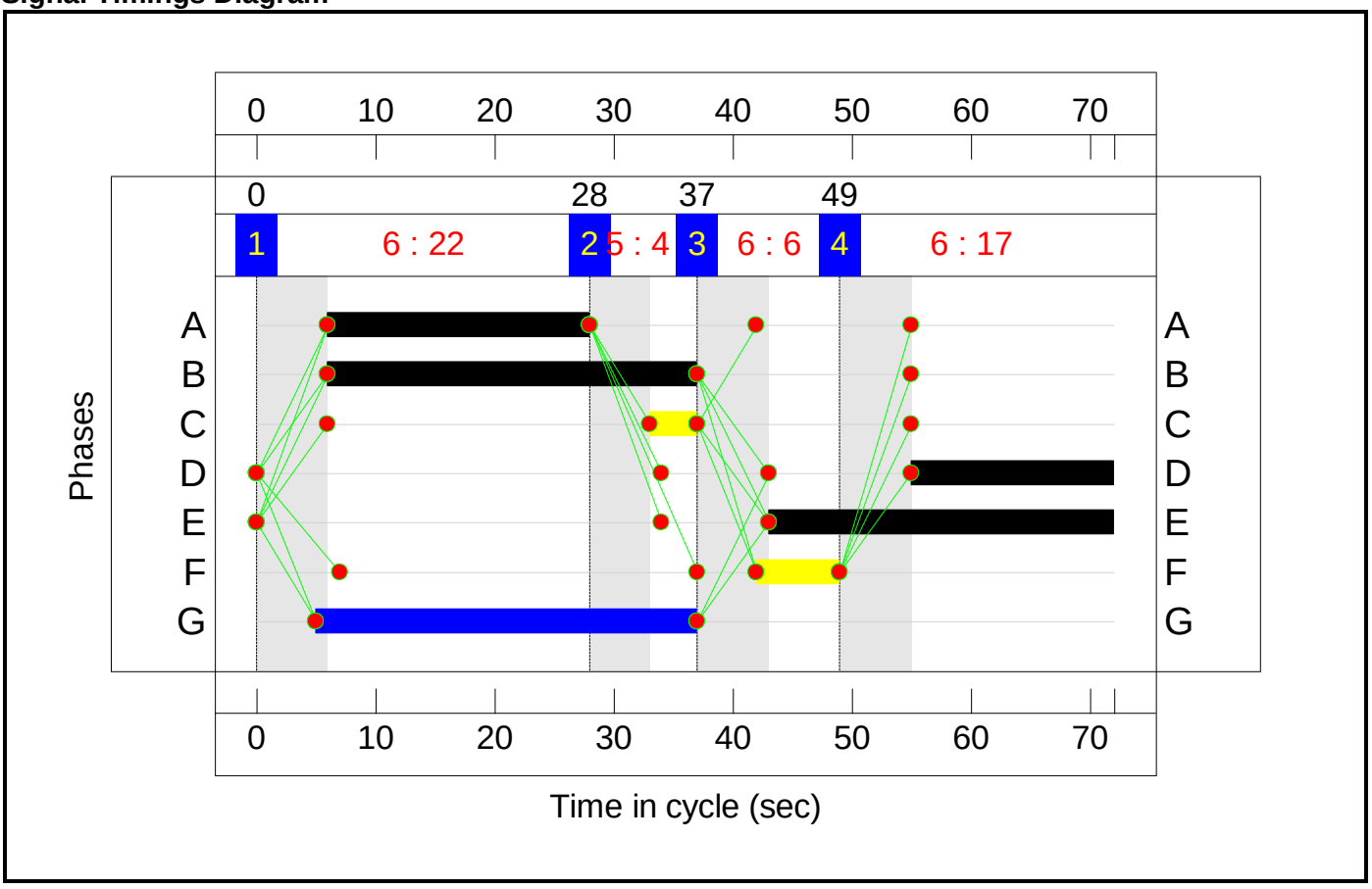
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	22	4	6	17
Change Point	0	28	37	49

Signal Timings Diagram

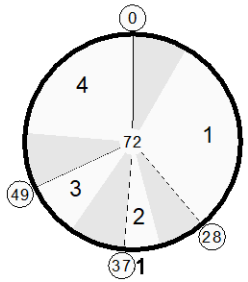


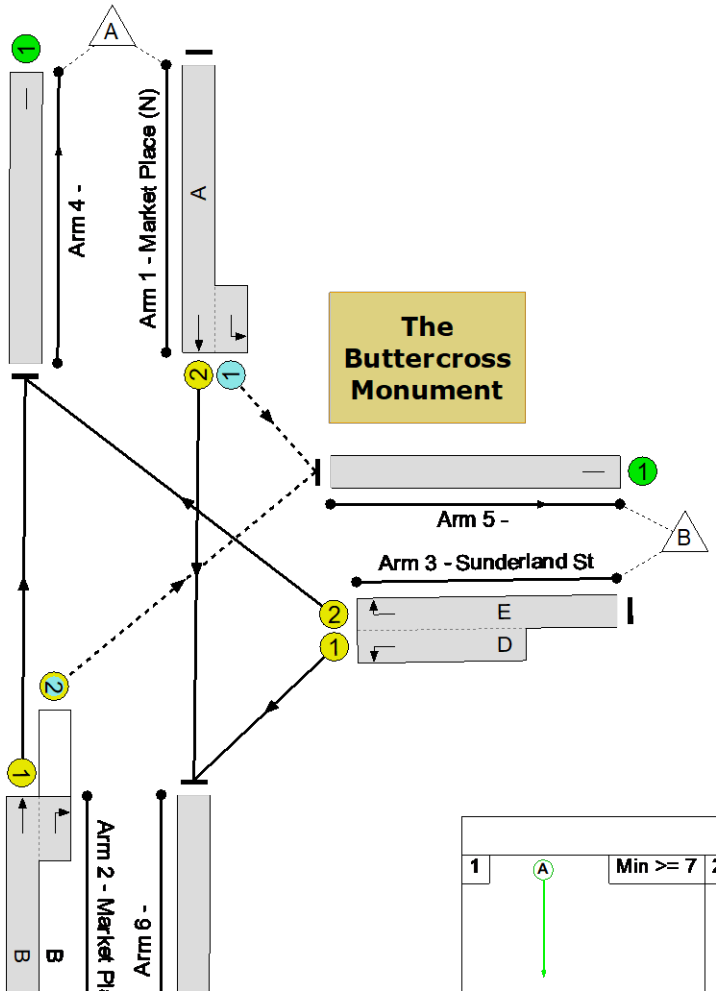
Full Input Data And Results

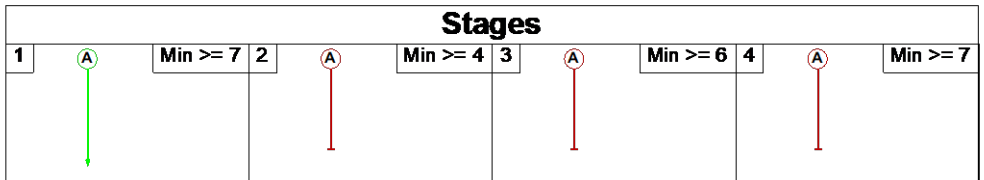
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 21.5 %
Total Traffic Delay: 10.7 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.1%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.1%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	22	-	611	1940:1724	317+508	74.1 : 74.1%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	31	4	510	1940:1724	291+520	62.9 : 62.9%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	29:17	-	597	1752:1752	387+433	72.8 : 72.8%
4/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%

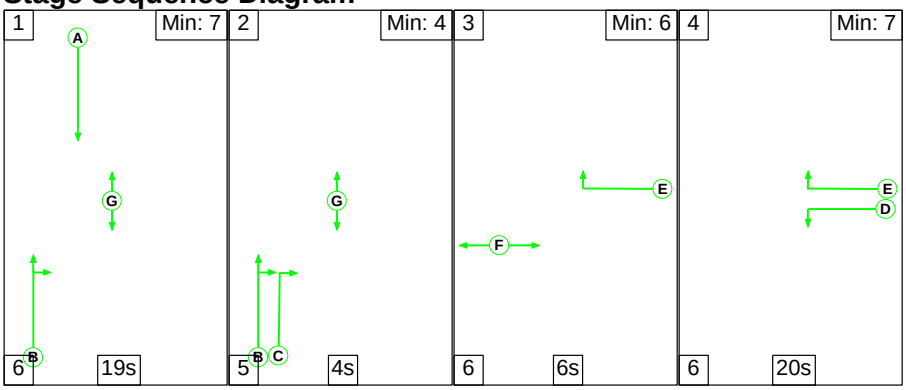
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**438**	**247**	**18**	**6.6**	**3.6**	**0.5**	**10.7**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**438**	**247**	**18**	**6.6**	**3.6**	**0.5**	**10.7**	**-**	**-**	**-**	**-**
1/2+1/1	611	611	185	191	0	1.4	1.4	-	2.8 (1.8+1.0)	16.3 (27.5:9.3)	5.0	1.4	6.4
2/1+2/2	510	510	253	56	18	2.0	0.8	0.5	3.3 (1.0+2.3)	23.4 (19.1:25.8)	5.5	0.8	6.4
3/2+3/1	597	597	-	-	-	3.3	1.3	-	4.6 (1.8+2.9)	27.9 (22.6:32.7)	5.7	1.3	7.0
4/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 21.5 Total Delay for Signalled Lanes (pcuHr): 10.70 Cycle Time (s): 72
PRC Over All Lanes (%): 21.5 Total Delay Over All Lanes(pcuHr): 10.70

Full Input Data And Results

Scenario 3: '2037 + Com Dev AM' (FG3: '2037 + Com Dev AM', Plan 1: 'Network Control Plan 1')

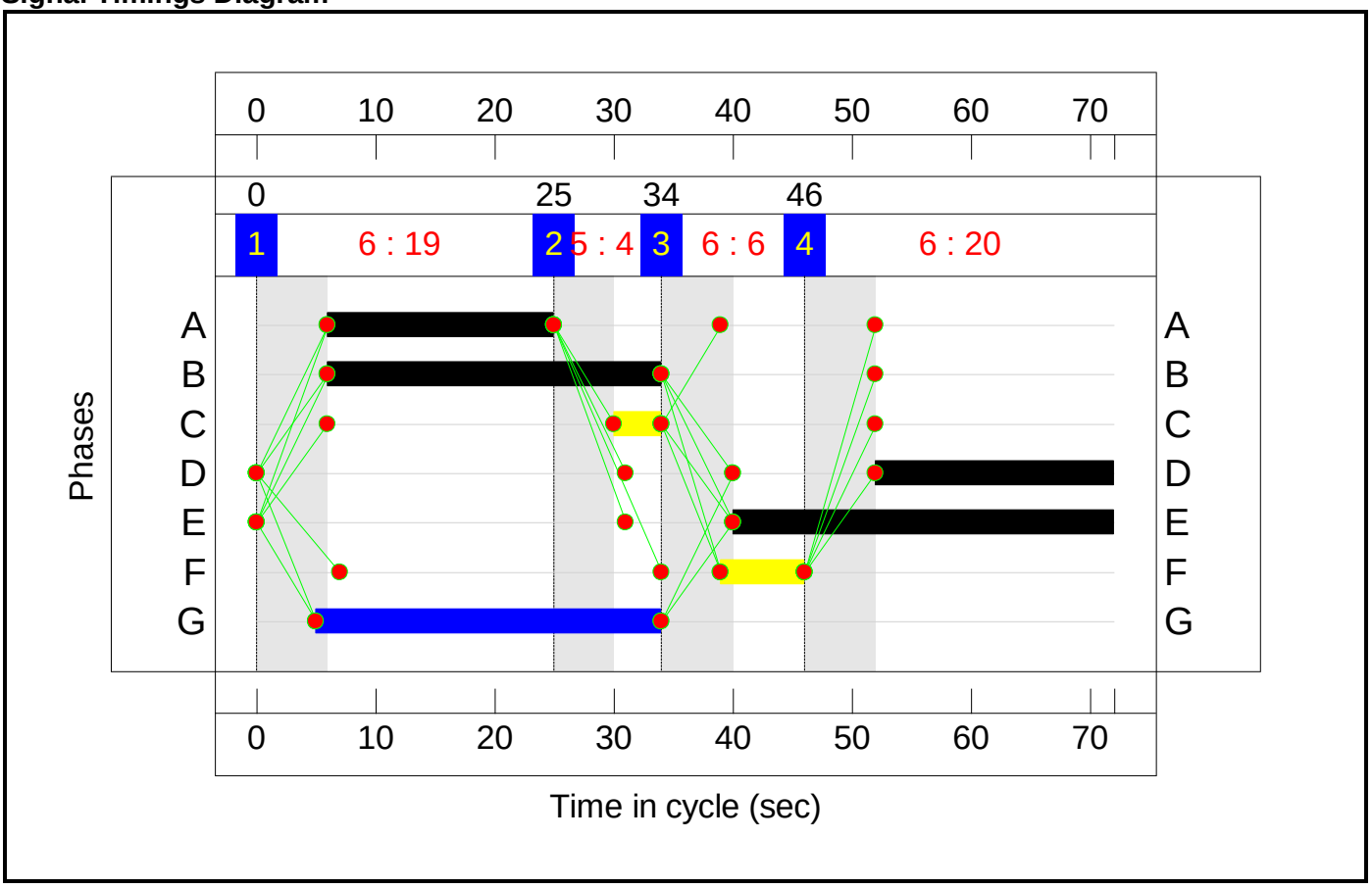
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	19	4	6	20
Change Point	0	25	34	46

Signal Timings Diagram

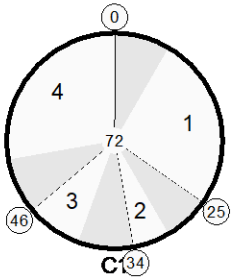


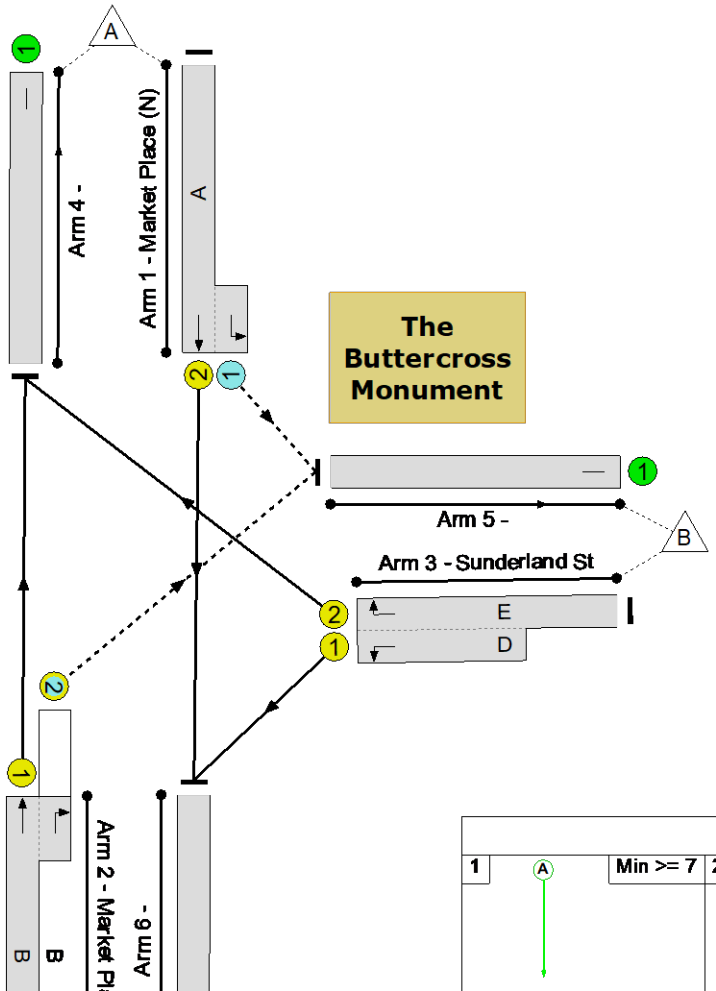
Full Input Data And Results

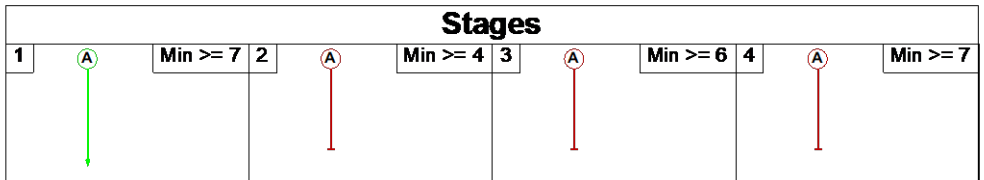
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 37.7 %
Total Traffic Delay: 9.3 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.4%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.4%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	19	-	447	1940:1724	273+529	55.8 : 55.8%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	28	4	560	1940:1724	446+433	63.7 : 63.7%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	32:20	-	717	1752:1752	646+451	65.4 : 65.4%
4/1		U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%

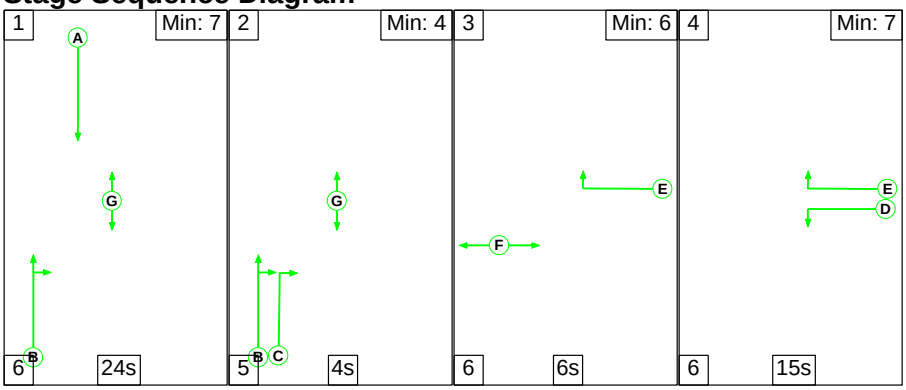
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**353**	**203**	**15**	**6.7**	**2.4**	**0.2**	**9.3**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**353**	**203**	**15**	**6.7**	**2.4**	**0.2**	**9.3**	**-**	**-**	**-**	**-**
1/2+1/1	447	447	119	176	0	0.9	0.6	-	1.5 (1.1+0.4)	12.0 (25.4:5.1)	2.4	0.6	3.0
2/1+2/2	560	560	234	27	15	2.4	0.9	0.2	3.5 (1.7+1.8)	22.5 (21.0:24.1)	5.3	0.9	6.2
3/2+3/1	717	717	-	-	-	3.4	0.9	-	4.4 (2.2+2.2)	21.8 (18.6:26.4)	6.0	0.9	6.9
4/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 37.7 Total Delay for Signalled Lanes (pcuHr): 9.34 Cycle Time (s): 72
PRC Over All Lanes (%): 37.7 Total Delay Over All Lanes(pcuHr): 9.34

Full Input Data And Results

Scenario 4: '2037 + Com Dev PM' (FG4: '2037 + Com Dev PM', Plan 1: 'Network Control Plan 1')

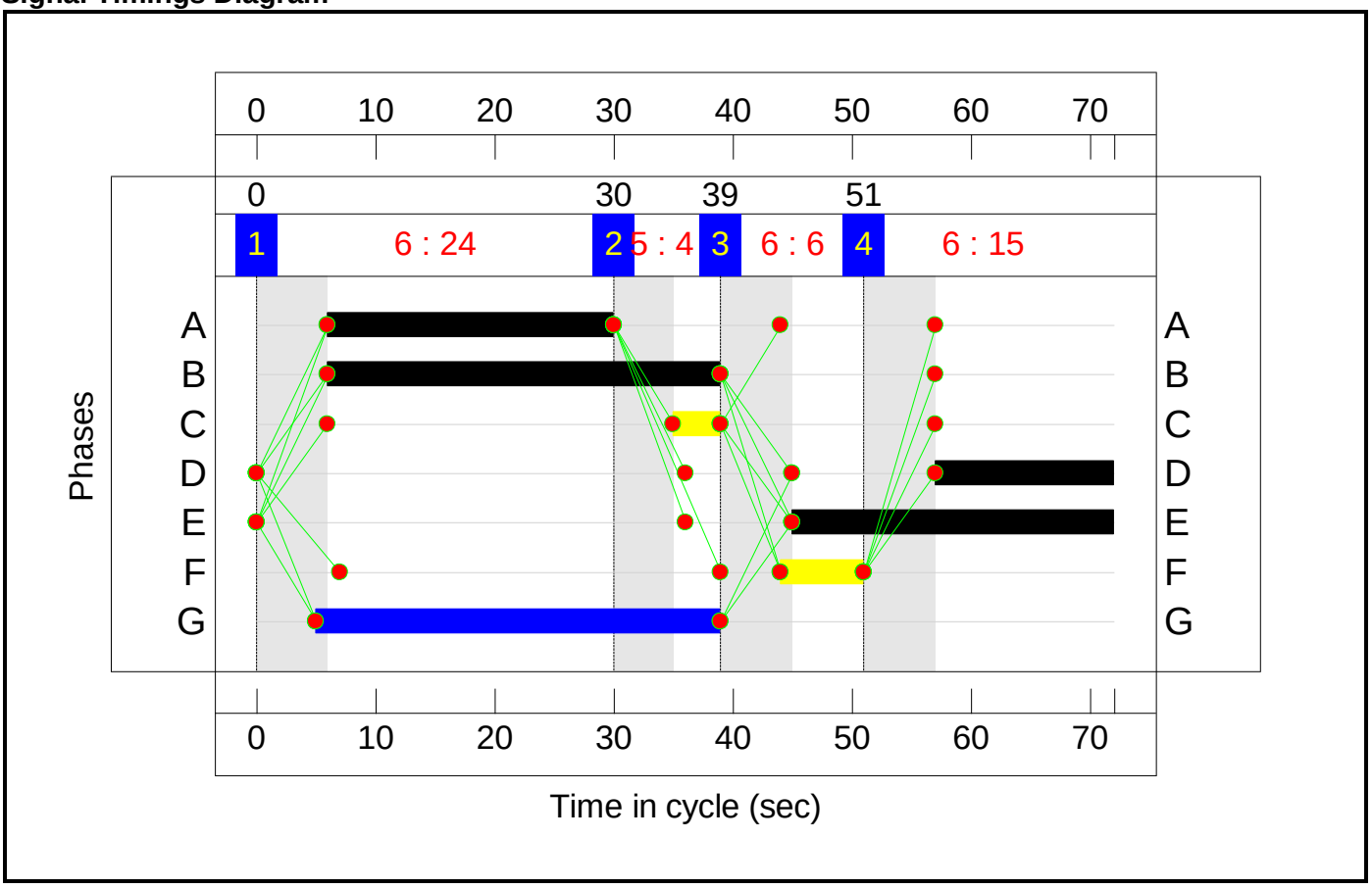
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	4	6	15
Change Point	0	30	39	51

Signal Timings Diagram

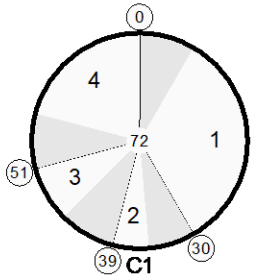


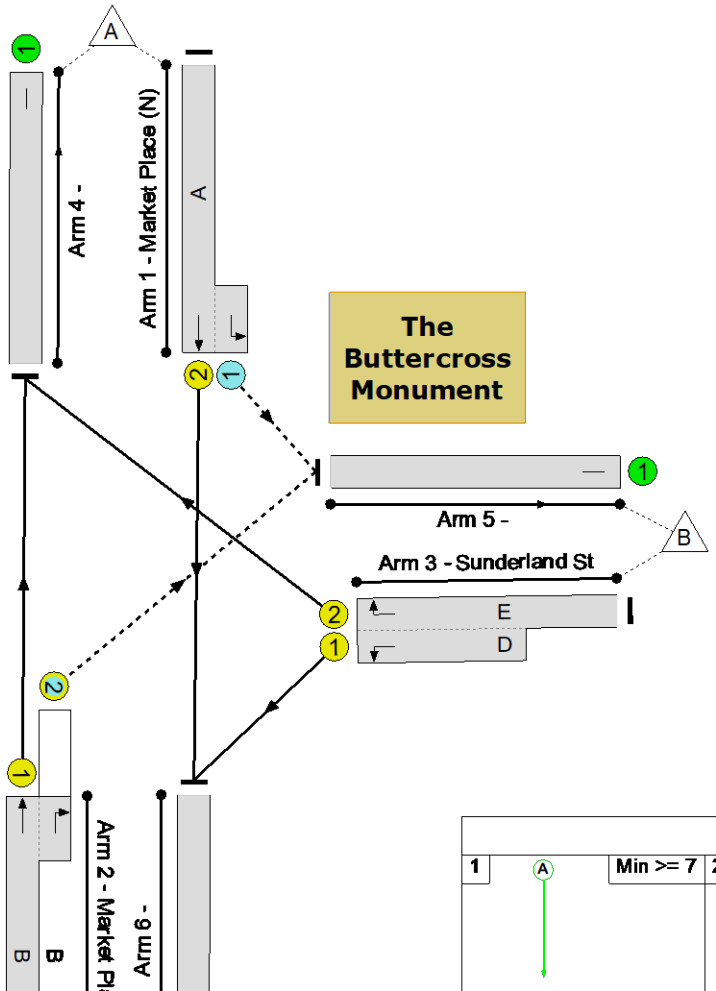
Full Input Data And Results

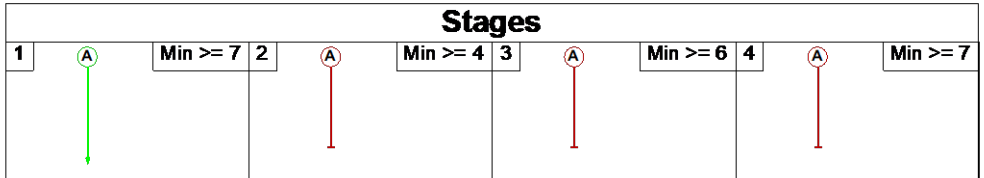
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 7.9 %
Total Traffic Delay: 13.5 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	24	-	732	1940:1724	303+574	83.4 : 83.4%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	33	4	530	1940:1724	305+541	62.7 : 62.7%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	27:15	-	647	1752:1752	395+389	82.4 : 82.4%
4/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%

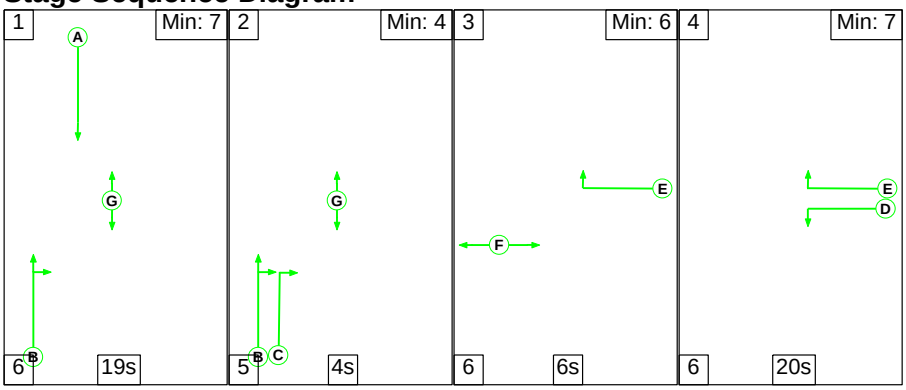
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**507**	**292**	**19**	**7.4**	**5.5**	**0.6**	**13.5**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**507**	**292**	**19**	**7.4**	**5.5**	**0.6**	**13.5**	**-**	**-**	**-**	**-**
1/2+1/1	732	732	234	245	0	1.7	2.4	-	4.1 (2.1+2.0)	20.3 (30.0:15.2)	6.4	2.4	8.8
2/1+2/2	530	530	273	47	19	1.8	0.8	0.6	3.2 (0.9+2.3)	22.0 (17.6:24.5)	5.5	0.8	6.4
3/2+3/1	647	647	-	-	-	3.9	2.3	-	6.1 (2.6+3.5)	34.2 (29.2:39.3)	6.1	2.3	8.3
4/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 13.52 Cycle Time (s): 72
PRC Over All Lanes (%): 7.9 Total Delay Over All Lanes(pcuHr): 13.52

Full Input Data And Results

Scenario 5: '2037 + Com Dev + Allocations + Morton GV AM' (FG5: '2037 + Com Dev + Allocations + Morton GV AM', Plan 1: 'Network Control Plan 1')

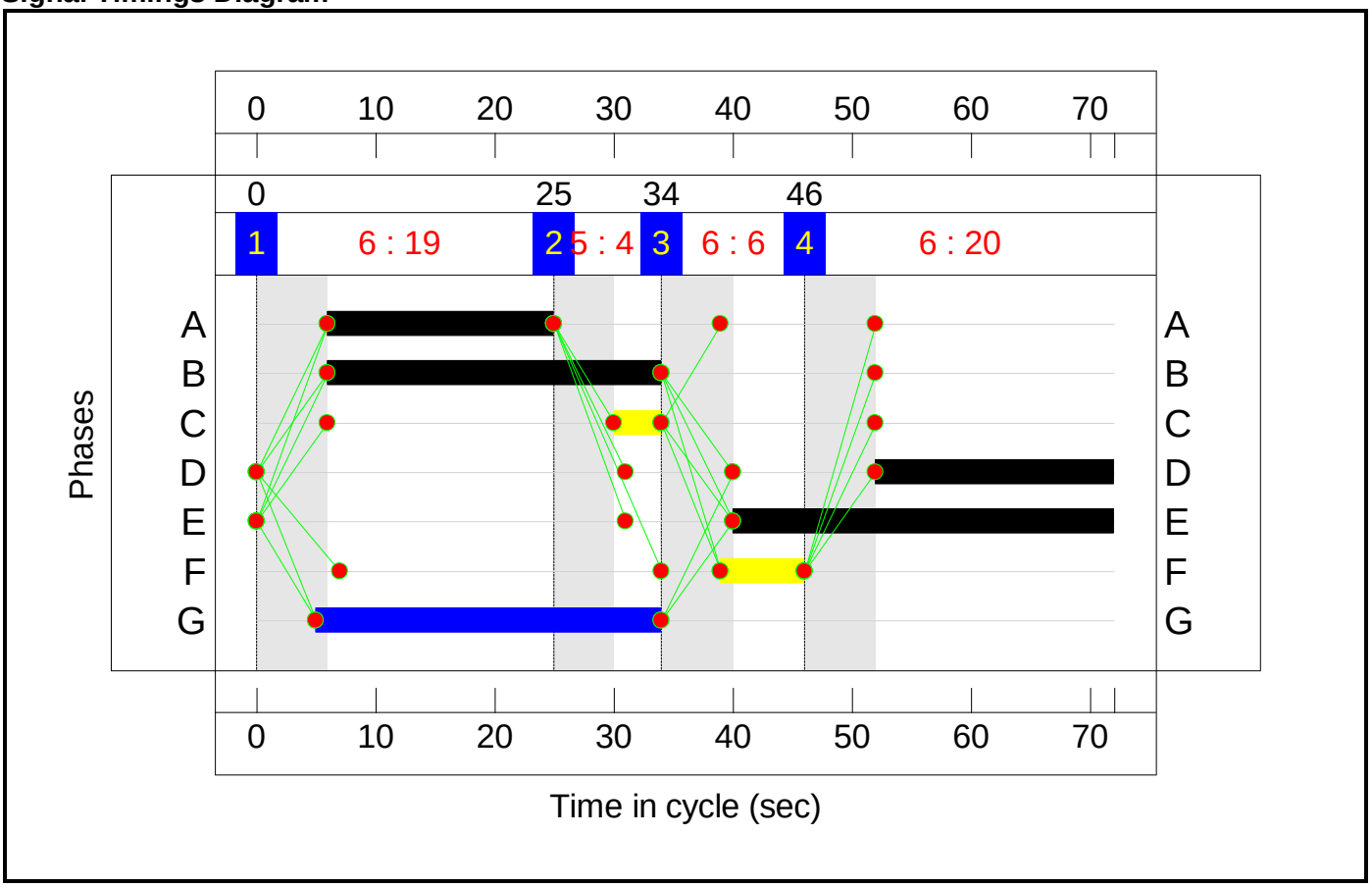
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	19	4	6	20
Change Point	0	25	34	46

Signal Timings Diagram

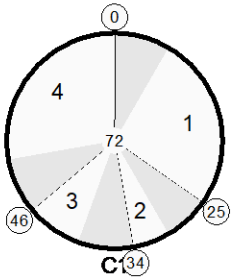


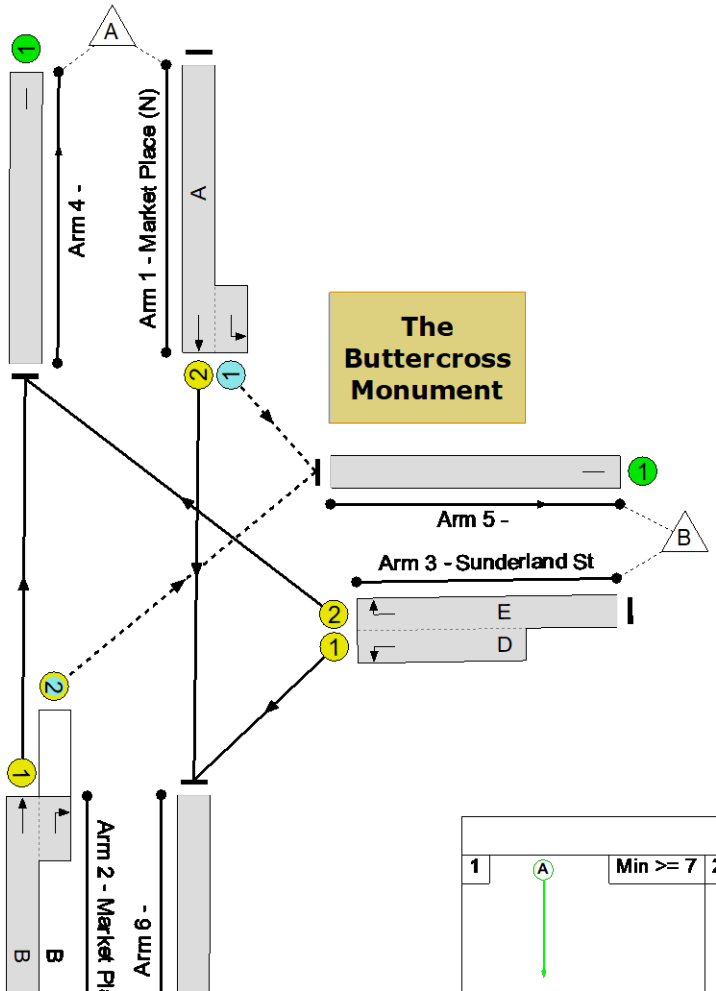
Full Input Data And Results

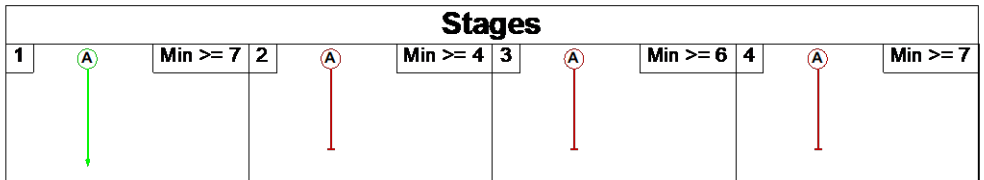
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 34.5 %
Total Traffic Delay: 10.0 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	19	-	535	1940:1724	252+607	62.2 : 62.2%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	28	4	584	1940:1724	435+444	66.4 : 66.4%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	32:20	-	736	1752:1752	651+448	66.9 : 66.9%
4/1		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%

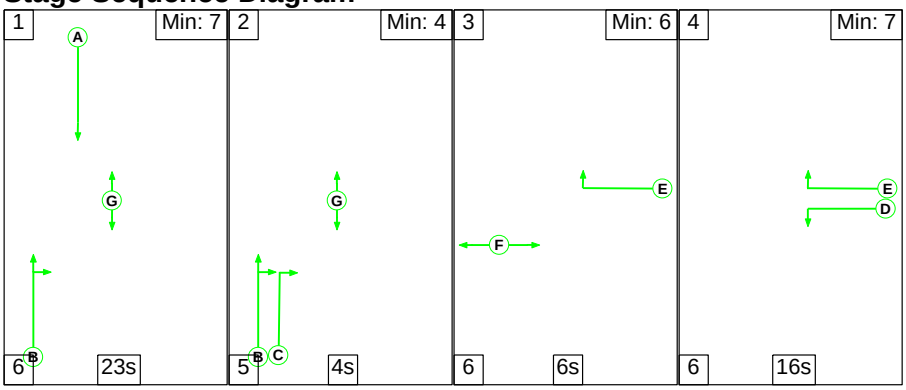
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**402**	**254**	**16**	**6.9**	**2.8**	**0.3**	**10.0**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**402**	**254**	**16**	**6.9**	**2.8**	**0.3**	**10.0**	**-**	**-**	**-**	**-**
1/2+1/1	535	535	152	226	0	0.9	0.8	-	1.7 (1.1+0.6)	11.5 (26.0:5.5)	2.4	0.8	3.3
2/1+2/2	584	584	250	29	16	2.5	1.0	0.3	3.8 (1.7+2.1)	23.4 (21.6:25.1)	5.8	1.0	6.8
3/2+3/1	736	736	-	-	-	3.5	1.0	-	4.5 (2.3+2.2)	22.1 (19.0:26.7)	6.2	1.0	7.2
4/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 10.03 Cycle Time (s): 72
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 10.03

Full Input Data And Results

Scenario 6: '2037 + Com Dev + Allocations + Morton GV PM' (FG6: '2037 + Com Dev + Allocations + Morton GV PM', Plan 1: 'Network Control Plan 1')

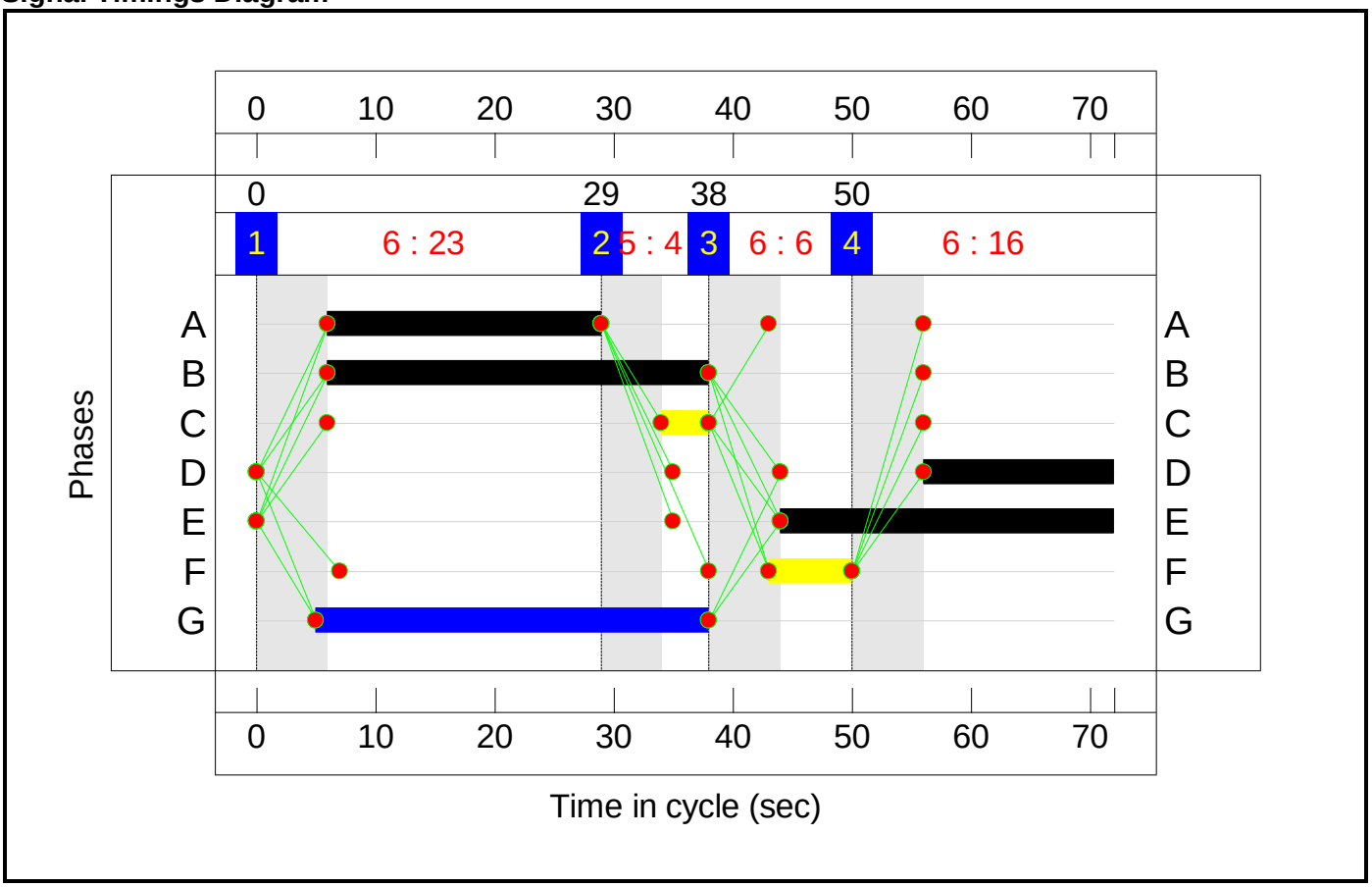
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	23	4	6	16
Change Point	0	29	38	50

Signal Timings Diagram

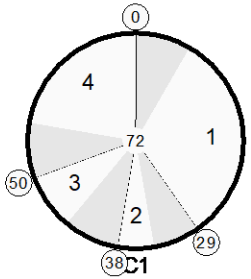


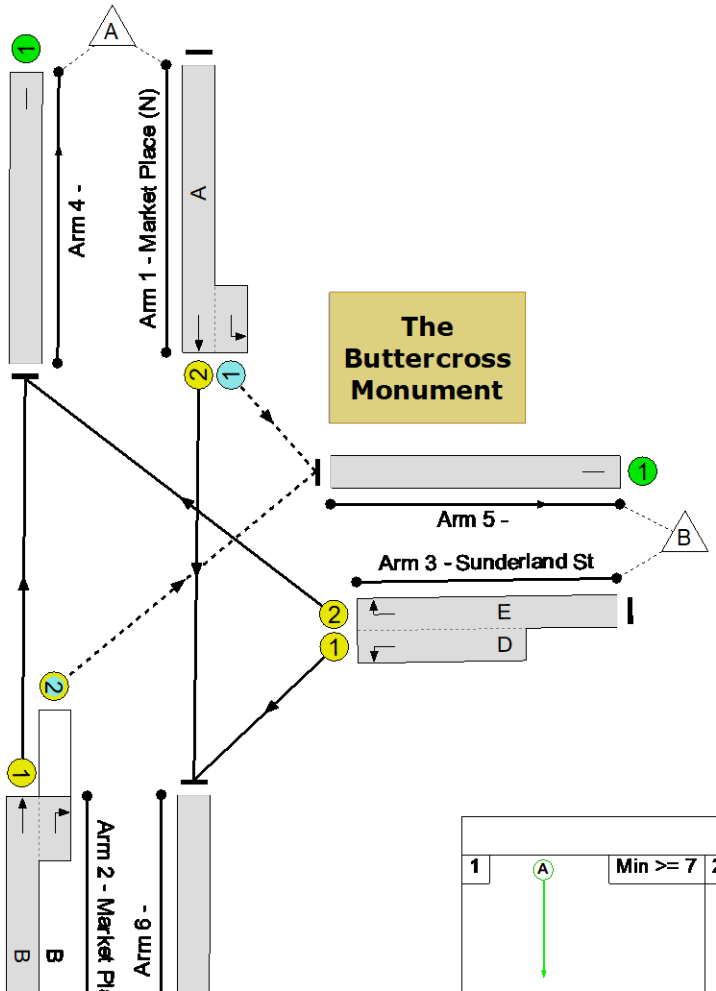
Full Input Data And Results

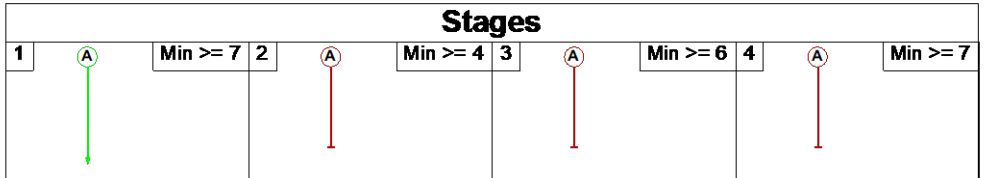
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 4.9 %
Total Traffic Delay: 14.8 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	23	-	747	1940:1724	299+571	85.8 : 85.8%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	32	4	539	1940:1724	297+516	66.3 : 66.3%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	28:16	-	726	1752:1752	480+414	81.2 : 81.2%
4/1		U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%

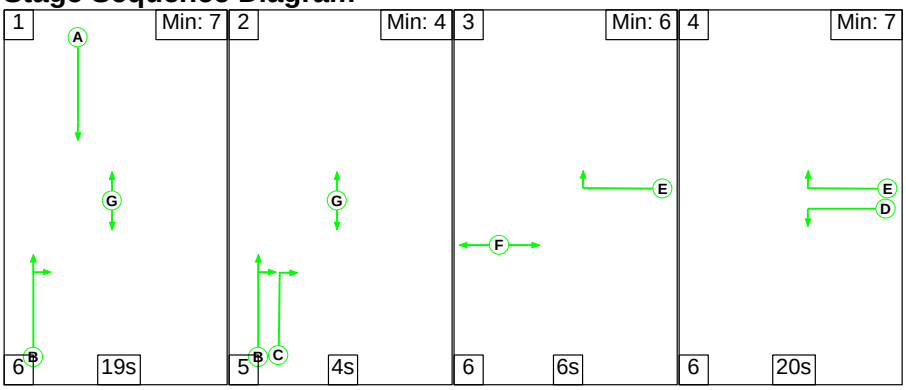
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**472**	**341**	**19**	**8.2**	**6.0**	**0.6**	**14.8**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**472**	**341**	**19**	**8.2**	**6.0**	**0.6**	**14.8**	**-**	**-**	**-**	**-**
1/2+1/1	747	747	223	267	0	2.0	2.9	-	4.9 (2.3+2.5)	23.5 (32.9:18.7)	7.3	2.9	10.2
2/1+2/2	539	539	249	74	19	2.0	1.0	0.6	3.6 (1.1+2.5)	23.9 (19.2:26.6)	5.8	1.0	6.7
3/2+3/1	726	726	-	-	-	4.2	2.1	-	6.3 (2.9+3.4)	31.4 (27.0:36.5)	6.3	2.1	8.5
4/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 14.79 Cycle Time (s): 72
PRC Over All Lanes (%): 4.9 Total Delay Over All Lanes(pcuHr): 14.79

Full Input Data And Results

Scenario 7: '2037 + Com Dev + Allocations + Gamston GV AM' (FG7: '2037 + Com Dev + Allocations + Gamston GV AM', Plan 1: 'Network Control Plan 1')

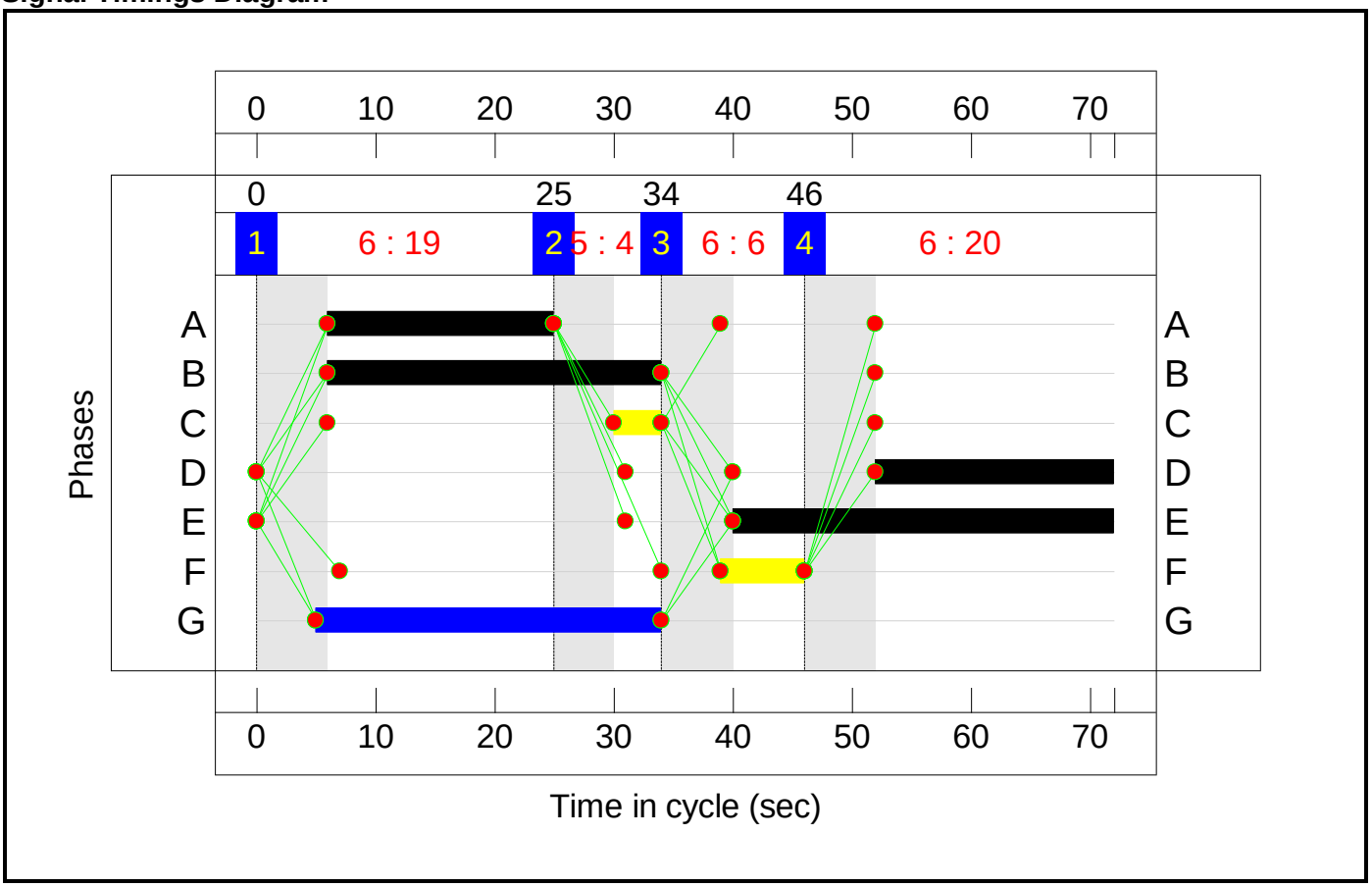
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	19	4	6	20
Change Point	0	25	34	46

Signal Timings Diagram

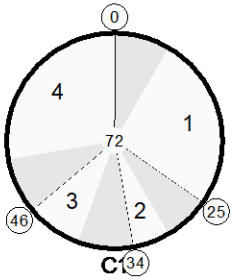


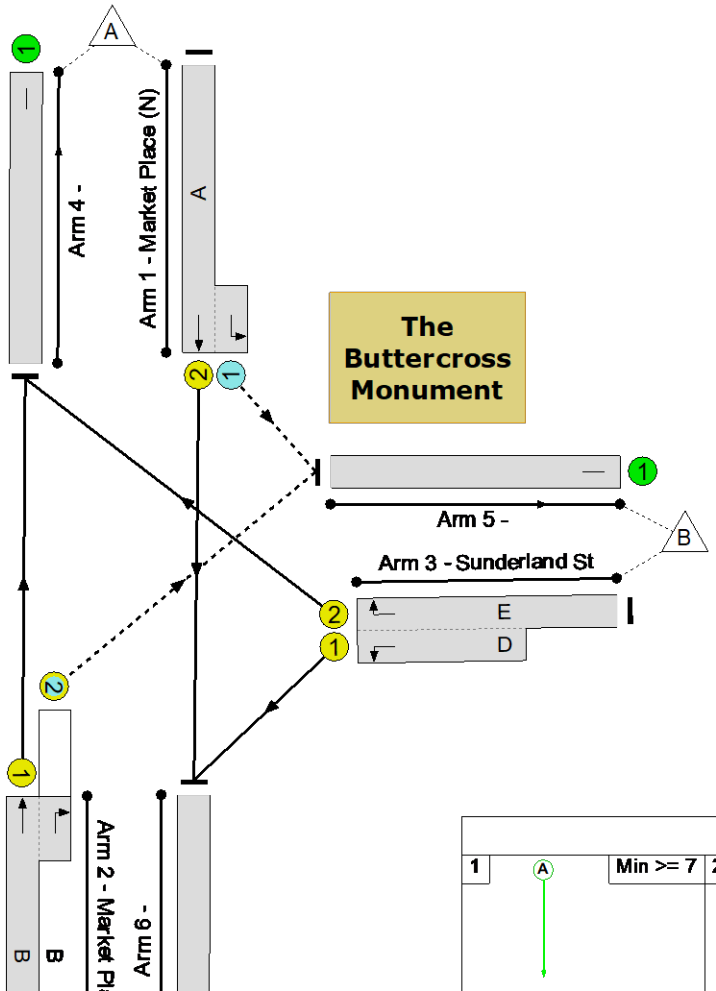
Full Input Data And Results

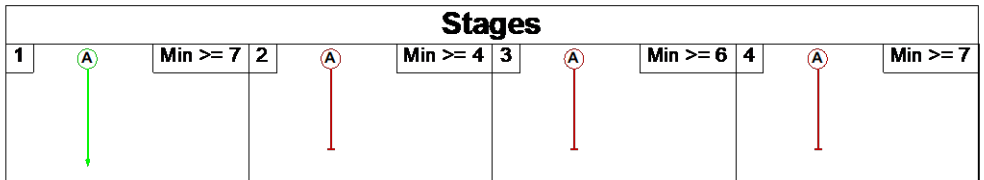
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 34.5 %
Total Traffic Delay: 10.1 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	19	-	536	1940:1724	253+605	62.5 : 62.5%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	28	4	586	1940:1724	437+443	66.5 : 66.5%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	32:20	-	736	1752:1752	651+448	66.9 : 66.9%
4/1		U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%

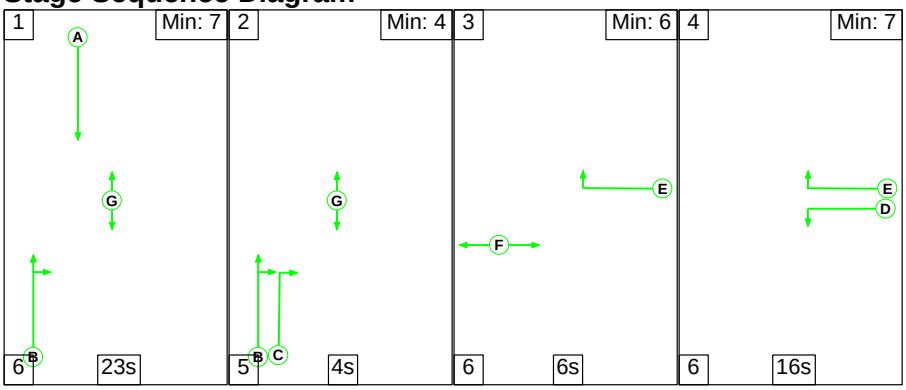
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**402**	**254**	**16**	**7.0**	**2.8**	**0.3**	**10.1**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**402**	**254**	**16**	**7.0**	**2.8**	**0.3**	**10.1**	**-**	**-**	**-**	**-**
1/2+1/1	536	536	152	226	0	0.9	0.8	-	1.7 (1.1+0.6)	11.6 (26.0:5.6)	2.5	0.8	3.3
2/1+2/2	586	586	250	29	16	2.5	1.0	0.3	3.8 (1.7+2.1)	23.4 (21.6:25.2)	5.8	1.0	6.8
3/2+3/1	736	736	-	-	-	3.5	1.0	-	4.5 (2.3+2.2)	22.1 (19.0:26.7)	6.2	1.0	7.2
4/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 10.06 Cycle Time (s): 72
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 10.06

Full Input Data And Results

Scenario 8: '2037 + Com Dev + Allocations + Gamston GV PM' (FG8: '2037 + Com Dev + Allocations + Gamston GV PM', Plan 1: 'Network Control Plan 1')

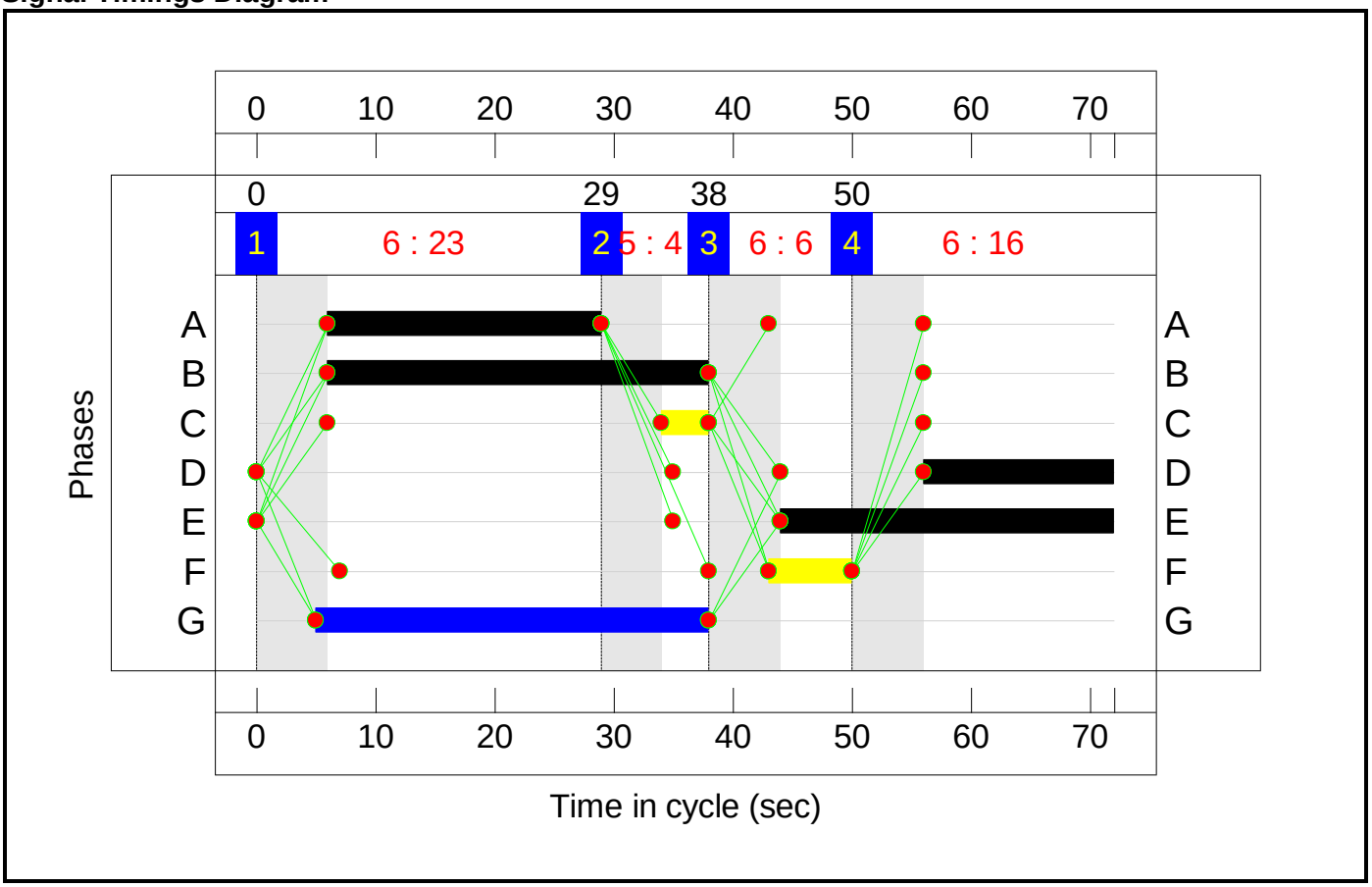
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	23	4	6	16
Change Point	0	29	38	50

Signal Timings Diagram

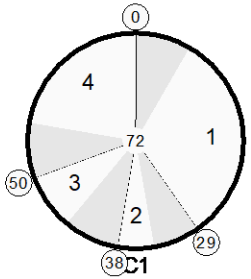


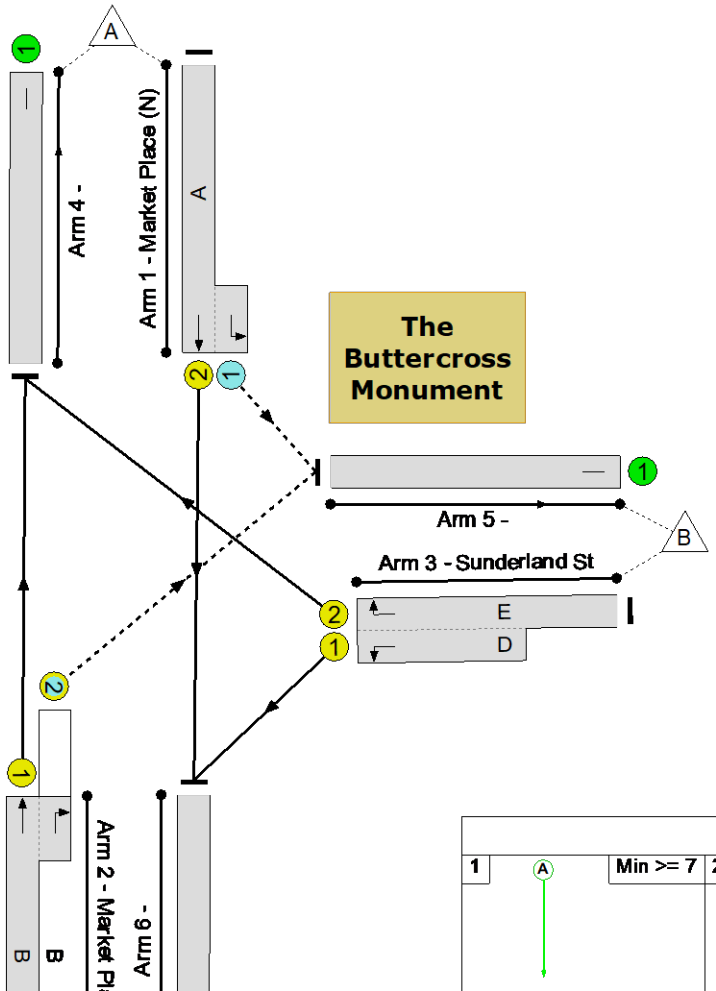
Full Input Data And Results

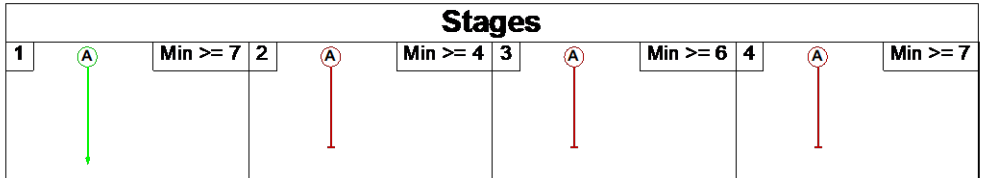
Network Layout Diagram

Full Input Data And Results

Tickhill Junction
PRC: 4.5 %
Total Traffic Delay: 14.9 pcuHr







Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
Tickhill Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
1/2+1/1	Market Place (N) Left Ahead	U+O	N/A	N/A	A -		1	23	-	749	1940:1724	301+569	86.1 : 86.1%
2/1+2/2	Market Place (S) Ahead Right	U+O	N/A	N/A	B	C	1	32	4	539	1940:1724	296+514	66.5 : 66.5%
3/2+3/1	Sunderland St Right Left	U	N/A	N/A	E D		1	28:16	-	726	1752:1752	480+414	81.2 : 81.2%
4/1		U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**470**	**343**	**19**	**8.3**	**6.1**	**0.6**	**14.9**	**-**	**-**	**-**	**-**
Tickhill Junction	**-**	**-**	**470**	**343**	**19**	**8.3**	**6.1**	**0.6**	**14.9**	**-**	**-**	**-**	**-**
1/2+1/1	749	749	223	267	0	2.0	3.0	-	5.0 (2.4+2.6)	24.0 (33.2:19.2)	7.5	3.0	10.4
2/1+2/2	539	539	246	77	19	2.0	1.0	0.6	3.6 (1.1+2.5)	24.0 (19.3:26.7)	5.8	1.0	6.7
3/2+3/1	726	726	-	-	-	4.2	2.1	-	6.3 (2.9+3.4)	31.4 (27.0:36.5)	6.3	2.1	8.5
4/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.5 Total Delay for Signalled Lanes (pcuHr): 14.92 Cycle Time (s): 72
PRC Over All Lanes (%): 4.5 Total Delay Over All Lanes(pcuHr): 14.92

Junction 10 - A631/B6463 Blyth Rd/B6463 Stripe Rd

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 10 - Stripe Road.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts Doncaster\01 - Base Models
Report generation date: 25/10/2019 14:00:38

»2019 Base Survey, AM
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey							
Stream B-CD	1.3	15.04	0.55	C	2.5	23.23	0.71	C
Stream B-A	0.0	12.25	0.02	B	0.0	14.20	0.00	B
Stream AB-CD	1.8	8.39	0.49	A	5.3	16.86	0.75	C
Stream D-AB	0.6	12.66	0.36	B	0.8	15.82	0.42	C
Stream D-C	1.1	27.48	0.49	D	2.6	58.85	0.74	F
Stream CD-AB	3.1	17.18	0.69	C	9.7	45.59	0.90	E
	2037 Committed Only							
Stream B-CD	3.4	29.08	0.77	D	3.9	33.15	0.80	D
Stream B-A	0.0	13.23	0.02	B	0.0	20.54	0.01	C
Stream AB-CD	3.0	9.70	0.59	A	9.4	28.09	0.85	D
Stream D-AB	0.7	13.73	0.39	B	51.2	1592.30	2.10	F
Stream D-C	1.4	35.81	0.56	E	5.3	119.82	0.89	F
Stream CD-AB	5.1	26.03	0.79	D	22.6	109.14	0.99	F
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-CD	4.3	35.85	0.82	E	31.4	185.28	1.10	F
Stream B-A	0.0	19.51	0.03	C	0.0	22.67	0.01	C
Stream AB-CD	4.0	11.71	0.66	B	18.1	56.92	0.94	F
Stream D-AB	44.8	722.34	1.63	F	64.4	2467.06	2.84	F
Stream D-C	1.9	49.56	0.65	E	12.6	257.18	1.12	F
Stream CD-AB	20.6	105.33	0.98	F	23.7	114.95	0.99	F
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-CD	4.3	35.85	0.82	E	31.4	185.28	1.10	F
Stream B-A	0.0	19.51	0.03	C	0.0	22.79	0.01	C
Stream AB-CD	4.0	11.71	0.66	B	18.1	56.92	0.94	F
Stream D-AB	44.8	722.34	1.63	F	65.0	2493.22	2.87	F
Stream D-C	1.9	49.56	0.65	E	12.6	257.18	1.12	F
Stream CD-AB	20.6	105.33	0.98	F	23.7	115.09	0.99	F

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.

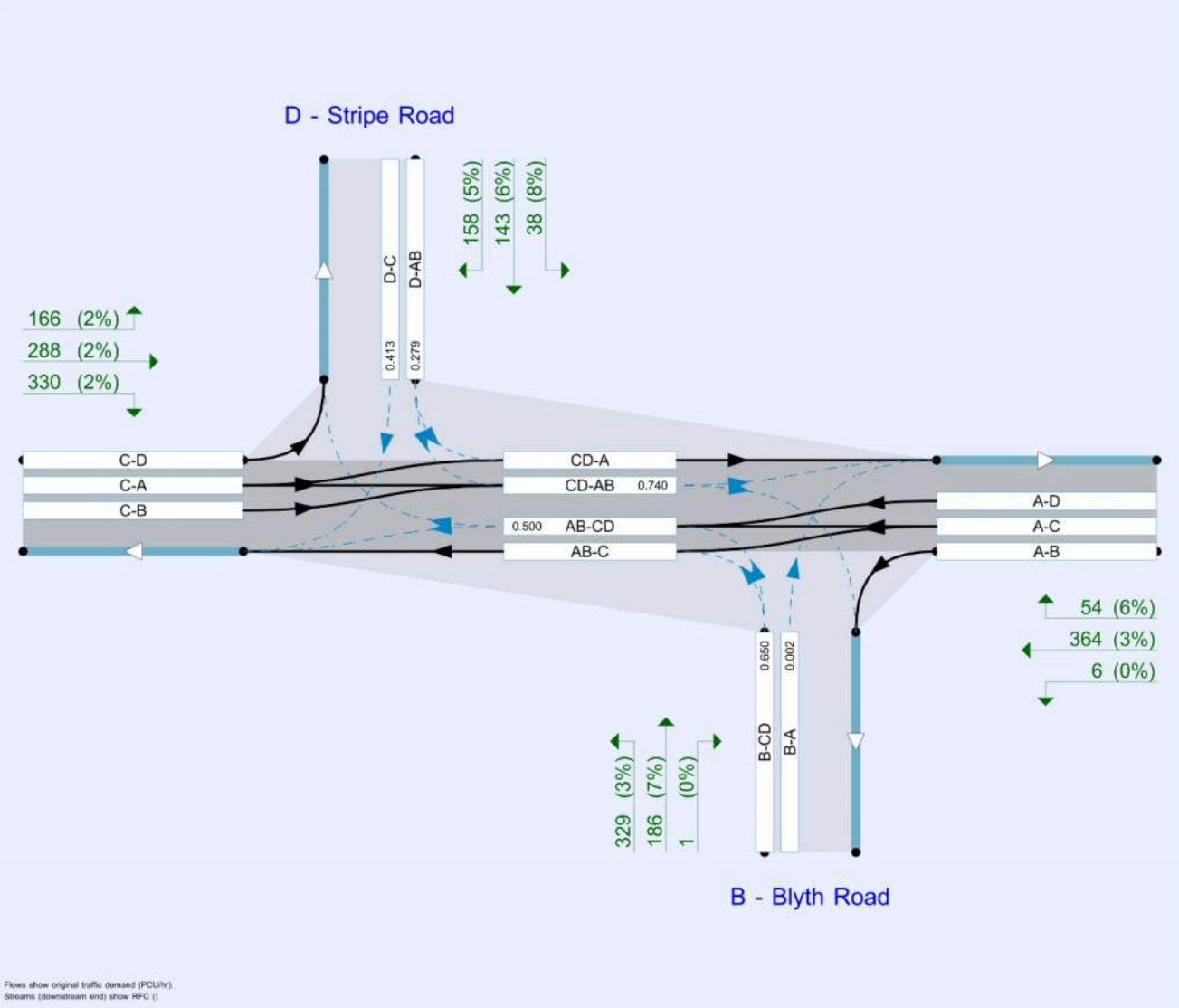
File summary

File Description

Title	
Location	
Site number	
Date	24/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		7.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A631 (E)		Major
B	Blyth Road		Minor
C	A631 (W)		Major
D	Stripe Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A631 (E)	8.60			90.0	✓	0.00
C - A631 (W)	8.00			90.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Blyth Road	Two lanes	2.20	2.20	64	170
D - Stripe Road	Two lanes	2.20	2.20	52	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	626	-	-	-	-	-	0.215	0.215	0.215	-	-
1	B-A	537	0.089	0.226	0.226	-	-	0.142	0.322	-	0.142	0.322
1	B-CD	672	0.094	0.238	0.238	-	-	-	-	-	-	-
1	CD-B	626	0.221	0.221	0.221	-	-	-	-	-	-	-
1	D-AB	661	-	-	-	-	-	0.227	0.227	0.090	-	-
1	D-C	523	-	0.134	0.305	0.134	0.305	0.214	0.214	0.085	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	379	100.000
B - Blyth Road		✓	292	100.000
C - A631 (W)		✓	570	100.000
D - Stripe Road		✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	4	328	47
	B - Blyth Road	5	0	186	101
	C - A631 (W)	234	154	0	182
	D - Stripe Road	34	123	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	25	5	13
	B - Blyth Road	0	0	5	10
	C - A631 (W)	12	11	0	7
	D - Stripe Road	6	7	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.55	15.04	1.3	C
B-A	0.02	12.25	0.0	B
A-B				
A-C				
A-D				
AB-CD	0.49	8.39	1.8	A
AB-C				
D-AB	0.36	12.66	0.6	B
D-C	0.49	27.48	1.1	D
C-D				
C-A				
C-B				
CD-AB	0.69	17.18	3.1	C
CD-A				

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-CD	216	603	0.358	214	0.6	9.799	A
B-A	4	377	0.010	4	0.0	9.645	A
A-B	3			3			
A-C	247			247			
A-D	35			35			
AB-CD	212	805	0.264	210	0.6	6.526	A
AB-C	284			284			
D-AB	118	543	0.218	117	0.3	8.994	A
D-C	97	363	0.267	96	0.4	14.836	B
C-D	137			137			
C-A	176			176			
C-B	116			116			
CD-AB	291	701	0.415	287	1.0	9.496	A
CD-A	118			118			

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-CD	258	590	0.437	257	0.8	11.509	B
B-A	4	345	0.013	4	0.0	10.586	B
A-B	4			4			
A-C	295			295			
A-D	42			42			
AB-CD	293	846	0.347	292	1.0	7.031	A
AB-C	301			301			
D-AB	141	517	0.273	141	0.4	10.214	B
D-C	116	331	0.350	115	0.6	18.427	C
C-D	164			164			
C-A	210			210			
C-B	138			138			
CD-AB	375	718	0.522	373	1.5	11.449	B
CD-A	114			114			

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-CD	316	571	0.553	314	1.3	14.834	B
B-A	6	301	0.018	5	0.0	12.182	B
A-B	4			4			
A-C	361			361			
A-D	52			52			
AB-CD	435	903	0.482	432	1.8	8.278	A
AB-C	292			292			
D-AB	173	477	0.362	172	0.6	12.555	B
D-C	142	288	0.493	140	1.0	26.735	D
C-D	200			200			
C-A	258			258			
C-B	170			170			
CD-AB	507	742	0.683	501	2.9	16.372	C
CD-A	92			92			

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-CD	316	571	0.553	316	1.3	15.038	C
B-A	6	299	0.018	6	0.0	12.248	B
A-B	4			4			
A-C	361			361			
A-D	52			52			
AB-CD	439	905	0.485	439	1.8	8.386	A
AB-C	290			290			
D-AB	173	476	0.363	173	0.6	12.663	B
D-C	142	287	0.495	142	1.1	27.484	D
C-D	200			200			
C-A	258			258			
C-B	170			170			
CD-AB	510	744	0.685	509	3.1	17.177	C
CD-A	90			90			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	258	590	0.437	260	0.8	11.699	B
B-A	4	342	0.013	5	0.0	10.662	B
A-B	4			4			
A-C	295			295			
A-D	42			42			
AB-CD	297	848	0.350	300	1.0	7.120	A
AB-C	300			300			
D-AB	141	515	0.274	142	0.4	10.318	B
D-C	116	330	0.352	118	0.6	18.984	C
C-D	164			164			
C-A	210			210			
C-B	138			138			
CD-AB	378	721	0.525	384	1.6	12.044	B
CD-A	112			112			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	216	603	0.358	217	0.6	9.966	A
B-A	4	375	0.010	4	0.0	9.705	A
A-B	3			3			
A-C	247			247			
A-D	35			35			
AB-CD	216	807	0.267	217	0.7	6.609	A
AB-C	284			284			
D-AB	118	542	0.218	119	0.3	9.087	A
D-C	97	362	0.268	98	0.4	15.185	C
C-D	137			137			
C-A	176			176			
C-B	116			116			
CD-AB	294	703	0.419	297	1.0	9.833	A
CD-A	116			116			

2019 Base Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		17.45	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	416	100.000
B - Blyth Road		✓	367	100.000
C - A631 (W)		✓	655	100.000
D - Stripe Road		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	6	356	54
	B - Blyth Road	1	0	211	155
	C - A631 (W)	269	222	0	164
	D - Stripe Road	37	125	156	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	0	3	6
	B - Blyth Road	0	0	3	7
	C - A631 (W)	2	2	0	2
	D - Stripe Road	8	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.71	23.23	2.5	C
B-A	0.00	14.20	0.0	B
A-B				
A-C				
A-D				
AB-CD	0.75	16.86	5.3	C
AB-C				
D-AB	0.42	15.82	0.8	C
D-C	0.74	58.85	2.6	F
C-D				
C-A				
C-B				
CD-AB	0.90	45.59	9.7	E
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	276	598	0.461	272	0.9	11.432	B
B-A	0.75	350	0.002	0.74	0.0	10.313	B
A-B	5			5			
A-C	268			268			
A-D	41			41			
AB-CD	323	822	0.392	318	1.1	7.472	A
AB-C	258			258			
D-AB	122	515	0.237	121	0.3	9.681	A
D-C	117	329	0.357	115	0.6	17.537	C
C-D	123			123			
C-A	203			203			
C-B	167			167			
CD-AB	384	716	0.536	378	1.5	10.895	B
CD-A	107			107			

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-CD	329	584	0.564	327	1.3	14.584	B
B-A	0.90	312	0.003	0.90	0.0	11.585	B
A-B	5			5			
A-C	320			320			
A-D	49			49			
AB-CD	454	868	0.523	451	1.9	9.094	A
AB-C	242			242			
D-AB	146	480	0.303	145	0.5	11.428	B
D-C	140	289	0.485	139	0.9	24.884	C
C-D	147			147			
C-A	242			242			
C-B	200			200			
CD-AB	499	736	0.678	495	2.6	15.336	C
CD-A	87			87			

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-CD	403	564	0.715	398	2.4	22.186	C
B-A	1	260	0.004	1	0.0	13.896	B
A-B	7			7			
A-C	392			392			
A-D	59			59			
AB-CD	691	932	0.742	679	4.9	15.145	C
AB-C	159			159			
D-AB	178	425	0.420	177	0.7	15.407	C
D-C	172	236	0.728	166	2.3	50.628	F
C-D	181			181			
C-A	296			296			
C-B	244			244			
CD-AB	686	766	0.896	664	8.2	34.266	D
CD-A	32			32			

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-CD	403	564	0.715	403	2.5	23.234	C
B-A	1	255	0.004	1	0.0	14.200	B
A-B	7			7			
A-C	392			392			
A-D	59			59			
AB-CD	703	938	0.750	702	5.3	16.863	C
AB-C	151			151			
D-AB	178	420	0.424	178	0.8	15.822	C
D-C	172	233	0.738	171	2.6	58.851	F
C-D	181			181			
C-A	296			296			
C-B	244			244			
CD-AB	696	772	0.901	690	9.7	45.594	E
CD-A	23			23			

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-CD	329	584	0.564	333	1.4	15.308	C
B-A	0.90	303	0.003	0.90	0.0	11.902	B
A-B	5			5			
A-C	320			320			
A-D	49			49			
AB-CD	466	876	0.532	479	2.1	9.906	A
AB-C	236			236			
D-AB	146	475	0.307	147	0.5	11.720	B
D-C	140	285	0.493	146	1.1	28.413	D
C-D	147			147			
C-A	242			242			
C-B	200			200			
CD-AB	510	746	0.684	536	3.1	20.156	C
CD-A	78			78			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	276	598	0.461	277	0.9	11.816	B
B-A	0.75	346	0.002	0.76	0.0	10.425	B
A-B	5			5			
A-C	268			268			
A-D	41			41			
AB-CD	330	827	0.400	334	1.2	7.754	A
AB-C	256			256			
D-AB	122	513	0.238	123	0.3	9.830	A
D-C	117	326	0.361	119	0.6	18.475	C
C-D	123			123			
C-A	203			203			
C-B	167			167			
CD-AB	389	719	0.541	395	1.6	11.752	B
CD-A	104			104			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		11.55	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	401	100.000
B - Blyth Road		✓	401	100.000
C - A631 (W)		✓	613	100.000
D - Stripe Road		✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	4	349	48
	B - Blyth Road	5	0	286	110
	C - A631 (W)	241	188	0	184
	D - Stripe Road	34	127	130	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	25	5	13
	B - Blyth Road	0	0	5	10
	C - A631 (W)	12	11	0	7
	D - Stripe Road	6	7	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.77	29.08	3.4	D
B-A	0.02	13.23	0.0	B
A-B				
A-C				
A-D				
AB-CD	0.59	9.70	3.0	A
AB-C				
D-AB	0.39	13.73	0.7	B
D-C	0.56	35.81	1.4	E
C-D				
C-A				
C-B				
CD-AB	0.79	26.03	5.1	D
CD-A				

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-CD	298	599	0.497	294	1.0	12.375	B
B-A	4	363	0.010	4	0.0	10.013	B
A-B	3			3			
A-C	263			263			
A-D	36			36			
AB-CD	262	863	0.304	259	0.8	6.408	A
AB-C	331			331			
D-AB	121	534	0.227	120	0.3	9.259	A
D-C	98	342	0.286	96	0.4	16.133	C
C-D	139			139			
C-A	181			181			
C-B	142			142			
CD-AB	335	702	0.477	330	1.2	10.563	B
CD-A	108			108			

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-CD	356	585	0.608	354	1.6	16.377	C
B-A	4	328	0.014	4	0.0	11.131	B
A-B	4			4			
A-C	314			314			
A-D	43			43			
AB-CD	374	917	0.408	372	1.3	7.137	A
AB-C	336			336			
D-AB	145	504	0.287	144	0.4	10.667	B
D-C	117	305	0.383	116	0.7	20.975	C
C-D	165			165			
C-A	217			217			
C-B	169			169			
CD-AB	432	719	0.601	429	2.0	13.634	B
CD-A	98			98			

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-CD	436	565	0.771	430	3.2	26.974	D
B-A	6	280	0.020	5	0.0	13.095	B
A-B	4			4			
A-C	384			384			
A-D	53			53			
AB-CD	579	991	0.584	573	2.8	9.332	A
AB-C	287			287			
D-AB	177	459	0.386	176	0.7	13.546	B
D-C	143	256	0.559	141	1.3	33.871	D
C-D	203			203			
C-A	265			265			
C-B	207			207			
CD-AB	587	744	0.789	576	4.7	23.232	C
CD-A	62			62			

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-CD	436	565	0.771	435	3.4	29.081	D
B-A	6	278	0.020	6	0.0	13.232	B
A-B	4			4			
A-C	384			384			
A-D	53			53			
AB-CD	591	996	0.593	590	3.0	9.704	A
AB-C	282			282			
D-AB	177	457	0.388	177	0.7	13.728	B
D-C	143	254	0.564	143	1.4	35.807	E
C-D	203			203			
C-A	265			265			
C-B	207			207			
CD-AB	591	747	0.792	590	5.1	26.025	D
CD-A	58			58			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	356	585	0.608	363	1.7	17.671	C
B-A	4	324	0.014	5	0.0	11.277	B
A-B	4			4			
A-C	314			314			
A-D	43			43			
AB-CD	386	924	0.418	392	1.5	7.376	A
AB-C	333			333			
D-AB	145	502	0.288	146	0.4	10.820	B
D-C	117	302	0.387	119	0.7	22.144	C
C-D	165			165			
C-A	217			217			
C-B	169			169			
CD-AB	437	724	0.604	449	2.3	15.184	C
CD-A	94			94			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	298	599	0.497	301	1.1	12.925	B
B-A	4	360	0.010	4	0.0	10.095	B
A-B	3			3			
A-C	263			263			
A-D	36			36			
AB-CD	269	868	0.310	272	0.9	6.535	A
AB-C	330			330			
D-AB	121	532	0.228	122	0.3	9.372	A
D-C	98	340	0.288	99	0.5	16.669	C
C-D	139			139			
C-A	181			181			
C-B	142			142			
CD-AB	339	704	0.481	342	1.3	11.131	B
CD-A	106			106			

2037 Committed Only, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 3,4,5,6 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		115.31	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	424	100.000
B - Blyth Road		✓	411	100.000
C - A631 (W)		✓	769	100.000
D - Stripe Road		✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	6	364	54
	B - Blyth Road	1	0	251	159
	C - A631 (W)	288	316	0	165
	D - Stripe Road	38	135	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	0	3	6
	B - Blyth Road	0	0	3	7
	C - A631 (W)	2	2	0	2
	D - Stripe Road	8	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.80	33.15	3.9	D
B-A	0.01	20.54	0.0	C
A-B				
A-C				
A-D				
AB-CD	0.85	28.09	9.4	D
AB-C				
D-AB	2.10	1592.30	51.2	F
D-C	0.89	119.82	5.3	F
C-D				
C-A				
C-B				
CD-AB	0.99	109.14	22.6	F
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	309	597	0.517	304	1.1	12.686	B
B-A	0.75	321	0.002	0.74	0.0	11.238	B
A-B	5			5			
A-C	274			274			
A-D	41			41			
AB-CD	354	834	0.425	349	1.3	7.763	A
AB-C	265			265			
D-AB	130	493	0.264	129	0.4	10.475	B
D-C	119	305	0.391	116	0.6	19.830	C
C-D	124			124			
C-A	217			217			
C-B	238			238			
CD-AB	511	725	0.705	500	2.9	16.035	C
CD-A	72			72			

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-CD	369	582	0.633	366	1.7	17.207	C
B-A	0.90	276	0.003	0.90	0.0	13.095	B
A-B	5			5			
A-C	327			327			
A-D	49			49			
AB-CD	509	884	0.576	504	2.4	10.024	B
AB-C	233			233			
D-AB	156	451	0.345	155	0.5	12.891	B
D-C	142	260	0.546	140	1.2	30.895	D
C-D	148			148			
C-A	259			259			
C-B	284			284			
CD-AB	670	749	0.895	651	7.8	35.109	E
CD-A	27			27			

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-CD	451	562	0.804	444	3.7	29.988	D
B-A	1	213	0.005	1	0.0	17.001	C
A-B	7			7			
A-C	401			401			
A-D	59			59			
AB-CD	795	953	0.834	773	7.9	21.434	C
AB-C	109			109			
D-AB	190	91	2.099	88	26.2	584.825	F
D-C	174	200	0.870	162	4.0	83.428	F
C-D	182			182			
C-A	317			317			
C-B	348			348			
CD-AB	753	765	0.984	721	16.0	67.459	F
CD-A	0			0			

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-CD	451	561	0.804	450	3.9	33.151	D
B-A	1	176	0.006	1	0.0	20.544	C
A-B	7			7			
A-C	401			401			
A-D	59			59			
AB-CD	819	964	0.849	813	9.4	28.089	D
AB-C	92			92			
D-AB	190	91	2.105	90	51.2	1592.301	F
D-C	174	195	0.894	169	5.3	119.820	F
C-D	182			182			
C-A	317			317			
C-B	348			348			
CD-AB	755	766	0.986	736	20.7	95.873	F
CD-A	0			0			

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-CD	369	582	0.633	377	1.9	19.008	C
B-A	0.90	201	0.004	0.91	0.0	17.965	C
A-B	5			5			
A-C	327			327			
A-D	49			49			
AB-CD	533	899	0.593	559	2.9	12.187	B
AB-C	219			219			
D-AB	156	202	0.769	198	40.5	851.936	F
D-C	142	252	0.564	157	1.5	44.849	E
C-D	148			148			
C-A	259			259			
C-B	284			284			
CD-AB	741	762	0.972	734	22.5	109.143	F
CD-A	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	309	597	0.517	312	1.2	13.336	B
B-A	0.75	253	0.003	0.76	0.0	14.282	B
A-B	5			5			
A-C	274			274			
A-D	41			41			
AB-CD	365	840	0.435	371	1.4	8.189	A
AB-C	261			261			
D-AB	130	271	0.480	264	7.0	336.448	F
D-C	119	301	0.395	122	0.7	21.480	C
C-D	124			124			
C-A	217			217			
C-B	238			238			
CD-AB	719	761	0.946	719	22.6	106.837	F
CD-A	0			0			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 3,4,5 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		73.10	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	401	100.000
B - Blyth Road		✓	424	100.000
C - A631 (W)		✓	715	100.000
D - Stripe Road		✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	4	349	48
	B - Blyth Road	5	0	303	116
	C - A631 (W)	241	290	0	184
	D - Stripe Road	34	170	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	25	5	13
	B - Blyth Road	0	0	5	10
	C - A631 (W)	12	11	0	7
	D - Stripe Road	6	7	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.82	35.85	4.3	E
B-A	0.03	19.51	0.0	C
A-B				
A-C				
A-D				
AB-CD	0.66	11.71	4.0	B
AB-C				
D-AB	1.63	722.34	44.8	F
D-C	0.65	49.56	1.9	E
C-D				
C-A				
C-B				
CD-AB	0.98	105.33	20.6	F
CD-A				

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-CD	315	599	0.526	311	1.1	13.076	B
B-A	4	328	0.011	4	0.0	11.099	B
A-B	3			3			
A-C	263			263			
A-D	36			36			
AB-CD	282	860	0.328	279	0.9	6.653	A
AB-C	327			327			
D-AB	154	515	0.298	152	0.4	10.548	B
D-C	99	323	0.308	97	0.5	17.606	C
C-D	139			139			
C-A	181			181			
C-B	218			218			
CD-AB	489	702	0.697	478	2.8	17.155	C
CD-A	63			63			

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-CD	377	585	0.644	374	1.8	17.908	C
B-A	4	284	0.016	4	0.0	12.881	B
A-B	4			4			
A-C	314			314			
A-D	43			43			
AB-CD	408	914	0.446	405	1.6	7.633	A
AB-C	323			323			
D-AB	183	480	0.382	183	0.6	12.886	B
D-C	119	282	0.421	117	0.8	24.110	C
C-D	165			165			
C-A	217			217			
C-B	261			261			
CD-AB	632	720	0.878	615	7.2	35.093	E
CD-A	28			28			

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-CD	461	564	0.817	453	4.0	31.893	D
B-A	6	223	0.025	5	0.0	16.521	C
A-B	4			4			
A-C	384			384			
A-D	53			53			
AB-CD	640	989	0.647	631	3.7	10.941	B
AB-C	250			250			
D-AB	225	140	1.600	135	23.0	351.768	F
D-C	145	227	0.640	141	1.7	44.735	E
C-D	203			203			
C-A	265			265			
C-B	319			319			
CD-AB	720	737	0.977	690	14.7	66.055	F
CD-A	0			0			

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-CD	461	564	0.818	460	4.3	35.848	E
B-A	6	190	0.029	5	0.0	19.510	C
A-B	4			4			
A-C	384			384			
A-D	53			53			
AB-CD	656	996	0.659	655	4.0	11.710	B
AB-C	241			241			
D-AB	225	138	1.633	137	44.8	722.341	F
D-C	145	224	0.649	145	1.9	49.560	E
C-D	203			203			
C-A	265			265			
C-B	319			319			
CD-AB	722	738	0.978	704	19.1	93.167	F
CD-A	0			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	377	584	0.645	386	2.0	20.117	C
B-A	4	216	0.021	5	0.0	17.019	C
A-B	4			4			
A-C	314			314			
A-D	43			43			
AB-CD	425	924	0.460	434	1.8	8.069	A
AB-C	317			317			
D-AB	183	234	0.783	229	33.5	514.456	F
D-C	119	278	0.427	123	0.9	26.424	D
C-D	165			165			
C-A	217			217			
C-B	261			261			
CD-AB	706	735	0.961	700	20.6	105.330	F
CD-A	0			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	315	599	0.527	319	1.2	13.820	B
B-A	4	268	0.014	4	0.0	13.643	B
A-B	3			3			
A-C	263			263			
A-D	36			36			
AB-CD	291	865	0.337	294	1.0	6.826	A
AB-C	326			326			
D-AB	154	513	0.300	286	0.5	32.171	D
D-C	99	320	0.311	101	0.5	18.364	C
C-D	139			139			
C-A	181			181			
C-B	218			218			
CD-AB	685	733	0.936	686	20.5	102.040	F
CD-A	0			0			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream B-CD	Capacity of Minor Stream B-CD has been reduced in timesegment(s) 3,4 due to traffic queuing at the center of the junction.
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 3,4,5,6 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		188.91	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	424	100.000
B - Blyth Road		✓	516	100.000
C - A631 (W)		✓	784	100.000
D - Stripe Road		✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	6	364	54
	B - Blyth Road	1	0	329	186
	C - A631 (W)	288	330	0	166
	D - Stripe Road	38	142	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	0	3	6
	B - Blyth Road	0	0	3	7
	C - A631 (W)	2	2	0	2
	D - Stripe Road	8	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	1.10	185.28	31.4	F
B-A	0.01	22.67	0.0	C
A-B				
A-C				
A-D				
AB-CD	0.94	56.92	18.1	F
AB-C				
D-AB	2.84	2467.06	64.4	F
D-C	1.12	257.18	12.6	F
C-D				
C-A				
C-B				
CD-AB	0.99	114.95	23.7	F
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	388	597	0.650	380	1.8	16.851	C
B-A	0.75	316	0.002	0.74	0.0	11.420	B
A-B	5			5			
A-C	274			274			
A-D	41			41			
AB-CD	437	873	0.500	430	1.8	8.472	A
AB-C	258			258			
D-AB	136	488	0.278	134	0.4	10.778	B
D-C	119	288	0.413	116	0.7	21.574	C
C-D	125			125			
C-A	217			217			
C-B	248			248			
CD-AB	535	725	0.738	522	3.3	17.641	C
CD-A	64			64			

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-CD	463	582	0.795	456	3.6	28.331	D
B-A	0.90	269	0.003	0.90	0.0	13.416	B
A-B	5			5			
A-C	327			327			
A-D	49			49			
AB-CD	639	932	0.686	631	3.9	12.696	B
AB-C	193			193			
D-AB	162	442	0.366	161	0.6	13.572	B
D-C	142	240	0.593	139	1.4	36.694	E
C-D	149			149			
C-A	259			259			
C-B	297			297			
CD-AB	702	749	0.937	674	10.2	43.592	E
CD-A	15			15			

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-CD	567	537	1.057	514	16.9	91.279	F
B-A	1	203	0.005	1	0.0	17.835	C
A-B	7			7			
A-C	401			401			
A-D	59			59			
AB-CD	934	995	0.938	890	14.8	36.585	E
AB-C	41			41			
D-AB	198	70	2.840	68	33.1	833.726	F
D-C	174	174	1.002	153	6.5	129.662	F
C-D	183			183			
C-A	317			317			
C-B	363			363			
CD-AB	749	763	0.982	722	16.9	75.037	F
CD-A	0			0			

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-CD	567	515	1.102	509	31.4	185.283	F
B-A	1	160	0.007	1	0.0	22.674	C
A-B	7			7			
A-C	401			401			
A-D	59			59			
AB-CD	941	1007	0.935	928	18.1	56.915	F
AB-C	28			28			
D-AB	198	73	2.716	73	64.4	2467.056	F
D-C	174	155	1.119	150	12.6	257.182	F
C-D	183			183			
C-A	317			317			
C-B	363			363			
CD-AB	753	763	0.988	734	21.6	100.855	F
CD-A	0			0			

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-CD	463	582	0.796	563	6.4	130.867	F
B-A	0.90	179	0.005	0.91	0.0	20.227	C
A-B	5			5			
A-C	327			327			
A-D	49			49			
AB-CD	869	1002	0.867	881	15.1	45.566	E
AB-C	70			70			
D-AB	162	188	0.862	185	58.7	1120.381	F
D-C	142	205	0.693	180	3.2	155.358	F
C-D	149			149			
C-A	259			259			
C-B	297			297			
CD-AB	740	758	0.976	732	23.6	114.947	F
CD-A	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	388	597	0.650	405	2.0	21.174	C
B-A	0.75	226	0.003	0.76	0.0	16.009	C
A-B	5			5			
A-C	274			274			
A-D	41			41			
AB-CD	480	899	0.534	532	2.2	11.943	B
AB-C	239			239			
D-AB	136	258	0.526	253	29.4	633.112	F
D-C	119	272	0.437	128	0.9	27.775	D
C-D	125			125			
C-A	217			217			
C-B	248			248			
CD-AB	718	756	0.950	718	23.7	113.401	F
CD-A	0			0			

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 3,4,5 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		73.10	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	401	100.000
B - Blyth Road		✓	424	100.000
C - A631 (W)		✓	715	100.000
D - Stripe Road		✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	4	349	48
	B - Blyth Road	5	0	303	116
	C - A631 (W)	241	290	0	184
	D - Stripe Road	34	170	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	25	5	13
	B - Blyth Road	0	0	5	10
	C - A631 (W)	12	11	0	7
	D - Stripe Road	6	7	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.82	35.85	4.3	E
B-A	0.03	19.51	0.0	C
A-B				
A-C				
A-D				
AB-CD	0.66	11.71	4.0	B
AB-C				
D-AB	1.63	722.34	44.8	F
D-C	0.65	49.56	1.9	E
C-D				
C-A				
C-B				
CD-AB	0.98	105.33	20.6	F
CD-A				

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-CD	315	599	0.526	311	1.1	13.076	B
B-A	4	328	0.011	4	0.0	11.099	B
A-B	3			3			
A-C	263			263			
A-D	36			36			
AB-CD	282	860	0.328	279	0.9	6.653	A
AB-C	327			327			
D-AB	154	515	0.298	152	0.4	10.548	B
D-C	99	323	0.308	97	0.5	17.606	C
C-D	139			139			
C-A	181			181			
C-B	218			218			
CD-AB	489	702	0.697	478	2.8	17.155	C
CD-A	63			63			

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-CD	377	585	0.644	374	1.8	17.908	C
B-A	4	284	0.016	4	0.0	12.881	B
A-B	4			4			
A-C	314			314			
A-D	43			43			
AB-CD	408	914	0.446	405	1.6	7.633	A
AB-C	323			323			
D-AB	183	480	0.382	183	0.6	12.886	B
D-C	119	282	0.421	117	0.8	24.110	C
C-D	165			165			
C-A	217			217			
C-B	261			261			
CD-AB	632	720	0.878	615	7.2	35.093	E
CD-A	28			28			

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-CD	461	564	0.817	453	4.0	31.893	D
B-A	6	223	0.025	5	0.0	16.521	C
A-B	4			4			
A-C	384			384			
A-D	53			53			
AB-CD	640	989	0.647	631	3.7	10.941	B
AB-C	250			250			
D-AB	225	140	1.600	135	23.0	351.768	F
D-C	145	227	0.640	141	1.7	44.735	E
C-D	203			203			
C-A	265			265			
C-B	319			319			
CD-AB	720	737	0.977	690	14.7	66.055	F
CD-A	0			0			

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-CD	461	564	0.818	460	4.3	35.848	E
B-A	6	190	0.029	5	0.0	19.510	C
A-B	4			4			
A-C	384			384			
A-D	53			53			
AB-CD	656	996	0.659	655	4.0	11.710	B
AB-C	241			241			
D-AB	225	138	1.633	137	44.8	722.341	F
D-C	145	224	0.649	145	1.9	49.560	E
C-D	203			203			
C-A	265			265			
C-B	319			319			
CD-AB	722	738	0.978	704	19.1	93.167	F
CD-A	0			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	377	584	0.645	386	2.0	20.117	C
B-A	4	216	0.021	5	0.0	17.019	C
A-B	4			4			
A-C	314			314			
A-D	43			43			
AB-CD	425	924	0.460	434	1.8	8.069	A
AB-C	317			317			
D-AB	183	234	0.783	229	33.5	514.456	F
D-C	119	278	0.427	123	0.9	26.424	D
C-D	165			165			
C-A	217			217			
C-B	261			261			
CD-AB	706	735	0.961	700	20.6	105.330	F
CD-A	0			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	315	599	0.527	319	1.2	13.820	B
B-A	4	268	0.014	4	0.0	13.643	B
A-B	3			3			
A-C	263			263			
A-D	36			36			
AB-CD	291	865	0.337	294	1.0	6.826	A
AB-C	326			326			
D-AB	154	513	0.300	286	0.5	32.171	D
D-C	99	320	0.311	101	0.5	18.364	C
C-D	139			139			
C-A	181			181			
C-B	218			218			
CD-AB	685	733	0.936	686	20.5	102.040	F
CD-A	0			0			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream B-CD	Capacity of Minor Stream B-CD has been reduced in timesegment(s) 3,4 due to traffic queuing at the center of the junction.
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 3,4,5,6 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stripe Road/Blyth Road/A631 Staggered Crossroads	Left-Right Stagger	Two-way		190.80	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	424	100.000
B - Blyth Road		✓	516	100.000
C - A631 (W)		✓	784	100.000
D - Stripe Road		✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	6	364	54
	B - Blyth Road	1	0	329	186
	C - A631 (W)	288	330	0	166
	D - Stripe Road	38	143	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A631 (E)	B - Blyth Road	C - A631 (W)	D - Stripe Road
From	A - A631 (E)	0	0	3	6
	B - Blyth Road	0	0	3	7
	C - A631 (W)	2	2	0	2
	D - Stripe Road	8	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	1.10	185.28	31.4	F
B-A	0.01	22.79	0.0	C
A-B				
A-C				
A-D				
AB-CD	0.94	56.92	18.1	F
AB-C				
D-AB	2.87	2493.22	65.0	F
D-C	1.12	257.18	12.6	F
C-D				
C-A				
C-B				
CD-AB	0.99	115.09	23.7	F
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	388	597	0.650	380	1.8	16.851	C
B-A	0.75	316	0.002	0.74	0.0	11.428	B
A-B	5			5			
A-C	274			274			
A-D	41			41			
AB-CD	437	873	0.500	430	1.8	8.472	A
AB-C	258			258			
D-AB	136	488	0.279	135	0.4	10.798	B
D-C	119	288	0.413	116	0.7	21.574	C
C-D	125			125			
C-A	217			217			
C-B	248			248			
CD-AB	536	725	0.740	523	3.3	17.732	C
CD-A	64			64			

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-CD	463	582	0.795	456	3.6	28.331	D
B-A	0.90	269	0.003	0.90	0.0	13.431	B
A-B	5			5			
A-C	327			327			
A-D	49			49			
AB-CD	639	932	0.686	631	3.9	12.696	B
AB-C	193			193			
D-AB	163	442	0.368	162	0.6	13.615	B
D-C	142	240	0.593	139	1.4	36.694	E
C-D	149			149			
C-A	259			259			
C-B	297			297			
CD-AB	704	749	0.939	675	10.4	44.052	E
CD-A	14			14			

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-CD	567	537	1.057	514	16.9	91.279	F
B-A	1	202	0.005	1	0.0	17.878	C
A-B	7			7			
A-C	401			401			
A-D	59			59			
AB-CD	934	995	0.938	890	14.8	36.585	E
AB-C	41			41			
D-AB	199	70	2.865	68	33.4	840.565	F
D-C	174	174	1.002	153	6.5	129.662	F
C-D	183			183			
C-A	317			317			
C-B	363			363			
CD-AB	748	763	0.982	722	17.0	75.416	F
CD-A	0			0			

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-CD	567	515	1.102	509	31.4	185.283	F
B-A	1	159	0.007	1	0.0	22.790	C
A-B	7			7			
A-C	401			401			
A-D	59			59			
AB-CD	941	1007	0.935	928	18.1	56.915	F
AB-C	28			28			
D-AB	199	73	2.734	73	65.0	2493.220	F
D-C	174	155	1.119	150	12.6	257.182	F
C-D	183			183			
C-A	317			317			
C-B	363			363			
CD-AB	753	762	0.988	734	21.7	101.033	F
CD-A	0			0			

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-CD	463	582	0.796	563	6.4	130.871	F
B-A	0.90	178	0.005	0.91	0.0	20.349	C
A-B	5			5			
A-C	327			327			
A-D	49			49			
AB-CD	869	1002	0.867	881	15.1	45.566	E
AB-C	70			70			
D-AB	163	187	0.868	184	59.6	1131.894	F
D-C	142	205	0.693	180	3.2	155.358	F
C-D	149			149			
C-A	259			259			
C-B	297			297			
CD-AB	740	758	0.976	732	23.6	115.093	F
CD-A	0			0			

18:00 - 18:15

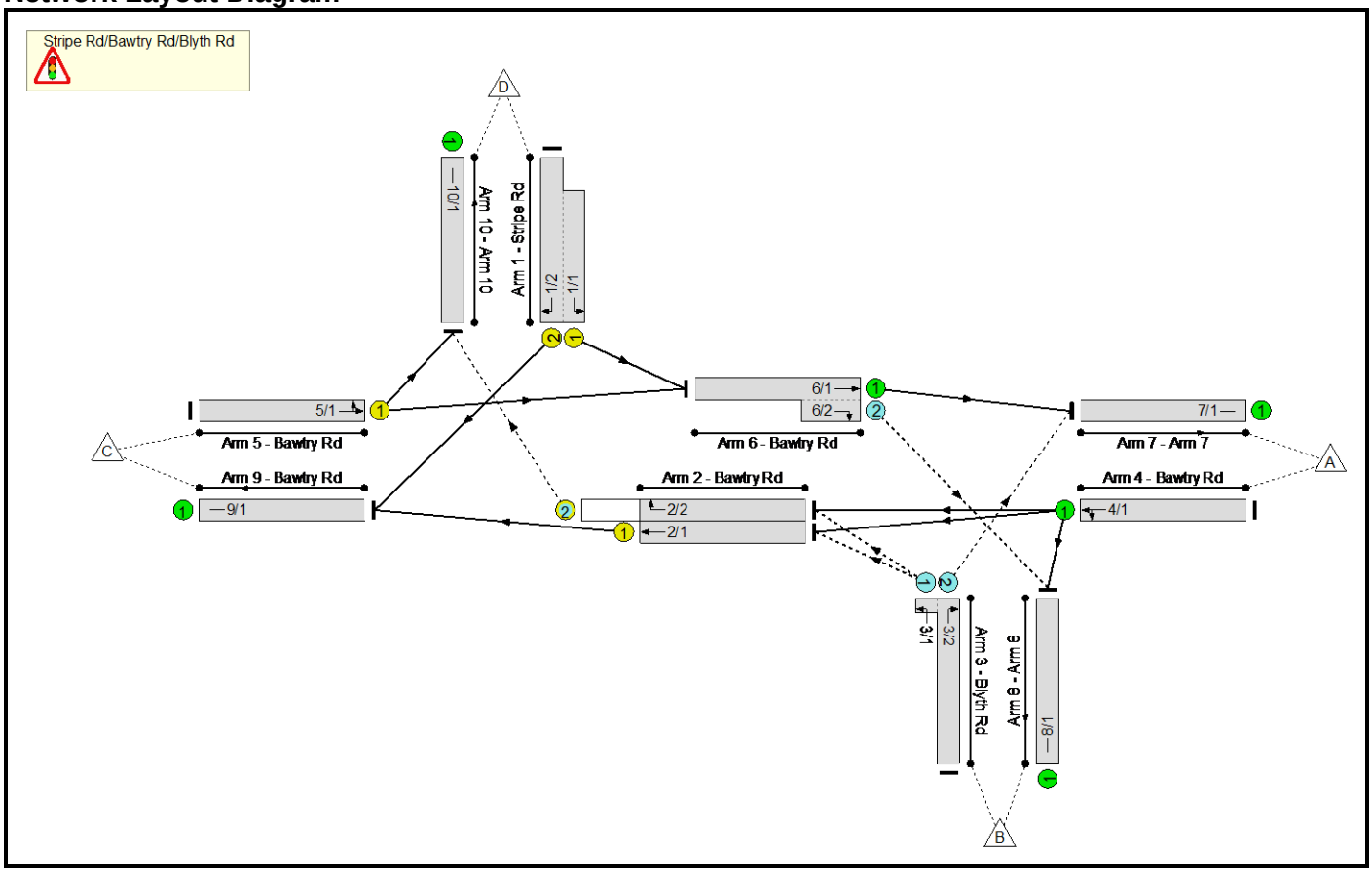
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	388	597	0.650	405	2.0	21.175	C
B-A	0.75	224	0.003	0.76	0.0	16.104	C
A-B	5			5			
A-C	274			274			
A-D	41			41			
AB-CD	480	899	0.534	532	2.2	11.946	B
AB-C	239			239			
D-AB	136	257	0.530	253	30.5	647.805	F
D-C	119	272	0.437	128	0.9	27.778	D
C-D	125			125			
C-A	217			217			
C-B	248			248			
CD-AB	718	756	0.950	718	23.7	113.540	F
CD-A	0			0			

Full Input Data And Results

User and Project Details

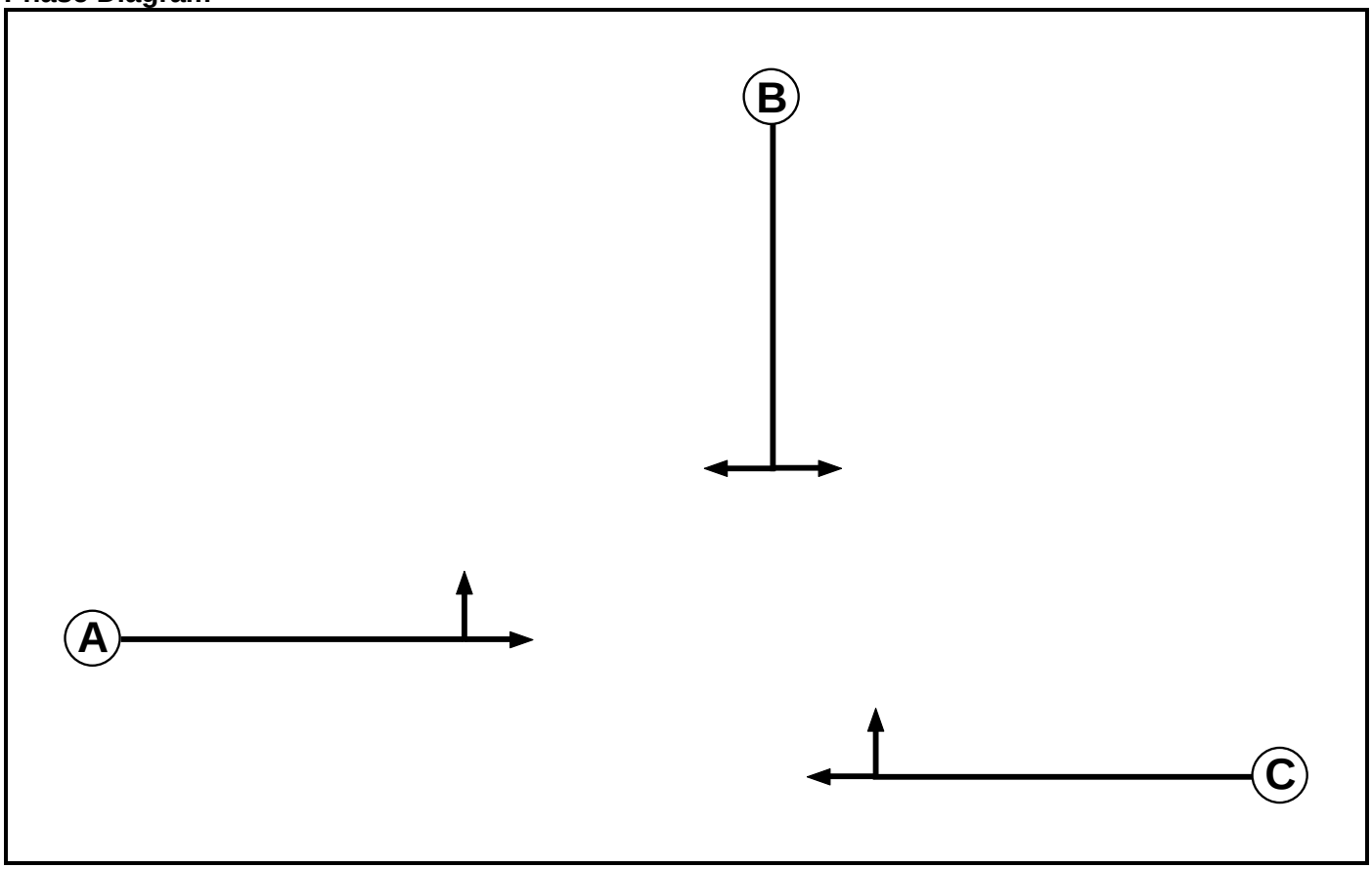
Project:	
Title:	
Location:	
Additional detail:	
File name:	J10 Model_EA.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

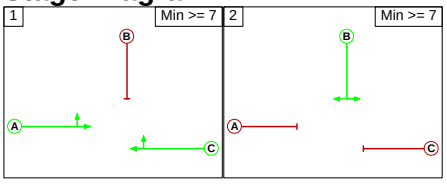
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		7	-
	B	7		7
	C	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B

Stage Diagram



Full Input Data And Results

Phase Delays

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

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Stripe Rd/Bawtry Rd/Blyth Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/2 (Bawtry Rd)	10/1 (Right)	1439	0	5/1	1.09	All	4.00	-	0.50	4	2.00
3/1 (Blyth Rd)	2/1 (Left)	1439	0	4/1	1.09	To 2/1 (Ahead) To 2/2 (Ahead)	-	-	-	-	-
	2/2 (Left)	1439	0	4/1	1.09	To 2/1 (Ahead) To 2/2 (Ahead)					
3/2 (Blyth Rd)	7/1 (Right)	1439	0	4/1	1.09	To 2/1 (Ahead) To 2/2 (Ahead)	-	-	-	-	-
6/2 (Bawtry Rd)	8/1 (Right)	1439	0	4/1	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Stripe Rd/Bawtry Rd/Blyth Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Stripe Rd)	U	B	2	3	9.0	User	1800	-	-	-	-	-
1/2 (Stripe Rd)	U	B	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Bawtry Rd)	U	C	2	3	5.0	User	1800	-	-	-	-	-
2/2 (Bawtry Rd)	O	C	2	3	5.0	User	1800	-	-	-	-	-
3/1 (Blyth Rd)	O		2	3	1.0	User	1800	-	-	-	-	-
3/2 (Blyth Rd)	O		2	3	60.0	User	1800	-	-	-	-	-
4/1 (Bawtry Rd)	U		2	3	60.0	User	1800	-	-	-	-	-
5/1 (Bawtry Rd)	U	A	2	3	60.0	User	1800	-	-	-	-	-
6/1 (Bawtry Rd)	U		2	3	60.0	User	1800	-	-	-	-	-
6/2 (Bawtry Rd)	O		2	3	4.0	User	1800	-	-	-	-	-
7/1 (Arm 7)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Arm 8)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Bawtry Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Arm 10)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base 2019 AM'	08:00	09:00	01:00	
2: 'Base 2019 PM'	17:00	18:00	01:00	
3: '2037 Reference Case AM'	08:00	09:00	01:00	
4: '2037 Reference Case PM'	17:00	18:00	01:00	
5: '2037 Reference Case plus Morton GV AM'	08:00	09:00	01:00	
6: '2037 Reference Case plus Morton GV PM'	17:00	18:00	01:00	
7: '2037 Reference Case plus Gamston GV AM'	08:00	09:00	01:00	
8: '2037 Reference Case plus Gamston GV PM'	17:00	18:00	01:00	

Scenario 1: 'Base 2019 AM' (FG1: 'Base 2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	328	47	379
	B	5	0	186	101	292
	C	234	154	0	182	570
	D	34	123	129	0	286
	Tot.	273	281	643	330	1527

Traffic Lane Flows

Lane	Scenario 1: Base 2019 AM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	157
1/2 (with short)	286(In) 129(Out)
2/1	514
2/2	148
3/1 (short)	287
3/2 (with short)	292(In) 5(Out)
4/1	379
5/1	570
6/1 (with short)	545(In) 268(Out)
6/2 (short)	277
7/1	273
8/1	281
9/1	643
10/1	330

Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base 2019 PM' (FG2: 'Base 2019 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	6	356	54	416
	B	1	0	211	155	367
	C	269	222	0	164	655
	D	37	125	156	0	318
	Tot.	307	353	723	373	1756

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base 2019 PM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	162
1/2 (with short)	318(In) 156(Out)
2/1	567
2/2	209
3/1 (short)	366
3/2 (with short)	367(In) 1(Out)
4/1	416
5/1	655
6/1 (with short)	653(In) 306(Out)
6/2 (short)	347
7/1	307
8/1	353
9/1	723
10/1	373

Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2037 Reference Case AM' (FG3: '2037 Reference Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	349	48	401
	B	5	0	303	116	424
	C	241	290	0	184	715
	D	34	170	132	0	336
	Tot.	280	464	784	348	1876

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2037 Reference Case AM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	204
1/2 (with short)	336(In) 132(Out)
2/1	652
2/2	164
3/1 (short)	419
3/2 (with short)	424(In) 5(Out)
4/1	401
5/1	715
6/1 (with short)	735(In) 275(Out)
6/2 (short)	460
7/1	280
8/1	464
9/1	784
10/1	348

Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2037 Reference Case PM' (FG4: '2037 Reference Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	6	364	54	424
	B	1	0	329	186	516
	C	288	330	0	166	784
	D	38	142	158	0	338
	Tot.	327	478	851	406	2062

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2037 Reference Case PM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	180
1/2 (with short)	338(In) 158(Out)
2/1	693
2/2	240
3/1 (short)	515
3/2 (with short)	516(In) 1(Out)
4/1	424
5/1	784
6/1 (with short)	798(In) 326(Out)
6/2 (short)	472
7/1	327
8/1	478
9/1	851
10/1	406

Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2037 Reference Case plus Morton GV AM' (FG5: '2037 Reference Case plus Morton GV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	349	48	401
	B	5	0	303	116	424
	C	241	290	0	184	715
	D	34	170	132	0	336
	Tot.	280	464	784	348	1876

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2037 Reference Case plus Morton GV AM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	204
1/2 (with short)	336(In) 132(Out)
2/1	652
2/2	164
3/1 (short)	419
3/2 (with short)	424(In) 5(Out)
4/1	401
5/1	715
6/1 (with short)	735(In) 275(Out)
6/2 (short)	460
7/1	280
8/1	464
9/1	784
10/1	348

Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2037 Reference Case plus Morton GV PM' (FG6: '2037 Reference Case plus Morton GV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	6	364	54	424
	B	1	0	329	186	516
	C	288	330	0	166	784
	D	38	142	158	0	338
	Tot.	327	478	851	406	2062

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2037 Reference Case plus Morton GV PM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	180
1/2 (with short)	338(In) 158(Out)
2/1	693
2/2	240
3/1 (short)	515
3/2 (with short)	516(In) 1(Out)
4/1	424
5/1	784
6/1 (with short)	798(In) 326(Out)
6/2 (short)	472
7/1	327
8/1	478
9/1	851
10/1	406

Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2037 Reference Case plus Gamston GV AM' (FG7: '2037 Reference Case plus Gamston GV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	349	48	401
	B	5	0	303	116	424
	C	241	290	0	184	715
	D	34	170	132	0	336
	Tot.	280	464	784	348	1876

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2037 Reference Case plus Gamston GV AM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	204
1/2 (with short)	336(In) 132(Out)
2/1	652
2/2	164
3/1 (short)	419
3/2 (with short)	424(In) 5(Out)
4/1	401
5/1	715
6/1 (with short)	735(In) 275(Out)
6/2 (short)	460
7/1	280
8/1	464
9/1	784
10/1	348

Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2037 Reference Case plus Gamston GV PM' (FG8: '2037 Reference Case plus Gamston GV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	6	364	54	424
	B	1	0	329	186	516
	C	288	330	0	166	784
	D	38	143	158	0	339
	Tot.	327	479	851	406	2063

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2037 Reference Case plus Gamston GV PM
Junction: Stripe Rd/Bawtry Rd/Blyth Rd	
1/1 (short)	181
1/2 (with short)	339(In) 158(Out)
2/1	693
2/2	240
3/1 (short)	515
3/2 (with short)	516(In) 1(Out)
4/1	424
5/1	784
6/1 (with short)	799(In) 326(Out)
6/2 (short)	473
7/1	327
8/1	479
9/1	851
10/1	406

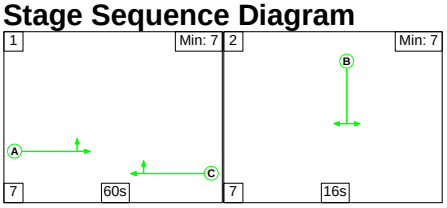
Full Input Data And Results

Lane Saturation Flows

Junction: Stripe Rd/Bawtry Rd/Blyth Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stripe Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Stripe Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Blyth Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Blyth Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Bawtry Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Bawtry Rd Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Arm 7 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Arm 8 Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Bawtry Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Arm 10 Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base 2019 AM' (FG1: 'Base 2019 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

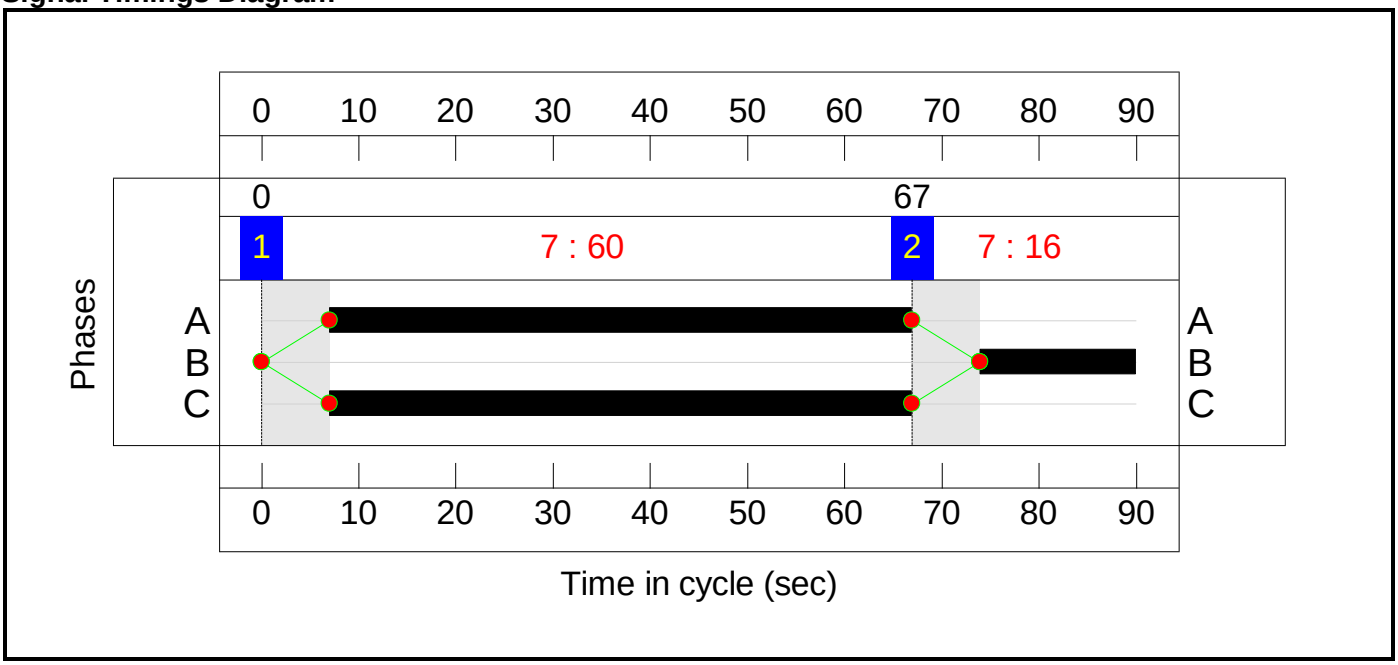


Stage Timings

Stage	1	2
Duration	60	16
Change Point	0	67

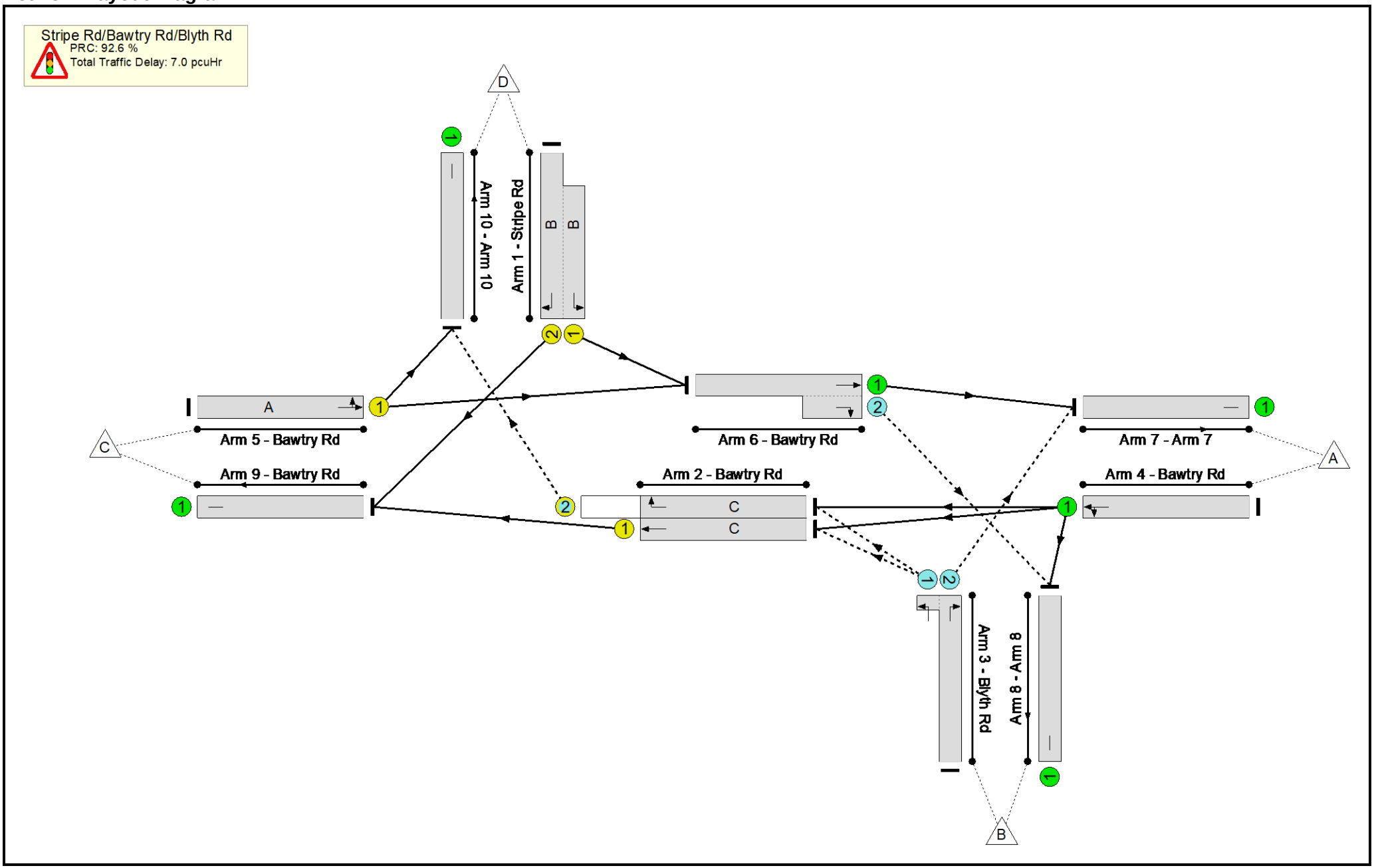
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.7%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.7%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	16	-	286	1800:1800	279+340	46.2 : 46.2%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	60	-	514	1800	1220	42.1%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	60	-	148	1800	510	29.0%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	292	1800:1800	18+1030	27.9 : 27.9%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	379	1800	1800	21.1%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	60	-	570	1800	1220	46.7%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	545	1800:1800	885+915	30.3 : 30.3%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1006**	**0**	**3**	**4.8**	**2.0**	**0.3**	**7.0**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1006**	**0**	**3**	**4.8**	**2.0**	**0.3**	**7.0**	**-**	**-**	**-**	**-**
1/2+1/1	286	286	-	-	-	2.6	0.4	-	3.0	37.6	3.4	0.4	3.9
2/1	514	514	-	-	-	0.9	0.4	-	1.3	9.1	5.7	0.4	6.1
2/2	148	148	145	0	3	0.2	0.2	0.3	0.7	16.2	1.3	0.2	1.5
3/2+3/1	292	292	584	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
4/1	379	379	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
5/1	570	570	-	-	-	1.1	0.4	-	1.5	9.6	6.7	0.4	7.1
6/1+6/2	545	545	277	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

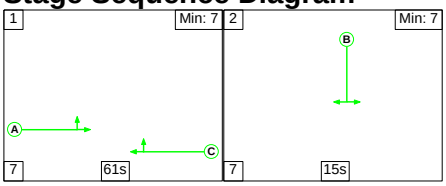
C1 PRC for Signalled Lanes (%): 92.6 Total Delay for Signalled Lanes (pcuHr): 6.47 Cycle Time (s): 90

PRC Over All Lanes (%): 92.6 Total Delay Over All Lanes(pcuHr): 7.01

Full Input Data And Results

Scenario 2: 'Base 2019 PM' (FG2: 'Base 2019 PM', Plan 1: 'Network Control Plan 1')

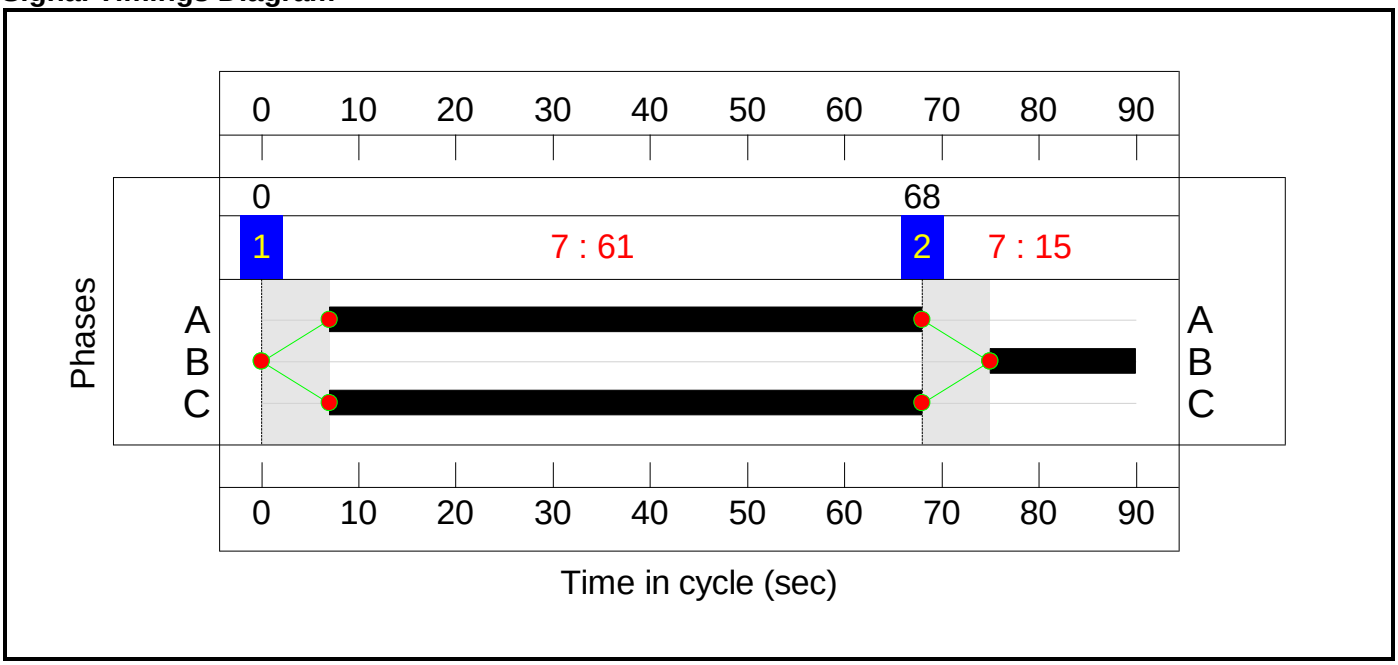
Stage Sequence Diagram



Stage Timings

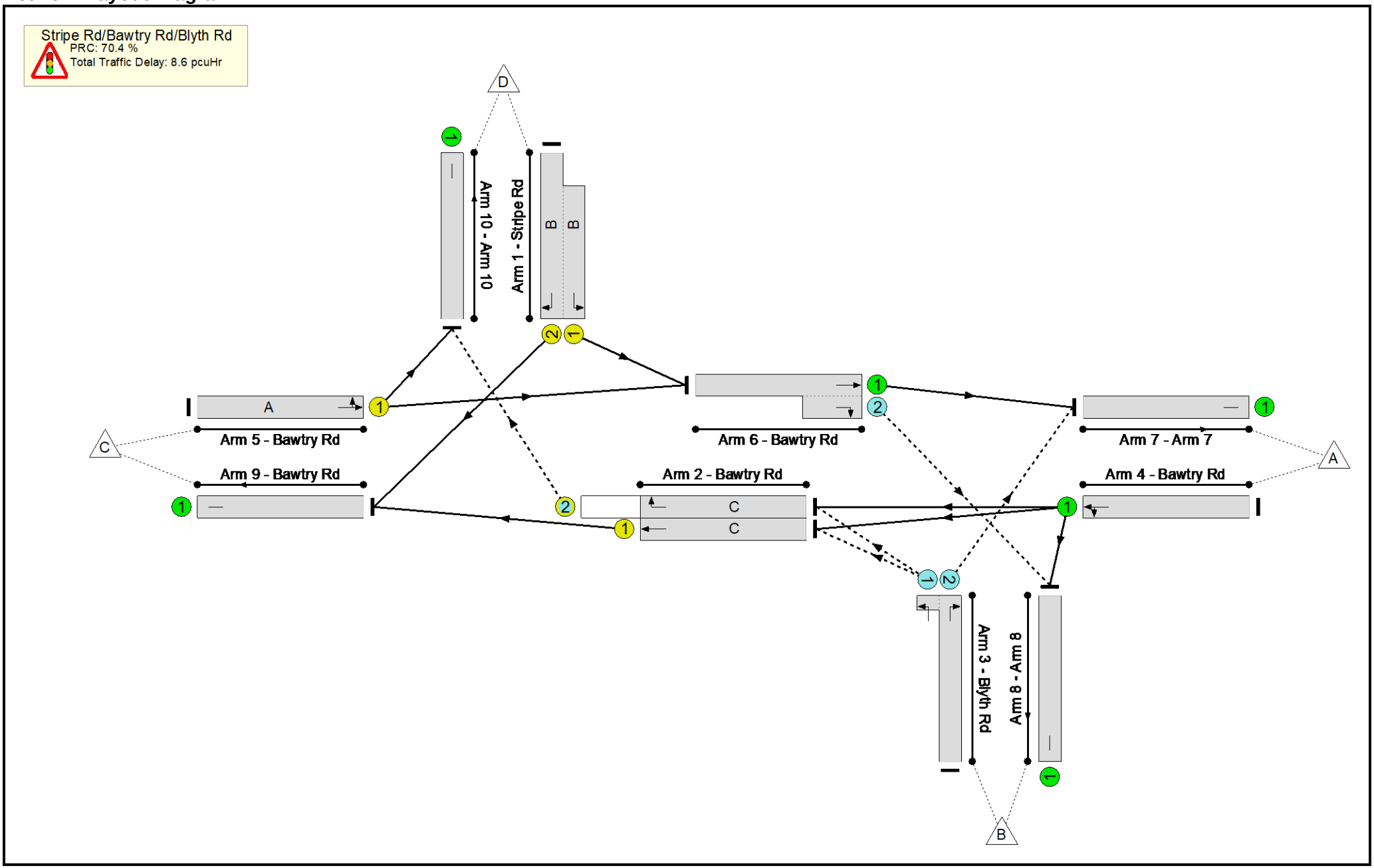
Stage	1	2
Duration	61	15
Change Point	0	68

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.8%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.8%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	15	-	318	1800:1800	320+320	48.8 : 50.6%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	61	-	567	1800	1240	45.7%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	61	-	209	1800	450	46.4%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	367	1800:1800	3+992	36.9 : 36.9%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	416	1800	1800	23.1%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	61	-	655	1800	1240	52.8%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	653	1800:1800	843+957	36.3 : 36.3%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%

Full Input Data And Results

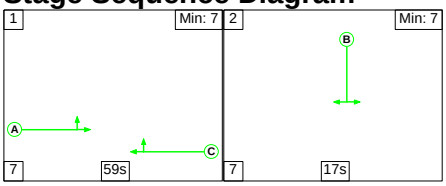
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1285**	**0**	**5**	**5.5**	**2.6**	**0.5**	**8.6**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1285**	**0**	**5**	**5.5**	**2.6**	**0.5**	**8.6**	**-**	**-**	**-**	**-**
1/2+1/1	318	318	-	-	-	2.9	0.5	-	3.4	39.0	3.6	0.5	4.1
2/1	567	567	-	-	-	1.0	0.4	-	1.4	9.0	6.3	0.4	6.7
2/2	209	209	204	0	5	0.3	0.4	0.5	1.2	21.2	1.8	0.4	2.2
3/2+3/1	367	367	734	0	0	0.0	0.3	-	0.3	2.9	0.0	0.3	0.3
4/1	416	416	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	655	655	-	-	-	1.2	0.6	-	1.8	9.9	8.0	0.6	8.6
6/1+6/2	653	653	347	0	0	0.0	0.3	-	0.3	1.6	8.5	0.3	8.8
7/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 70.4 Total Delay for Signalled Lanes (pcuHr): 7.90 Cycle Time (s): 90
PRC Over All Lanes (%): 70.4 Total Delay Over All Lanes(pcuHr): 8.64

Full Input Data And Results

Scenario 3: '2037 Reference Case AM' (FG3: '2037 Reference Case AM', Plan 1: 'Network Control Plan 1')

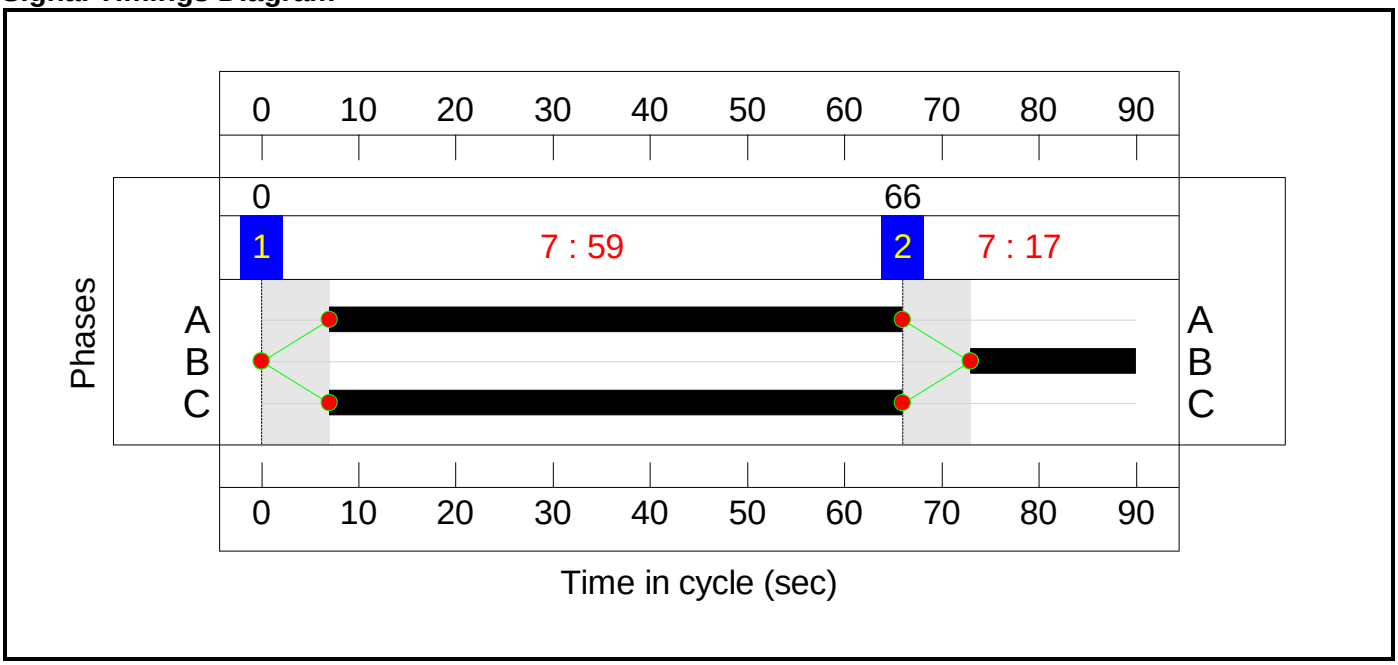
Stage Sequence Diagram



Stage Timings

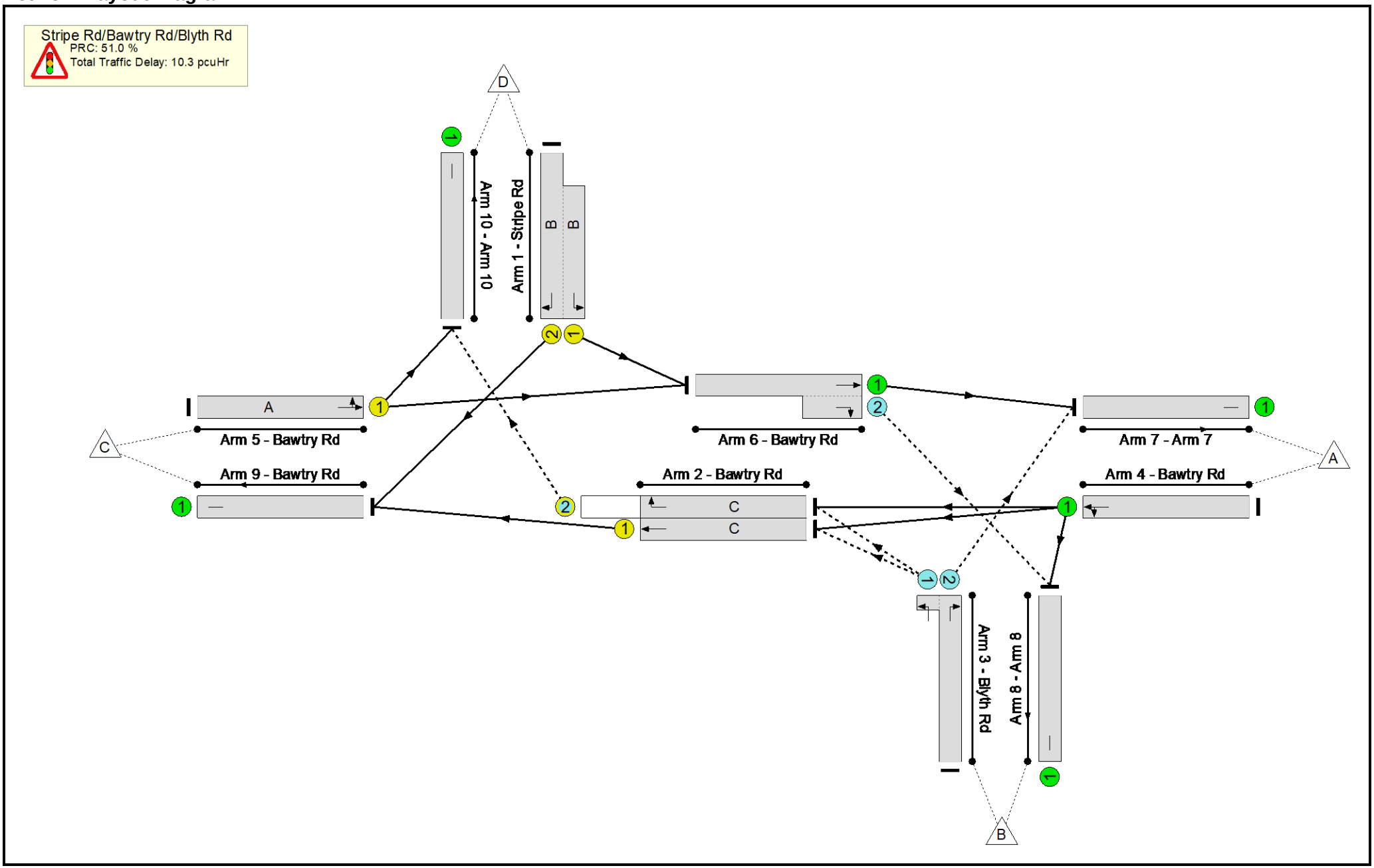
Stage	1	2
Duration	59	17
Change Point	0	66

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	17	-	336	1800:1800	233+360	56.7 : 56.7%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	59	-	652	1800	1200	54.3%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	59	-	164	1800	373	44.0%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	424	1800:1800	12+1006	41.6 : 41.6%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	401	1800	1800	22.3%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	59	-	715	1800	1200	59.6%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	735	1800:1800	599+1002	45.9 : 45.9%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1468**	**0**	**4**	**6.5**	**3.3**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1468**	**0**	**4**	**6.5**	**3.3**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
1/2+1/1	336	336	-	-	-	3.0	0.7	-	3.6	38.9	4.6	0.7	5.2
2/1	652	652	-	-	-	1.4	0.6	-	2.0	11.1	8.5	0.6	9.1
2/2	164	164	160	0	4	0.3	0.4	0.5	1.2	25.6	1.5	0.4	1.9
3/2+3/1	424	424	848	0	0	0.0	0.4	-	0.4	3.0	0.0	0.4	0.4
4/1	401	401	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
5/1	715	715	-	-	-	1.6	0.7	-	2.4	12.0	9.7	0.7	10.5
6/1+6/2	735	735	460	0	0	0.2	0.4	-	0.6	2.8	12.1	0.4	12.5
7/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 51.0
PRC Over All Lanes (%): 51.0

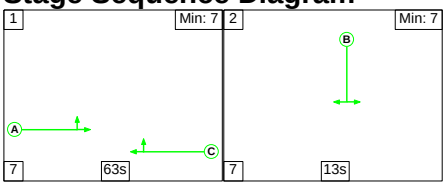
Total Delay for Signalled Lanes (pcuHr): 9.19
Total Delay Over All Lanes(pcuHr): 10.27

Cycle Time (s): 90

Full Input Data And Results

Scenario 4: '2037 Reference Case PM' (FG4: '2037 Reference Case PM', Plan 1: 'Network Control Plan 1')

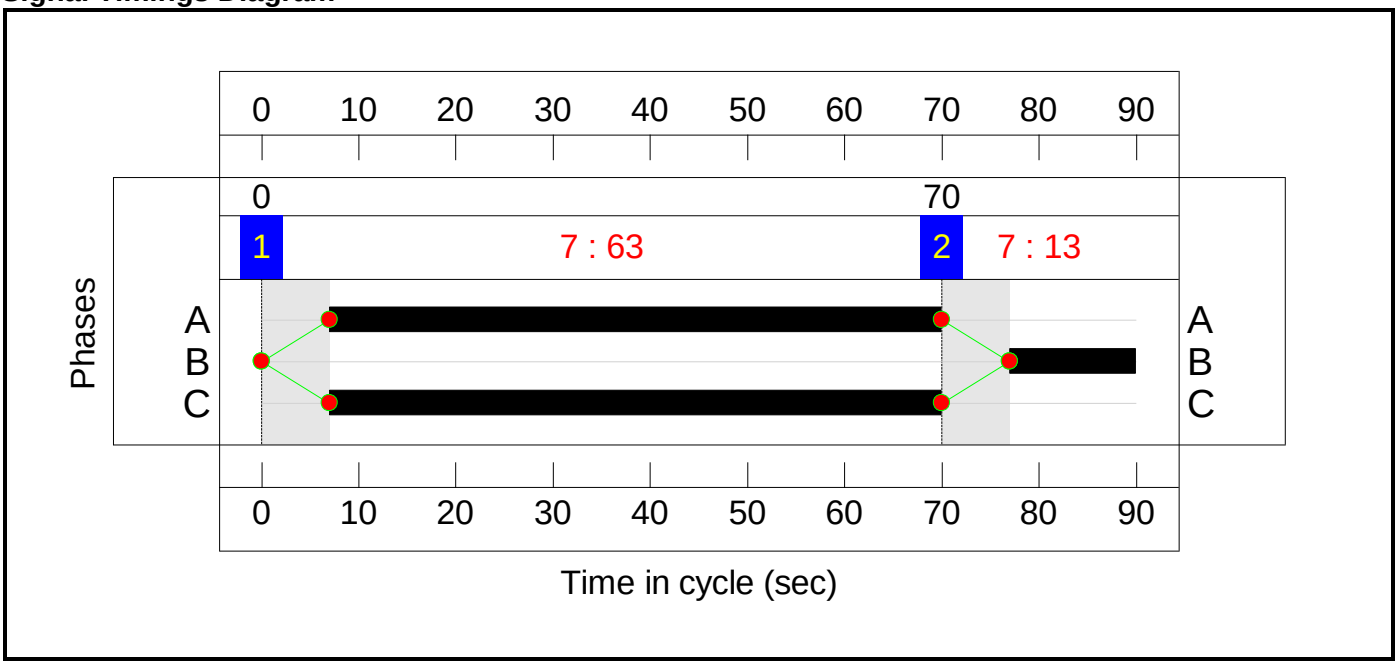
Stage Sequence Diagram



Stage Timings

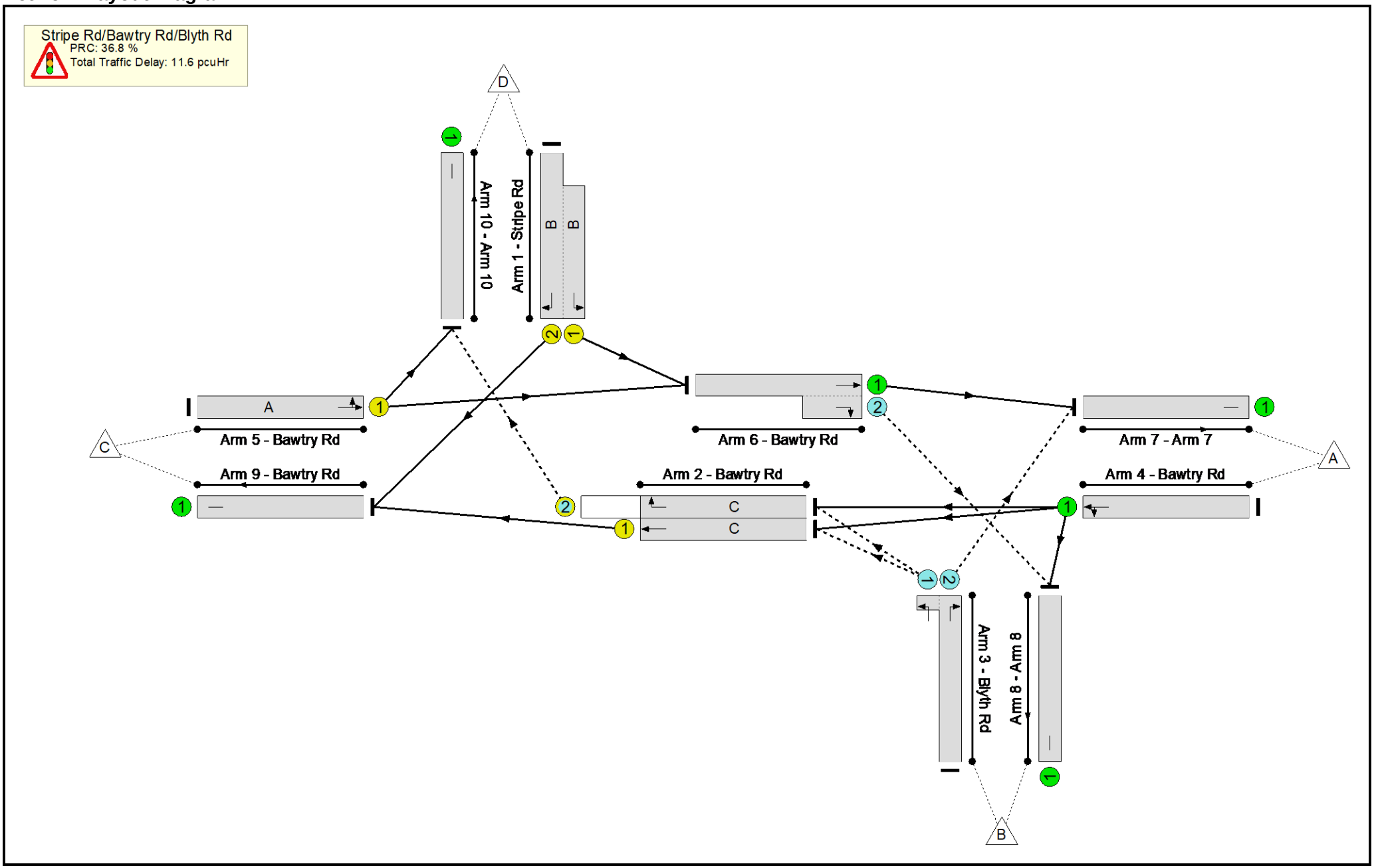
Stage	1	2
Duration	63	13
Change Point	0	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	13	-	338	1800:1800	280+280	56.4 : 64.3%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	63	-	693	1800	1280	54.1%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	63	-	240	1800	365	65.8%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	516	1800:1800	2+983	52.4 : 52.4%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	424	1800	1800	23.6%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	63	-	784	1800	1280	61.3%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	798	1800:1800	675+977	48.3 : 48.3%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%

Full Input Data And Results

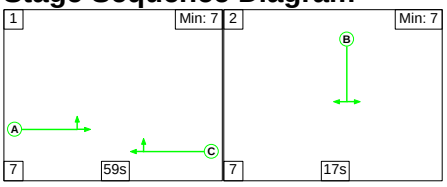
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1739**	**0**	**5**	**6.4**	**4.2**	**0.9**	**11.6**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1739**	**0**	**5**	**6.4**	**4.2**	**0.9**	**11.6**	**-**	**-**	**-**	**-**
1/2+1/1	338	338	-	-	-	3.3	0.8	-	4.1	43.5	4.2	0.8	5.0
2/1	693	693	-	-	-	1.2	0.6	-	1.8	9.2	8.1	0.6	8.7
2/2	240	240	235	0	5	0.3	0.9	0.9	2.2	32.5	2.0	0.9	2.9
3/2+3/1	516	516	1032	0	0	0.0	0.5	-	0.5	3.8	0.0	0.5	0.5
4/1	424	424	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	784	784	-	-	-	1.4	0.8	-	2.2	10.3	10.0	0.8	10.8
6/1+6/2	798	798	472	0	0	0.2	0.5	-	0.6	2.8	12.5	0.5	13.0
7/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 36.8 Total Delay for Signalled Lanes (pcuHr): 10.26 Cycle Time (s): 90
PRC Over All Lanes (%): 36.8 Total Delay Over All Lanes(pcuHr): 11.58

Full Input Data And Results

Scenario 5: '2037 Reference Case plus Morton GV AM' (FG5: '2037 Reference Case plus Morton GV AM', Plan 1: 'Network Control Plan 1')

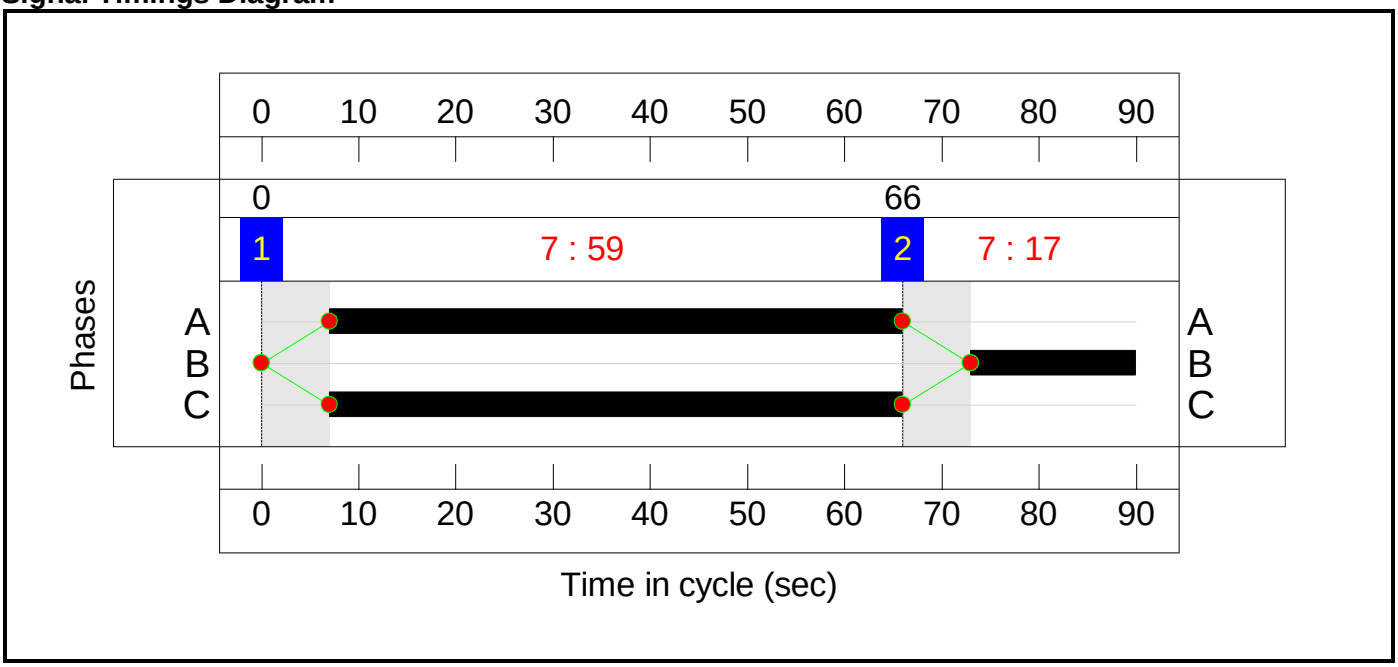
Stage Sequence Diagram



Stage Timings

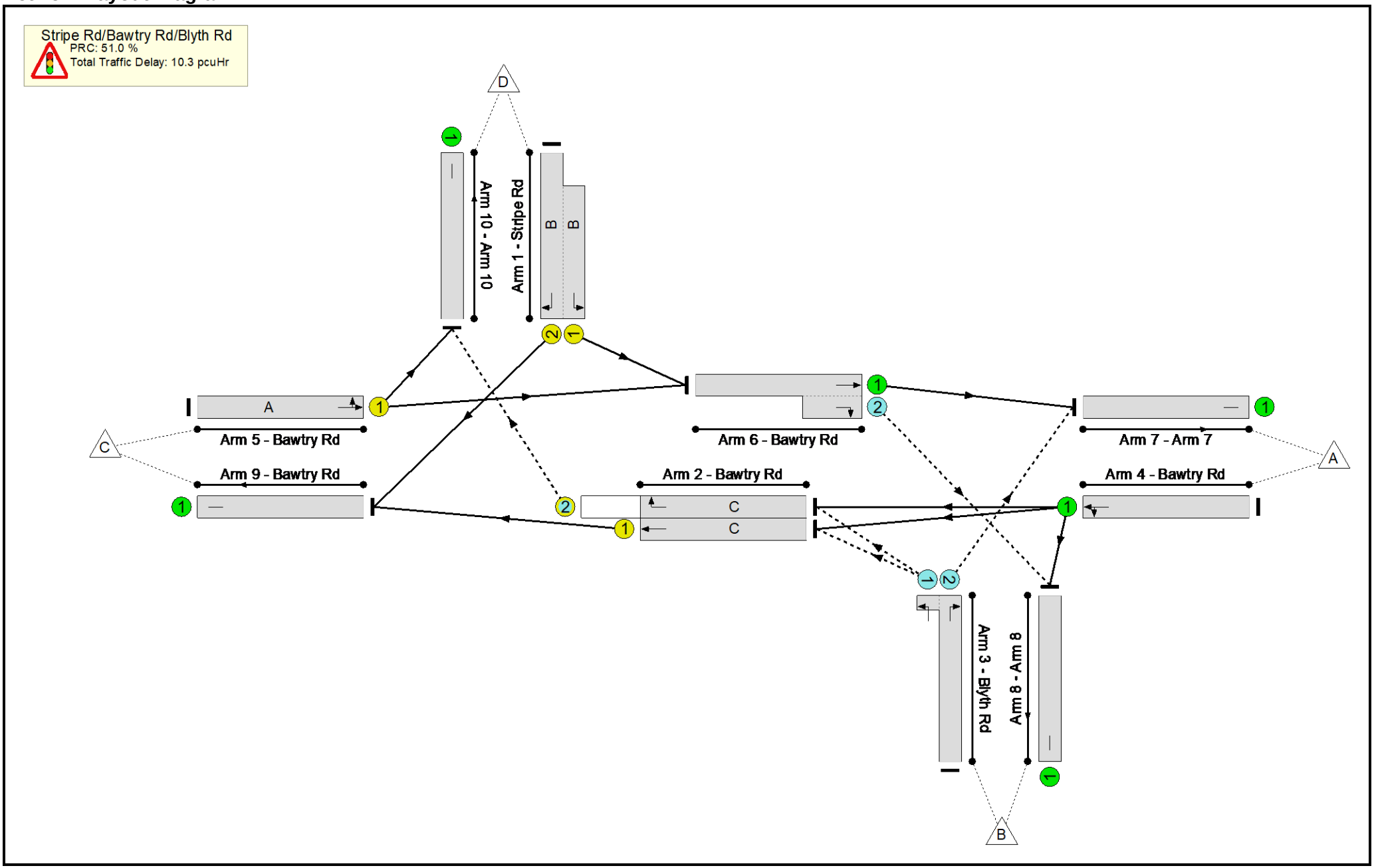
Stage	1	2
Duration	59	17
Change Point	0	66

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	17	-	336	1800:1800	233+360	56.7 : 56.7%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	59	-	652	1800	1200	54.3%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	59	-	164	1800	373	44.0%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	424	1800:1800	12+1006	41.6 : 41.6%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	401	1800	1800	22.3%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	59	-	715	1800	1200	59.6%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	735	1800:1800	599+1002	45.9 : 45.9%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1468**	**0**	**4**	**6.5**	**3.3**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1468**	**0**	**4**	**6.5**	**3.3**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
1/2+1/1	336	336	-	-	-	3.0	0.7	-	3.6	38.9	4.6	0.7	5.2
2/1	652	652	-	-	-	1.4	0.6	-	2.0	11.1	8.5	0.6	9.1
2/2	164	164	160	0	4	0.3	0.4	0.5	1.2	25.6	1.5	0.4	1.9
3/2+3/1	424	424	848	0	0	0.0	0.4	-	0.4	3.0	0.0	0.4	0.4
4/1	401	401	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
5/1	715	715	-	-	-	1.6	0.7	-	2.4	12.0	9.7	0.7	10.5
6/1+6/2	735	735	460	0	0	0.2	0.4	-	0.6	2.8	12.1	0.4	12.5
7/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 51.0
PRC Over All Lanes (%): 51.0

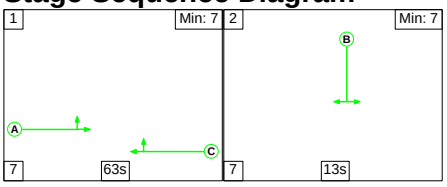
Total Delay for Signalled Lanes (pcuHr): 9.19
Total Delay Over All Lanes(pcuHr): 10.27

Cycle Time (s): 90

Full Input Data And Results

Scenario 6: '2037 Reference Case plus Morton GV PM' (FG6: '2037 Reference Case plus Morton GV PM', Plan 1: 'Network Control Plan 1')

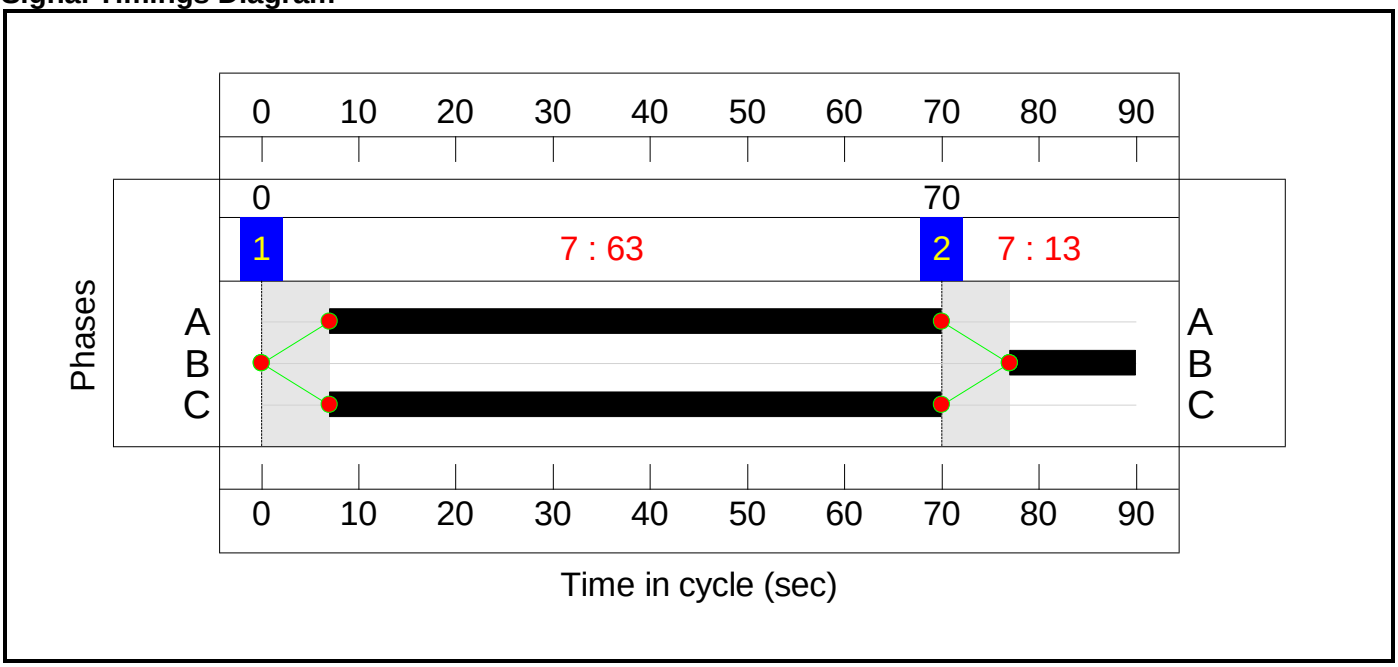
Stage Sequence Diagram



Stage Timings

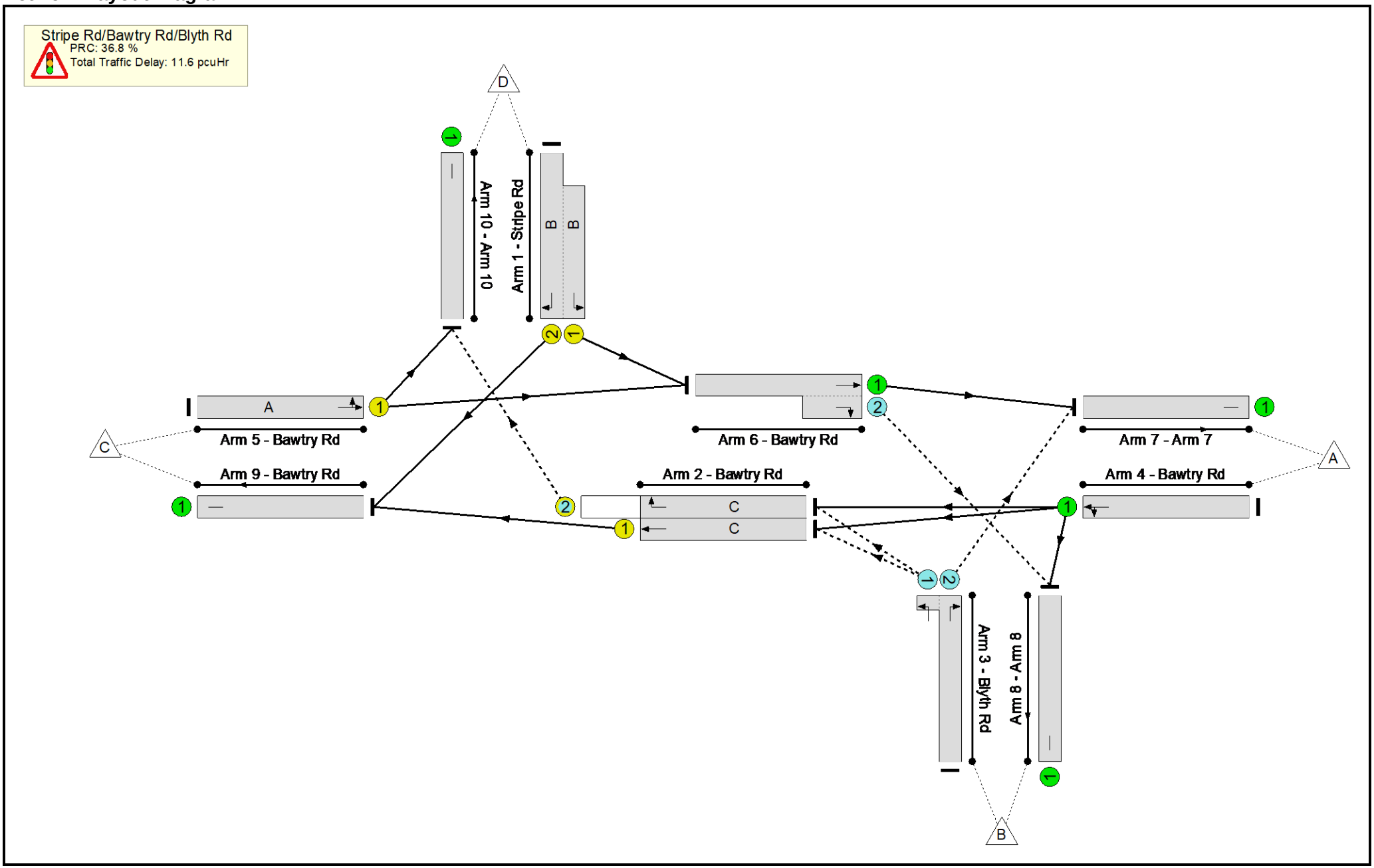
Stage	1	2
Duration	63	13
Change Point	0	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	13	-	338	1800:1800	280+280	56.4 : 64.3%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	63	-	693	1800	1280	54.1%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	63	-	240	1800	365	65.8%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	516	1800:1800	2+983	52.4 : 52.4%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	424	1800	1800	23.6%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	63	-	784	1800	1280	61.3%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	798	1800:1800	675+977	48.3 : 48.3%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%

Full Input Data And Results

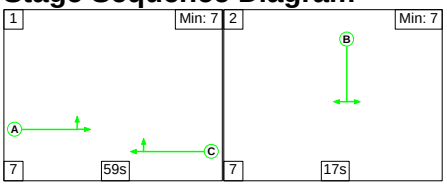
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1739**	**0**	**5**	**6.4**	**4.2**	**0.9**	**11.6**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1739**	**0**	**5**	**6.4**	**4.2**	**0.9**	**11.6**	**-**	**-**	**-**	**-**
1/2+1/1	338	338	-	-	-	3.3	0.8	-	4.1	43.5	4.2	0.8	5.0
2/1	693	693	-	-	-	1.2	0.6	-	1.8	9.2	8.1	0.6	8.7
2/2	240	240	235	0	5	0.3	0.9	0.9	2.2	32.5	2.0	0.9	2.9
3/2+3/1	516	516	1032	0	0	0.0	0.5	-	0.5	3.8	0.0	0.5	0.5
4/1	424	424	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	784	784	-	-	-	1.4	0.8	-	2.2	10.3	10.0	0.8	10.8
6/1+6/2	798	798	472	0	0	0.2	0.5	-	0.6	2.8	12.5	0.5	13.0
7/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 36.8 Total Delay for Signalled Lanes (pcuHr): 10.26 Cycle Time (s): 90
PRC Over All Lanes (%): 36.8 Total Delay Over All Lanes(pcuHr): 11.58

Full Input Data And Results

Scenario 7: '2037 Reference Case plus Gamston GV AM' (FG7: '2037 Reference Case plus Gamston GV AM', Plan 1: 'Network Control Plan 1')

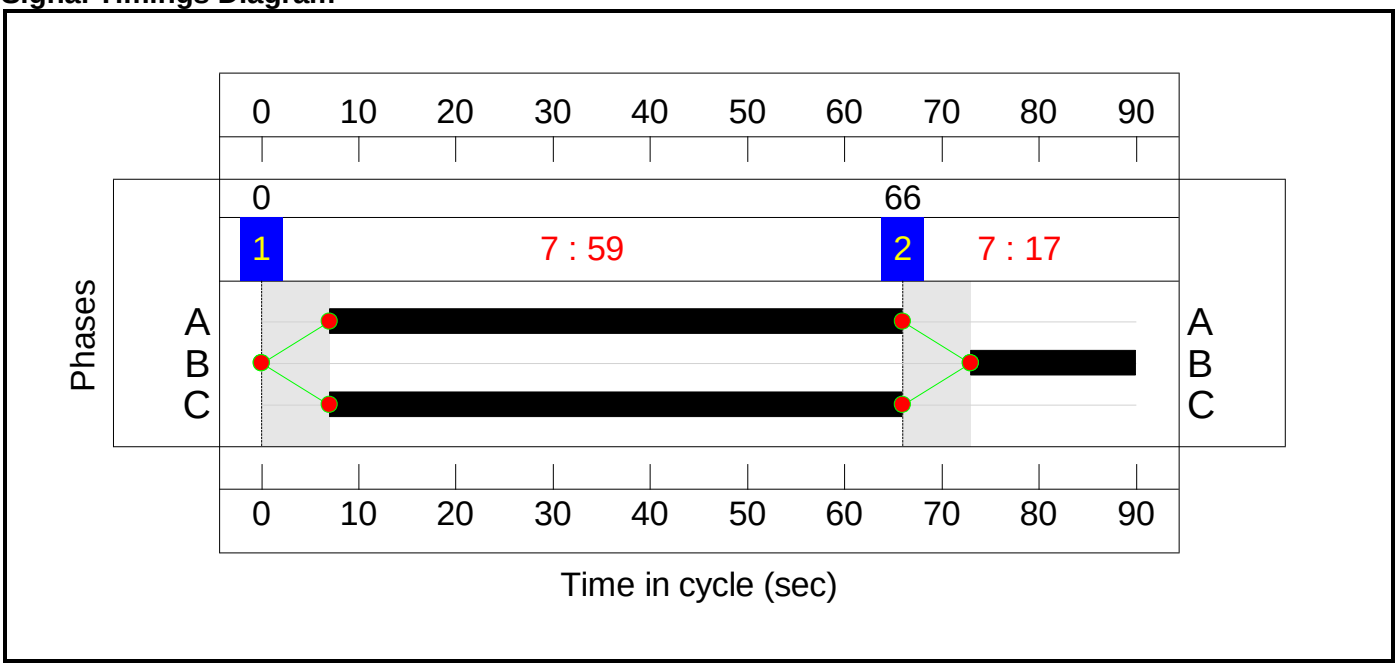
Stage Sequence Diagram



Stage Timings

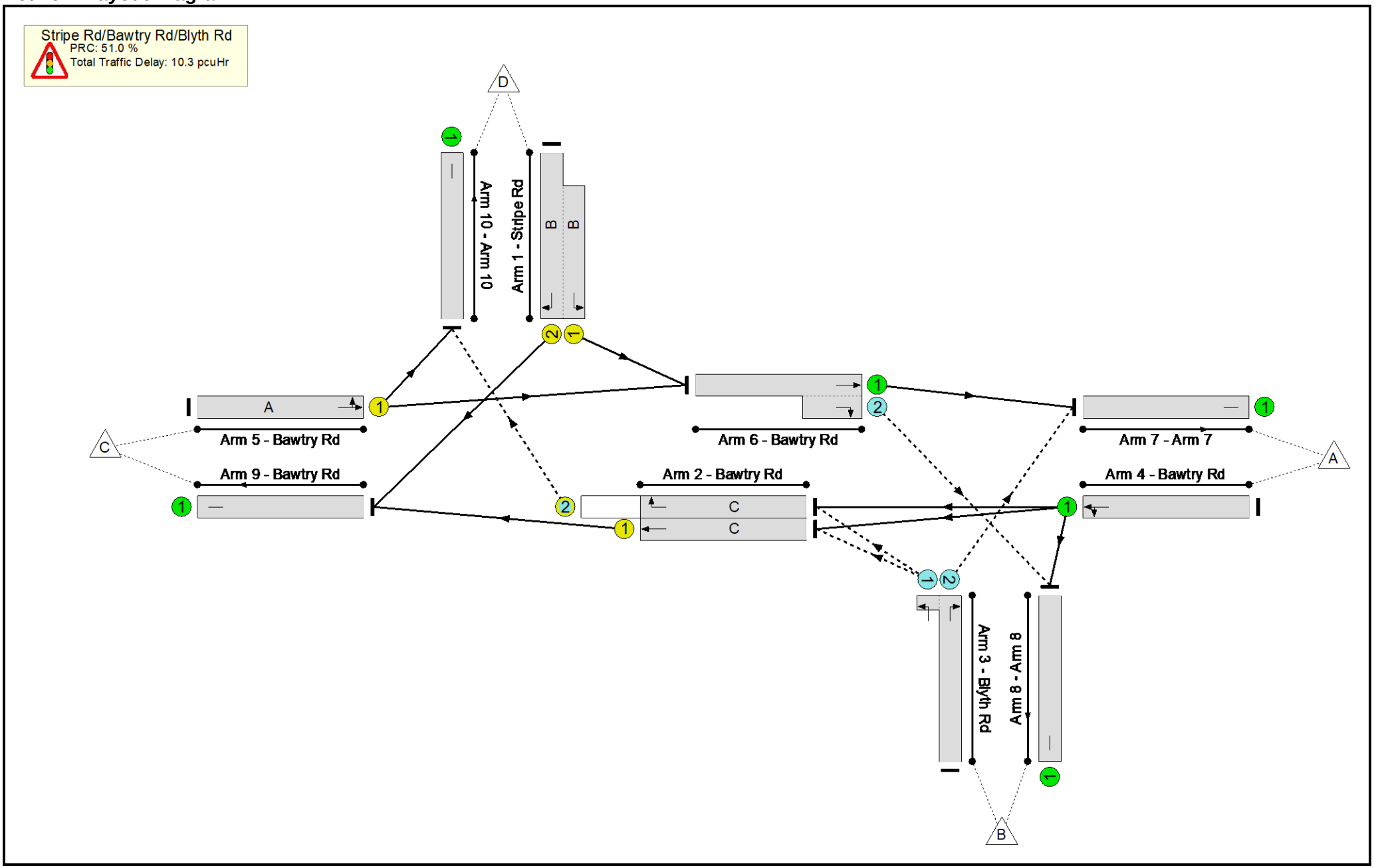
Stage	1	2
Duration	59	17
Change Point	0	66

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	17	-	336	1800:1800	233+360	56.7 : 56.7%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	59	-	652	1800	1200	54.3%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	59	-	164	1800	373	44.0%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	424	1800:1800	12+1006	41.6 : 41.6%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	401	1800	1800	22.3%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	59	-	715	1800	1200	59.6%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	735	1800:1800	599+1002	45.9 : 45.9%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1468**	**0**	**4**	**6.5**	**3.3**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1468**	**0**	**4**	**6.5**	**3.3**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
1/2+1/1	336	336	-	-	-	3.0	0.7	-	3.6	38.9	4.6	0.7	5.2
2/1	652	652	-	-	-	1.4	0.6	-	2.0	11.1	8.5	0.6	9.1
2/2	164	164	160	0	4	0.3	0.4	0.5	1.2	25.6	1.5	0.4	1.9
3/2+3/1	424	424	848	0	0	0.0	0.4	-	0.4	3.0	0.0	0.4	0.4
4/1	401	401	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
5/1	715	715	-	-	-	1.6	0.7	-	2.4	12.0	9.7	0.7	10.5
6/1+6/2	735	735	460	0	0	0.2	0.4	-	0.6	2.8	12.1	0.4	12.5
7/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 51.0
PRC Over All Lanes (%): 51.0

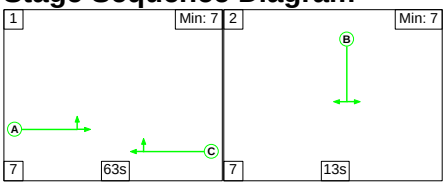
Total Delay for Signalled Lanes (pcuHr): 9.19
Total Delay Over All Lanes(pcuHr): 10.27

Cycle Time (s): 90

Full Input Data And Results

Scenario 8: '2037 Reference Case plus Gamston GV PM' (FG8: '2037 Reference Case plus Gamston GV PM', Plan 1: 'Network Control Plan 1')

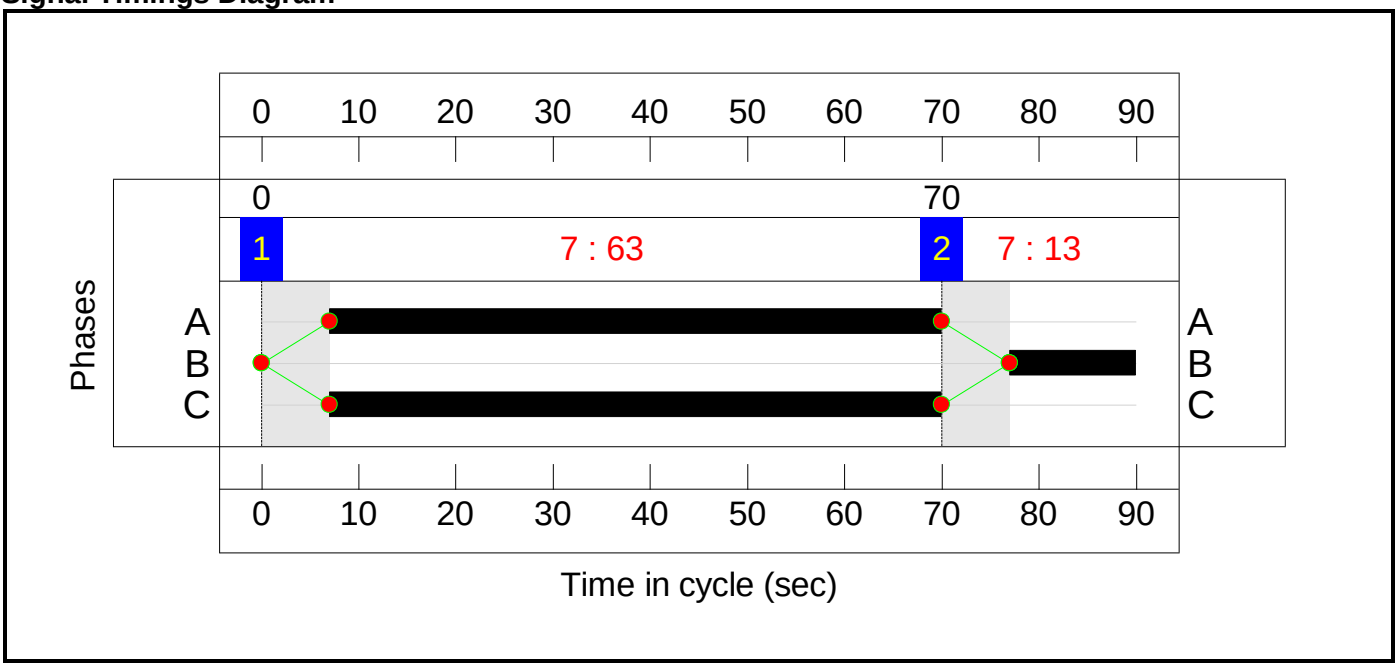
Stage Sequence Diagram



Stage Timings

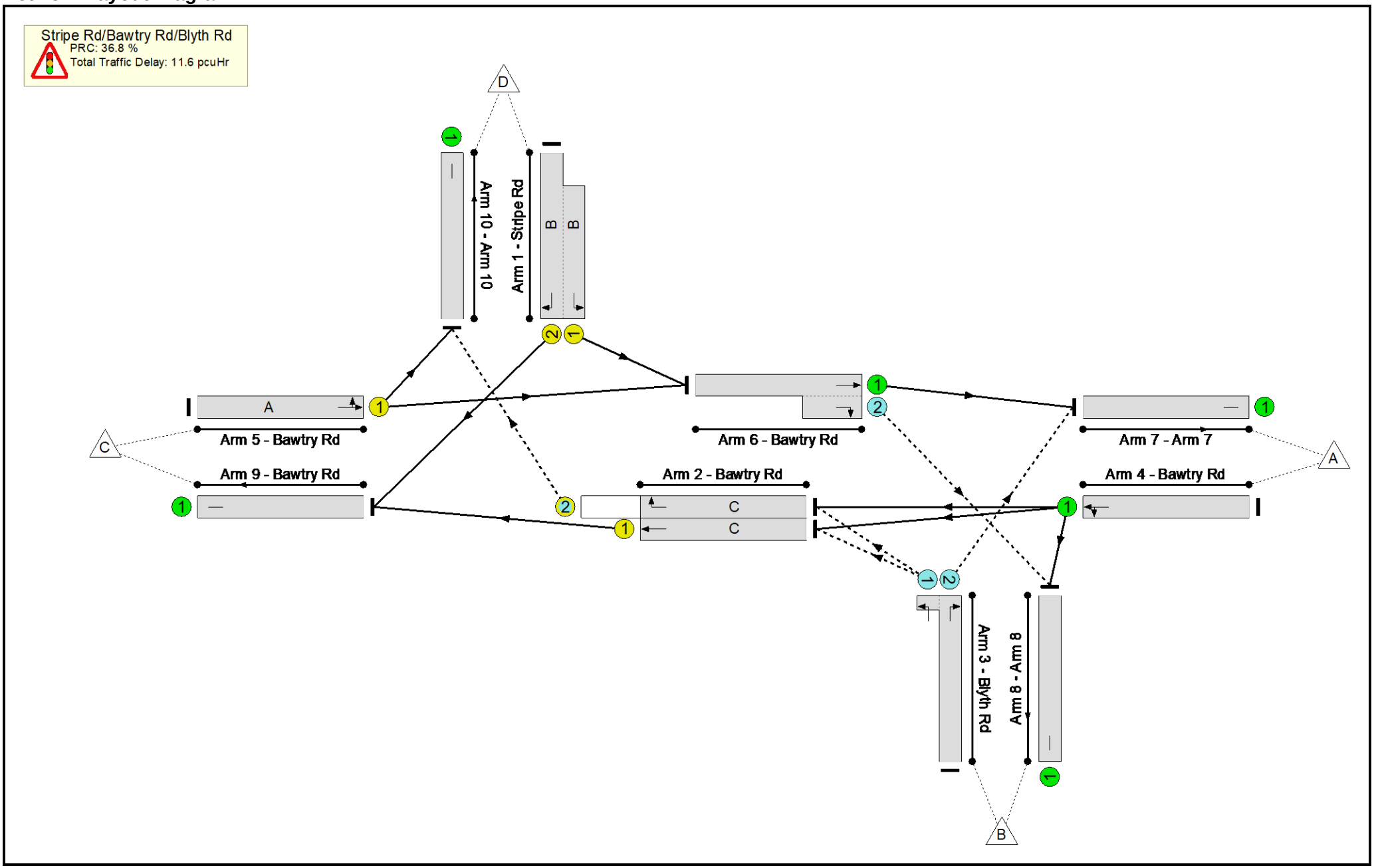
Stage	1	2
Duration	63	13
Change Point	0	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
1/2+1/1	Stripe Rd Left Right	U	N/A	N/A	B		1	13	-	339	1800:1800	279+280	56.7 : 64.6%
2/1	Bawtry Rd Ahead	U	N/A	N/A	C		1	63	-	693	1800	1280	54.1%
2/2	Bawtry Rd Right	O	N/A	N/A	C		1	63	-	240	1800	365	65.8%
3/2+3/1	Blyth Rd Left Right	O	N/A	N/A	-		-	-	-	516	1800:1800	2+983	52.4 : 52.4%
4/1	Bawtry Rd Ahead Left	U	N/A	N/A	-		-	-	-	424	1800	1800	23.6%
5/1	Bawtry Rd Ahead Left	U	N/A	N/A	A		1	63	-	784	1800	1280	61.3%
6/1+6/2	Bawtry Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	799	1800:1800	673+977	48.4 : 48.4%
7/1	Arm 7	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
8/1	Arm 8	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
9/1	Bawtry Rd	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
10/1	Arm 10	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1740**	**0**	**5**	**6.4**	**4.3**	**0.9**	**11.6**	**-**	**-**	**-**	**-**
Stripe Rd/Bawtry Rd/Blyth Rd	**-**	**-**	**1740**	**0**	**5**	**6.4**	**4.3**	**0.9**	**11.6**	**-**	**-**	**-**	**-**
1/2+1/1	339	339	-	-	-	3.3	0.8	-	4.1	43.6	4.2	0.8	5.0
2/1	693	693	-	-	-	1.2	0.6	-	1.8	9.2	8.1	0.6	8.7
2/2	240	240	235	0	5	0.3	0.9	0.9	2.2	32.5	2.0	0.9	2.9
3/2+3/1	516	516	1032	0	0	0.0	0.5	-	0.5	3.8	0.0	0.5	0.5
4/1	424	424	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	784	784	-	-	-	1.4	0.8	-	2.2	10.3	10.0	0.8	10.8
6/1+6/2	799	799	473	0	0	0.2	0.5	-	0.6	2.8	12.5	0.5	13.0
7/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 36.8 Total Delay for Signalled Lanes (pcuHr): 10.28 Cycle Time (s): 90
PRC Over All Lanes (%): 36.8 Total Delay Over All Lanes(pcuHr): 11.61

Junction 11 - A631 Bawtry Road/Bawtry Road

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 11 - A631 Bawtry Rd.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts Doncaster\01 - Base Models
Report generation date: 25/10/2019 14:05:20

»2019 Base Survey, AM
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift , AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey							
Stream B-AC	1.3	18.86	0.57	C	0.6	14.32	0.39	B
Stream C-AB	0.1	5.53	0.06	A	0.3	5.89	0.13	A
	2037 Committed Only							
Stream B-AC	1.8	23.27	0.64	C	0.7	15.67	0.43	C
Stream C-AB	0.1	5.57	0.07	A	0.3	6.03	0.15	A
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-AC	2.7	32.31	0.74	D	2.9	38.57	0.76	E
Stream C-AB	0.1	5.76	0.07	A	0.3	6.07	0.15	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-AC	2.7	32.31	0.74	D	2.9	38.57	0.76	E
Stream C-AB	0.1	5.76	0.07	A	0.3	6.07	0.15	A

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	24/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		5.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A631 (E)		Major
B	Bawtry Road		Minor
C	A631 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A631 (W)	7.00			120.0	✓	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 - Bawtry Road	One lane	3.00	40	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	540	0.094	0.238	0.150	0.340
1	B-C	687	0.101	0.255	-	-
1	C-B	643	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	361	100.000
B - Bawtry Road		✓	233	100.000
C - A631 (W)		✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	73	288
	B - Bawtry Road	155	0	78
	C - A631 (W)	268	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	1	7
	B - Bawtry Road	3	0	3
	C - A631 (W)	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	18.86	1.3	C
C-AB	0.06	5.53	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	175	494	0.355	173	0.6	11.479	B
C-AB	26	716	0.037	26	0.1	5.513	A
C-A	194			194			
A-B	55			55			
A-C	217			217			

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	209	477	0.439	209	0.8	13.773	B
C-AB	34	731	0.046	34	0.1	5.459	A
C-A	230			230			
A-B	66			66			
A-C	259			259			

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	257	453	0.567	255	1.3	18.511	C
C-AB	45	754	0.060	45	0.1	5.393	A
C-A	277			277			
A-B	80			80			
A-C	317			317			

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	257	453	0.567	256	1.3	18.859	C
C-AB	45	754	0.060	45	0.1	5.403	A
C-A	277			277			
A-B	80			80			
A-C	317			317			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	477	0.439	211	0.8	14.075	B
C-AB	34	731	0.046	34	0.1	5.479	A
C-A	230			230			
A-B	66			66			
A-C	259			259			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	494	0.355	176	0.6	11.714	B
C-AB	26	716	0.037	26	0.1	5.529	A
C-A	194			194			
A-B	55			55			
A-C	217			217			

2019 Base Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		2.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	535	100.000
B - Bawtry Road		✓	144	100.000
C - A631 (W)		✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	159	376
	B - Bawtry Road	96	0	48
	C - A631 (W)	269	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	2	3
	B - Bawtry Road	0	0	2
	C - A631 (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	14.32	0.6	B
C-AB	0.13	5.89	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	466	0.233	107	0.3	10.060	B
C-AB	51	688	0.074	51	0.1	5.774	A
C-A	187			187			
A-B	120			120			
A-C	283			283			

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	129	443	0.292	129	0.4	11.511	B
C-AB	66	700	0.095	66	0.2	5.815	A
C-A	219			219			
A-B	143			143			
A-C	338			338			

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	159	412	0.385	158	0.6	14.223	B
C-AB	90	717	0.126	90	0.2	5.887	A
C-A	259			259			
A-B	175			175			
A-C	414			414			

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	159	412	0.385	159	0.6	14.318	B
C-AB	91	717	0.126	91	0.3	5.894	A
C-A	259			259			
A-B	175			175			
A-C	414			414			

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	129	443	0.292	130	0.4	11.608	B
C-AB	66	700	0.095	67	0.2	5.827	A
C-A	219			219			
A-B	143			143			
A-C	338			338			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	466	0.233	109	0.3	10.158	B
C-AB	51	689	0.075	52	0.1	5.787	A
C-A	187			187			
A-B	120			120			
A-C	283			283			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		6.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	382	100.000
B - Bawtry Road		✓	261	100.000
C - A631 (W)		✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	81	301
	B - Bawtry Road	175	0	86
	C - A631 (W)	272	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	1	7
	B - Bawtry Road	3	0	3
	C - A631 (W)	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	23.27	1.8	C
C-AB	0.07	5.57	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	196	489	0.402	194	0.7	12.442	B
C-AB	30	714	0.041	29	0.1	5.552	A
C-A	196			196			
A-B	61			61			
A-C	227			227			

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	235	471	0.498	233	1.0	15.508	C
C-AB	38	730	0.052	38	0.1	5.507	A
C-A	232			232			
A-B	73			73			
A-C	271			271			

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	287	446	0.644	284	1.8	22.507	C
C-AB	51	752	0.068	51	0.1	5.453	A
C-A	279			279			
A-B	89			89			
A-C	331			331			

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	287	446	0.644	287	1.8	23.266	C
C-AB	51	752	0.068	51	0.1	5.462	A
C-A	279			279			
A-B	89			89			
A-C	331			331			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	471	0.498	238	1.1	16.079	C
C-AB	38	730	0.052	38	0.1	5.527	A
C-A	232			232			
A-B	73			73			
A-C	271			271			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	489	0.402	198	0.7	12.790	B
C-AB	30	714	0.042	30	0.1	5.566	A
C-A	196			196			
A-B	61			61			
A-C	227			227			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		2.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	558	100.000
B - Bawtry Road		✓	156	100.000
C - A631 (W)		✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	177	381
	B - Bawtry Road	105	0	51
	C - A631 (W)	281	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	2	3
	B - Bawtry Road	0	0	2
	C - A631 (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	15.67	0.7	C
C-AB	0.15	6.03	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	460	0.255	116	0.3	10.491	B
C-AB	61	691	0.088	60	0.1	5.836	A
C-A	193			193			
A-B	133			133			
A-C	287			287			

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	140	436	0.322	140	0.5	12.199	B
C-AB	79	703	0.112	79	0.2	5.904	A
C-A	224			224			
A-B	159			159			
A-C	343			343			

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	172	403	0.426	171	0.7	15.537	C
C-AB	108	721	0.150	108	0.3	6.017	A
C-A	263			263			
A-B	195			195			
A-C	419			419			

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	172	403	0.426	172	0.7	15.673	C
C-AB	109	721	0.150	109	0.3	6.028	A
C-A	262			262			
A-B	195			195			
A-C	419			419			

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	140	436	0.322	141	0.5	12.333	B
C-AB	79	703	0.112	79	0.2	5.917	A
C-A	224			224			
A-B	159			159			
A-C	343			343			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	460	0.255	118	0.4	10.611	B
C-AB	61	691	0.088	61	0.2	5.856	A
C-A	193			193			
A-B	133			133			
A-C	287			287			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		8.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	519	100.000
B - Bawtry Road		✓	285	100.000
C - A631 (W)		✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	218	301
	B - Bawtry Road	199	0	86
	C - A631 (W)	272	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	1	7
	B - Bawtry Road	3	0	3
	C - A631 (W)	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.74	32.31	2.7	D
C-AB	0.07	5.76	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	215	475	0.452	211	0.8	13.900	B
C-AB	30	692	0.043	30	0.1	5.740	A
C-A	196			196			
A-B	164			164			
A-C	227			227			

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	256	455	0.563	254	1.3	18.341	C
C-AB	39	704	0.055	39	0.1	5.726	A
C-A	231			231			
A-B	196			196			
A-C	271			271			

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	314	427	0.735	309	2.6	30.145	D
C-AB	53	722	0.073	53	0.1	5.711	A
C-A	277			277			
A-B	240			240			
A-C	331			331			

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	314	427	0.736	313	2.7	32.315	D
C-AB	53	722	0.073	53	0.1	5.727	A
C-A	277			277			
A-B	240			240			
A-C	331			331			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	256	455	0.564	261	1.4	19.670	C
C-AB	39	705	0.055	39	0.1	5.752	A
C-A	231			231			
A-B	196			196			
A-C	271			271			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	475	0.452	217	0.9	14.473	B
C-AB	30	693	0.043	30	0.1	5.756	A
C-A	196			196			
A-B	164			164			
A-C	227			227			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		9.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	577	100.000
B - Bawtry Road		✓	262	100.000
C - A631 (W)		✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	196	381
	B - Bawtry Road	211	0	51
	C - A631 (W)	281	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	2	3
	B - Bawtry Road	0	0	2
	C - A631 (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.76	38.57	2.9	E
C-AB	0.15	6.07	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	197	439	0.450	194	0.8	14.599	B
C-AB	61	688	0.088	60	0.2	5.865	A
C-A	193			193			
A-B	148			148			
A-C	287			287			

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	236	414	0.569	234	1.3	19.836	C
C-AB	79	700	0.113	79	0.2	5.940	A
C-A	224			224			
A-B	176			176			
A-C	343			343			

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	288	380	0.760	283	2.7	35.163	E
C-AB	109	717	0.152	108	0.3	6.062	A
C-A	262			262			
A-B	216			216			
A-C	419			419			

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	288	380	0.760	288	2.9	38.574	E
C-AB	109	717	0.152	109	0.3	6.074	A
C-A	262			262			
A-B	216			216			
A-C	419			419			

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	236	414	0.569	242	1.4	21.681	C
C-AB	79	700	0.113	80	0.2	5.955	A
C-A	224			224			
A-B	176			176			
A-C	343			343			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	197	438	0.450	199	0.8	15.259	C
C-AB	61	688	0.089	61	0.2	5.885	A
C-A	193			193			
A-B	148			148			
A-C	287			287			

2037 Committed + Allocated + Gamston GV Modal Shift , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		8.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	519	100.000
B - Bawtry Road		✓	285	100.000
C - A631 (W)		✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	218	301
	B - Bawtry Road	199	0	86
	C - A631 (W)	272	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	1	7
	B - Bawtry Road	3	0	3
	C - A631 (W)	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.74	32.31	2.7	D
C-AB	0.07	5.76	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	215	475	0.452	211	0.8	13.900	B
C-AB	30	692	0.043	30	0.1	5.740	A
C-A	196			196			
A-B	164			164			
A-C	227			227			

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	256	455	0.563	254	1.3	18.341	C
C-AB	39	704	0.055	39	0.1	5.726	A
C-A	231			231			
A-B	196			196			
A-C	271			271			

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	314	427	0.735	309	2.6	30.145	D
C-AB	53	722	0.073	53	0.1	5.711	A
C-A	277			277			
A-B	240			240			
A-C	331			331			

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	314	427	0.736	313	2.7	32.315	D
C-AB	53	722	0.073	53	0.1	5.727	A
C-A	277			277			
A-B	240			240			
A-C	331			331			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	256	455	0.564	261	1.4	19.670	C
C-AB	39	705	0.055	39	0.1	5.752	A
C-A	231			231			
A-B	196			196			
A-C	271			271			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	475	0.452	217	0.9	14.473	B
C-AB	30	693	0.043	30	0.1	5.756	A
C-A	196			196			
A-B	164			164			
A-C	227			227			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/Bawtry Road	T-Junction	Two-way		9.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A631 (E)		✓	577	100.000
B - Bawtry Road		✓	262	100.000
C - A631 (W)		✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	196	381
	B - Bawtry Road	211	0	51
	C - A631 (W)	281	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A631 (E)	B - Bawtry Road	C - A631 (W)
From	A - A631 (E)	0	2	3
	B - Bawtry Road	0	0	2
	C - A631 (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.76	38.57	2.9	E
C-AB	0.15	6.07	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	197	439	0.450	194	0.8	14.599	B
C-AB	61	688	0.088	60	0.2	5.865	A
C-A	193			193			
A-B	148			148			
A-C	287			287			

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	236	414	0.569	234	1.3	19.836	C
C-AB	79	700	0.113	79	0.2	5.940	A
C-A	224			224			
A-B	176			176			
A-C	343			343			

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	288	380	0.760	283	2.7	35.163	E
C-AB	109	717	0.152	108	0.3	6.062	A
C-A	262			262			
A-B	216			216			
A-C	419			419			

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	288	380	0.760	288	2.9	38.574	E
C-AB	109	717	0.152	109	0.3	6.074	A
C-A	262			262			
A-B	216			216			
A-C	419			419			

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	236	414	0.569	242	1.4	21.681	C
C-AB	79	700	0.113	80	0.2	5.955	A
C-A	224			224			
A-B	176			176			
A-C	343			343			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	197	438	0.450	199	0.8	15.259	C
C-AB	61	688	0.089	61	0.2	5.885	A
C-A	193			193			
A-B	148			148			
A-C	287			287			

Junction 12 - A631 Tickhill Road/A638 High Street

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 12 - A631 A638.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts Doncaster\01 - Base Models
Report generation date: 25/10/2019 14:07:02

»2019 Base Survey, AM
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift , AM
»2037 Committed + Allocated + Gamston GV Modal Shift , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey							
Stream B-C	0.6	14.15	0.35	B	0.5	12.82	0.35	B
Stream B-A	1.1	37.43	0.50	E	1.0	33.84	0.50	D
Stream C-AB	0.6	11.74	0.36	B	0.6	11.30	0.36	B
	2037 Committed Only							
Stream B-C	2.4	56.35	0.72	F	8.8	149.43	1.01	F
Stream B-A	3.8	124.59	0.83	F	5.9	199.82	0.96	F
Stream C-AB	0.7	14.30	0.41	B	0.8	14.26	0.43	B
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-C	32.3	571.91	1.46	F	40.1	422.13	1.30	F
Stream B-A	20.5	598.73	1.44	F	14.6	479.55	1.26	F
Stream C-AB	3.0	31.94	0.75	D	1.0	16.11	0.49	C
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-C	32.6	578.62	1.46	F	40.3	424.44	1.30	F
Stream B-A	20.7	605.33	1.44	F	14.7	481.76	1.26	F
Stream C-AB	3.0	32.08	0.75	D	1.0	16.13	0.49	C

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	24/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		4.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A638 (S)		Major
B	A631		Minor
C	A638 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A638 (N)	7.60		✓	3.20	180.0	✓	15.00

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 - A631	One lane plus flare	10.00	10.00	6.70	4.50	3.70		2.00	145	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	600	0.102	0.257	0.162	0.367
1	B-C	748	0.107	0.270	-	-
1	C-B	752	0.271	0.271	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	801	100.000
B - A631		✓	236	100.000
C - A638 (N)		✓	789	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	132	669
	B - A631	97	0	139
	C - A638 (N)	621	168	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.35	14.15	0.6	B
B-A	0.50	37.43	1.1	E
C-AB	0.36	11.74	0.6	B
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	105	568	0.184	104	0.2	8.664	A
B-A	73	338	0.216	72	0.3	14.956	B
C-AB	126	589	0.215	125	0.3	8.295	A
C-A	468			468			
A-B	99			99			
A-C	504			504			

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	125	524	0.238	125	0.3	10.074	B
B-A	87	286	0.305	87	0.5	19.964	C
C-AB	151	557	0.271	151	0.4	9.473	A
C-A	558			558			
A-B	119			119			
A-C	601			601			

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	153	442	0.346	152	0.6	13.877	B
B-A	107	213	0.501	105	1.0	36.038	E
C-AB	185	513	0.361	184	0.6	11.687	B
C-A	684			684			
A-B	145			145			
A-C	737			737			

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	153	438	0.349	153	0.6	14.146	B
B-A	107	213	0.501	107	1.1	37.431	E
C-AB	185	513	0.361	185	0.6	11.742	B
C-A	684			684			
A-B	145			145			
A-C	737			737			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	125	522	0.240	126	0.4	10.215	B
B-A	87	286	0.305	89	0.5	20.565	C
C-AB	151	557	0.271	152	0.4	9.530	A
C-A	558			558			
A-B	119			119			
A-C	601			601			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	567	0.185	105	0.3	8.746	A
B-A	73	337	0.216	74	0.3	15.194	C
C-AB	126	589	0.215	127	0.3	8.351	A
C-A	468			468			
A-B	99			99			
A-C	504			504			

2019 Base Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	801	100.000
B - A631		✓	236	100.000
C - A638 (N)		✓	789	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	132	669
	B - A631	97	0	139
	C - A638 (N)	621	168	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.35	12.82	0.5	B
B-A	0.50	33.84	1.0	D
C-AB	0.36	11.30	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	568	0.184	104	0.2	7.961	A
B-A	73	338	0.216	72	0.3	13.612	B
C-AB	126	589	0.215	125	0.3	7.987	A
C-A	468			468			
A-B	99			99			
A-C	504			504			

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	125	526	0.238	125	0.3	9.240	A
B-A	87	286	0.305	87	0.4	18.142	C
C-AB	151	557	0.271	151	0.4	9.119	A
C-A	558			558			
A-B	119			119			
A-C	601			601			

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	153	445	0.344	152	0.5	12.608	B
B-A	107	214	0.499	105	0.9	32.693	D
C-AB	185	513	0.361	184	0.6	11.252	B
C-A	684			684			
A-B	145			145			
A-C	737			737			

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	153	442	0.346	153	0.5	12.817	B
B-A	107	214	0.500	107	1.0	33.843	D
C-AB	185	513	0.361	185	0.6	11.303	B
C-A	684			684			
A-B	145			145			
A-C	737			737			

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	125	523	0.239	126	0.3	9.354	A
B-A	87	286	0.305	89	0.5	18.645	C
C-AB	151	557	0.271	152	0.4	9.173	A
C-A	558			558			
A-B	119			119			
A-C	601			601			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	567	0.185	105	0.2	8.033	A
B-A	73	338	0.216	74	0.3	13.813	B
C-AB	126	589	0.215	127	0.3	8.040	A
C-A	468			468			
A-B	99			99			
A-C	504			504			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		11.71	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	983	100.000
B - A631		✓	260	100.000
C - A638 (N)		✓	854	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	149	834
	B - A631	109	0	151
	C - A638 (N)	682	172	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.72	56.35	2.4	F
B-A	0.83	124.59	3.8	F
C-AB	0.41	14.30	0.7	B
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	114	524	0.217	112	0.3	9.774	A
B-A	82	296	0.277	80	0.4	18.370	C
C-AB	129	551	0.235	128	0.3	9.076	A
C-A	513			513			
A-B	112			112			
A-C	628			628			

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	136	462	0.294	135	0.5	12.320	B
B-A	98	236	0.416	97	0.8	28.482	D
C-AB	155	512	0.302	154	0.5	10.732	B
C-A	613			613			
A-B	134			134			
A-C	750			750			

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	166	272	0.611	162	1.6	35.242	E
B-A	120	147	0.815	111	3.1	93.117	F
C-AB	189	459	0.413	188	0.7	14.188	B
C-A	751			751			
A-B	164			164			
A-C	918			918			

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	166	231	0.721	163	2.4	56.354	F
B-A	120	145	0.826	117	3.8	124.591	F
C-AB	189	459	0.413	189	0.7	14.300	B
C-A	751			751			
A-B	164			164			
A-C	918			918			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	136	445	0.305	144	0.5	13.693	B
B-A	98	235	0.417	110	0.8	34.442	D
C-AB	155	512	0.302	156	0.5	10.832	B
C-A	613			613			
A-B	134			134			
A-C	750			750			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	521	0.218	114	0.3	9.940	A
B-A	82	296	0.277	84	0.4	18.953	C
C-AB	129	551	0.235	130	0.3	9.153	A
C-A	513			513			
A-B	112			112			
A-C	628			628			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		22.09	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	985	100.000
B - A631		✓	288	100.000
C - A638 (N)		✓	1020	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	193	792
	B - A631	100	0	188
	C - A638 (N)	840	180	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.01	149.43	8.8	F
B-A	0.96	199.82	5.9	F
C-AB	0.43	14.26	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	539	0.263	140	0.4	9.266	A
B-A	75	274	0.275	74	0.4	18.027	C
C-AB	136	551	0.246	134	0.3	8.841	A
C-A	632			632			
A-B	145			145			
A-C	596			596			

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	169	475	0.356	168	0.6	12.052	B
B-A	90	211	0.427	89	0.7	29.432	D
C-AB	162	512	0.316	161	0.5	10.556	B
C-A	755			755			
A-B	174			174			
A-C	712			712			

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	207	227	0.913	189	4.9	79.043	F
B-A	110	116	0.947	96	4.2	134.326	F
C-AB	198	458	0.433	197	0.8	14.141	B
C-A	925			925			
A-B	212			212			
A-C	872			872			

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	207	205	1.008	191	8.8	149.428	F
B-A	110	115	0.956	104	5.9	199.815	F
C-AB	198	458	0.433	198	0.8	14.261	B
C-A	925			925			
A-B	212			212			
A-C	872			872			

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	169	444	0.381	202	0.7	17.400	C
B-A	90	206	0.435	110	0.8	44.443	E
C-AB	162	512	0.316	163	0.5	10.659	B
C-A	755			755			
A-B	174			174			
A-C	712			712			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	536	0.264	143	0.4	9.455	A
B-A	75	274	0.275	77	0.4	18.648	C
C-AB	136	551	0.246	136	0.3	8.950	A
C-A	632			632			
A-B	145			145			
A-C	596			596			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		76.18	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	997	100.000
B - A631		✓	284	100.000
C - A638 (N)		✓	1020	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	149	848
	B - A631	109	0	175
	C - A638 (N)	712	308	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.46	571.91	32.3	F
B-A	1.44	598.73	20.5	F
C-AB	0.75	31.94	3.0	D
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	132	516	0.255	130	0.4	10.419	B
B-A	82	249	0.329	80	0.5	23.303	C
C-AB	232	549	0.423	229	0.8	11.938	B
C-A	536			536			
A-B	112			112			
A-C	638			638			

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	157	424	0.371	156	0.6	14.976	B
B-A	98	179	0.547	95	1.2	46.215	E
C-AB	277	509	0.544	275	1.2	16.322	C
C-A	640			640			
A-B	134			134			
A-C	762			762			

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	193	134	1.437	127	17.0	291.705	F
B-A	120	86	1.400	80	11.2	341.722	F
C-AB	349	467	0.746	342	2.8	29.436	D
C-A	774			774			
A-B	164			164			
A-C	934			934			

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	193	132	1.456	132	32.3	571.913	F
B-A	120	84	1.435	83	20.5	598.727	F
C-AB	349	467	0.746	348	3.0	31.936	D
C-A	774			774			
A-B	164			164			
A-C	934			934			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	157	241	0.652	233	13.3	343.256	F
B-A	98	152	0.646	144	9.1	366.900	F
C-AB	277	509	0.544	284	1.3	17.552	C
C-A	640			640			
A-B	134			134			
A-C	762			762			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	477	0.276	183	0.4	16.319	C
B-A	82	244	0.337	116	0.6	39.342	E
C-AB	232	549	0.423	234	0.8	12.324	B
C-A	536			536			
A-B	112			112			
A-C	638			638			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		71.30	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	1015	100.000
B - A631		✓	394	100.000
C - A638 (N)		✓	1050	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	193	822
	B - A631	101	0	293
	C - A638 (N)	851	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.30	422.13	40.1	F
B-A	1.26	479.55	14.6	F
C-AB	0.49	16.11	1.0	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	540	0.409	218	0.7	11.414	B
B-A	76	251	0.302	74	0.4	20.356	C
C-AB	150	545	0.275	148	0.4	9.314	A
C-A	641			641			
A-B	145			145			
A-C	619			619			

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	263	463	0.569	261	1.3	18.161	C
B-A	91	181	0.503	89	0.9	38.759	E
C-AB	179	505	0.354	178	0.6	11.335	B
C-A	765			765			
A-B	174			174			
A-C	739			739			

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	323	252	1.283	243	21.3	195.178	F
B-A	111	88	1.260	81	8.5	266.299	F
C-AB	219	449	0.488	218	0.9	15.900	C
C-A	937			937			
A-B	212			212			
A-C	905			905			

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	323	248	1.299	247	40.1	422.134	F
B-A	111	89	1.256	87	14.6	479.549	F
C-AB	219	449	0.488	219	1.0	16.107	C
C-A	937			937			
A-B	212			212			
A-C	905			905			

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	263	364	0.724	355	17.2	290.456	F
B-A	91	128	0.707	120	7.3	325.835	F
C-AB	179	505	0.354	180	0.6	11.492	B
C-A	765			765			
A-B	174			174			
A-C	739			739			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	511	0.432	286	0.8	21.908	C
B-A	76	239	0.318	103	0.5	32.122	D
C-AB	150	545	0.275	151	0.4	9.420	A
C-A	641			641			
A-B	145			145			
A-C	619			619			

2037 Committed + Allocated + Gamston GV Modal Shift , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		76.96	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	999	100.000
B - A631		✓	284	100.000
C - A638 (N)		✓	1020	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	149	850
	B - A631	109	0	175
	C - A638 (N)	712	308	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.46	578.62	32.6	F
B-A	1.44	605.33	20.7	F
C-AB	0.75	32.08	3.0	D
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	132	515	0.256	130	0.4	10.431	B
B-A	82	249	0.329	80	0.5	23.355	C
C-AB	232	548	0.423	229	0.8	11.953	B
C-A	536			536			
A-B	112			112			
A-C	640			640			

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	157	424	0.371	156	0.6	15.023	C
B-A	98	179	0.549	95	1.2	46.452	E
C-AB	277	509	0.544	275	1.2	16.356	C
C-A	640			640			
A-B	134			134			
A-C	764			764			

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	193	133	1.446	127	17.2	295.583	F
B-A	120	85	1.408	80	11.3	345.897	F
C-AB	349	467	0.747	343	2.8	29.544	D
C-A	774			774			
A-B	164			164			
A-C	936			936			

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	193	132	1.464	131	32.6	578.620	F
B-A	120	83	1.444	82	20.7	605.327	F
C-AB	349	467	0.747	348	3.0	32.078	D
C-A	774			774			
A-B	164			164			
A-C	936			936			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	157	241	0.654	233	13.8	348.779	F
B-A	98	151	0.648	144	9.3	372.502	F
C-AB	277	509	0.545	284	1.3	17.598	C
C-A	640			640			
A-B	134			134			
A-C	764			764			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	475	0.277	185	0.4	16.681	C
B-A	82	243	0.338	117	0.6	40.306	E
C-AB	232	548	0.423	234	0.8	12.343	B
C-A	536			536			
A-B	112			112			
A-C	640			640			

2037 Committed + Allocated + Gamston GV Modal Shift , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A631/A638	T-Junction	Two-way		71.64	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	1016	100.000
B - A631		✓	394	100.000
C - A638 (N)		✓	1050	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	193	823
	B - A631	101	0	293
	C - A638 (N)	851	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.30	424.44	40.3	F
B-A	1.26	481.76	14.7	F
C-AB	0.49	16.13	1.0	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	540	0.409	218	0.7	11.424	B
B-A	76	251	0.303	74	0.4	20.376	C
C-AB	150	545	0.275	148	0.4	9.319	A
C-A	641			641			
A-B	145			145			
A-C	620			620			

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	263	462	0.570	261	1.3	18.197	C
B-A	91	180	0.504	89	0.9	38.855	E
C-AB	179	504	0.355	178	0.6	11.343	B
C-A	765			765			
A-B	174			174			
A-C	740			740			

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	323	251	1.285	242	21.4	196.196	F
B-A	111	88	1.263	81	8.6	267.374	F
C-AB	219	449	0.488	218	1.0	15.923	C
C-A	937			937			
A-B	212			212			
A-C	906			906			

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	323	248	1.301	247	40.3	424.437	F
B-A	111	88	1.259	87	14.7	481.757	F
C-AB	219	449	0.488	219	1.0	16.128	C
C-A	937			937			
A-B	212			212			
A-C	906			906			

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	263	364	0.724	355	17.5	292.916	F
B-A	91	128	0.708	120	7.4	327.989	F
C-AB	179	504	0.355	180	0.6	11.501	B
C-A	765			765			
A-B	174			174			
A-C	740			740			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	510	0.432	287	0.8	22.255	C
B-A	76	238	0.319	104	0.5	32.446	D
C-AB	150	545	0.275	151	0.4	9.425	A
C-A	641			641			
A-B	145			145			
A-C	620			620			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 12 - A631 A638.j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J12
Report generation date: 18/11/2019 15:09:56

»2019 Base Survey, AM
»2019 Base Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift , AM
»2037 Committed + Allocated + Gamston GV Modal Shift , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base Survey							
A - A638 (S)	1.1	4.72	0.52	A	1.1	4.57	0.52	A
B - A631	0.7	9.12	0.37	A	0.6	8.35	0.37	A
C - A638 (N)	0.9	3.68	0.46	A	0.9	3.63	0.46	A
	2037 Committed Only							
A - A638 (S)	1.9	6.29	0.64	A	1.8	6.18	0.64	A
B - A631	1.0	12.71	0.48	B	1.0	11.87	0.51	B
C - A638 (N)	1.0	4.00	0.50	A	1.5	4.83	0.59	A
	2037 Committed + Allocated + Morton GV Modal Shift							
A - A638 (S)	2.4	7.81	0.69	A	2.1	6.71	0.67	A
B - A631	1.2	14.27	0.53	B	2.4	20.86	0.71	C
C - A638 (N)	1.5	4.96	0.59	A	1.6	5.05	0.61	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
A - A638 (S)	2.4	7.85	0.69	A	2.1	6.73	0.67	A
B - A631	1.2	14.33	0.53	B	2.4	20.93	0.71	C
C - A638 (N)	1.5	4.96	0.59	A	1.6	5.05	0.61	A

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	24/10/2019
Version	
Status	(new file)
Identifier	

Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	4.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A638 (S)	
B	A631	
C	A638 (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A638 (S)	3.35	7.00	28.8	20.0	28.0	27.0	
B - A631	3.31	3.90	1.5	16.0	28.0	22.0	
C - A638 (N)	5.78	7.00	4.5	20.0	28.0	26.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A638 (S)	0.688	1820
B - A631	0.541	1099
C - A638 (N)	0.721	1976

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	801	100.000

B - A631		✓	236	100.000
C - A638 (N)		✓	789	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	132	669
	B - A631	97	0	139
	C - A638 (N)	621	168	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.52	4.72	1.1	A
B - A631	0.37	9.12	0.7	A
C - A638 (N)	0.46	3.68	0.9	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)	LOS
A - A638 (S)	603	126	1734	0.348	601	0.6	3.371	A
B - A631	178	502	828	0.215	176	0.3	6.158	A
C - A638 (N)	594	73	1923	0.309	592	0.5	2.847	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)	LOS
A - A638 (S)	720	151	1717	0.419	719	0.8	3.834	A
B - A631	212	601	774	0.274	212	0.4	7.137	A
C - A638 (N)	709	87	1913	0.371	709	0.6	3.150	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)	LOS
A - A638 (S)	882	185	1693	0.521	880	1.1	4.700	A
B - A631	260	735	701	0.371	259	0.6	9.064	A
C - A638 (N)	869	106	1899	0.458	868	0.9	3.677	A

08:30 - 08:45

Arm	Total Demand	Circulating	Capacity	RFC	Throughput	End queue	Delay (s)	LOS

	(PCU/hr)	flow (PCU/hr)	(PCU/hr)		(PCU/hr)	(PCU)		
A - A638 (S)	882	185	1693	0.521	882	1.1	4.718	A
B - A631	260	737	700	0.371	260	0.7	9.115	A
C - A638 (N)	869	107	1899	0.458	869	0.9	3.684	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	720	151	1716	0.420	722	0.8	3.855	A
B - A631	212	603	773	0.274	213	0.4	7.185	A
C - A638 (N)	709	88	1912	0.371	710	0.6	3.161	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	603	127	1733	0.348	604	0.6	3.390	A
B - A631	178	504	826	0.215	178	0.3	6.202	A
C - A638 (N)	594	73	1923	0.309	595	0.5	2.860	A

2019 Base Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	4.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Base Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	801	100.000
B - A631		✓	236	100.000
C - A638 (N)		✓	789	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	132	669
	B - A631	97	0	139
	C - A638 (N)	621	168	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.52	4.57	1.1	A
B - A631	0.37	8.35	0.6	A
C - A638 (N)	0.46	3.63	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	603	126	1734	0.348	601	0.5	3.268	A
B - A631	178	502	828	0.215	177	0.3	5.641	A
C - A638 (N)	594	73	1923	0.309	592	0.5	2.803	A

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)	LOS
A - A638 (S)	720	151	1717	0.419	719	0.7	3.712	A
B - A631	212	601	774	0.274	212	0.4	6.538	A
C - A638 (N)	709	87	1913	0.371	709	0.6	3.101	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)	LOS
A - A638 (S)	882	185	1693	0.521	880	1.1	4.553	A
B - A631	260	735	701	0.371	259	0.6	8.303	A
C - A638 (N)	869	106	1899	0.458	868	0.9	3.620	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)	LOS
A - A638 (S)	882	185	1693	0.521	882	1.1	4.570	A
B - A631	260	737	700	0.371	260	0.6	8.346	A
C - A638 (N)	869	107	1899	0.458	869	0.9	3.627	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)	LOS
A - A638 (S)	720	151	1716	0.420	722	0.7	3.734	A
B - A631	212	603	773	0.274	213	0.4	6.579	A
C - A638 (N)	709	88	1912	0.371	710	0.6	3.110	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	603	127	1733	0.348	604	0.6	3.284	A
B - A631	178	504	826	0.215	178	0.3	5.680	A
C - A638 (N)	594	73	1923	0.309	595	0.5	2.813	A

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	6.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	983	100.000
B - A631		✓	260	100.000
C - A638 (N)		✓	854	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	149	834
	B - A631	109	0	151
	C - A638 (N)	682	172	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.64	6.29	1.9	A
B - A631	0.48	12.71	1.0	B
C - A638 (N)	0.50	4.00	1.0	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)	LOS
A - A638 (S)	740	129	1732	0.427	737	0.8	3.835	A
B - A631	196	625	761	0.257	194	0.4	7.072	A
C - A638 (N)	643	81	1917	0.335	641	0.5	2.968	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)	LOS
A - A638 (S)	884	154	1714	0.516	882	1.1	4.593	A
B - A631	234	749	694	0.337	233	0.6	8.701	A
C - A638 (N)	768	98	1905	0.403	767	0.7	3.332	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)	LOS
A - A638 (S)	1082	189	1690	0.640	1079	1.9	6.234	A
B - A631	286	916	604	0.474	285	1.0	12.527	B
C - A638 (N)	940	119	1890	0.498	939	1.0	3.985	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)	LOS
A - A638 (S)	1082	189	1690	0.640	1082	1.9	6.292	A
B - A631	286	918	602	0.475	286	1.0	12.706	B
C - A638 (N)	940	120	1889	0.498	940	1.0	3.998	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	884	155	1714	0.516	887	1.1	4.641	A
B - A631	234	752	692	0.338	235	0.6	8.830	A
C - A638 (N)	768	99	1904	0.403	769	0.7	3.347	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	740	130	1731	0.427	741	0.8	3.873	A
B - A631	196	629	759	0.258	196	0.4	7.153	A
C - A638 (N)	643	82	1916	0.336	644	0.5	2.982	A

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	6.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	985	100.000
B - A631		✓	288	100.000
C - A638 (N)		✓	1020	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	193	792
	B - A631	100	0	188
	C - A638 (N)	840	180	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.64	6.18	1.8	A
B - A631	0.51	11.87	1.0	B
C - A638 (N)	0.59	4.83	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	742	135	1727	0.429	738	0.8	3.739	A
B - A631	217	594	778	0.279	215	0.4	6.528	A
C - A638 (N)	768	75	1922	0.400	765	0.7	3.223	A

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)	LOS
A - A638 (S)	885	162	1709	0.518	884	1.1	4.487	A
B - A631	259	711	714	0.362	258	0.6	8.060	A
C - A638 (N)	917	90	1911	0.480	916	1.0	3.753	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)	LOS
A - A638 (S)	1085	198	1684	0.644	1082	1.8	6.123	A
B - A631	317	870	628	0.505	315	1.0	11.695	B
C - A638 (N)	1123	109	1897	0.592	1121	1.5	4.804	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)	LOS
A - A638 (S)	1085	198	1684	0.644	1084	1.8	6.181	A
B - A631	317	872	627	0.506	317	1.0	11.867	B
C - A638 (N)	1123	110	1896	0.592	1123	1.5	4.833	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)	LOS
A - A638 (S)	885	162	1709	0.518	888	1.1	4.537	A
B - A631	259	714	713	0.363	261	0.6	8.180	A
C - A638 (N)	917	91	1910	0.480	919	1.0	3.780	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	742	136	1727	0.429	743	0.8	3.772	A
B - A631	217	597	776	0.279	218	0.4	6.607	A
C - A638 (N)	768	76	1921	0.400	769	0.7	3.246	A

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	7.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	997	100.000
B - A631		✓	284	100.000
C - A638 (N)		✓	1020	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	149	848
	B - A631	109	0	175
	C - A638 (N)	712	308	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.69	7.81	2.4	A
B - A631	0.53	14.27	1.2	B
C - A638 (N)	0.59	4.96	1.5	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)	LOS
A - A638 (S)	751	231	1661	0.452	747	0.9	4.169	A
B - A631	214	635	755	0.283	212	0.4	7.374	A
C - A638 (N)	768	81	1917	0.401	765	0.7	3.292	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)	LOS
A - A638 (S)	896	277	1630	0.550	895	1.3	5.191	A
B - A631	255	761	687	0.371	254	0.6	9.264	A
C - A638 (N)	917	98	1905	0.481	916	1.0	3.839	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)	LOS
A - A638 (S)	1098	338	1588	0.691	1094	2.3	7.681	A
B - A631	313	930	596	0.525	311	1.2	13.979	B
C - A638 (N)	1123	119	1890	0.594	1121	1.5	4.931	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)	LOS
A - A638 (S)	1098	339	1587	0.692	1098	2.4	7.810	A
B - A631	313	934	594	0.527	313	1.2	14.272	B
C - A638 (N)	1123	120	1889	0.595	1123	1.5	4.962	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	896	278	1629	0.550	900	1.3	5.277	A
B - A631	255	766	685	0.373	257	0.7	9.453	A
C - A638 (N)	917	99	1904	0.482	919	1.0	3.868	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	751	232	1661	0.452	752	0.9	4.222	A
B - A631	214	640	753	0.284	215	0.4	7.478	A
C - A638 (N)	768	82	1916	0.401	769	0.7	3.316	A

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	8.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	1015	100.000
B - A631		✓	394	100.000
C - A638 (N)		✓	1050	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	193	822
	B - A631	101	0	293
	C - A638 (N)	851	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.67	6.71	2.1	A
B - A631	0.71	20.86	2.4	C
C - A638 (N)	0.61	5.05	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	764	149	1718	0.445	761	0.8	3.862	A
B - A631	297	616	766	0.387	294	0.6	7.782	A
C - A638 (N)	790	75	1921	0.411	788	0.7	3.288	A

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)	LOS
A - A638 (S)	912	179	1697	0.538	911	1.2	4.706	A
B - A631	354	738	700	0.506	353	1.0	10.577	B
C - A638 (N)	944	90	1910	0.494	943	1.0	3.857	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)	LOS
A - A638 (S)	1118	219	1670	0.669	1114	2.0	6.630	A
B - A631	434	902	611	0.710	429	2.3	19.694	C
C - A638 (N)	1156	110	1896	0.610	1154	1.6	5.016	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)	LOS
A - A638 (S)	1118	219	1670	0.669	1117	2.1	6.712	A
B - A631	434	905	609	0.712	433	2.4	20.857	C
C - A638 (N)	1156	111	1895	0.610	1156	1.6	5.054	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)	LOS
A - A638 (S)	912	179	1697	0.538	916	1.2	4.766	A
B - A631	354	742	698	0.508	360	1.1	11.079	B
C - A638 (N)	944	92	1909	0.494	946	1.0	3.892	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	764	150	1717	0.445	766	0.8	3.904	A
B - A631	297	620	764	0.388	298	0.7	7.959	A
C - A638 (N)	790	76	1920	0.412	792	0.7	3.316	A

2037 Committed + Allocated + Gamston GV Modal Shift , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	7.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	999	100.000
B - A631		✓	284	100.000
C - A638 (N)		✓	1020	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	149	850
	B - A631	109	0	175
	C - A638 (N)	712	308	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	8	6
	B - A631	11	0	12
	C - A638 (N)	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.69	7.85	2.4	A
B - A631	0.53	14.33	1.2	B
C - A638 (N)	0.59	4.96	1.5	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)	LOS
A - A638 (S)	752	231	1661	0.453	749	0.9	4.176	A
B - A631	214	637	754	0.283	212	0.4	7.385	A
C - A638 (N)	768	81	1917	0.401	765	0.7	3.292	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)	LOS
A - A638 (S)	898	277	1630	0.551	896	1.3	5.204	A
B - A631	255	763	686	0.372	254	0.7	9.285	A
C - A638 (N)	917	98	1905	0.481	916	1.0	3.839	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)	LOS
A - A638 (S)	1100	338	1588	0.693	1096	2.3	7.714	A
B - A631	313	932	595	0.526	310	1.2	14.037	B
C - A638 (N)	1123	119	1890	0.594	1121	1.5	4.931	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)	LOS
A - A638 (S)	1100	339	1587	0.693	1100	2.4	7.845	A
B - A631	313	936	593	0.528	313	1.2	14.333	B
C - A638 (N)	1123	120	1889	0.595	1123	1.5	4.962	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	898	278	1629	0.551	902	1.3	5.291	A
B - A631	255	768	684	0.373	258	0.7	9.477	A
C - A638 (N)	917	99	1904	0.482	919	1.0	3.867	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	752	232	1661	0.453	754	0.9	4.229	A
B - A631	214	641	752	0.284	215	0.4	7.493	A
C - A638 (N)	768	82	1916	0.401	769	0.7	3.319	A

2037 Committed + Allocated + Gamston GV Modal Shift , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A631/A638	Standard Roundabout	A, B, C	8.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 (S)		✓	1016	100.000
B - A631		✓	394	100.000
C - A638 (N)		✓	1050	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	193	823
	B - A631	101	0	293
	C - A638 (N)	851	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 (S)	B - A631	C - A638 (N)
From	A - A638 (S)	0	3	3
	B - A631	1	0	3
	C - A638 (N)	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
A - A638 (S)	0.67	6.73	2.1	A
B - A631	0.71	20.93	2.4	C
C - A638 (N)	0.61	5.05	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	765	149	1718	0.445	762	0.8	3.865	A
B - A631	297	617	765	0.388	294	0.6	7.789	A
C - A638 (N)	790	75	1921	0.411	788	0.7	3.288	A

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)	LOS
A - A638 (S)	913	179	1697	0.538	912	1.2	4.711	A
B - A631	354	739	699	0.506	353	1.0	10.592	B
C - A638 (N)	944	90	1910	0.494	943	1.0	3.857	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)	LOS
A - A638 (S)	1119	219	1670	0.670	1115	2.0	6.643	A
B - A631	434	903	610	0.711	429	2.3	19.752	C
C - A638 (N)	1156	110	1896	0.610	1154	1.6	5.016	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)	LOS
A - A638 (S)	1119	219	1670	0.670	1119	2.1	6.725	A
B - A631	434	906	609	0.713	433	2.4	20.929	C
C - A638 (N)	1156	111	1895	0.610	1156	1.6	5.054	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)	LOS
A - A638 (S)	913	179	1697	0.538	917	1.2	4.772	A
B - A631	354	743	697	0.508	360	1.1	11.095	B
C - A638 (N)	944	92	1909	0.494	946	1.0	3.892	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
A - A638 (S)	765	150	1717	0.445	766	0.8	3.907	A
B - A631	297	621	763	0.389	298	0.7	7.965	A
C - A638 (N)	790	76	1920	0.412	792	0.7	3.313	A

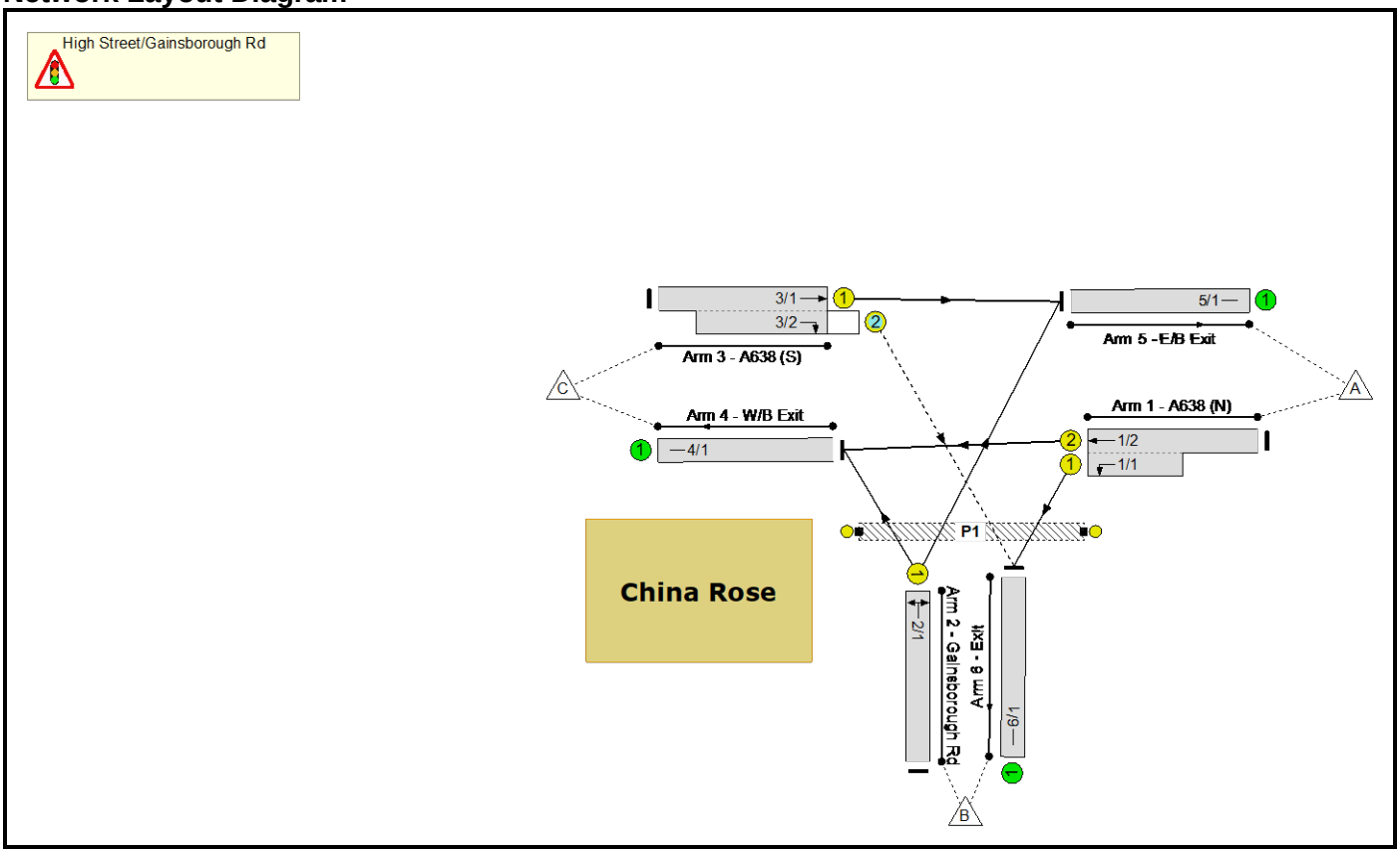
Junction 13 - A631 Gainsborough Rd/A638 High St

Full Input Data And Results

User and Project Details

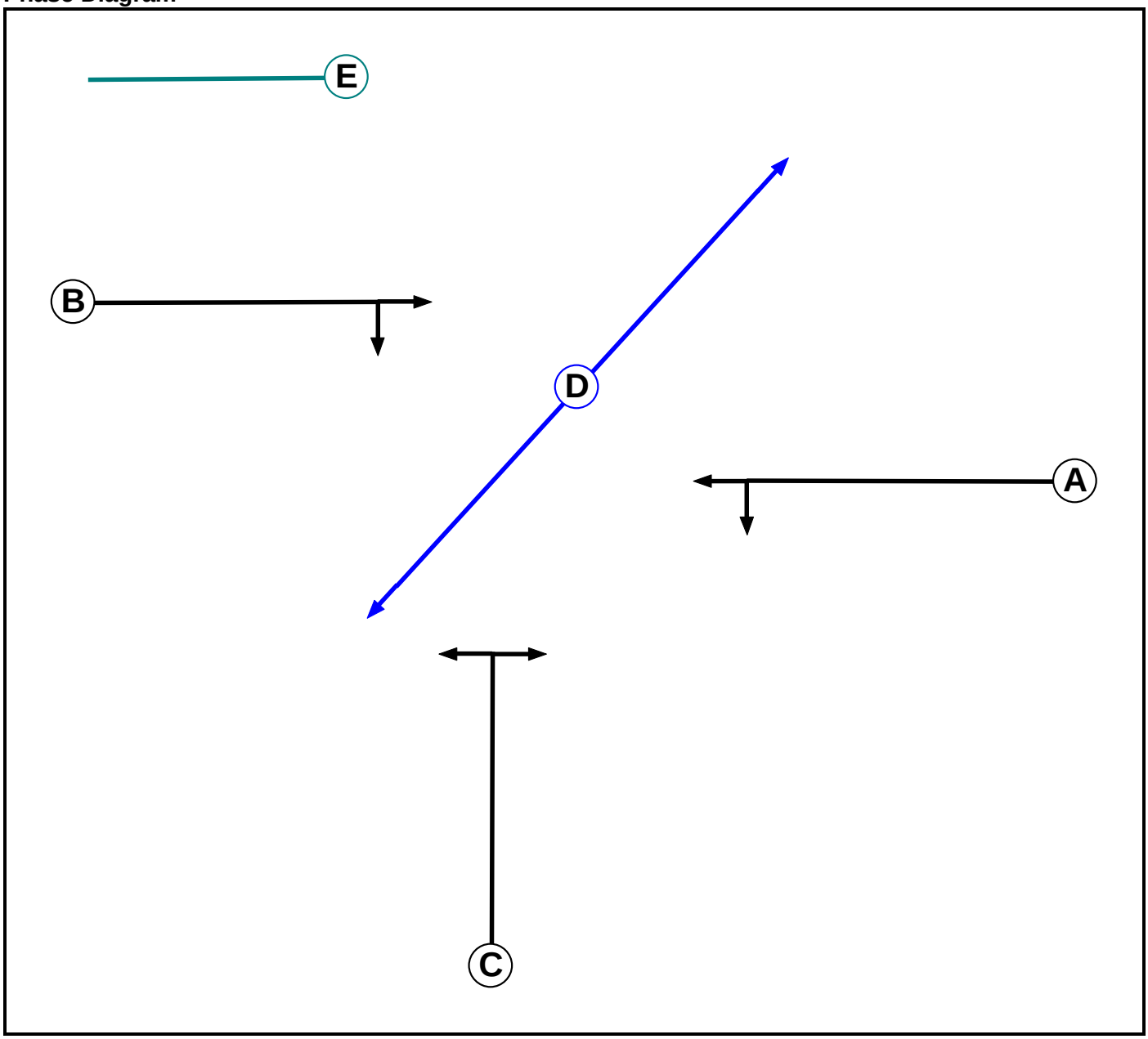
Project:	
Title:	
Location:	
Additional detail:	
File name:	J13 Signals_EA.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Dummy		3	3

Full Input Data And Results

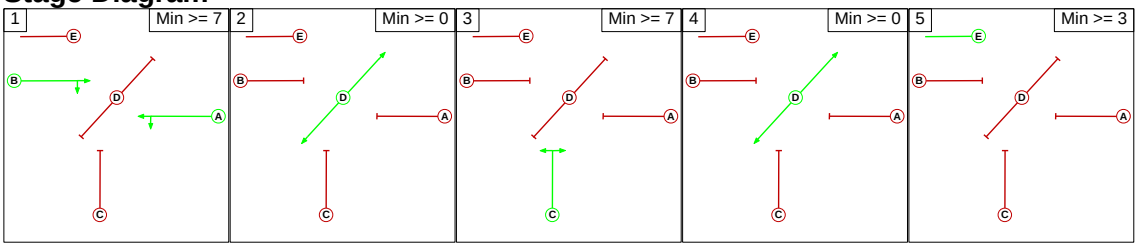
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	6	8	3
	B	-		5	8	3
	C	6	6		5	3
	D	10	10	10		3
	E	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	1	1

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		8	6	8	3
	2	10		10	0	3
	3	6	5		5	3
	4	10	0	10		3
	5	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: High Street/Gainsborough Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (A638 (S))	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: High Street/Gainsborough Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A638 (N))	U	A	2	3	6.0	User	1800	-	-	-	-	-
1/2 (A638 (N))	U	A	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Gainsborough Rd)	U	C	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A638 (S))	U	B	2	3	60.0	User	1800	-	-	-	-	-
3/2 (A638 (S))	O	B	2	3	8.3	User	1800	-	-	-	-	-
4/1 (W/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (E/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base Flows AM'	08:00	09:00	01:00	
2: '2019 Base Flows PM'	17:00	18:00	01:00	
3: '2037 Reference Case AM'	08:00	09:00	01:00	
4: '2037 Reference Case PM'	17:00	18:00	01:00	
5: '2037 Reference Case + Morton GV AM'	08:00	09:00	01:00	
6: '2037 Reference Case + Morton GV PM'	17:00	18:00	01:00	
7: '2037 Reference Case + Gamston GV AM'	08:00	09:00	01:00	
8: '2037 Reference Case + Gamston GV PM'	17:00	18:00	01:00	

Scenario 1: '2019 Base Flows AM' (FG1: '2019 Base Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	333	347	680
	B	349	0	138	487
	C	390	163	0	553
	Tot.	739	496	485	1720

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base Flows AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	333
1/2 (with short)	680(In) 347(Out)
2/1	487
3/1 (with short)	553(In) 390(Out)
3/2 (short)	163
4/1	485
5/1	739
6/1	496

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 Base Flows PM' (FG2: '2019 Base Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	266	430	696
	B	347	0	145	492
	C	432	117	0	549
	Tot.	779	383	575	1737

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base Flows PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	266
1/2 (with short)	696(In) 430(Out)
2/1	492
3/1 (with short)	549(In) 432(Out)
3/2 (short)	117
4/1	575
5/1	779
6/1	383

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2037 Reference Case AM' (FG3: '2037 Reference Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	365	389	754
	B	418	0	159	577
	C	504	202	0	706
	Tot.	922	567	548	2037

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2037 Reference Case AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	365
1/2 (with short)	754(In) 389(Out)
2/1	577
3/1 (with short)	706(In) 504(Out)
3/2 (short)	202
4/1	548
5/1	922
6/1	567

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2037 Reference Case PM' (FG4: '2037 Reference Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	328	535	863
	B	445	0	183	628
	C	480	140	0	620
	Tot.	925	468	718	2111

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2037 Reference Case PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	328
1/2 (with short)	863(In) 535(Out)
2/1	628
3/1 (with short)	620(In) 480(Out)
3/2 (short)	140
4/1	718
5/1	925
6/1	468

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2037 Reference Case + Morton GV AM' (FG5: '2037 Reference Case + Morton GV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	365	418	783
	B	418	0	192	610
	C	517	208	0	725
	Tot.	935	573	610	2118

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2037 Reference Case + Morton GV AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	365
1/2 (with short)	783(In) 418(Out)
2/1	610
3/1 (with short)	725(In) 517(Out)
3/2 (short)	208
4/1	610
5/1	935
6/1	573

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2037 Reference Case + Morton GV PM' (FG6: '2037 Reference Case + Morton GV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	329	546	875
	B	445	0	187	632
	C	510	165	0	675
	Tot.	955	494	733	2182

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2037 Reference Case + Morton GV PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	329
1/2 (with short)	875(In) 546(Out)
2/1	632
3/1 (with short)	675(In) 510(Out)
3/2 (short)	165
4/1	733
5/1	955
6/1	494

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2037 Reference Case + Gamston GV AM' (FG7: '2037 Reference Case + Gamston GV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	365	418	783
	B	418	0	192	610
	C	519	208	0	727
	Tot.	937	573	610	2120

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2037 Reference Case + Gamston GV AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	365
1/2 (with short)	783(In) 418(Out)
2/1	610
3/1 (with short)	727(In) 519(Out)
3/2 (short)	208
4/1	610
5/1	937
6/1	573

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2037 Reference Case + Gamston GV PM' (FG8: '2037 Reference Case + Gamston GV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	329	547	876
	B	445	0	187	632
	C	511	165	0	676
	Tot.	956	494	734	2184

Full Input Data And Results

Traffic Lane Flows

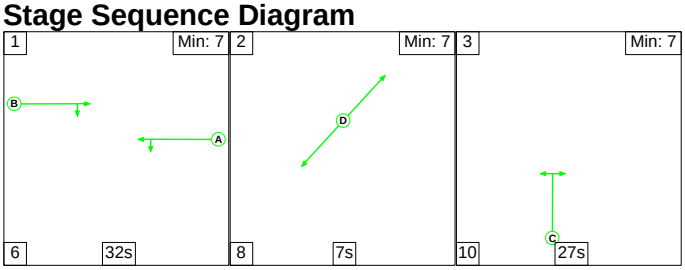
Lane	Scenario 8: 2037 Reference Case + Gamston GV PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	329
1/2 (with short)	876(In) 547(Out)
2/1	632
3/1 (with short)	676(In) 511(Out)
3/2 (short)	165
4/1	734
5/1	956
6/1	494

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2019 Base Flows AM' (FG1: '2019 Base Flows AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

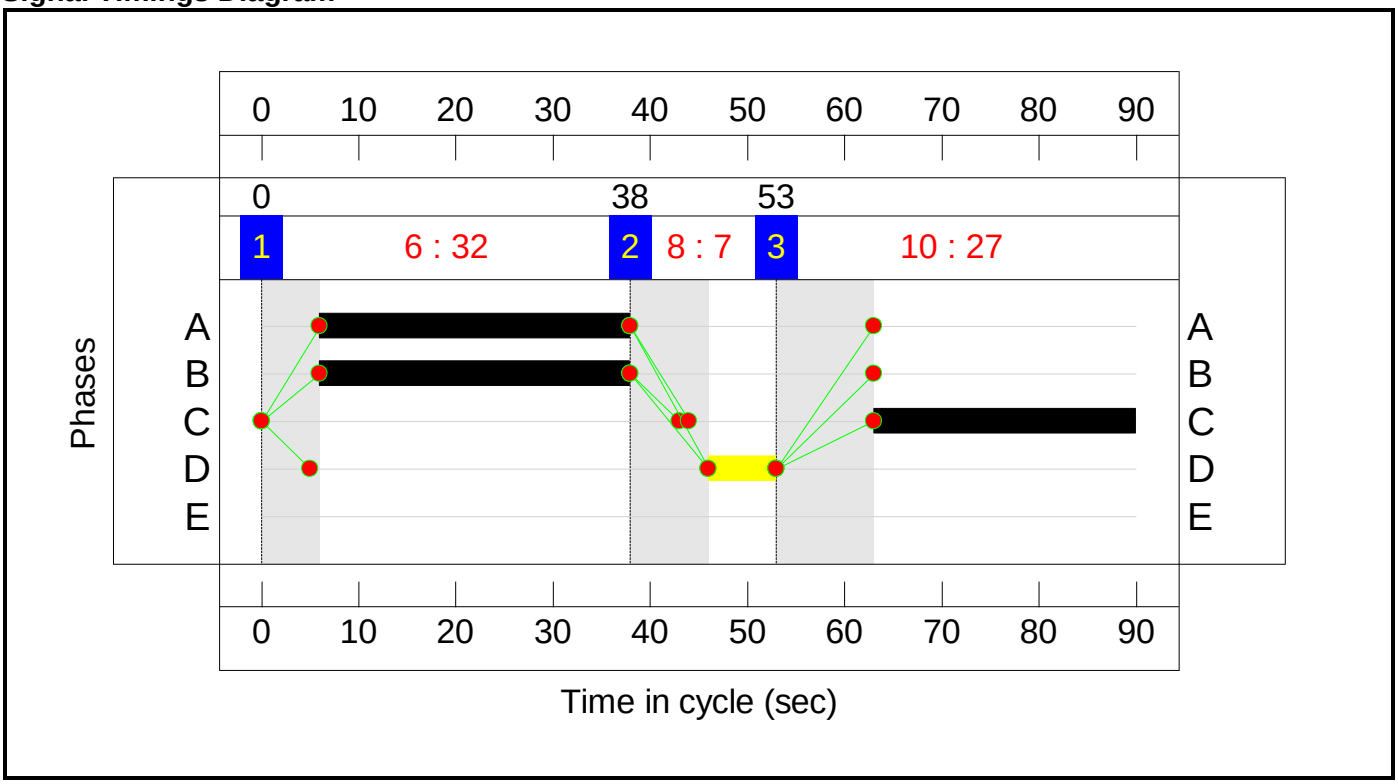


Full Input Data And Results

Stage Timings

Stage	1	2	3
Duration	32	7	27
Change Point	0	38	53

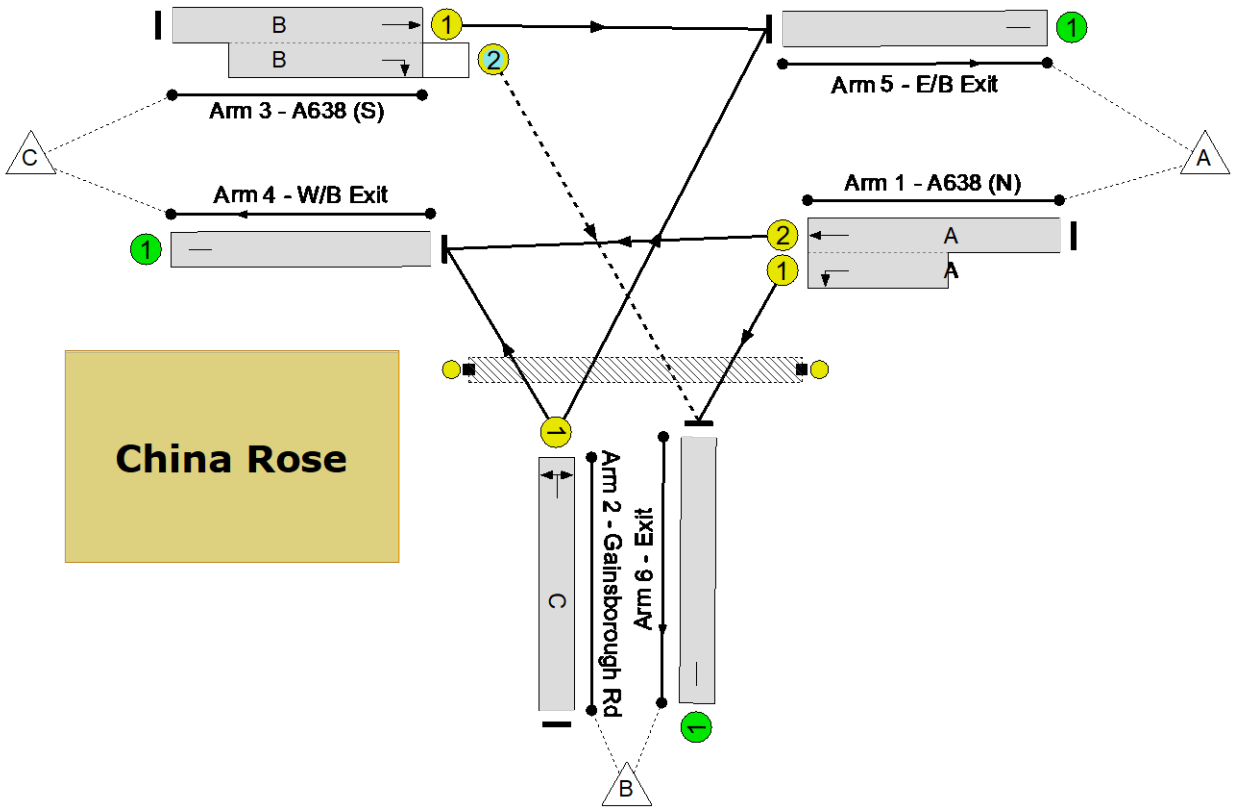
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: 3.5 %
Total Traffic Delay: 18.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.0%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.0%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	32	-	680	1800:1800	454+436	76.4 : 76.4%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	27	-	487	1800	560	87.0%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	32	-	553	1800:1800	569+195	68.6 : 83.6%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**130**	**0**	**33**	**11.8**	**6.0**	**0.6**	**18.4**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**130**	**0**	**33**	**11.8**	**6.0**	**0.6**	**18.4**	**-**	**-**	**-**	**-**
1/2+1/1	680	680	-	-	-	4.2	1.6	-	5.8	30.8	8.0	1.6	9.6
2/1	487	487	-	-	-	4.0	3.1	-	7.0	52.0	11.4	3.1	14.4
3/1+3/2	553	553	130	0	33	3.6	1.3	0.6	5.5	36.0	7.8	1.3	9.1
4/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

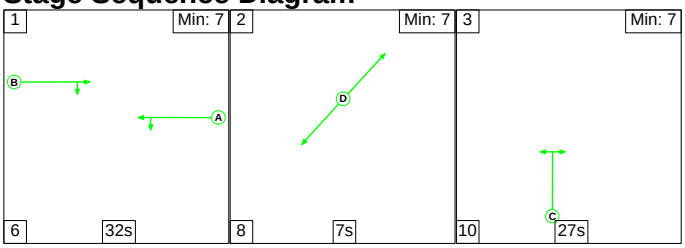
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	18.39	Cycle Time (s):	90
	PRC Over All Lanes (%):	3.5	Total Delay Over All Lanes(pcuHr):	18.39		

Full Input Data And Results

Scenario 2: '2019 Base Flows PM' (FG2: '2019 Base Flows PM', Plan 1: 'Network Control Plan 1')

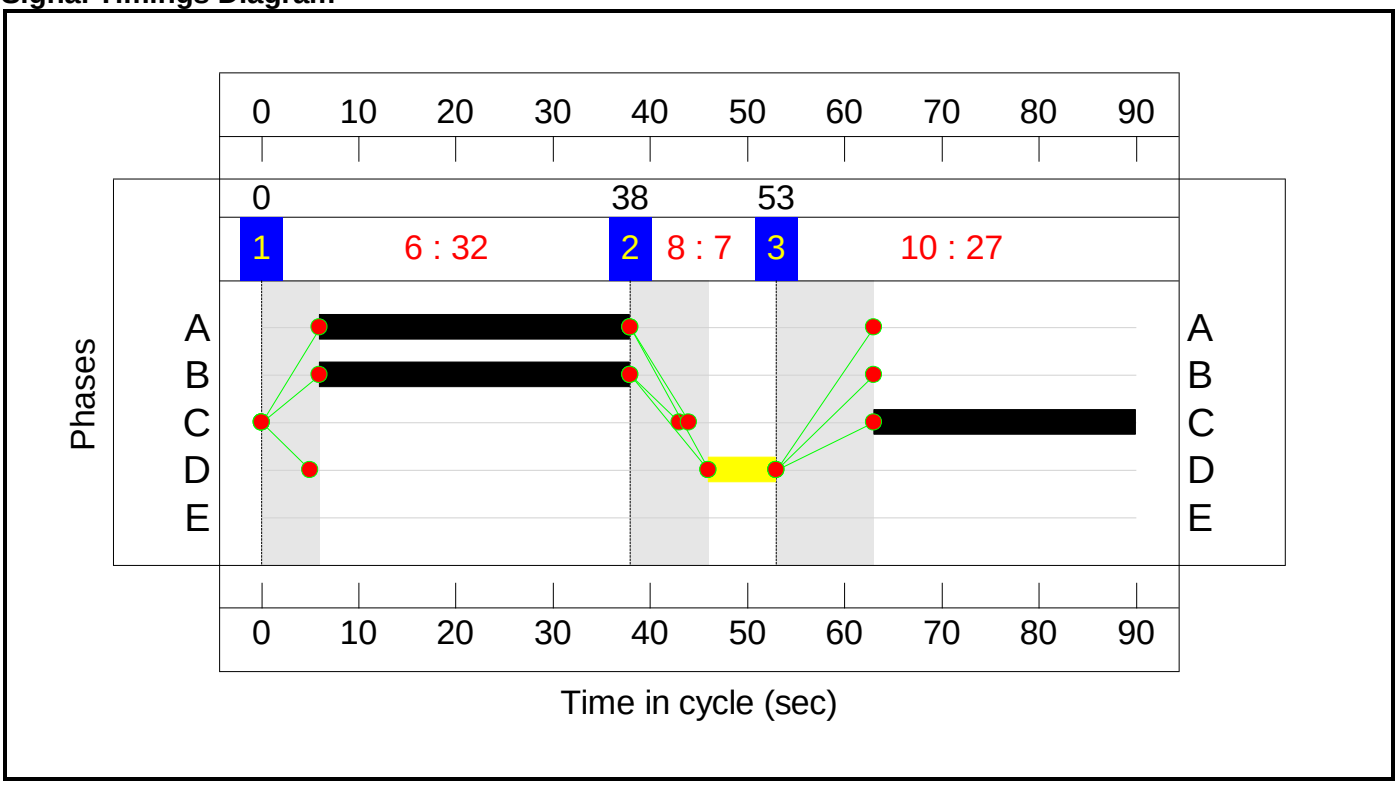
Stage Sequence Diagram



Stage Timings

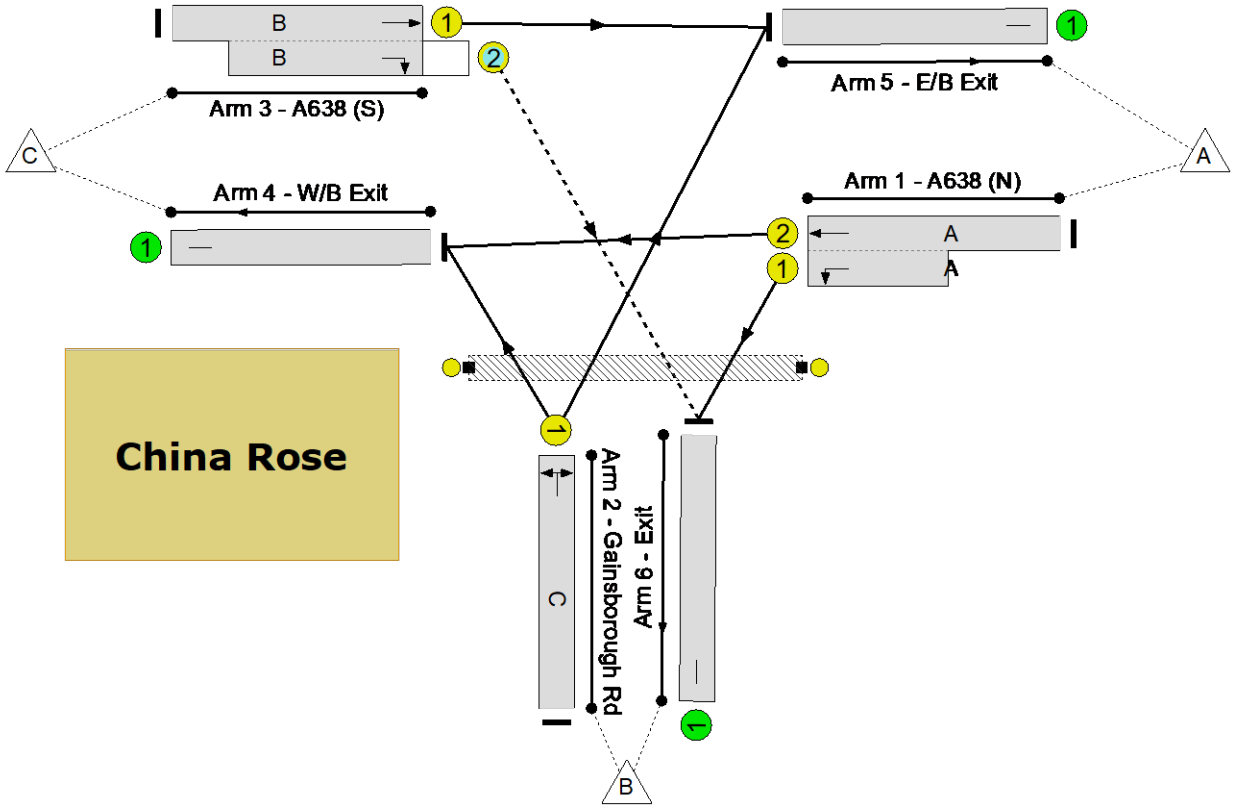
Stage	1	2	3
Duration	32	7	27
Change Point	0	38	53

Signal Timings Diagram



Network Layout Diagram

High Street/Gainsborough Rd
PRC: 2.2 %
Total Traffic Delay: 20.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.0%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.0%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	32	-	696	1800:1800	499+309	86.1 : 86.1%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	27	-	492	1800	560	87.9%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	32	-	549	1800:1800	596+133	72.5 : 88.0%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**68**	**0**	**49**	**12.2**	**7.7**	**0.7**	**20.6**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**68**	**0**	**49**	**12.2**	**7.7**	**0.7**	**20.6**	**-**	**-**	**-**	**-**
1/2+1/1	696	696	-	-	-	4.6	2.9	-	7.6	39.1	11.8	2.9	14.7
2/1	492	492	-	-	-	4.0	3.3	-	7.3	53.5	11.6	3.3	14.9
3/1+3/2	549	549	68	0	49	3.6	1.5	0.7	5.7	37.7	9.2	1.5	10.7
4/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

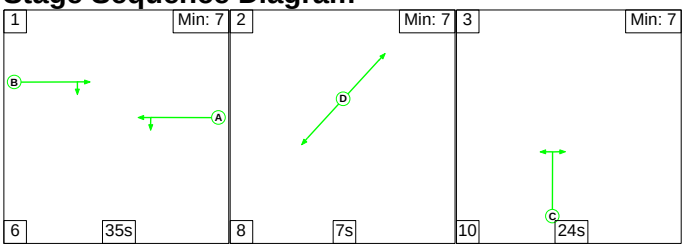
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	20.62	Cycle Time (s):	90
	PRC Over All Lanes (%):	2.2	Total Delay Over All Lanes(pcuHr):	20.62		

Full Input Data And Results

Scenario 3: '2037 Reference Case AM' (FG3: '2037 Reference Case AM', Plan 1: 'Network Control Plan 1')

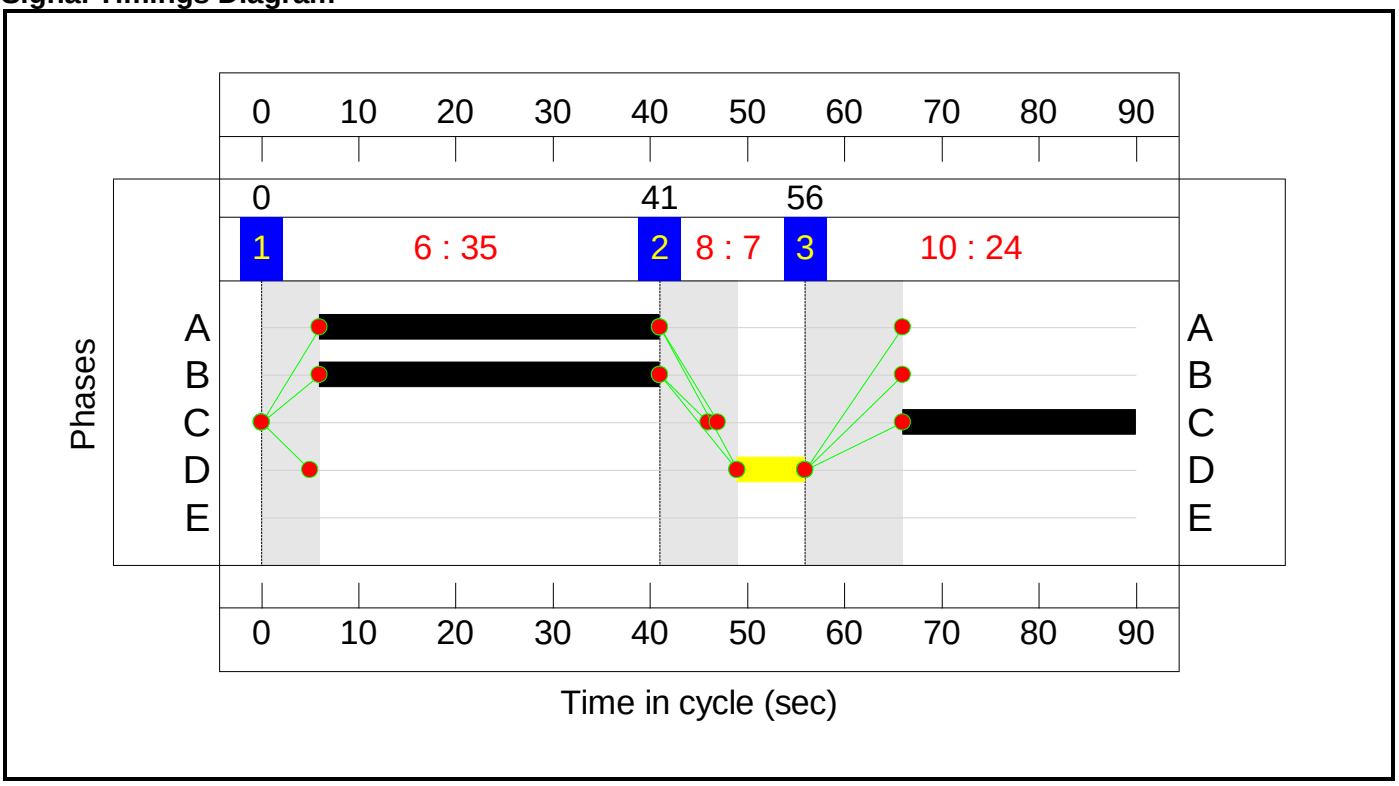
Stage Sequence Diagram



Stage Timings

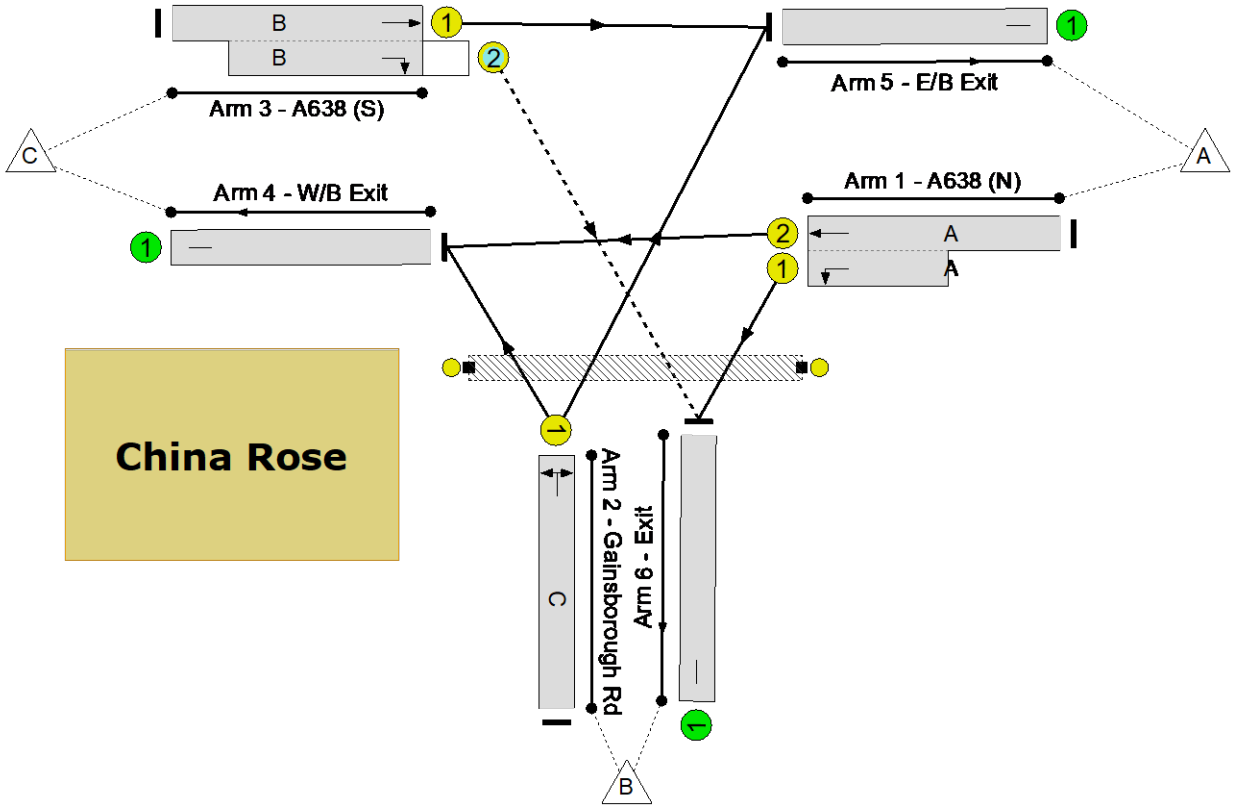
Stage	1	2	3
Duration	35	7	24
Change Point	0	41	56

Signal Timings Diagram



Network Layout Diagram

High Street/Gainsborough Rd
PRC: -28.2 %
Total Traffic Delay: 80.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.4%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.4%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	35	-	754	1800:1800	488+458	79.8 : 79.8%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	24	-	577	1800	500	115.4%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	35	-	706	1800:1800	614+176	82.1 : 114.8%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**110**	**0**	**66**	**19.4**	**60.7**	**0.7**	**80.8**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**110**	**0**	**66**	**19.4**	**60.7**	**0.7**	**80.8**	**-**	**-**	**-**	**-**
1/2+1/1	754	754	-	-	-	4.4	1.9	-	6.3	30.1	9.7	1.9	11.6
2/1	577	500	-	-	-	9.3	41.9	-	51.2	319.5	17.8	41.9	59.7
3/1+3/2	706	680	110	0	66	5.7	16.8	0.7	23.3	118.9	11.8	16.8	28.6
4/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

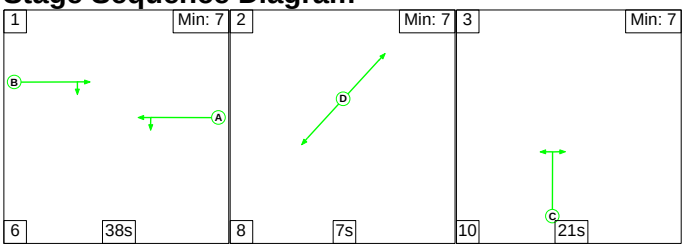
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-28.2	Total Delay for Signalled Lanes (pcuHr):	80.82	Cycle Time (s):	90	
	PRC Over All Lanes (%):	-28.2	Total Delay Over All Lanes(pcuHr):	80.82			

Full Input Data And Results

Scenario 4: '2037 Reference Case PM' (FG4: '2037 Reference Case PM', Plan 1: 'Network Control Plan 1')

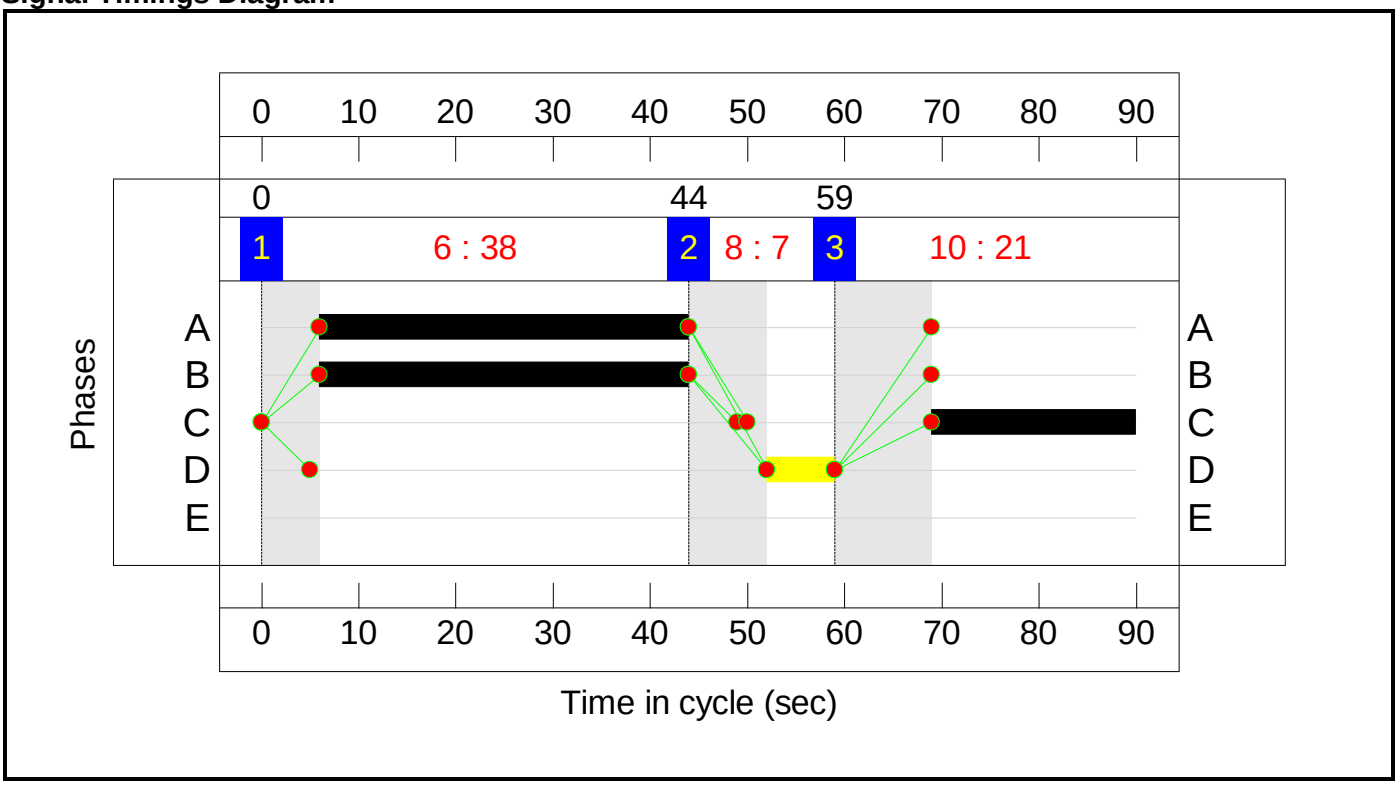
Stage Sequence Diagram



Stage Timings

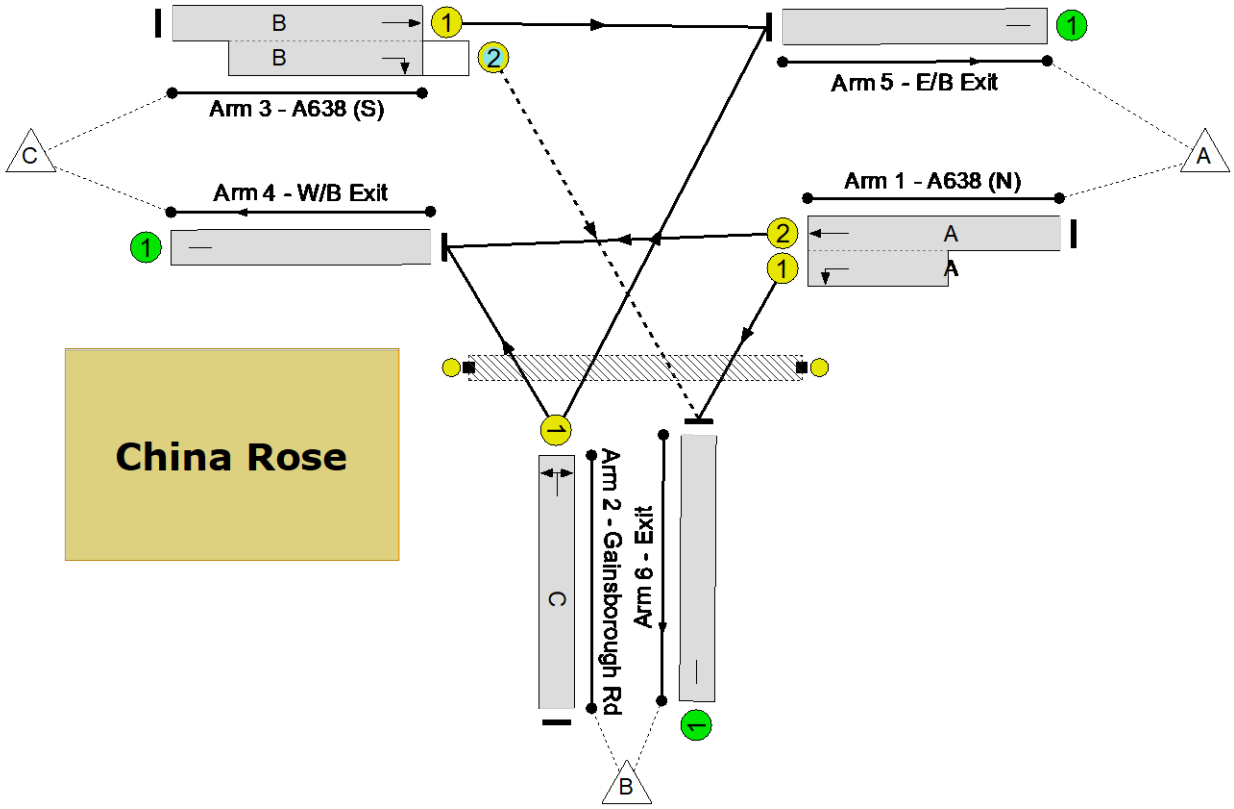
Stage	1	2	3
Duration	38	7	21
Change Point	0	44	59

Signal Timings Diagram



Network Layout Diagram

High Street/Gainsborough Rd
PRC: -58.6 %
Total Traffic Delay: 148.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**142.7%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**142.7%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	38	-	863	1800:1800	575+352	93.1 : 93.1%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	21	-	628	1800	440	142.7%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	38	-	620	1800:1800	684+102	70.1 : 137.1%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**33**	**0**	**69**	**25.9**	**122.1**	**0.8**	**148.8**	-	-	-	-
High Street/Gainsborough Rd	-	-	**33**	**0**	**69**	**25.9**	**122.1**	**0.8**	**148.8**	-	-	-	-
1/2+1/1	863	863	-	-	-	5.2	5.7	-	10.9	45.4	16.2	5.7	21.9
2/1	628	440	-	-	-	15.8	95.6	-	111.4	638.7	24.6	95.6	120.2
3/1+3/2	620	582	33	0	69	5.0	20.8	0.8	26.5	154.1	9.5	20.8	30.3
4/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

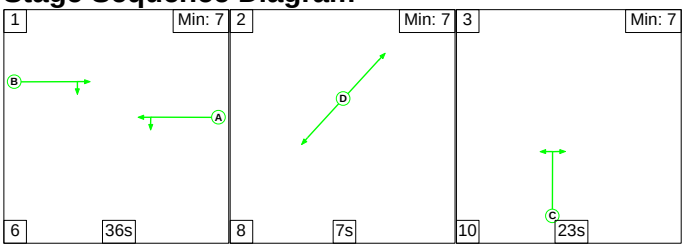
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-58.6	Total Delay for Signalled Lanes (pcuHr):	148.84	Cycle Time (s):	90
	PRC Over All Lanes (%):	-58.6	Total Delay Over All Lanes(pcuHr):	148.84		

Full Input Data And Results

Scenario 5: '2037 Reference Case + Morton GV AM' (FG5: '2037 Reference Case + Morton GV AM', Plan 1: 'Network Control Plan 1')

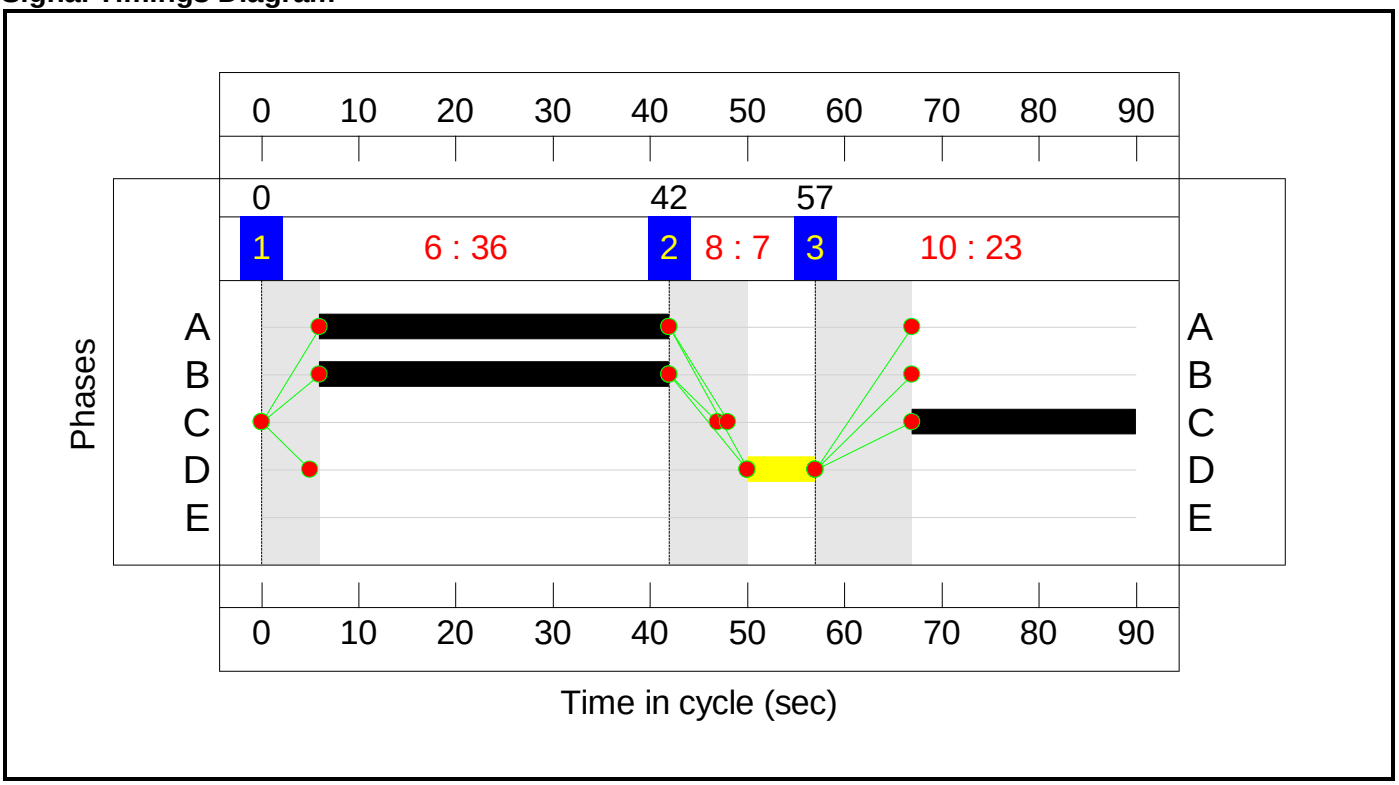
Stage Sequence Diagram



Stage Timings

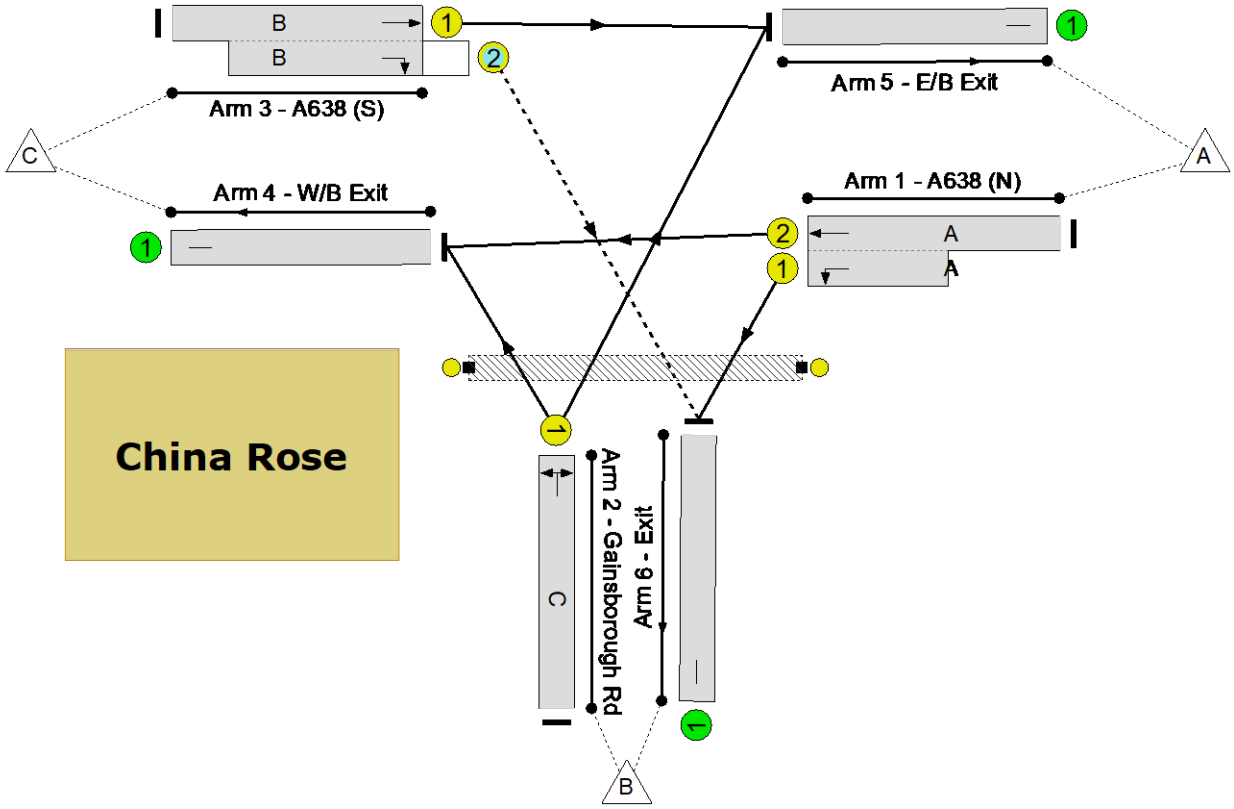
Stage	1	2	3
Duration	36	7	23
Change Point	0	42	57

Signal Timings Diagram



Network Layout Diagram

High Street/Gainsborough Rd
PRC: -43.2 %
Total Traffic Delay: 122.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.9%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.9%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	36	-	783	1800:1800	507+443	82.5 : 82.5%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	23	-	610	1800	480	127.1%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	36	-	725	1800:1800	628+161	82.3 : 128.9%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**94**	**0**	**67**	**23.5**	**97.7**	**0.8**	**122.0**	-	-	-	-
High Street/Gainsborough Rd	-	-	**94**	**0**	**67**	**23.5**	**97.7**	**0.8**	**122.0**	-	-	-	-
1/2+1/1	783	783	-	-	-	4.5	2.3	-	6.8	31.1	11.1	2.3	13.4
2/1	610	480	-	-	-	12.4	67.3	-	79.7	470.4	21.2	67.3	88.5
3/1+3/2	725	678	94	0	67	6.6	28.2	0.8	35.6	176.5	12.0	28.2	40.2
4/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

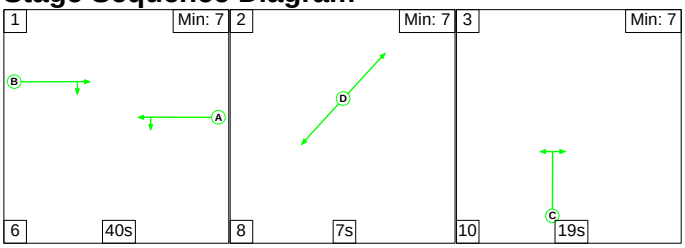
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-43.2	Total Delay for Signalled Lanes (pcuHr):	122.02	Cycle Time (s):	90
	PRC Over All Lanes (%):	-43.2	Total Delay Over All Lanes(pcuHr):	122.02		

Full Input Data And Results

Scenario 6: '2037 Reference Case + Morton GV PM' (FG6: '2037 Reference Case + Morton GV PM', Plan 1: 'Network Control Plan 1')

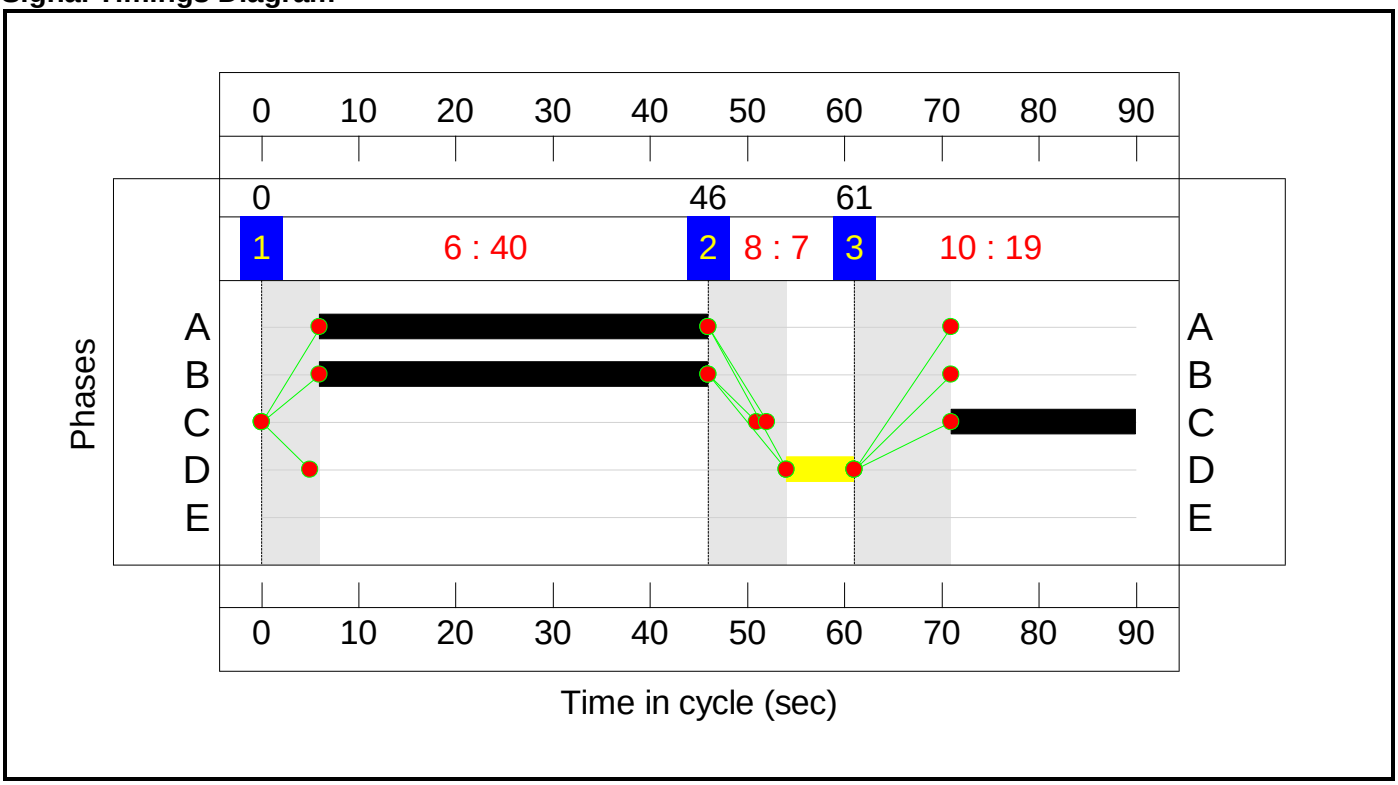
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	7	19
Change Point	0	46	61

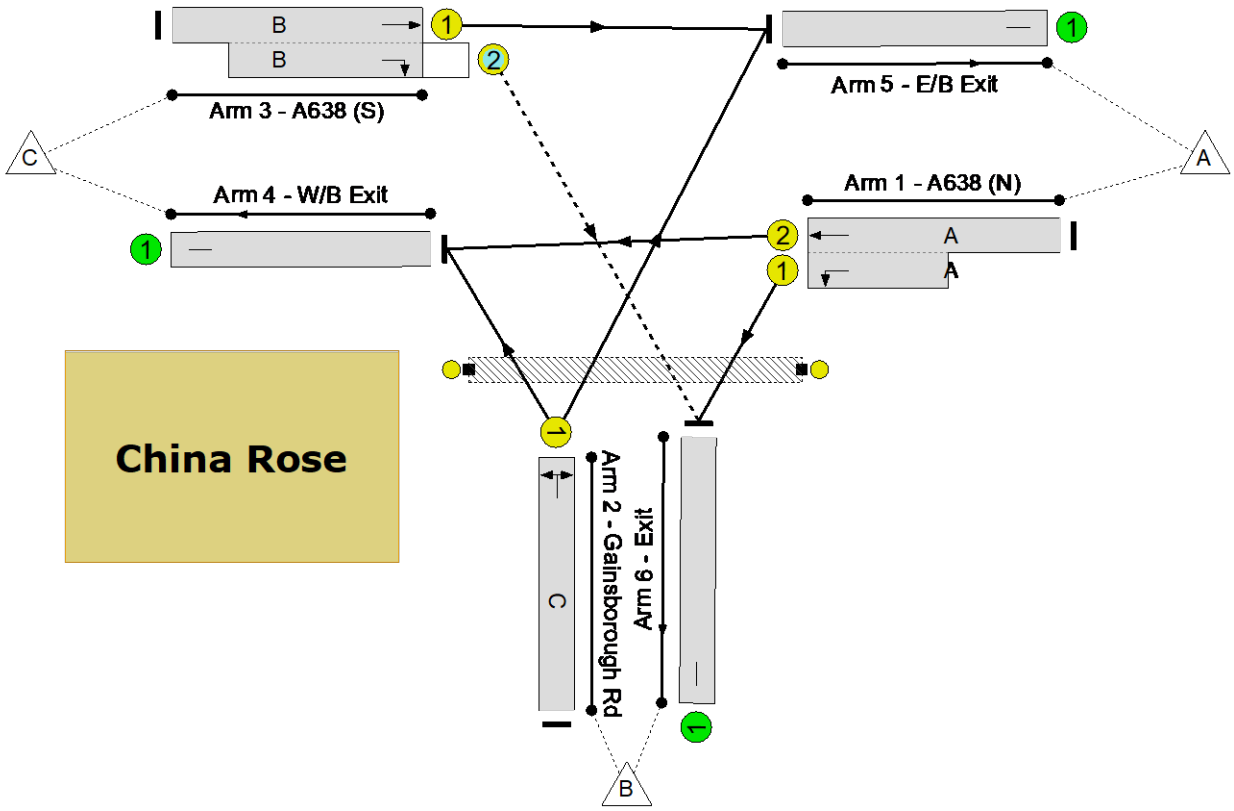
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: -75.6 %
Total Traffic Delay: 179.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**158.0%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**158.0%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	40	-	875	1800:1800	602+363	90.7 : 90.7%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	19	-	632	1800	400	158.0%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	40	-	675	1800:1800	656+115	77.7 : 144.0%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**45**	**0**	**69**	**28.8**	**150.3**	**0.9**	**179.9**	-	-	-	-
High Street/Gainsborough Rd	-	-	**45**	**0**	**69**	**28.8**	**150.3**	**0.9**	**179.9**	-	-	-	-
1/2+1/1	875	875	-	-	-	4.9	4.4	-	9.3	38.3	16.1	4.4	20.5
2/1	632	400	-	-	-	18.2	117.3	-	135.6	772.3	26.9	117.3	144.2
3/1+3/2	675	625	45	0	69	5.6	28.5	0.9	35.0	186.8	10.4	28.5	38.9
4/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

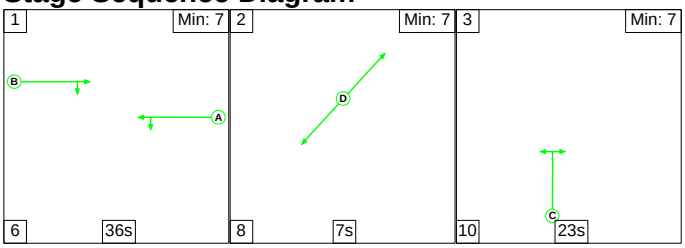
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-75.6	Total Delay for Signalled Lanes (pcuHr):	179.92	Cycle Time (s):	90
	PRC Over All Lanes (%):	-75.6	Total Delay Over All Lanes(pcuHr):	179.92		

Full Input Data And Results

Scenario 7: '2037 Reference Case + Gamston GV AM' (FG7: '2037 Reference Case + Gamston GV AM', Plan 1: 'Network Control Plan 1')

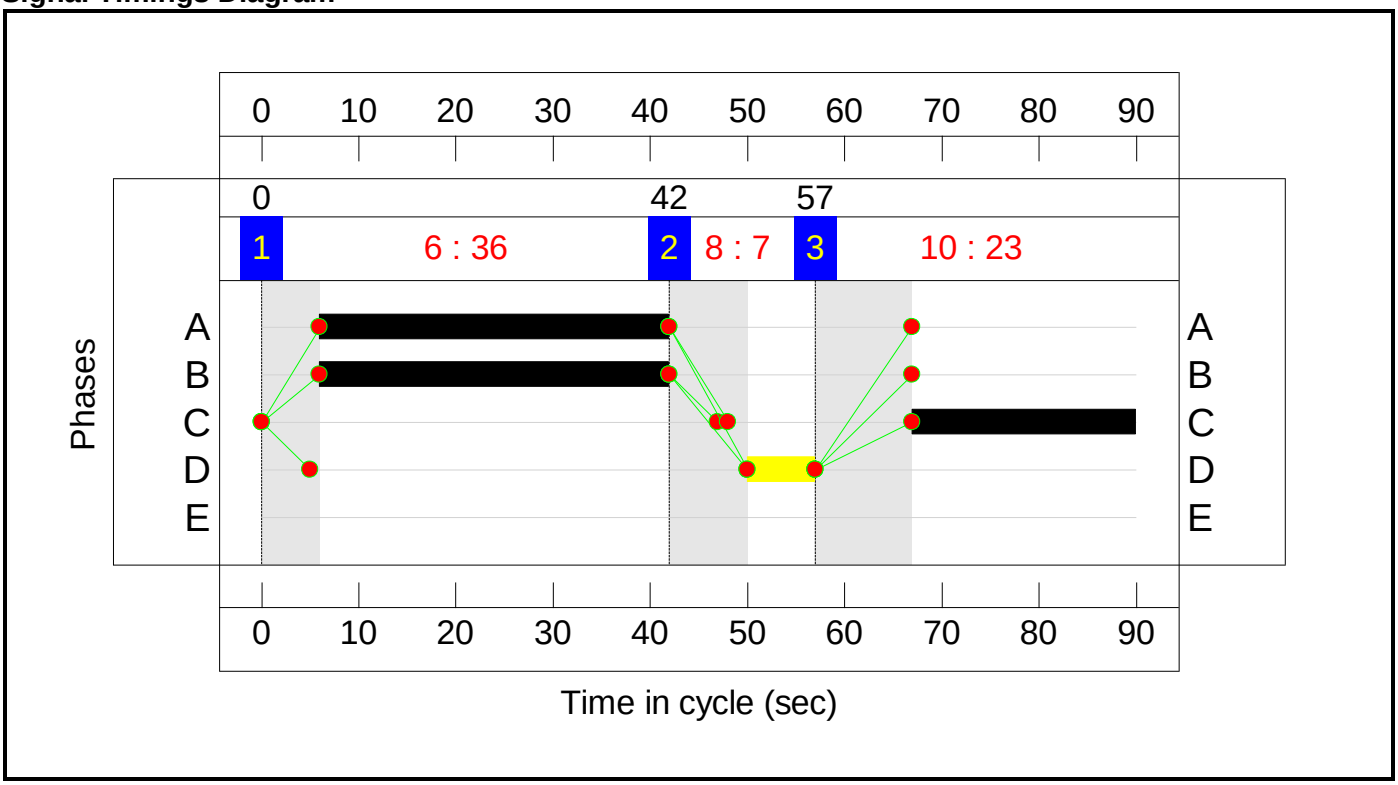
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	7	23
Change Point	0	42	57

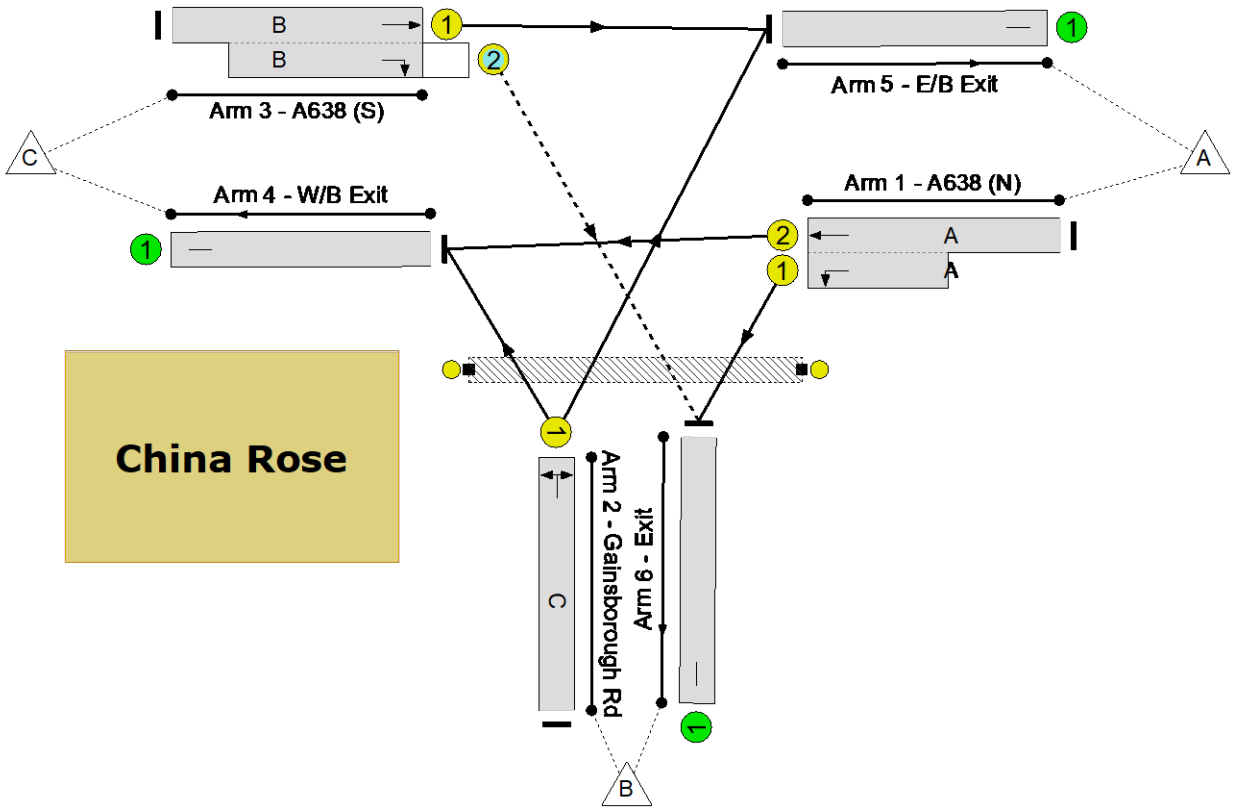
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: -43.2 %
Total Traffic Delay: 122.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.9%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.9%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	36	-	783	1800:1800	507+443	82.5 : 82.5%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	23	-	610	1800	480	127.1%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	36	-	727	1800:1800	628+161	82.6 : 128.9%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**94**	**0**	**67**	**23.5**	**97.9**	**0.8**	**122.2**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**94**	**0**	**67**	**23.5**	**97.9**	**0.8**	**122.2**	**-**	**-**	**-**	**-**
1/2+1/1	783	783	-	-	-	4.5	2.3	-	6.8	31.1	11.1	2.3	13.4
2/1	610	480	-	-	-	12.4	67.3	-	79.7	470.4	21.2	67.3	88.5
3/1+3/2	727	680	94	0	67	6.6	28.3	0.8	35.7	176.7	12.2	28.3	40.5
4/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

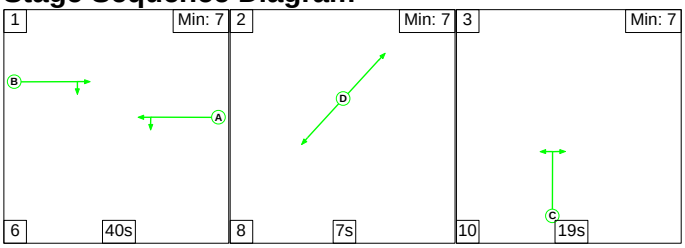
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-43.2	Total Delay for Signalled Lanes (pcuHr):	122.15	Cycle Time (s):	90	
	PRC Over All Lanes (%):	-43.2	Total Delay Over All Lanes(pcuHr):	122.15			

Full Input Data And Results

Scenario 8: '2037 Reference Case + Gamston GV PM' (FG8: '2037 Reference Case + Gamston GV PM', Plan 1: 'Network Control Plan 1')

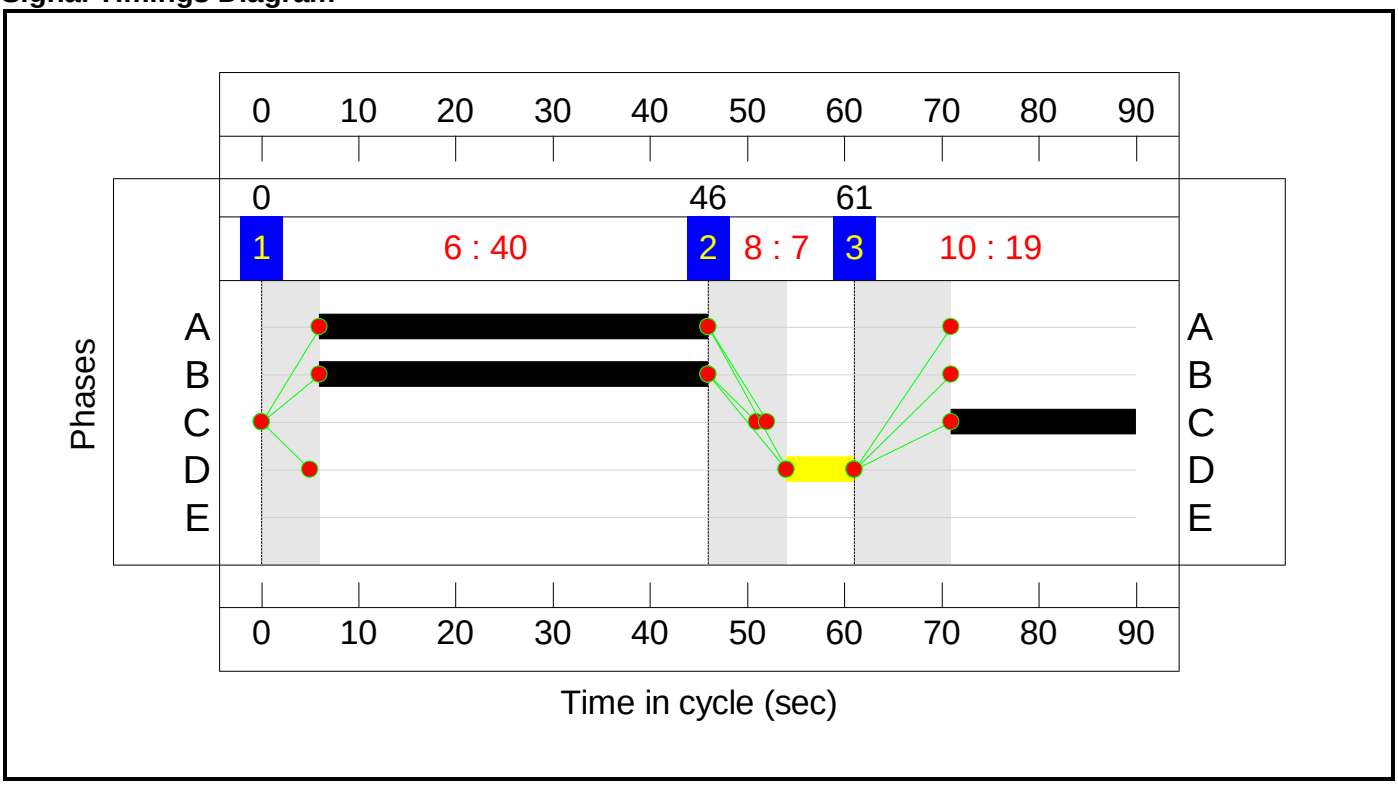
Stage Sequence Diagram



Stage Timings

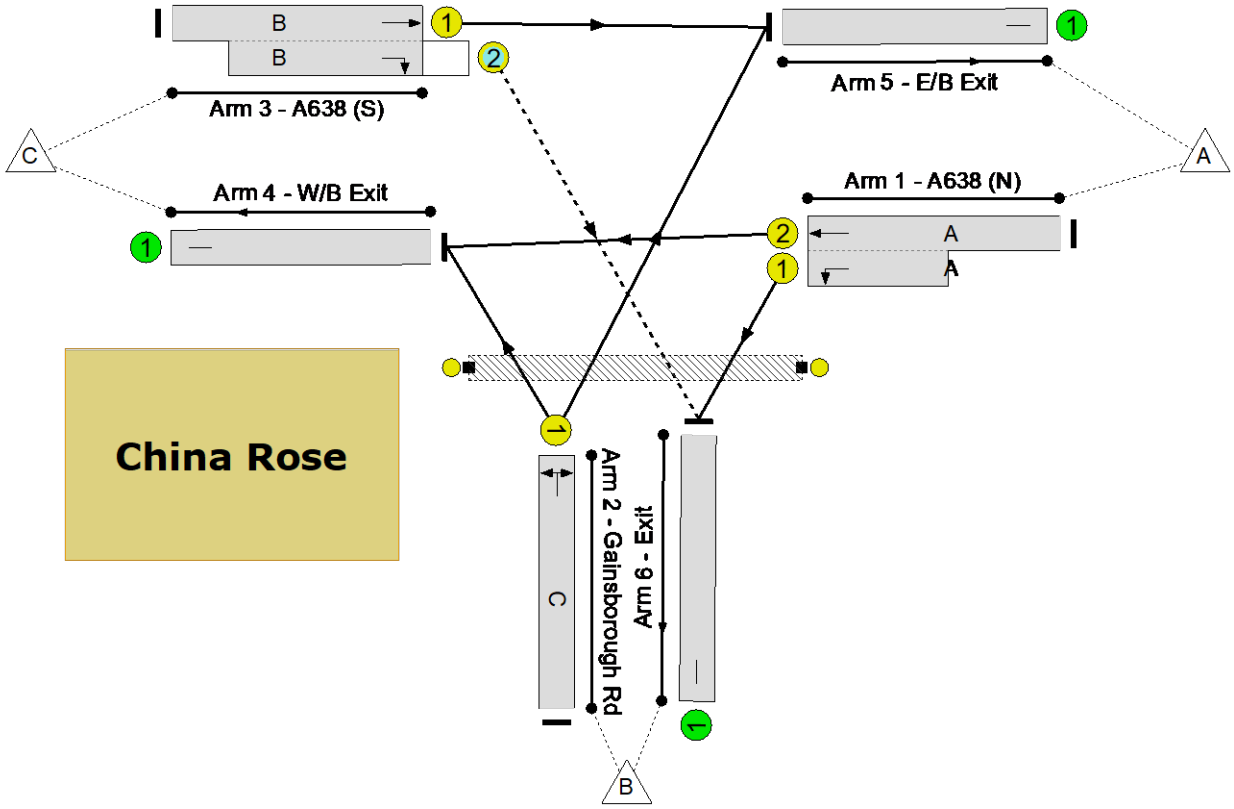
Stage	1	2	3
Duration	40	7	19
Change Point	0	46	61

Signal Timings Diagram



Network Layout Diagram

High Street/Gainsborough Rd
PRC: -75.6 %
Total Traffic Delay: 181.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**158.0%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**158.0%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	40	-	876	1800:1800	602+362	90.8 : 90.8%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	19	-	632	1800	400	158.0%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B		1	40	-	676	1800:1800	651+113	78.5 : 145.7%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	956	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**44**	**0**	**69**	**28.8**	**151.3**	**0.9**	**181.0**	-	-	-	-
High Street/Gainsborough Rd	-	-	**44**	**0**	**69**	**28.8**	**151.3**	**0.9**	**181.0**	-	-	-	-
1/2+1/1	876	876	-	-	-	4.9	4.5	-	9.4	38.6	16.1	4.5	20.6
2/1	632	400	-	-	-	18.2	117.3	-	135.6	772.3	26.9	117.3	144.2
3/1+3/2	676	624	44	0	69	5.7	29.4	0.9	36.0	191.7	10.4	29.4	39.8
4/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

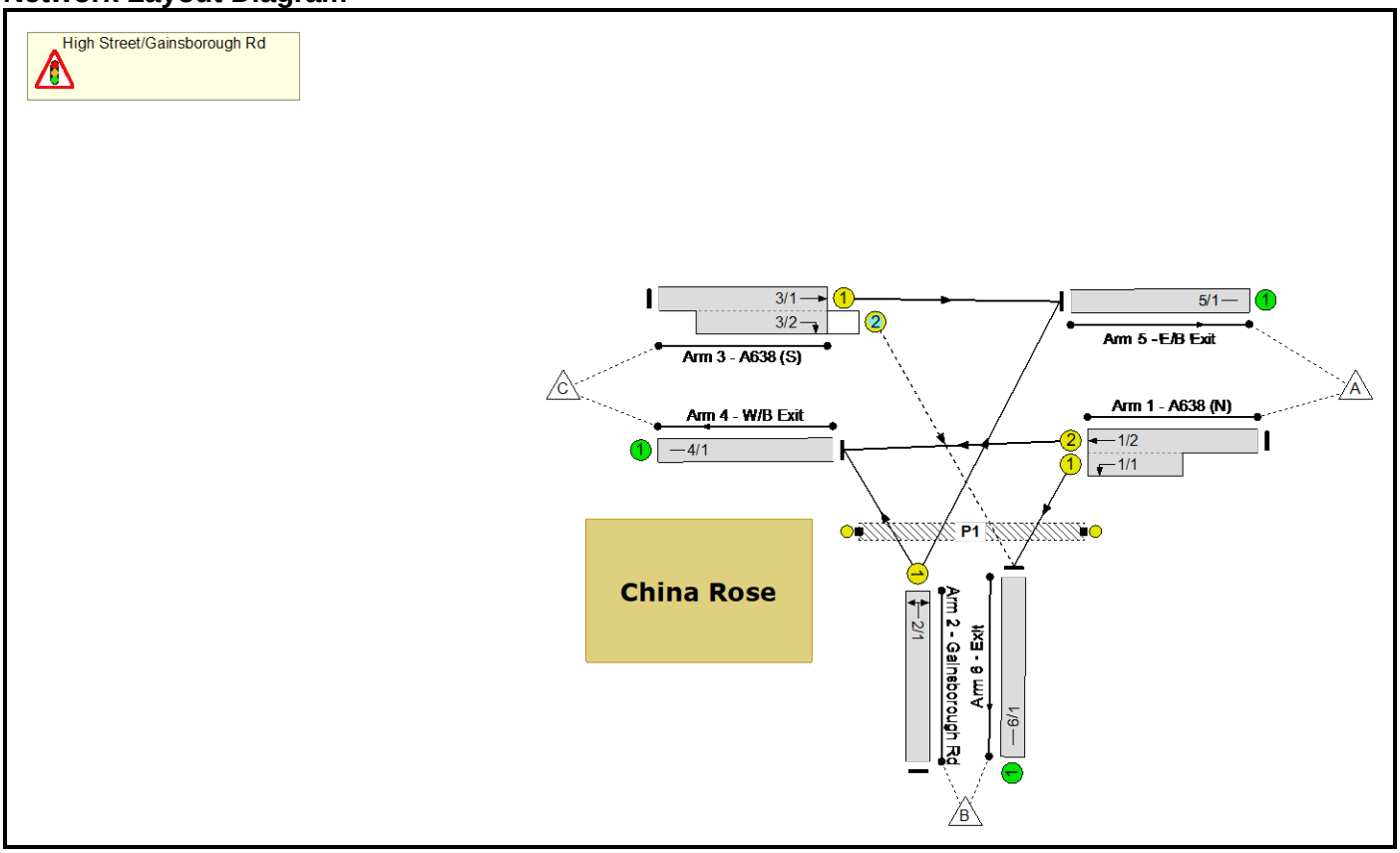
C1	PRC for Signalled Lanes (%):	-75.6	Total Delay for Signalled Lanes (pcuHr):	180.97	Cycle Time (s):	90
	PRC Over All Lanes (%):	-75.6	Total Delay Over All Lanes(pcuHr):	180.97		

Full Input Data And Results

User and Project Details

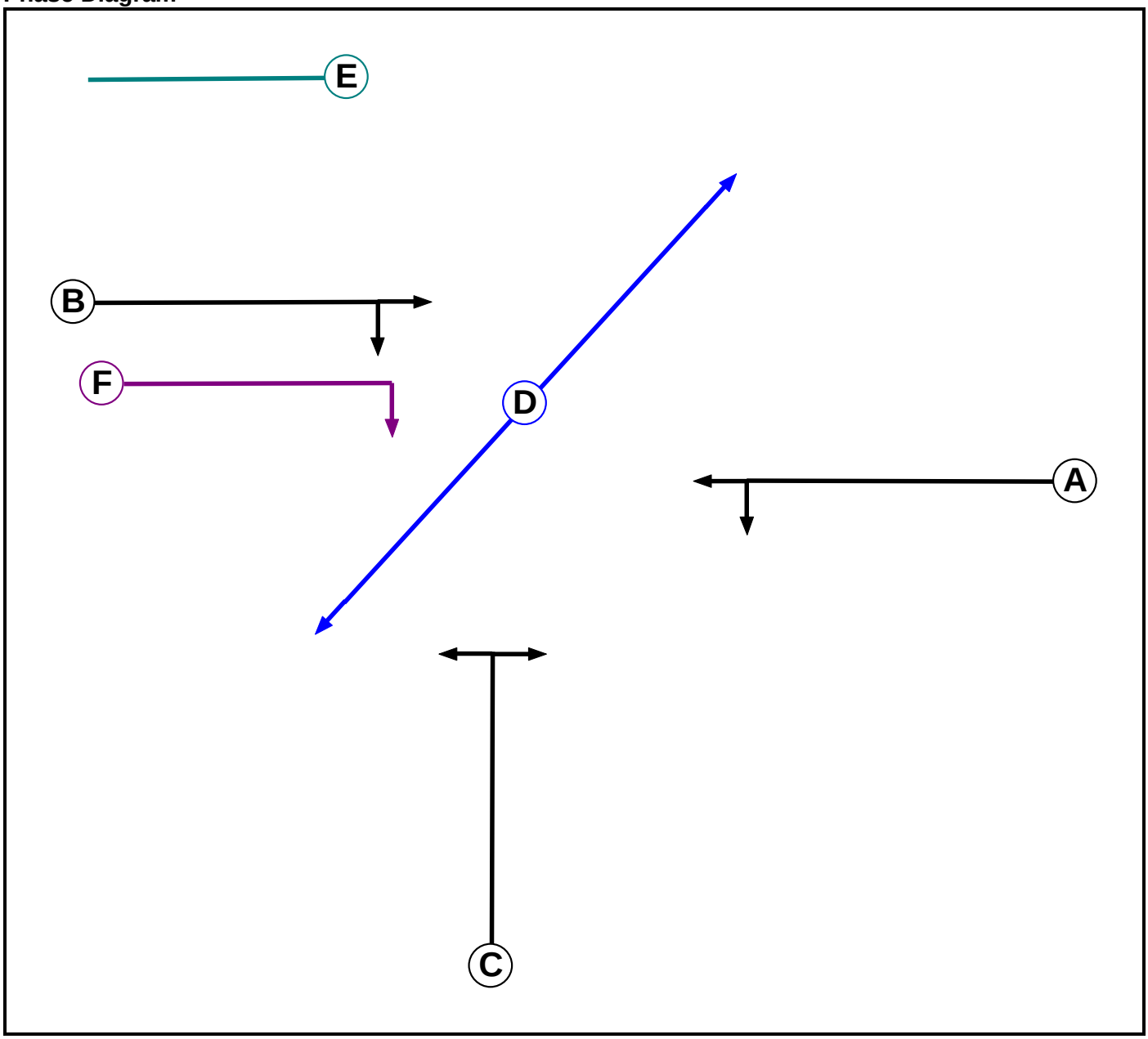
Project:	
Title:	
Location:	
Additional detail:	
File name:	J13 Signals_EA RTIGA.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Dummy		3	3
F	Ind. Arrow	B	4	4

Full Input Data And Results

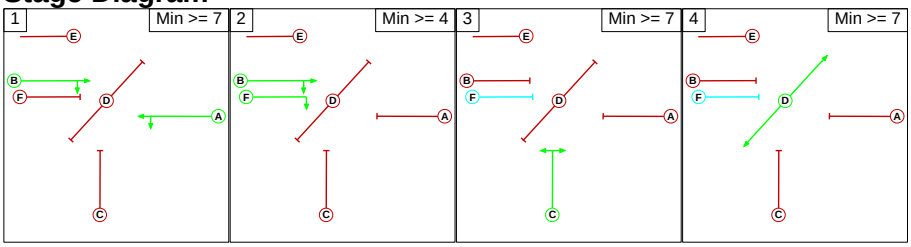
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	6	8	3	6
	B	-		5	8	3	-
	C	6	6		5	3	-
	D	10	10	10		3	-
	E	2	2	2	2		-
	F	6	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	1	1

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	6	8
	2	6		5	8
	3	6	X		5
	4	10	X	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: High Street/Gainsborough Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (A638 (S))	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: High Street/Gainsborough Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A638 (N))	U	A	2	3	6.0	User	1800	-	-	-	-	-
1/2 (A638 (N))	U	A	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Gainsborough Rd)	U	C	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A638 (S))	U	B	2	3	60.0	User	1800	-	-	-	-	-
3/2 (A638 (S))	O	B F	2	3	8.3	User	1800	-	-	-	-	-
4/1 (W/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (E/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base Flows AM'	08:00	09:00	01:00	
2: '2019 Base Flows PM'	17:00	18:00	01:00	
3: '2037 Reference Case AM'	08:00	09:00	01:00	
4: '2037 Reference Case PM'	17:00	18:00	01:00	
5: '2037 Reference Case + Morton GV AM'	08:00	09:00	01:00	
6: '2037 Reference Case + Morton GV PM'	17:00	18:00	01:00	
7: '2037 Reference Case + Gamston GV AM'	08:00	09:00	01:00	
8: '2037 Reference Case + Gamston GV PM'	17:00	18:00	01:00	

Scenario 1: '2019 Base Flows AM' (FG1: '2019 Base Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	333	347	680
	B	349	0	138	487
	C	390	163	0	553
	Tot.	739	496	485	1720

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base Flows AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	333
1/2 (with short)	680(In) 347(Out)
2/1	487
3/1 (with short)	553(In) 390(Out)
3/2 (short)	163
4/1	485
5/1	739
6/1	496

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 Base Flows PM' (FG2: '2019 Base Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	266	430	696
	B	347	0	145	492
	C	432	117	0	549
	Tot.	779	383	575	1737

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base Flows PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	266
1/2 (with short)	696(In) 430(Out)
2/1	492
3/1 (with short)	549(In) 432(Out)
3/2 (short)	117
4/1	575
5/1	779
6/1	383

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2037 Reference Case AM' (FG3: '2037 Reference Case AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	365	389	754
	B	418	0	159	577
	C	504	202	0	706
	Tot.	922	567	548	2037

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2037 Reference Case AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	365
1/2 (with short)	754(In) 389(Out)
2/1	577
3/1 (with short)	706(In) 504(Out)
3/2 (short)	202
4/1	548
5/1	922
6/1	567

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2037 Reference Case PM' (FG4: '2037 Reference Case PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	328	535	863
	B	445	0	183	628
	C	480	140	0	620
	Tot.	925	468	718	2111

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2037 Reference Case PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	328
1/2 (with short)	863(In) 535(Out)
2/1	628
3/1 (with short)	620(In) 480(Out)
3/2 (short)	140
4/1	718
5/1	925
6/1	468

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2037 Reference Case + Morton GV AM' (FG5: '2037 Reference Case + Morton GV AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	365	418	783
	B	418	0	192	610
	C	517	208	0	725
	Tot.	935	573	610	2118

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2037 Reference Case + Morton GV AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	365
1/2 (with short)	783(In) 418(Out)
2/1	610
3/1 (with short)	725(In) 517(Out)
3/2 (short)	208
4/1	610
5/1	935
6/1	573

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2037 Reference Case + Morton GV PM' (FG6: '2037 Reference Case + Morton GV PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	329	546	875
	B	445	0	187	632
	C	510	165	0	675
	Tot.	955	494	733	2182

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2037 Reference Case + Morton GV PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	329
1/2 (with short)	875(In) 546(Out)
2/1	632
3/1 (with short)	675(In) 510(Out)
3/2 (short)	165
4/1	733
5/1	955
6/1	494

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2037 Reference Case + Gamston GV AM' (FG7: '2037 Reference Case + Gamston GV AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	365	418	783
	B	418	0	192	610
	C	519	208	0	727
	Tot.	937	573	610	2120

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2037 Reference Case + Gamston GV AM
Junction: High Street/Gainsborough Rd	
1/1 (short)	365
1/2 (with short)	783(In) 418(Out)
2/1	610
3/1 (with short)	727(In) 519(Out)
3/2 (short)	208
4/1	610
5/1	937
6/1	573

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2037 Reference Case + Gamston GV PM' (FG8: '2037 Reference Case + Gamston GV PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	329	547	876
	B	445	0	187	632
	C	511	165	0	676
	Tot.	956	494	734	2184

Full Input Data And Results

Traffic Lane Flows

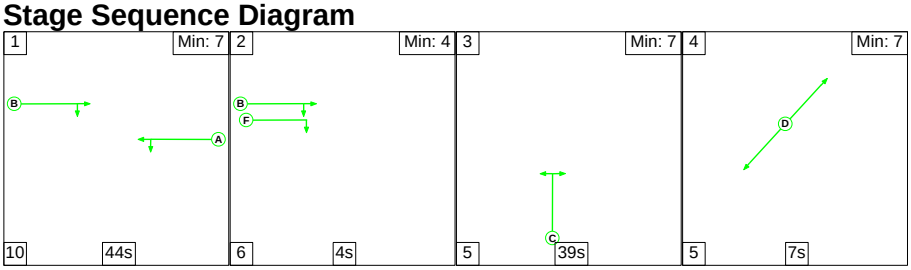
Lane	Scenario 8: 2037 Reference Case + Gamston GV PM
Junction: High Street/Gainsborough Rd	
1/1 (short)	329
1/2 (with short)	876(In) 547(Out)
2/1	632
3/1 (with short)	676(In) 511(Out)
3/2 (short)	165
4/1	734
5/1	956
6/1	494

Lane Saturation Flows

Junction: High Street/Gainsborough Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A638 (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A638 (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Gainsborough Rd Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A638 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A638 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (W/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2019 Base Flows AM' (FG1: '2019 Base Flows AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

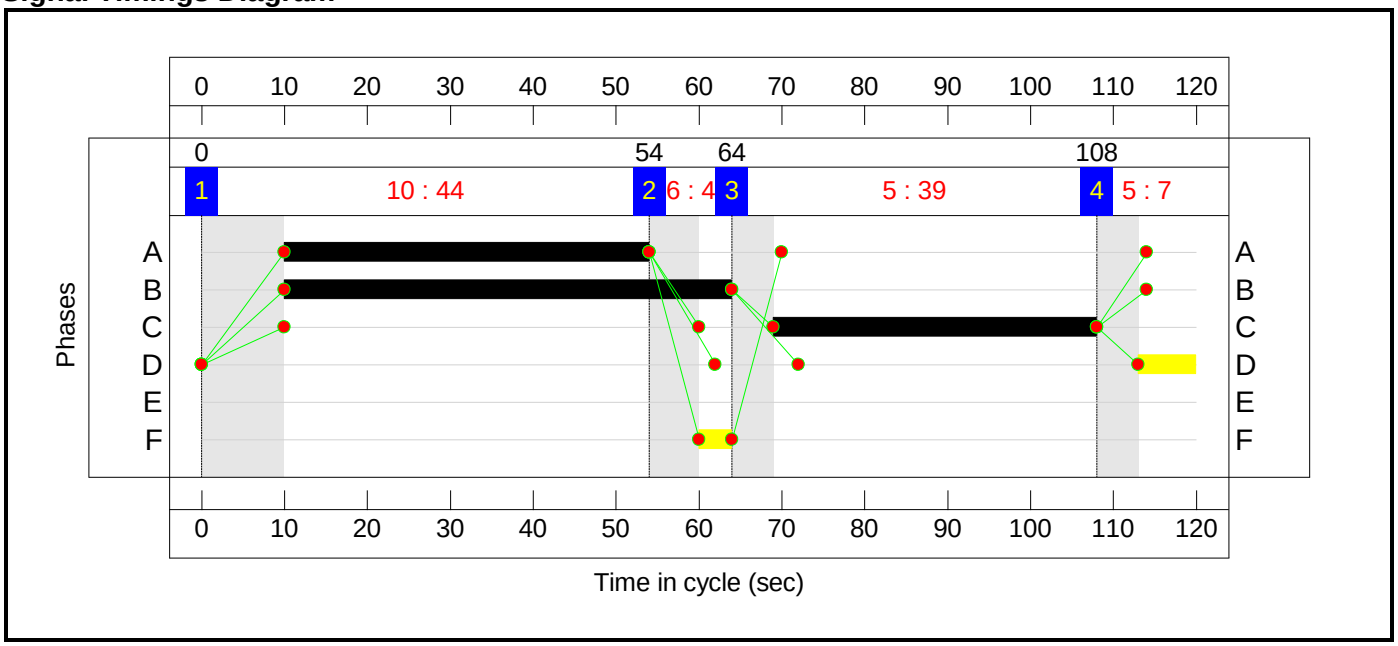


Full Input Data And Results

Stage Timings

Stage	1	2	3	4
Duration	44	4	39	7
Change Point	0	54	64	108

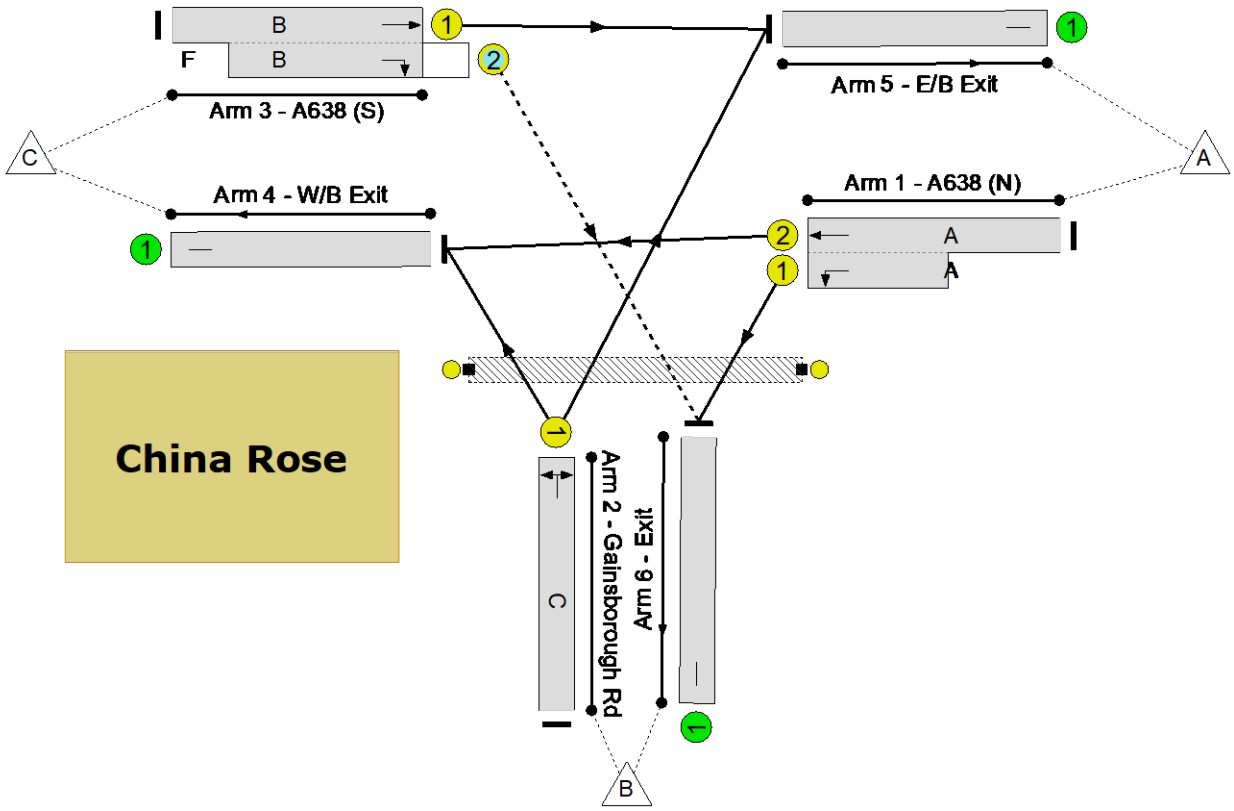
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: 10.9 %
Total Traffic Delay: 19.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.2%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.2%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	44	-	680	1800:1800	433+415	80.2 : 80.2%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	39	-	487	1800	600	81.2%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	54	4	553	1800:1800	659+275	59.2 : 59.2%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**104**	**56**	**3**	**14.4**	**4.8**	**0.7**	**19.9**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**104**	**56**	**3**	**14.4**	**4.8**	**0.7**	**19.9**	**-**	**-**	**-**	**-**
1/2+1/1	680	680	-	-	-	5.7	2.0	-	7.6	40.4	13.5	2.0	15.5
2/1	487	487	-	-	-	4.9	2.1	-	7.0	51.9	14.7	2.1	16.8
3/1+3/2	553	553	104	56	3	3.8	0.7	0.7	5.2	33.9	9.4	0.7	10.1
4/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

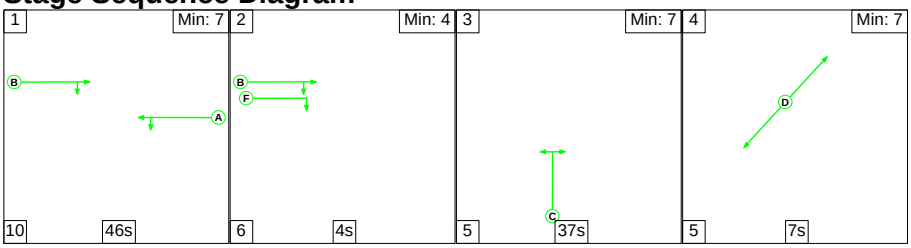
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	10.9	Total Delay for Signalled Lanes (pcuHr):	19.86	Cycle Time (s):	120
	PRC Over All Lanes (%):	10.9	Total Delay Over All Lanes(pcuHr):	19.86		

Full Input Data And Results

Scenario 2: '2019 Base Flows PM' (FG2: '2019 Base Flows PM', Plan 1: 'Network Control Plan 1')

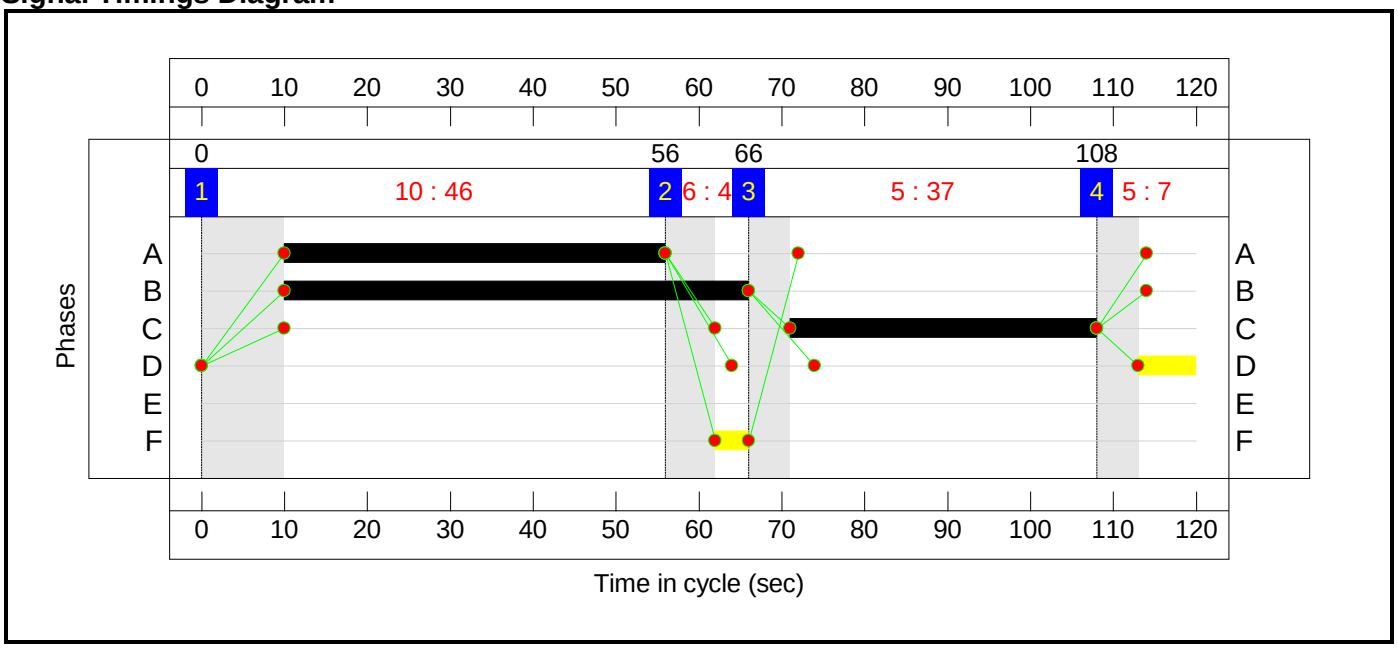
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	46	4	37	7
Change Point	0	56	66	108

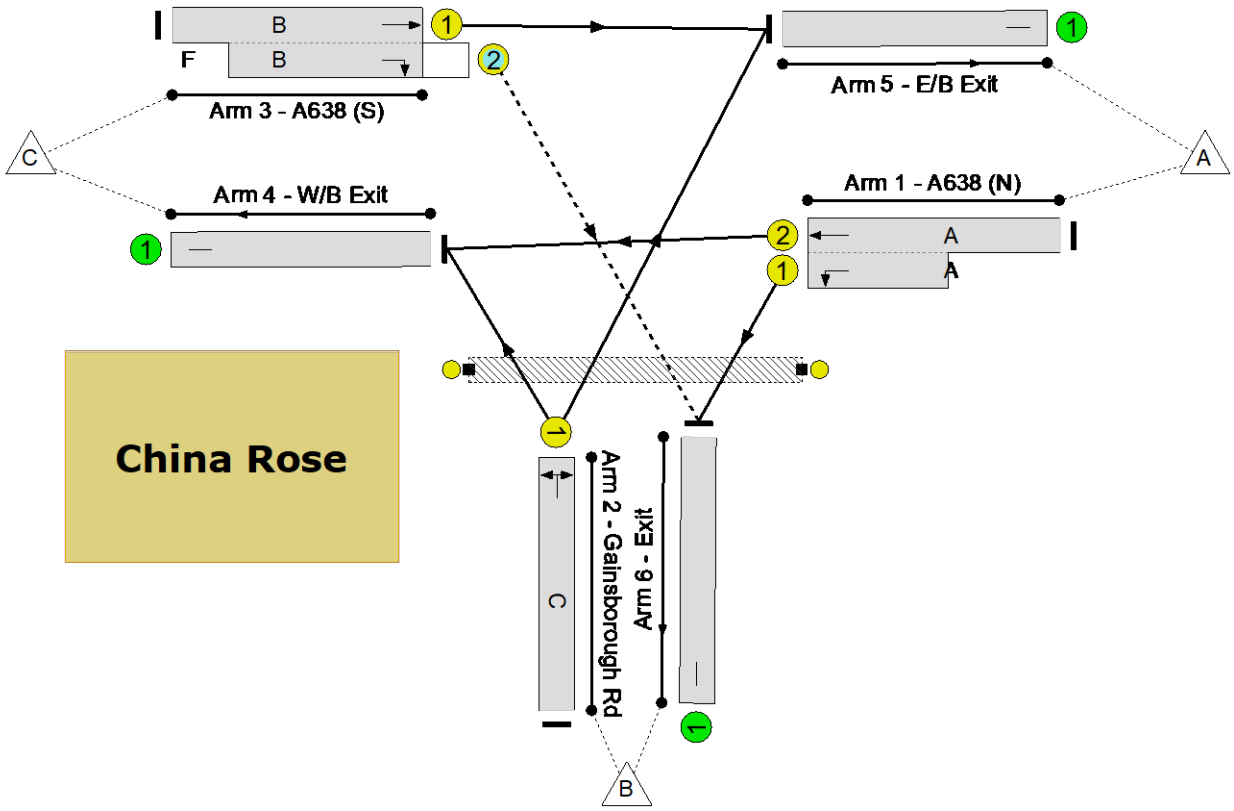
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: 4.3 %
Total Traffic Delay: 21.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	46	-	696	1800:1800	504+312	85.3 : 85.3%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	37	-	492	1800	570	86.3%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	56	4	549	1800:1800	730+198	59.2 : 59.2%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**74**	**41**	**2**	**14.6**	**6.4**	**0.7**	**21.7**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**74**	**41**	**2**	**14.6**	**6.4**	**0.7**	**21.7**	**-**	**-**	**-**	**-**
1/2+1/1	696	696	-	-	-	5.9	2.8	-	8.6	44.7	16.8	2.8	19.5
2/1	492	492	-	-	-	5.3	2.9	-	8.2	60.0	15.3	2.9	18.2
3/1+3/2	549	549	74	41	2	3.4	0.7	0.7	4.9	31.8	10.4	0.7	11.1
4/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

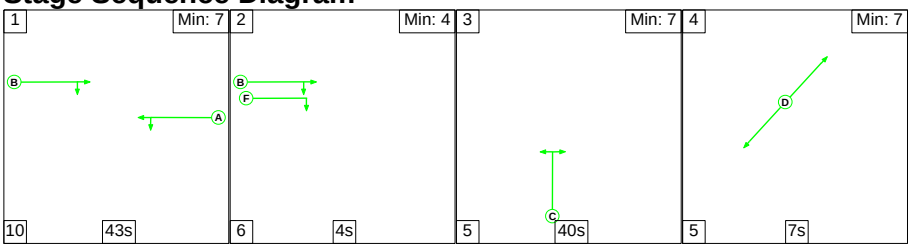
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	21.70	Cycle Time (s):	120
	PRC Over All Lanes (%):	4.3	Total Delay Over All Lanes(pcuHr):	21.70		

Full Input Data And Results

Scenario 3: '2037 Reference Case AM' (FG3: '2037 Reference Case AM', Plan 2: 'Network Control Plan 2')

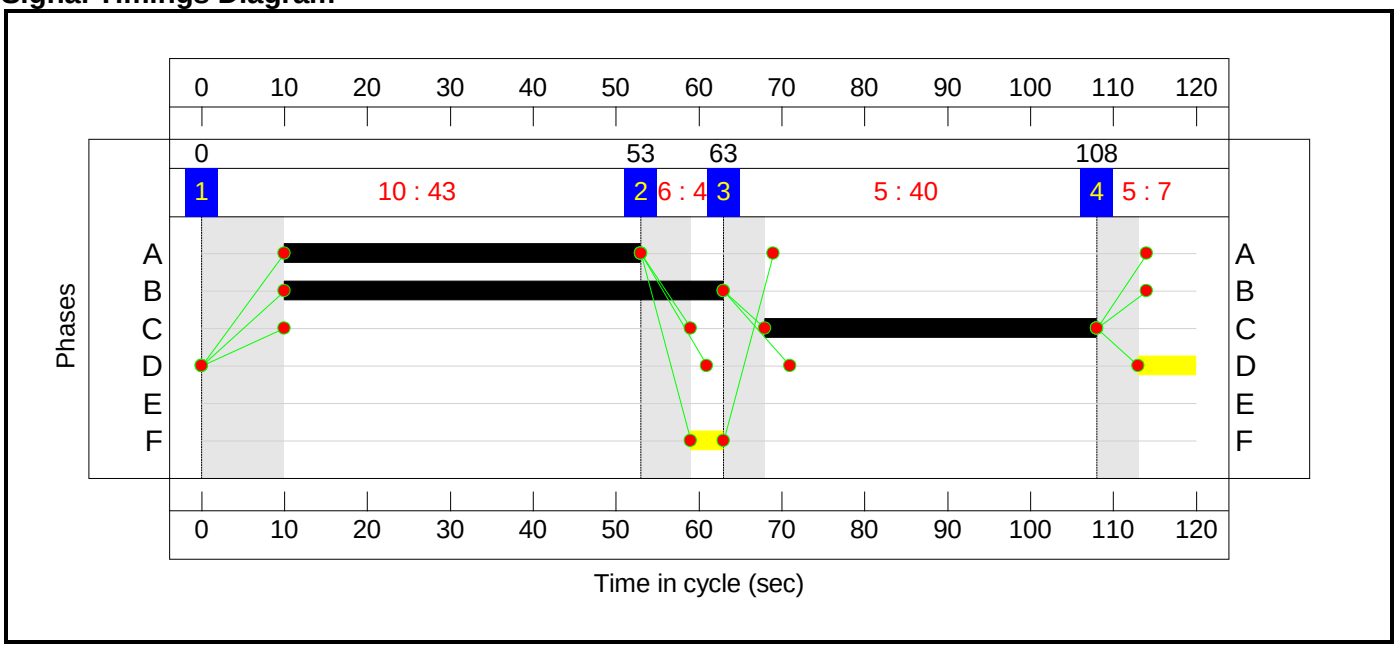
Stage Sequence Diagram



Stage Timings

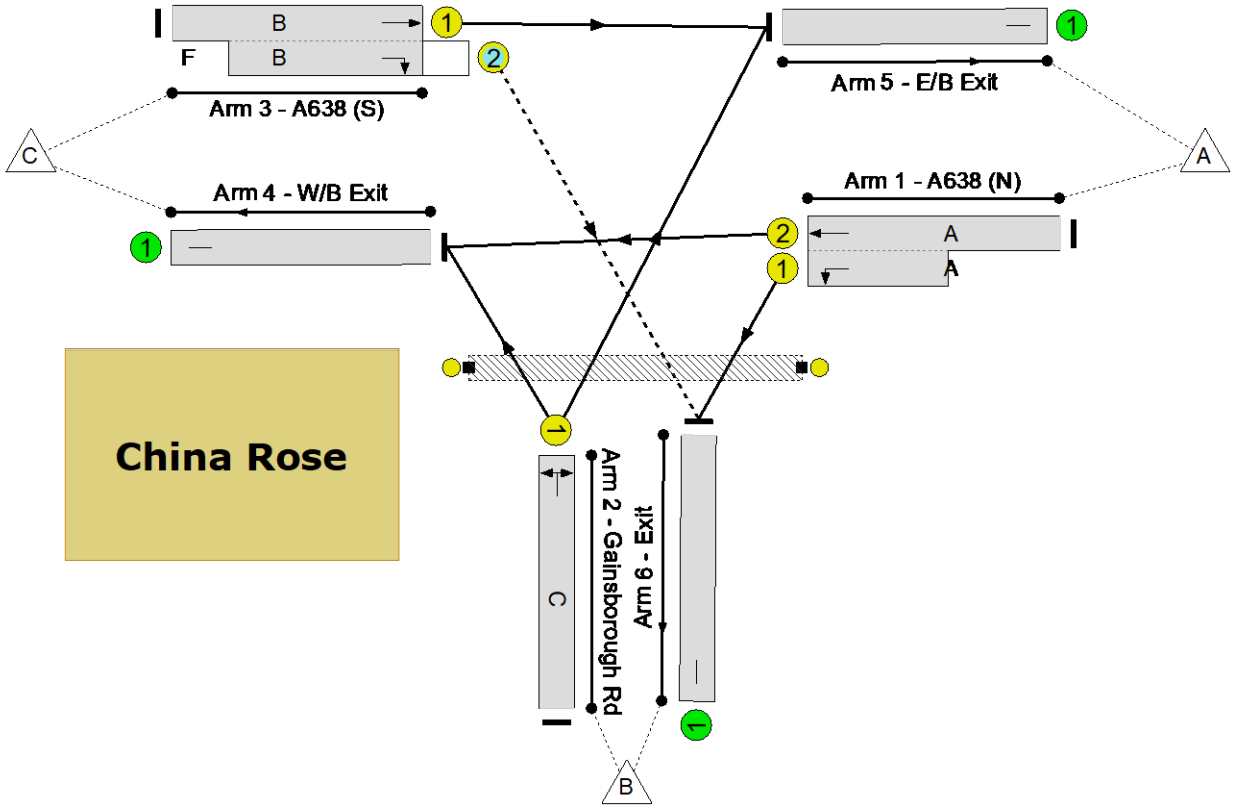
Stage	1	2	3	4
Duration	43	4	40	7
Change Point	0	53	63	108

Signal Timings Diagram



Network Layout Diagram

High Street/Gainsborough Rd
PRC: -4.2 %
Total Traffic Delay: 32.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	43	-	754	1800:1800	428+401	91.0 : 91.0%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	40	-	577	1800	615	93.8%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	53	4	706	1800:1800	606+222	83.1 : 90.8%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**42**	**120**	**40**	**18.8**	**13.1**	**0.8**	**32.6**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**42**	**120**	**40**	**18.8**	**13.1**	**0.8**	**32.6**	**-**	**-**	**-**	**-**
1/2+1/1	754	754	-	-	-	6.8	4.5	-	11.3	54.0	17.6	4.5	22.1
2/1	577	577	-	-	-	6.1	5.8	-	11.9	74.5	18.6	5.8	24.4
3/1+3/2	706	706	42	120	40	5.8	2.8	0.8	9.3	47.6	15.7	2.8	18.4
4/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

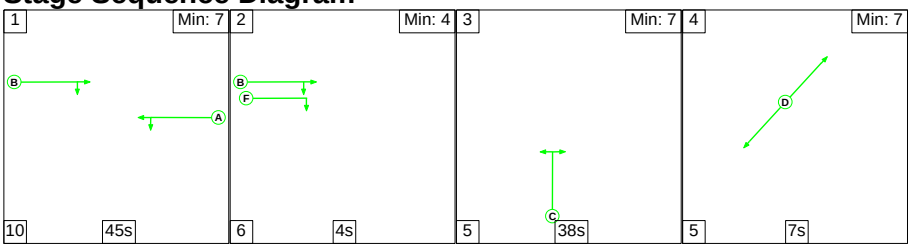
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	32.61	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-4.2	Total Delay Over All Lanes(pcuHr):	32.61			

Full Input Data And Results

Scenario 4: '2037 Reference Case PM' (FG4: '2037 Reference Case PM', Plan 2: 'Network Control Plan 2')

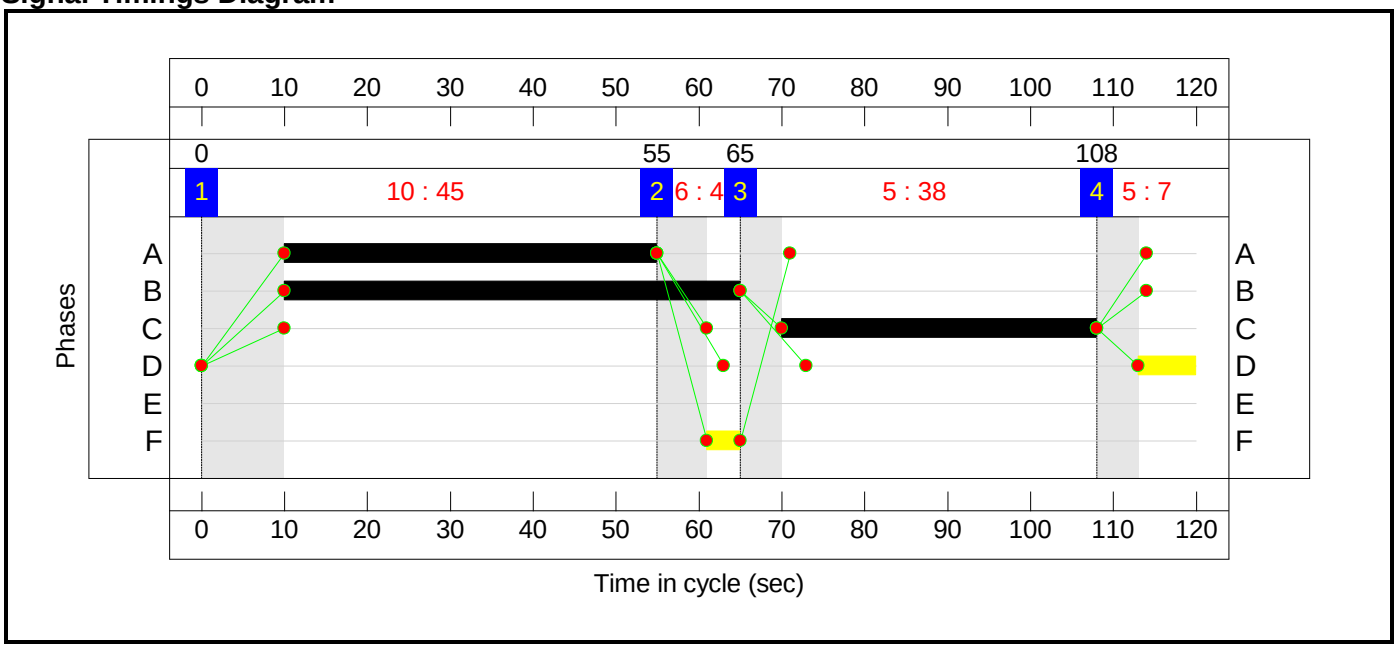
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	45	4	38	7
Change Point	0	55	65	108

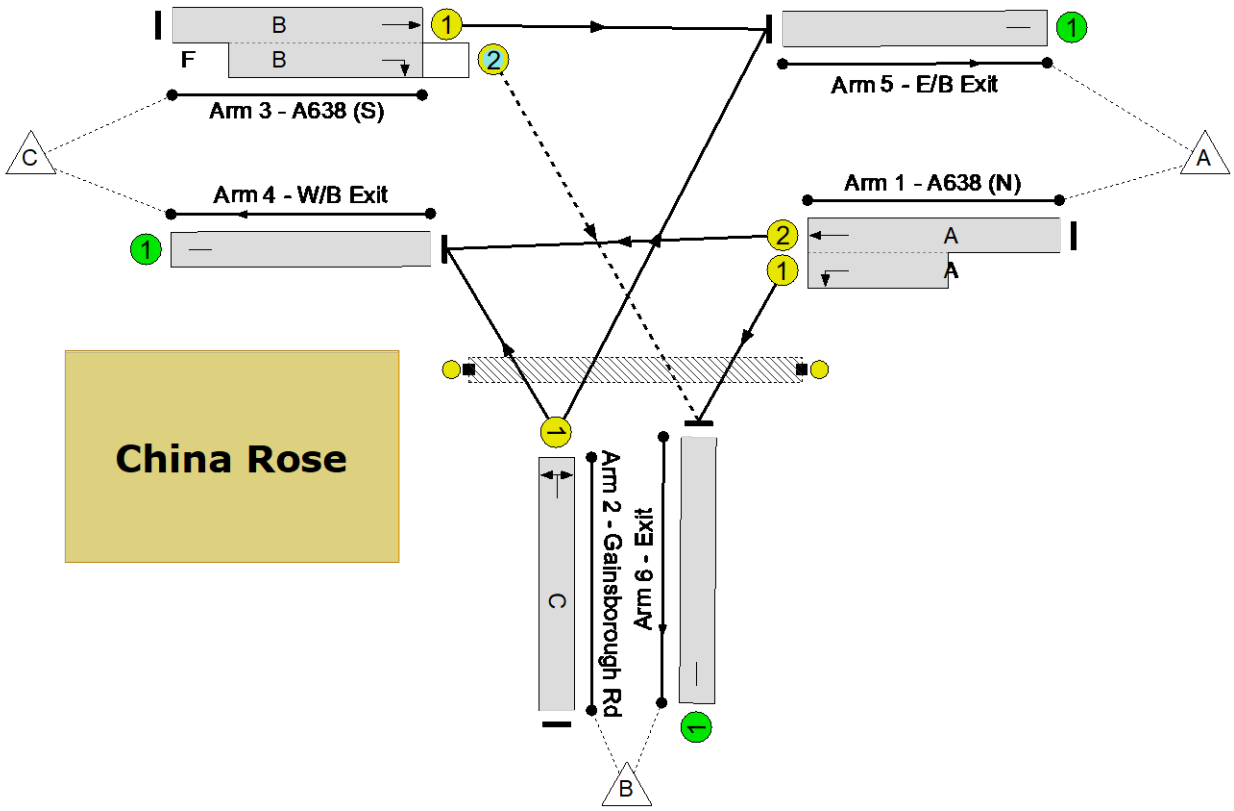
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: -19.8 %
Total Traffic Delay: 91.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.8%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.8%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	45	-	863	1800:1800	496+304	107.8 : 107.8%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	38	-	628	1800	585	107.4%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	55	4	620	1800:1800	681+150	70.5 : 93.3%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**120**	**20**	**25.2**	**65.8**	**0.8**	**91.8**	-	-	-	-
High Street/Gainsborough Rd	-	-	**0**	**120**	**20**	**25.2**	**65.8**	**0.8**	**91.8**	-	-	-	-
1/2+1/1	863	800	-	-	-	11.9	37.1	-	49.0	204.3	28.6	37.1	65.7
2/1	628	585	-	-	-	8.8	27.3	-	36.1	207.0	22.4	27.3	49.6
3/1+3/2	620	620	0	120	20	4.5	1.5	0.8	6.7	38.9	12.9	1.5	14.4
4/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

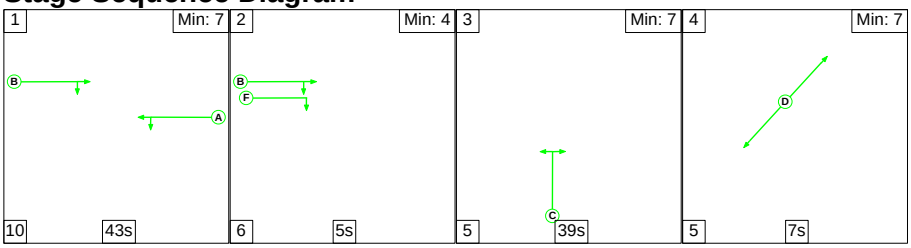
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-19.8	Total Delay for Signalled Lanes (pcuHr):	91.79	Cycle Time (s):	120
	PRC Over All Lanes (%):	-19.8	Total Delay Over All Lanes(pcuHr):	91.79		

Full Input Data And Results

Scenario 5: '2037 Reference Case + Morton GV AM' (FG5: '2037 Reference Case + Morton GV AM', Plan 2: 'Network Control Plan 2')

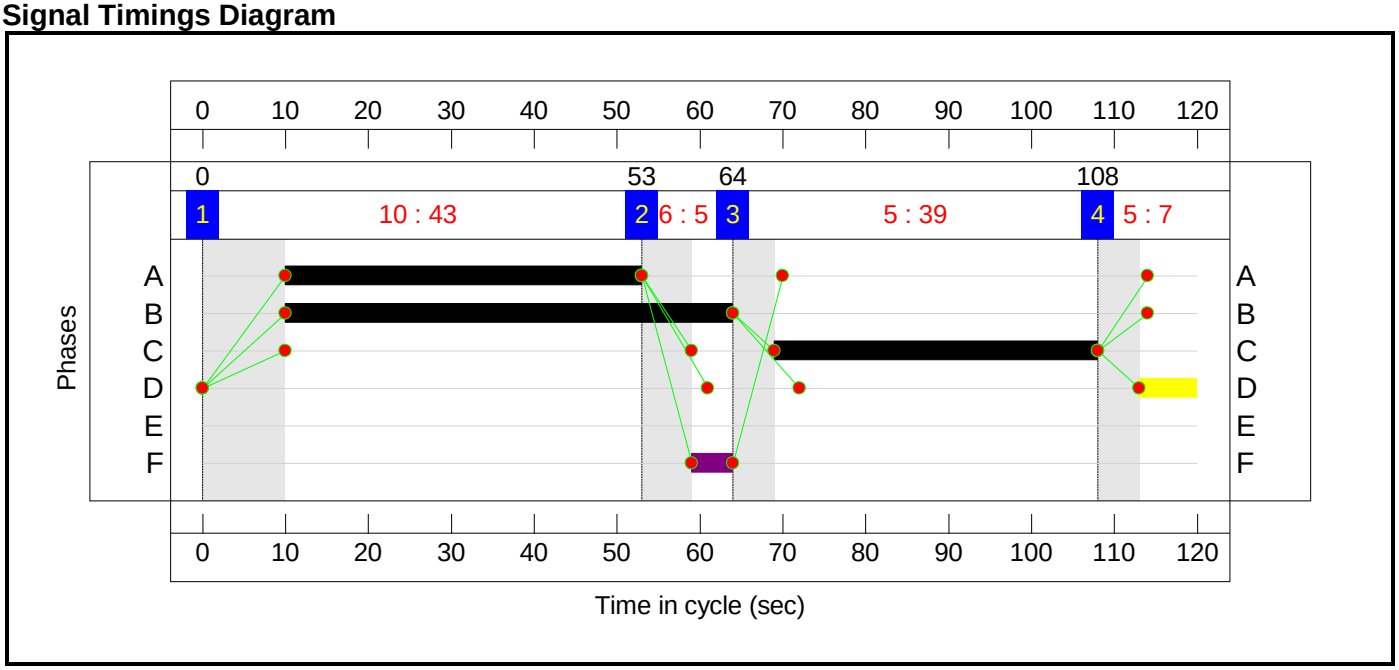
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	43	5	39	7
Change Point	0	53	64	108

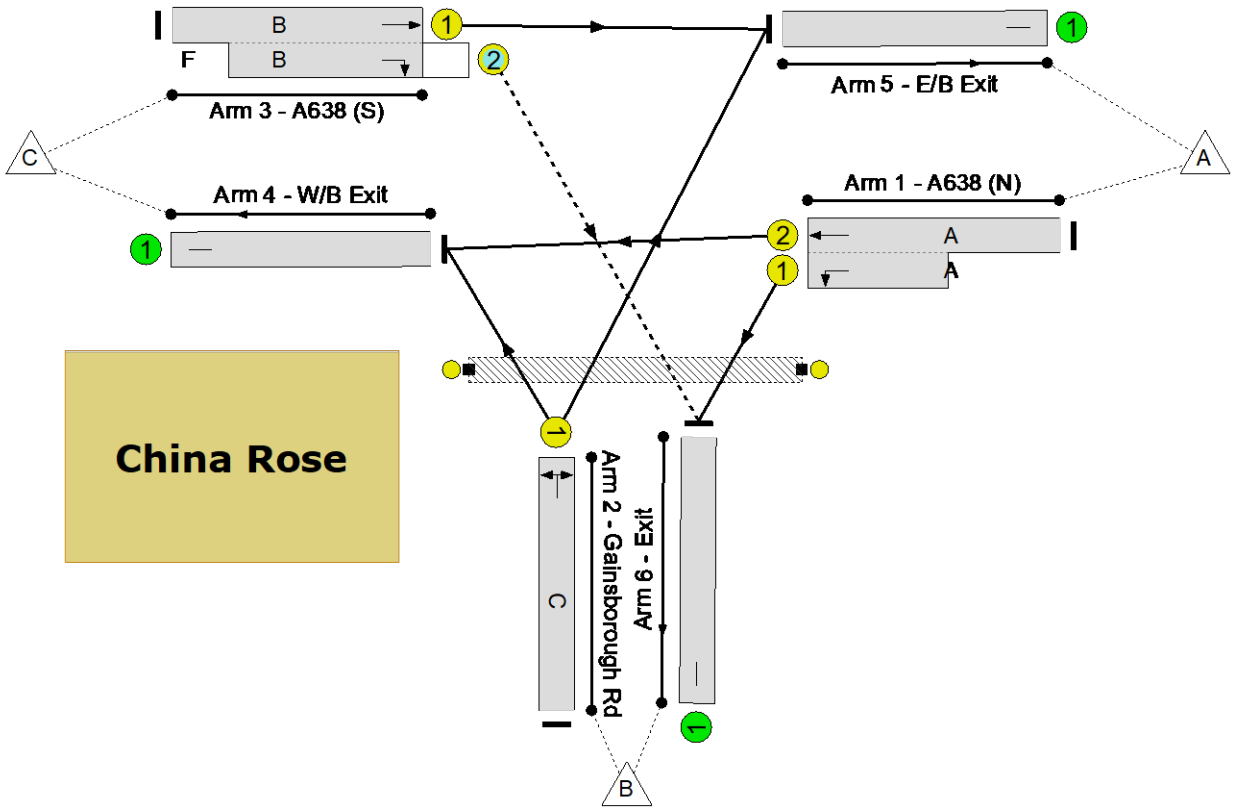
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: -13.0 %
Total Traffic Delay: 51.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
High Street/Gainsborough Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	43	-	783	1800:1800	436+381	95.8 : 95.8%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	39	-	610	1800	600	101.7%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	54	5	725	1800:1800	543+215	95.2 : 97.0%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**20**	**135**	**53**	**20.5**	**30.6**	**0.8**	**51.9**	**-**	**-**	**-**	**-**
High Street/Gainsborough Rd	**-**	**-**	**20**	**135**	**53**	**20.5**	**30.6**	**0.8**	**51.9**	**-**	**-**	**-**	**-**
1/2+1/1	783	783	-	-	-	7.3	7.8	-	15.2	69.9	19.8	7.8	27.6
2/1	610	600	-	-	-	7.2	15.1	-	22.3	131.6	20.7	15.1	35.8
3/1+3/2	725	725	20	135	53	6.0	7.6	0.8	14.4	71.4	16.2	7.6	23.8
4/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

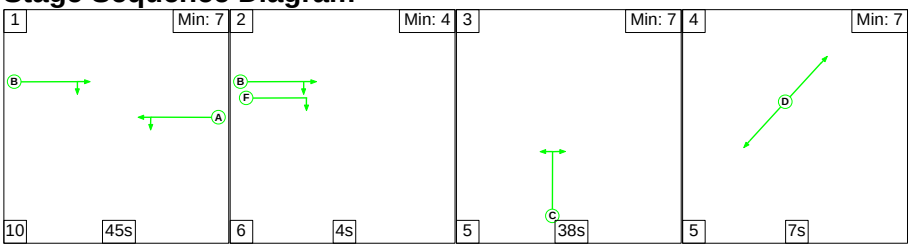
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-13.0	Total Delay for Signalled Lanes (pcuHr):	51.87	Cycle Time (s):	120
	PRC Over All Lanes (%):	-13.0	Total Delay Over All Lanes(pcuHr):	51.87		

Full Input Data And Results

Scenario 6: '2037 Reference Case + Morton GV PM' (FG6: '2037 Reference Case + Morton GV PM', Plan 2: 'Network Control Plan 2')

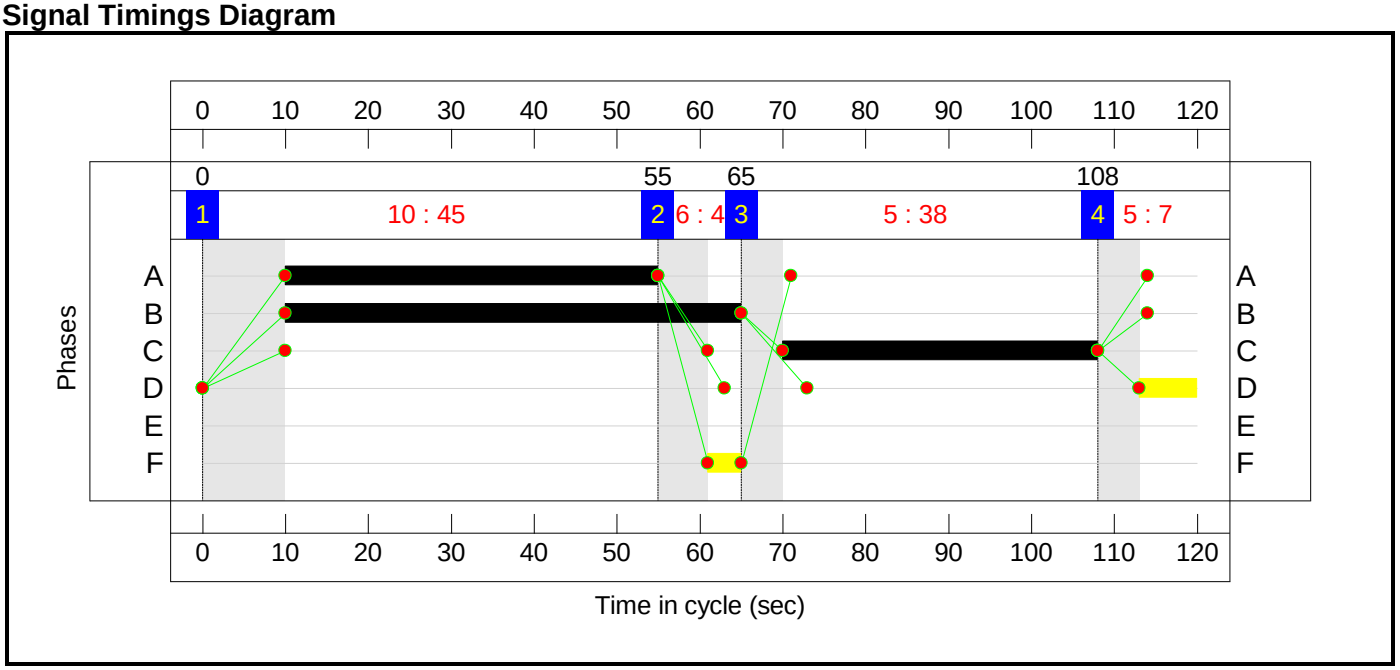
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	45	4	38	7
Change Point	0	55	65	108

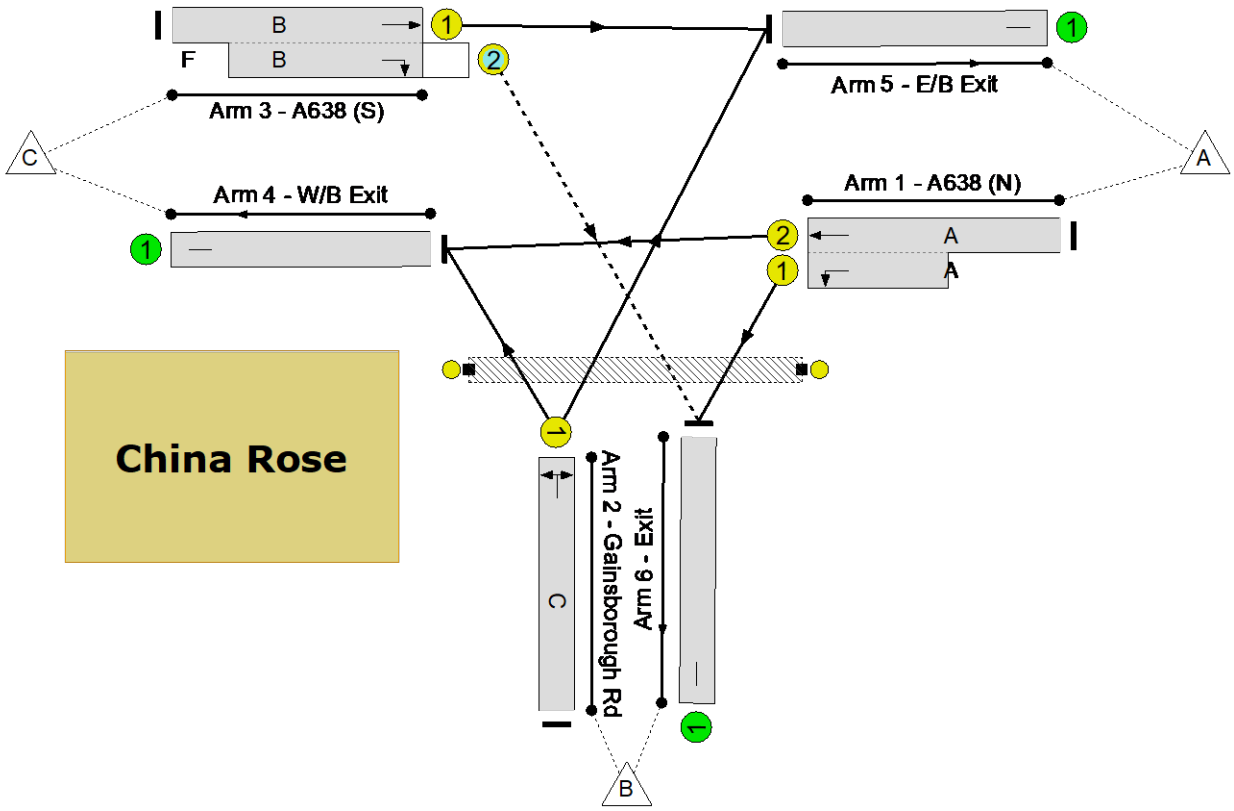
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: -22.2 %
Total Traffic Delay: 120.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.0%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.0%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	45	-	875	1800:1800	498+300	109.6 : 109.6%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	38	-	632	1800	585	108.0%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	55	4	675	1800:1800	503+150	101.4 : 110.0%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**120**	**30**	**27.7**	**92.0**	**0.8**	**120.5**	-	-	-	-
High Street/Gainsborough Rd	-	-	**0**	**120**	**30**	**27.7**	**92.0**	**0.8**	**120.5**	-	-	-	-
1/2+1/1	875	798	-	-	-	12.8	43.3	-	56.1	230.8	29.6	43.3	72.9
2/1	632	585	-	-	-	9.1	29.0	-	38.0	216.5	22.6	29.0	51.6
3/1+3/2	675	660	0	120	30	5.9	19.7	0.8	26.4	140.6	14.8	19.7	34.4
4/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

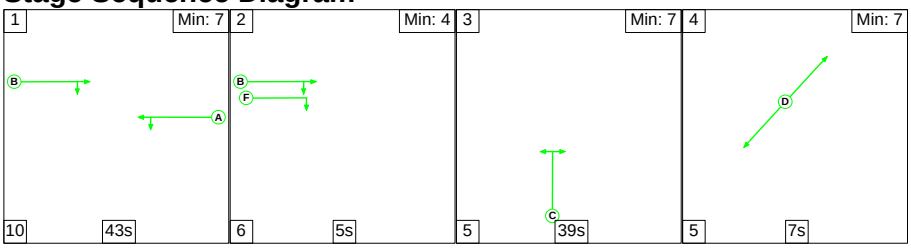
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-22.2	Total Delay for Signalled Lanes (pcuHr):	120.46	Cycle Time (s):	120
	PRC Over All Lanes (%):	-22.2	Total Delay Over All Lanes(pcuHr):	120.46		

Full Input Data And Results

Scenario 7: '2037 Reference Case + Gamston GV AM' (FG7: '2037 Reference Case + Gamston GV AM', Plan 2: 'Network Control Plan 2')

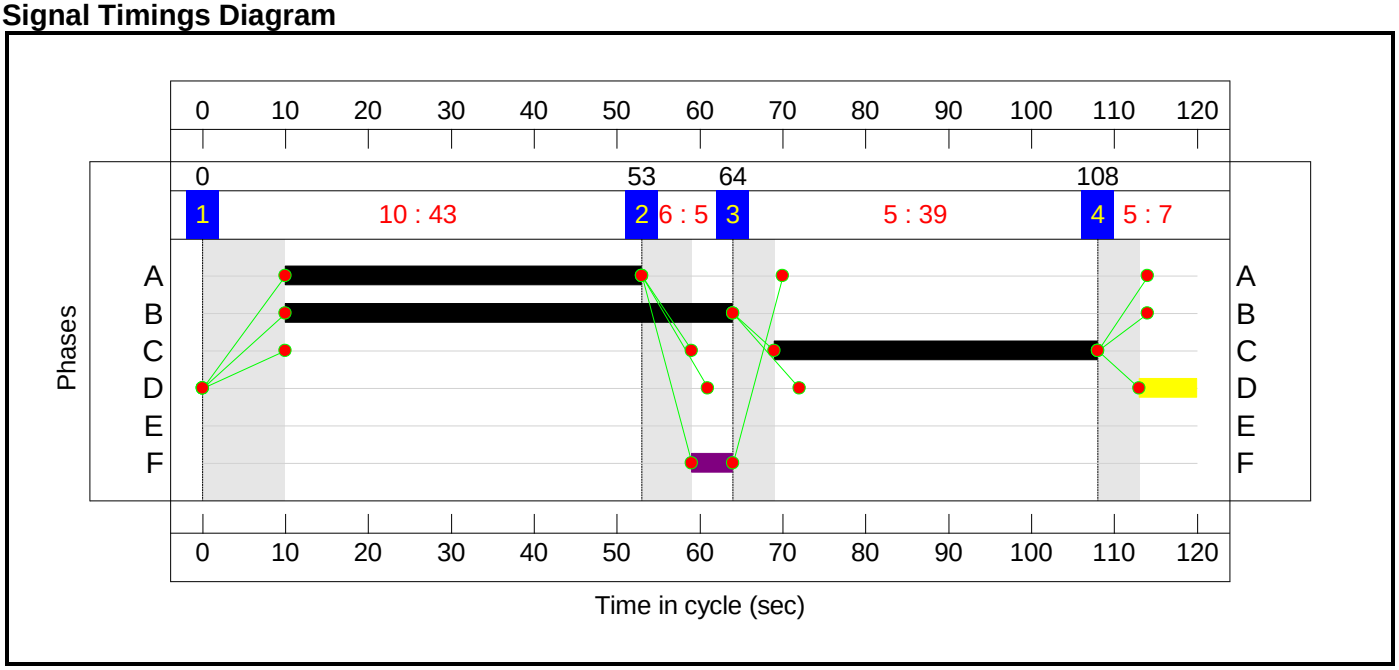
Stage Sequence Diagram



Stage Timings

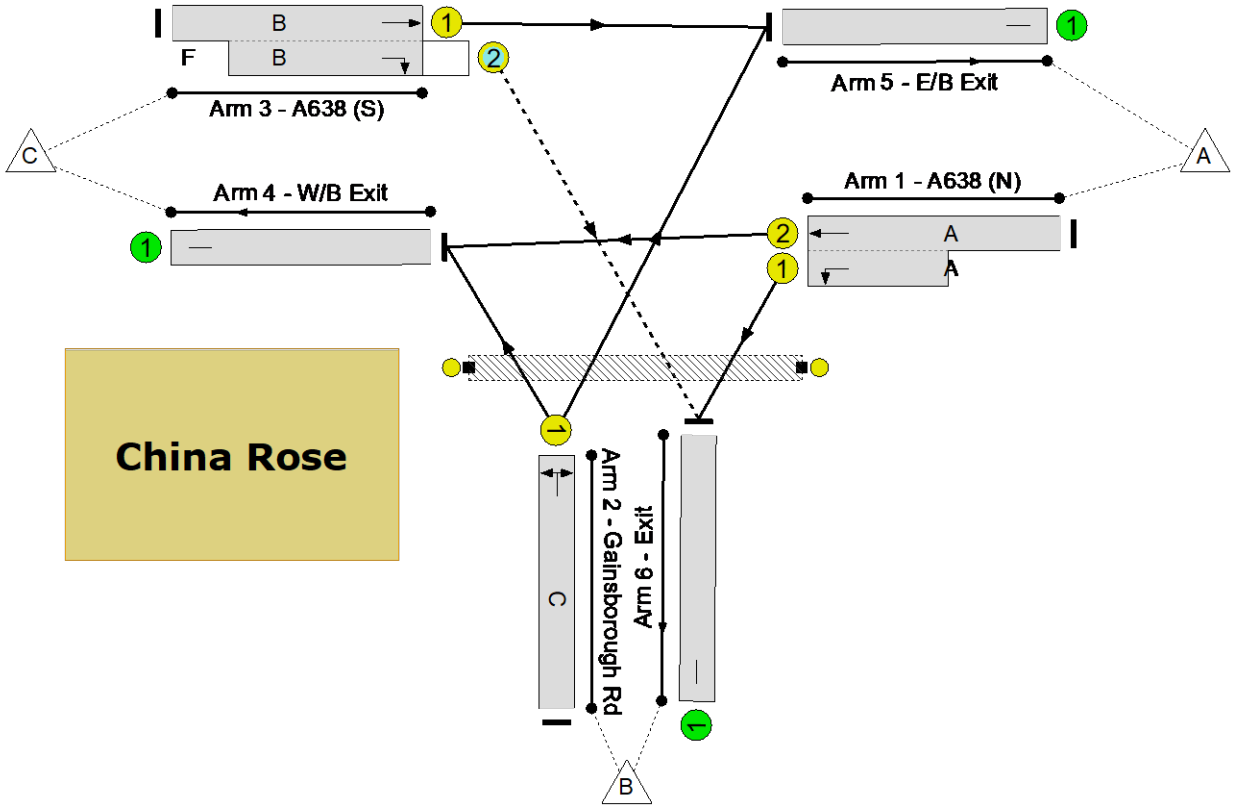
Stage	1	2	3	4
Duration	43	5	39	7
Change Point	0	53	64	108

Signal Timings Diagram



Network Layout Diagram

High Street/Gainsborough Rd
PRC: -13.0 %
Total Traffic Delay: 51.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.7%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.7%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	43	-	783	1800:1800	436+381	95.8 : 95.8%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	39	-	610	1800	600	101.7%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	54	5	727	1800:1800	548+215	94.7 : 97.0%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**20**	**135**	**53**	**20.5**	**30.2**	**0.8**	**51.6**	-	-	-	-
High Street/Gainsborough Rd	-	-	**20**	**135**	**53**	**20.5**	**30.2**	**0.8**	**51.6**	-	-	-	-
1/2+1/1	783	783	-	-	-	7.3	7.8	-	15.2	69.9	19.8	7.8	27.6
2/1	610	600	-	-	-	7.2	15.1	-	22.3	131.6	20.7	15.1	35.8
3/1+3/2	727	727	20	135	53	6.0	7.3	0.8	14.1	69.7	16.3	7.3	23.5
4/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

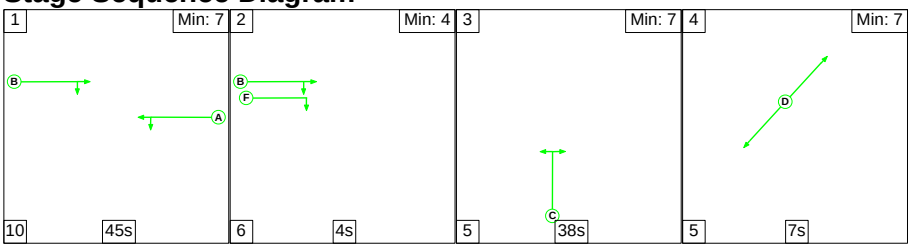
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-13.0	Total Delay for Signalled Lanes (pcuHr):	51.56	Cycle Time (s):	120
	PRC Over All Lanes (%):	-13.0	Total Delay Over All Lanes(pcuHr):	51.56		

Full Input Data And Results

Scenario 8: '2037 Reference Case + Gamston GV PM' (FG8: '2037 Reference Case + Gamston GV PM', Plan 2: 'Network Control Plan 2')

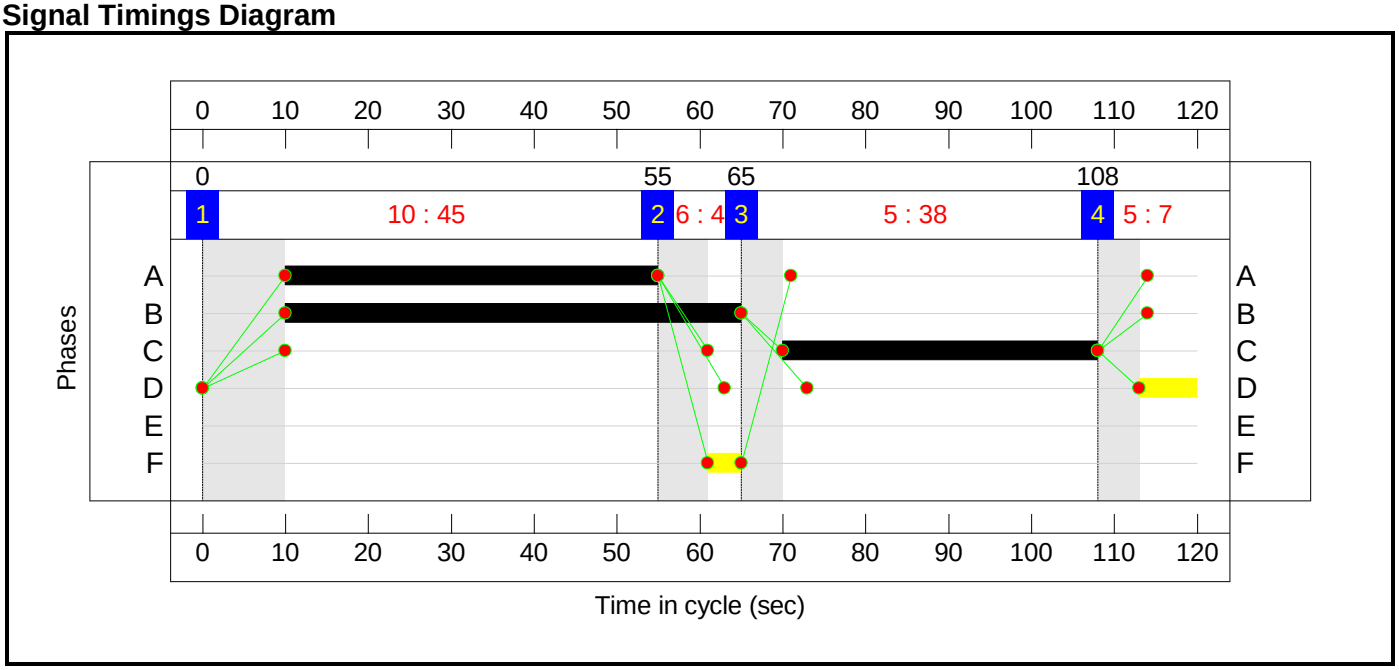
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	45	4	38	7
Change Point	0	55	65	108

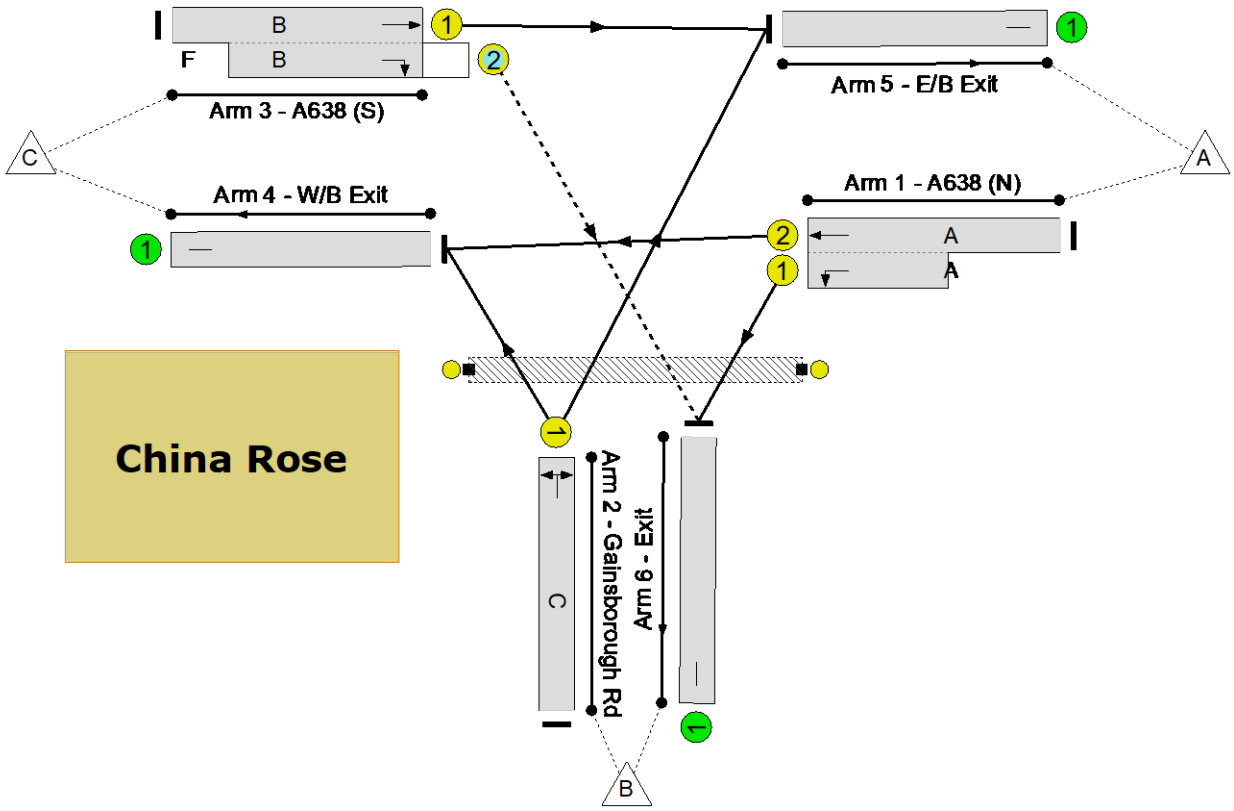
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Gainsborough Rd
PRC: -22.2 %
Total Traffic Delay: 120.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.0%**
High Street/Gainsborough Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.0%**
1/2+1/1	A638 (N) Ahead Left	U	N/A	N/A	A		1	45	-	876	1800:1800	498+300	109.7 : 109.7%
2/1	Gainsborough Rd Left Right	U	N/A	N/A	C		1	38	-	632	1800	585	108.0%
3/1+3/2	A638 (S) Ahead Right	U+O	N/A	N/A	B	F	1	55	4	676	1800:1800	506+150	101.0 : 110.0%
4/1	W/B Exit	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
5/1	E/B Exit	U	N/A	N/A	-		-	-	-	956	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**120**	**30**	**27.8**	**91.8**	**0.8**	**120.4**	-	-	-	-
High Street/Gainsborough Rd	-	-	**0**	**120**	**30**	**27.8**	**91.8**	**0.8**	**120.4**	-	-	-	-
1/2+1/1	876	798	-	-	-	12.9	43.9	-	56.7	233.1	29.6	43.9	73.5
2/1	632	585	-	-	-	9.1	29.0	-	38.0	216.5	22.6	29.0	51.6
3/1+3/2	676	661	0	120	30	5.9	18.9	0.8	25.6	136.5	14.8	18.9	33.7
4/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-22.2	Total Delay for Signalled Lanes (pcuHr):	120.36	Cycle Time (s):	120
	PRC Over All Lanes (%):	-22.2	Total Delay Over All Lanes(pcuHr):	120.36		

Junction 14 - Dover Bottom/B6387 (North)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Dover Bottom (N).j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\Bassetlaw Models\05 - Assessment Models
Report generation date: 01/11/2019 12:44:41

»2019 Survey, AM
»2019 Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Survey							
Stream B-C	0.1	6.84	0.05	A	0.0	5.55	0.04	A
Stream B-A	0.1	8.12	0.08	A	0.1	8.21	0.05	A
Stream C-AB	0.0	5.42	0.01	A	0.0	6.13	0.01	A
	2037 Committed Only							
Stream B-C	0.1	6.89	0.05	A	0.0	5.65	0.04	A
Stream B-A	0.1	8.24	0.08	A	0.1	8.41	0.06	A
Stream C-AB	0.0	5.40	0.01	A	0.0	6.20	0.01	A
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-C	0.1	7.00	0.05	A	0.0	5.67	0.04	A
Stream B-A	0.1	8.42	0.09	A	0.1	8.47	0.06	A
Stream C-AB	0.0	5.51	0.01	A	0.0	6.22	0.01	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-C	1.3	15.71	0.53	C	28.9	213.00	1.11	F
Stream B-A	0.8	23.07	0.41	C	17.1	248.76	1.08	F
Stream C-AB	0.7	4.24	0.20	A	0.3	4.89	0.11	A

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	30/10/2019
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dover Bottom (S)		Major
B	A1 (T)		Minor
C	Dover Bottom (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dover Bottom (N)	7.40			137.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - A1 (T)	One lane plus flare	10.00	10.00	6.10	4.40	3.90	✓	2.00	127	136

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	650	0.111	0.281	0.177	0.401
1	B-C	752	0.108	0.274	-	-
1	C-B	653	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)

D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	267	100.000
B - A1 (T)		✓	72	100.000
C - Dover Bottom (N)		✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	71	196
	B - A1 (T)	42	0	30
	C - Dover Bottom (N)	137	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.84	0.1	A
B-A	0.08	8.12	0.1	A
C-AB	0.01	5.42	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)	LOS
B-C	23	696	0.032	22	0.0	6.465	A
B-A	32	583	0.054	31	0.1	7.441	A
C-AB	4	674	0.007	4	0.0	5.415	A
C-A	102			102			
A-B	53			53			
A-C	148			148			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	685	0.039	27	0.0	6.619	A
B-A	38	570	0.066	38	0.1	7.714	A
C-AB	5	679	0.008	5	0.0	5.391	A
C-A	122			122			
A-B	64			64			
A-C	176			176			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	670	0.049	33	0.1	6.840	A
B-A	46	552	0.084	46	0.1	8.120	A
C-AB	7	685	0.010	7	0.0	5.358	A
C-A	149			149			
A-B	78			78			
A-C	216			216			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	670	0.049	33	0.1	6.841	A
B-A	46	552	0.084	46	0.1	8.121	A
C-AB	7	685	0.010	7	0.0	5.363	A
C-A	149			149			
A-B	78			78			
A-C	216			216			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	685	0.039	27	0.0	6.623	A
B-A	38	570	0.066	38	0.1	7.720	A
C-AB	5	679	0.008	6	0.0	5.402	A
C-A	122			122			
A-B	64			64			
A-C	176			176			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	696	0.032	23	0.0	6.470	A
B-A	32	583	0.054	32	0.1	7.451	A
C-AB	4	674	0.007	4	0.0	5.420	A
C-A	102			102			
A-B	53			53			
A-C	148			148			

2019 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	296	100.000
B - A1 (T)		✓	48	100.000
C - Dover Bottom (N)		✓	185	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	70	226
	B - A1 (T)	26	0	22
	C - Dover Bottom (N)	179	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	5.55	0.0	A
B-A	0.05	8.21	0.1	A
C-AB	0.01	6.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	701	0.024	16	0.0	5.262	A
B-A	20	565	0.035	19	0.0	7.523	A
C-AB	6	690	0.008	6	0.0	6.126	A
C-A	134			134			
A-B	53			53			
A-C	170			170			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	689	0.029	20	0.0	5.379	A
B-A	23	550	0.043	23	0.1	7.798	A
C-AB	7	698	0.010	7	0.0	6.048	A
C-A	159			159			
A-B	63			63			
A-C	203			203			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	673	0.036	24	0.0	5.549	A
B-A	29	529	0.054	29	0.1	8.207	A
C-AB	9	710	0.013	9	0.0	5.929	A
C-A	195			195			
A-B	77			77			
A-C	249			249			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	673	0.036	24	0.0	5.549	A
B-A	29	529	0.054	29	0.1	8.208	A
C-AB	9	710	0.013	9	0.0	5.913	A
C-A	195			195			
A-B	77			77			
A-C	249			249			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	689	0.029	20	0.0	5.380	A
B-A	23	550	0.043	23	0.1	7.799	A
C-AB	7	698	0.010	7	0.0	6.012	A
C-A	159			159			
A-B	63			63			

A-C	203			203			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	700	0.024	17	0.0	5.264	A
B-A	20	565	0.035	20	0.0	7.529	A
C-AB	6	690	0.008	6	0.0	6.107	A
C-A	134			134			
A-B	53			53			
A-C	170			170			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	1.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	295	100.000
B - A1 (T)		✓	72	100.000
C - Dover Bottom (N)		✓	157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	94	201
	B - A1 (T)	42	0	30
	C - Dover Bottom (N)	152	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.89	0.1	A
B-A	0.08	8.24	0.1	A
C-AB	0.01	5.40	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)	LOS
B-C	23	693	0.033	22	0.0	6.493	A
B-A	32	578	0.055	31	0.1	7.509	A
C-AB	5	677	0.007	5	0.0	5.398	A
C-A	114			114			
A-B	71			71			
A-C	151			151			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	681	0.040	27	0.0	6.655	A
B-A	38	564	0.067	38	0.1	7.802	A
C-AB	6	682	0.008	6	0.0	5.368	A
C-A	136			136			
A-B	85			85			
A-C	181			181			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	665	0.050	33	0.1	6.888	A
B-A	46	544	0.085	46	0.1	8.239	A
C-AB	7	690	0.011	7	0.0	5.330	A
C-A	166			166			
A-B	103			103			
A-C	221			221			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	665	0.050	33	0.1	6.888	A
B-A	46	544	0.085	46	0.1	8.239	A
C-AB	7	690	0.011	7	0.0	5.335	A
C-A	166			166			
A-B	103			103			
A-C	221			221			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	681	0.040	27	0.1	6.659	A
B-A	38	564	0.067	38	0.1	7.806	A
C-AB	6	682	0.008	6	0.0	5.379	A
C-A	136			136			
A-B	85			85			

A-C	181			181			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	693	0.033	23	0.0	6.501	A
B-A	32	578	0.055	32	0.1	7.516	A
C-AB	5	677	0.007	5	0.0	5.403	A
C-A	114			114			
A-B	71			71			
A-C	151			151			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	366	100.000
B - A1 (T)		✓	48	100.000
C - Dover Bottom (N)		✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	126	240
	B - A1 (T)	26	0	22
	C - Dover Bottom (N)	185	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	5.65	0.0	A
B-A	0.06	8.41	0.1	A
C-AB	0.01	6.20	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	693	0.024	16	0.0	5.321	A
B-A	20	556	0.035	19	0.0	7.640	A
C-AB	6	682	0.008	6	0.0	6.195	A
C-A	138			138			
A-B	95			95			
A-C	181			181			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	680	0.029	20	0.0	5.452	A
B-A	23	540	0.043	23	0.1	7.949	A
C-AB	7	688	0.010	7	0.0	6.128	A
C-A	165			165			
A-B	113			113			
A-C	216			216			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	662	0.037	24	0.0	5.645	A
B-A	29	516	0.055	29	0.1	8.413	A
C-AB	9	698	0.013	9	0.0	6.020	A
C-A	201			201			
A-B	139			139			
A-C	264			264			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	662	0.037	24	0.0	5.645	A
B-A	29	516	0.055	29	0.1	8.414	A
C-AB	9	698	0.013	9	0.0	6.003	A
C-A	201			201			
A-B	139			139			
A-C	264			264			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	680	0.029	20	0.0	5.454	A
B-A	23	540	0.043	23	0.1	7.952	A
C-AB	7	688	0.010	7	0.0	6.087	A
C-A	165			165			
A-B	113			113			

A-C	216			216			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	693	0.024	17	0.0	5.323	A
B-A	20	557	0.035	20	0.0	7.643	A
C-AB	6	682	0.008	6	0.0	6.177	A
C-A	138			138			
A-B	95			95			
A-C	181			181			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	377	100.000
B - A1 (T)		✓	72	100.000
C - Dover Bottom (N)		✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	175	202
	B - A1 (T)	42	0	30
	C - Dover Bottom (N)	155	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.00	0.1	A
B-A	0.09	8.42	0.1	A
C-AB	0.01	5.51	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)	LOS
B-C	23	686	0.033	22	0.0	6.560	A
B-A	32	570	0.055	31	0.1	7.612	A
C-AB	5	665	0.007	5	0.0	5.500	A
C-A	116			116			
A-B	132			132			
A-C	152			152			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	673	0.040	27	0.1	6.739	A
B-A	38	555	0.068	38	0.1	7.935	A
C-AB	6	668	0.009	6	0.0	5.487	A
C-A	138			138			
A-B	157			157			
A-C	182			182			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	655	0.050	33	0.1	6.999	A
B-A	46	533	0.087	46	0.1	8.419	A
C-AB	7	673	0.011	7	0.0	5.471	A
C-A	169			169			
A-B	193			193			
A-C	222			222			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	655	0.050	33	0.1	6.999	A
B-A	46	533	0.087	46	0.1	8.422	A
C-AB	7	673	0.011	7	0.0	5.476	A
C-A	169			169			
A-B	193			193			
A-C	222			222			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	27	673	0.040	27	0.1	6.741	A
B-A	38	555	0.068	38	0.1	7.939	A
C-AB	6	668	0.009	6	0.0	5.498	A
C-A	138			138			
A-B	157			157			
A-C	182			182			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	686	0.033	23	0.0	6.568	A
B-A	32	570	0.055	32	0.1	7.622	A
C-AB	5	665	0.007	5	0.0	5.507	A
C-A	116			116			
A-B	132			132			
A-C	152			152			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	388	100.000
B - A1 (T)		✓	48	100.000
C - Dover Bottom (N)		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	146	242
	B - A1 (T)	26	0	22
	C - Dover Bottom (N)	186	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	5.67	0.0	A
B-A	0.06	8.47	0.1	A
C-AB	0.01	6.22	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	691	0.024	16	0.0	5.337	A
B-A	20	554	0.035	19	0.0	7.672	A
C-AB	6	678	0.008	6	0.0	6.222	A
C-A	139			139			
A-B	110			110			
A-C	182			182			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	677	0.029	20	0.0	5.473	A
B-A	23	537	0.044	23	0.1	7.990	A
C-AB	7	685	0.010	7	0.0	6.159	A
C-A	165			165			
A-B	131			131			
A-C	218			218			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	659	0.037	24	0.0	5.672	A
B-A	29	513	0.056	29	0.1	8.469	A
C-AB	9	694	0.014	9	0.0	6.056	A
C-A	202			202			
A-B	161			161			
A-C	266			266			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	659	0.037	24	0.0	5.672	A
B-A	29	513	0.056	29	0.1	8.470	A
C-AB	9	694	0.014	9	0.0	6.038	A
C-A	202			202			
A-B	161			161			
A-C	266			266			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	20	677	0.029	20	0.0	5.476	A
B-A	23	537	0.044	23	0.1	7.991	A
C-AB	7	685	0.010	7	0.0	6.119	A
C-A	165			165			
A-B	131			131			
A-C	218			218			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	691	0.024	17	0.0	5.341	A
B-A	20	554	0.035	20	0.0	7.674	A
C-AB	6	678	0.008	6	0.0	6.201	A
C-A	139			139			
A-B	110			110			
A-C	182			182			

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	521	100.000
B - A1 (T)		✓	398	100.000
C - Dover Bottom (N)		✓	837	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	200	321
	B - A1 (T)	113	0	285
	C - Dover Bottom (N)	790	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.53	15.71	1.3	C
B-A	0.41	23.07	0.8	C
C-AB	0.20	4.24	0.7	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)	LOS
B-C	215	680	0.316	212	0.5	9.279	A
B-A	85	409	0.208	84	0.3	12.565	B
C-AB	92	970	0.094	91	0.2	4.218	A
C-A	539			539			
A-B	151			151			
A-C	242			242			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	256	648	0.396	255	0.8	11.076	B
B-A	102	367	0.277	101	0.4	15.384	C
C-AB	134	1039	0.129	134	0.3	4.109	A
C-A	618			618			
A-B	180			180			
A-C	289			289			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	314	592	0.530	312	1.3	15.396	C
B-A	124	303	0.411	123	0.8	22.638	C
C-AB	222	1138	0.195	220	0.7	4.076	A
C-A	700			700			
A-B	220			220			
A-C	353			353			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	314	591	0.531	314	1.3	15.707	C
B-A	124	302	0.412	124	0.8	23.069	C
C-AB	223	1138	0.196	223	0.7	4.096	A
C-A	699			699			
A-B	220			220			
A-C	353			353			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	256	646	0.397	258	0.8	11.298	B
B-A	102	366	0.277	103	0.4	15.646	C
C-AB	135	1040	0.130	137	0.3	4.146	A
C-A	617			617			
A-B	180			180			
A-C	289			289			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	215	678	0.316	216	0.6	9.430	A
B-A	85	409	0.208	86	0.3	12.720	B
C-AB	92	970	0.095	93	0.2	4.241	A
C-A	538			538			
A-B	151			151			
A-C	242			242			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	78.26	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	585	100.000
B - A1 (T)		✓	646	100.000
C - Dover Bottom (N)		✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	154	431
	B - A1 (T)	227	0	419
	C - Dover Bottom (N)	605	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	1.11	213.00	28.9	F
B-A	1.08	248.76	17.1	F
C-AB	0.11	4.89	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	315	605	0.521	311	1.1	12.072	B
B-A	171	410	0.417	168	0.8	16.748	C
C-AB	49	865	0.057	49	0.1	4.895	A
C-A	430			430			
A-B	116			116			
A-C	324			324			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	377	540	0.698	372	2.2	20.976	C
B-A	204	342	0.597	201	1.6	28.549	D
C-AB	69	913	0.076	69	0.2	4.713	A
C-A	502			502			
A-B	138			138			
A-C	387			387			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	461	426	1.083	406	15.9	101.894	F
B-A	250	232	1.076	214	10.6	135.381	F
C-AB	107	981	0.109	106	0.3	4.495	A
C-A	593			593			
A-B	170			170			
A-C	475			475			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	461	414	1.115	409	28.9	213.002	F
B-A	250	231	1.084	224	17.1	248.756	F
C-AB	107	982	0.109	107	0.3	4.477	A
C-A	593			593			
A-B	170			170			
A-C	475			475			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	377	462	0.816	446	11.5	169.162	F
B-A	204	256	0.799	242	7.6	197.599	F
C-AB	69	913	0.076	70	0.2	4.660	A
C-A	502			502			
A-B	138			138			
A-C	387			387			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	315	580	0.544	356	1.2	18.992	C
B-A	171	392	0.436	198	0.9	23.852	C
C-AB	50	866	0.057	50	0.1	4.869	A
C-A	429			429			
A-B	116			116			
A-C	324			324			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Dover Bottom (N).j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J9
Report generation date: 01/11/2019 12:27:20

»2019 Survey, AM
»2019 Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Survey							
Stream B-C	0.1	6.15	0.04	A	0.0	5.04	0.03	A
Stream B-A	0.1	8.16	0.08	A	0.1	8.16	0.05	A
Stream C-AB	0.0	5.43	0.01	A	0.0	6.14	0.01	A
	2037 Committed Only							
Stream B-C	0.1	6.19	0.04	A	0.0	5.13	0.03	A
Stream B-A	0.1	8.28	0.09	A	0.1	8.37	0.06	A
Stream C-AB	0.0	5.41	0.01	A	0.0	6.21	0.01	A
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-C	0.1	6.29	0.05	A	0.0	5.16	0.03	A
Stream B-A	0.1	8.47	0.09	A	0.1	8.42	0.06	A
Stream C-AB	0.0	5.52	0.01	A	0.0	6.24	0.01	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-C	1.2	13.53	0.49	B	4.6	38.41	0.84	E
Stream B-A	0.6	18.24	0.36	C	2.4	35.41	0.69	E
Stream C-AB	0.7	4.25	0.20	A	0.3	4.90	0.11	A

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	30/10/2019
Version	
Status	(new file)
Identifier	

Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dover Bottom (S)		Major
B	A1 (T)		Minor
C	Dover Bottom (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dover Bottom (N)	7.40			134.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - A1 (T)	Two lanes	4.73	4.00	124	136

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	647	0.111	0.280	0.176	0.399
1	B-C	832	0.120	0.303	-	-
1	C-B	652	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	267	100.000
B - A1 (T)		✓	72	100.000
C - Dover Bottom (N)		✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	71	196
	B - A1 (T)	42	0	30
	C - Dover Bottom (N)	137	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.15	0.1	A
B-A	0.08	8.16	0.1	A
C-AB	0.01	5.43	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)	LOS
B-C	23	771	0.029	22	0.0	5.822	A
B-A	32	580	0.055	31	0.1	7.478	A
C-AB	4	672	0.007	4	0.0	5.428	A
C-A	102			102			
A-B	53			53			
A-C	148			148			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	758	0.036	27	0.0	5.953	A

B-A	38	567	0.067	38	0.1	7.753	A
C-AB	5	677	0.008	5	0.0	5.403	A
C-A	122			122			
A-B	64			64			
A-C	176			176			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	742	0.045	33	0.1	6.146	A
B-A	46	549	0.084	46	0.1	8.162	A
C-AB	7	684	0.010	7	0.0	5.370	A
C-A	149			149			
A-B	78			78			
A-C	216			216			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	742	0.045	33	0.1	6.146	A
B-A	46	549	0.084	46	0.1	8.163	A
C-AB	7	684	0.010	7	0.0	5.376	A
C-A	149			149			
A-B	78			78			
A-C	216			216			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	758	0.036	27	0.0	5.957	A
B-A	38	567	0.067	38	0.1	7.758	A
C-AB	6	677	0.008	6	0.0	5.414	A
C-A	122			122			
A-B	64			64			
A-C	176			176			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	771	0.029	23	0.0	5.825	A
B-A	32	580	0.055	32	0.1	7.489	A
C-AB	4	672	0.007	4	0.0	5.432	A
C-A	102			102			
A-B	53			53			
A-C	148			148			

2019 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	296	100.000
B - A1 (T)		✓	48	100.000
C - Dover Bottom (N)		✓	185	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	70	226
	B - A1 (T)	26	0	22
	C - Dover Bottom (N)	179	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	5.04	0.0	A
B-A	0.05	8.16	0.1	A
C-AB	0.01	6.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	768	0.022	16	0.0	4.790	A
B-A	20	568	0.034	19	0.0	7.482	A
C-AB	6	689	0.008	6	0.0	6.139	A
C-A	134			134			
A-B	53			53			
A-C	170			170			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	755	0.026	20	0.0	4.894	A
B-A	23	552	0.042	23	0.0	7.756	A
C-AB	7	697	0.010	7	0.0	6.061	A
C-A	159			159			
A-B	63			63			
A-C	203			203			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	738	0.033	24	0.0	5.045	A
B-A	29	531	0.054	29	0.1	8.162	A
C-AB	9	709	0.013	9	0.0	5.940	A
C-A	195			195			
A-B	77			77			
A-C	249			249			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	738	0.033	24	0.0	5.045	A
B-A	29	531	0.054	29	0.1	8.164	A
C-AB	9	709	0.013	9	0.0	5.921	A
C-A	195			195			
A-B	77			77			
A-C	249			249			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	755	0.026	20	0.0	4.896	A
B-A	23	552	0.042	23	0.1	7.758	A
C-AB	7	697	0.010	7	0.0	6.022	A
C-A	159			159			
A-B	63			63			

A-C	203			203			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	768	0.022	17	0.0	4.791	A
B-A	20	568	0.034	20	0.0	7.489	A
C-AB	6	689	0.008	6	0.0	6.119	A
C-A	134			134			
A-B	53			53			
A-C	170			170			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	295	100.000
B - A1 (T)		✓	72	100.000
C - Dover Bottom (N)		✓	157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	94	201
	B - A1 (T)	42	0	30
	C - Dover Bottom (N)	152	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.19	0.1	A
B-A	0.09	8.28	0.1	A
C-AB	0.01	5.41	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)	LOS
B-C	23	767	0.029	22	0.0	5.847	A
B-A	32	575	0.055	31	0.1	7.546	A
C-AB	5	675	0.007	5	0.0	5.410	A
C-A	114			114			
A-B	71			71			
A-C	151			151			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	755	0.036	27	0.0	5.985	A
B-A	38	561	0.067	38	0.1	7.841	A
C-AB	6	681	0.008	6	0.0	5.380	A
C-A	136			136			
A-B	85			85			
A-C	181			181			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	737	0.045	33	0.1	6.188	A
B-A	46	542	0.085	46	0.1	8.278	A
C-AB	7	689	0.011	7	0.0	5.341	A
C-A	166			166			
A-B	103			103			
A-C	221			221			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	737	0.045	33	0.1	6.188	A
B-A	46	542	0.085	46	0.1	8.282	A
C-AB	7	689	0.011	7	0.0	5.346	A
C-A	166			166			
A-B	103			103			
A-C	221			221			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	755	0.036	27	0.0	5.987	A
B-A	38	561	0.067	38	0.1	7.846	A
C-AB	6	681	0.008	6	0.0	5.392	A
C-A	136			136			
A-B	85			85			

A-C	181			181			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	767	0.029	23	0.0	5.848	A
B-A	32	575	0.055	32	0.1	7.554	A
C-AB	5	675	0.007	5	0.0	5.415	A
C-A	114			114			
A-B	71			71			
A-C	151			151			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	366	100.000
B - A1 (T)		✓	48	100.000
C - Dover Bottom (N)		✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	126	240
	B - A1 (T)	26	0	22
	C - Dover Bottom (N)	185	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	5.13	0.0	A
B-A	0.06	8.37	0.1	A
C-AB	0.01	6.21	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	760	0.022	16	0.0	4.844	A
B-A	20	559	0.035	19	0.0	7.598	A
C-AB	6	680	0.008	6	0.0	6.208	A
C-A	138			138			
A-B	95			95			
A-C	181			181			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	745	0.027	20	0.0	4.961	A
B-A	23	542	0.043	23	0.1	7.906	A
C-AB	7	687	0.010	7	0.0	6.140	A
C-A	165			165			
A-B	113			113			
A-C	216			216			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	726	0.033	24	0.0	5.132	A
B-A	29	519	0.055	29	0.1	8.367	A
C-AB	9	697	0.013	9	0.0	6.031	A
C-A	201			201			
A-B	139			139			
A-C	264			264			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	726	0.033	24	0.0	5.132	A
B-A	29	519	0.055	29	0.1	8.368	A
C-AB	9	697	0.013	9	0.0	6.011	A
C-A	201			201			
A-B	139			139			
A-C	264			264			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	745	0.027	20	0.0	4.961	A
B-A	23	542	0.043	23	0.1	7.909	A
C-AB	7	687	0.010	7	0.0	6.101	A
C-A	165			165			
A-B	113			113			

A-C	216			216			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	760	0.022	17	0.0	4.846	A
B-A	20	559	0.035	20	0.0	7.605	A
C-AB	6	680	0.008	6	0.0	6.190	A
C-A	138			138			
A-B	95			95			
A-C	181			181			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	377	100.000
B - A1 (T)		✓	72	100.000
C - Dover Bottom (N)		✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	175	202
	B - A1 (T)	42	0	30
	C - Dover Bottom (N)	155	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.29	0.1	A
B-A	0.09	8.47	0.1	A
C-AB	0.01	5.52	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)	LOS
B-C	23	760	0.030	22	0.0	5.905	A
B-A	32	568	0.056	31	0.1	7.650	A
C-AB	5	663	0.007	5	0.0	5.512	A
C-A	116			116			
A-B	132			132			
A-C	152			152			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	746	0.036	27	0.0	6.061	A
B-A	38	552	0.068	38	0.1	7.975	A
C-AB	6	666	0.009	6	0.0	5.499	A
C-A	138			138			
A-B	157			157			
A-C	182			182			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	726	0.046	33	0.1	6.287	A
B-A	46	531	0.087	46	0.1	8.462	A
C-AB	7	671	0.011	7	0.0	5.482	A
C-A	169			169			
A-B	193			193			
A-C	222			222			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	726	0.046	33	0.1	6.288	A
B-A	46	531	0.087	46	0.1	8.466	A
C-AB	7	671	0.011	7	0.0	5.490	A
C-A	169			169			
A-B	193			193			
A-C	222			222			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	27	745	0.036	27	0.0	6.062	A
B-A	38	552	0.068	38	0.1	7.980	A
C-AB	6	666	0.009	6	0.0	5.512	A
C-A	138			138			
A-B	157			157			
A-C	182			182			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	760	0.030	23	0.0	5.911	A
B-A	32	568	0.056	32	0.1	7.661	A
C-AB	5	663	0.007	5	0.0	5.517	A
C-A	116			116			
A-B	132			132			
A-C	152			152			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	388	100.000
B - A1 (T)		✓	48	100.000
C - Dover Bottom (N)		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	146	242
	B - A1 (T)	26	0	22
	C - Dover Bottom (N)	186	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	5.16	0.0	A
B-A	0.06	8.42	0.1	A
C-AB	0.01	6.24	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	757	0.022	16	0.0	4.859	A
B-A	20	557	0.035	19	0.0	7.629	A
C-AB	6	677	0.008	6	0.0	6.235	A
C-A	139			139			
A-B	110			110			
A-C	182			182			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	743	0.027	20	0.0	4.979	A
B-A	23	540	0.043	23	0.1	7.946	A
C-AB	7	683	0.010	7	0.0	6.172	A
C-A	165			165			
A-B	131			131			
A-C	218			218			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	722	0.034	24	0.0	5.156	A
B-A	29	516	0.056	29	0.1	8.422	A
C-AB	9	692	0.014	9	0.0	6.067	A
C-A	202			202			
A-B	161			161			
A-C	266			266			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	24	722	0.034	24	0.0	5.157	A
B-A	29	516	0.056	29	0.1	8.424	A
C-AB	9	692	0.014	9	0.0	6.049	A
C-A	202			202			
A-B	161			161			
A-C	266			266			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	20	743	0.027	20	0.0	4.980	A
B-A	23	540	0.043	23	0.1	7.950	A
C-AB	7	683	0.010	7	0.0	6.129	A
C-A	165			165			
A-B	131			131			
A-C	218			218			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	757	0.022	17	0.0	4.859	A
B-A	20	557	0.035	20	0.0	7.637	A
C-AB	6	677	0.008	6	0.0	6.217	A
C-A	139			139			
A-B	110			110			
A-C	182			182			

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	3.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	521	100.000
B - A1 (T)		✓	398	100.000
C - Dover Bottom (N)		✓	837	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	200	321
	B - A1 (T)	113	0	285
	C - Dover Bottom (N)	790	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	3	3
	B - A1 (T)	14	0	21
	C - Dover Bottom (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.49	13.53	1.2	B
B-A	0.36	18.24	0.6	C
C-AB	0.20	4.25	0.7	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)	LOS
B-C	215	706	0.304	212	0.5	8.796	A
B-A	85	444	0.192	84	0.3	11.377	B
C-AB	92	969	0.095	91	0.2	4.224	A
C-A	538			538			
A-B	151			151			
A-C	242			242			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	256	678	0.378	255	0.7	10.294	B
B-A	102	404	0.251	101	0.4	13.524	B
C-AB	135	1038	0.130	134	0.3	4.116	A
C-A	618			618			
A-B	180			180			
A-C	289			289			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	314	636	0.493	312	1.1	13.373	B
B-A	124	350	0.356	123	0.6	18.075	C
C-AB	222	1137	0.195	221	0.7	4.079	A
C-A	699			699			
A-B	220			220			
A-C	353			353			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	314	636	0.494	314	1.2	13.527	B
B-A	124	349	0.356	124	0.6	18.242	C
C-AB	223	1138	0.196	223	0.7	4.101	A
C-A	698			698			
A-B	220			220			
A-C	353			353			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	256	677	0.379	258	0.8	10.438	B
B-A	102	404	0.252	103	0.4	13.668	B
C-AB	136	1039	0.130	137	0.3	4.152	A
C-A	617			617			
A-B	180			180			
A-C	289			289			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	215	705	0.304	215	0.5	8.912	A
B-A	85	443	0.192	86	0.3	11.484	B
C-AB	92	969	0.095	93	0.2	4.249	A
C-A	538			538			
A-B	151			151			
A-C	242			242			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (N)	T-Junction	Two-way	13.14	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (S)		✓	585	100.000
B - A1 (T)		✓	646	100.000
C - Dover Bottom (N)		✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	154	431
	B - A1 (T)	227	0	419
	C - Dover Bottom (N)	605	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (S)	B - A1 (T)	C - Dover Bottom (N)
From	A - Dover Bottom (S)	0	0	2
	B - A1 (T)	14	0	0
	C - Dover Bottom (N)	4	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.84	38.41	4.6	E
B-A	0.69	35.41	2.4	E
C-AB	0.11	4.90	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	315	652	0.483	312	0.9	10.460	B
B-A	171	454	0.377	168	0.7	14.246	B
C-AB	49	864	0.057	49	0.1	4.901	A
C-A	429			429			
A-B	116			116			
A-C	324			324			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	377	612	0.616	374	1.5	14.993	B
B-A	204	416	0.490	203	1.1	19.068	C
C-AB	69	912	0.076	69	0.2	4.719	A
C-A	502			502			
A-B	138			138			
A-C	387			387			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	461	552	0.836	451	4.2	32.658	D
B-A	250	364	0.686	245	2.2	33.178	D
C-AB	107	981	0.109	107	0.3	4.500	A
C-A	593			593			
A-B	170			170			
A-C	475			475			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	461	550	0.839	460	4.6	38.407	E
B-A	250	364	0.686	249	2.4	35.410	E
C-AB	107	981	0.109	107	0.3	4.482	A
C-A	593			593			
A-B	170			170			
A-C	475			475			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	377	609	0.619	388	1.7	17.108	C
B-A	204	416	0.491	209	1.1	20.246	C
C-AB	70	912	0.076	70	0.2	4.666	A
C-A	502			502			
A-B	138			138			
A-C	387			387			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	315	651	0.485	318	1.0	10.927	B
B-A	171	454	0.377	173	0.7	14.696	B
C-AB	50	864	0.057	50	0.1	4.876	A
C-A	429			429			
A-B	116			116			
A-C	324			324			

Junction 15 - Dover Bottom/B6387 (Southern)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Dover Bottom (S).j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\Bassetlaw Models\05 - Assessment Models
Report generation date: 01/11/2019 12:43:02

»2019 Survey, AM
»2019 Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Survey							
Stream B-C	0.1	5.61	0.12	A	0.2	5.81	0.14	A
Stream B-A	0.0	8.29	0.02	A	0.0	9.54	0.01	A
Stream C-AB	0.1	5.56	0.07	A	0.1	5.39	0.06	A
	2037 Committed Only							
Stream B-C	0.2	6.11	0.18	A	0.3	6.34	0.21	A
Stream B-A	0.0	8.46	0.02	A	0.0	9.85	0.01	A
Stream C-AB	0.1	5.47	0.07	A	0.1	5.14	0.06	A
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-C	0.3	6.38	0.22	A	0.4	7.29	0.31	A
Stream B-A	0.0	8.76	0.02	A	0.0	10.01	0.02	B
Stream C-AB	0.1	5.17	0.07	A	0.1	5.06	0.06	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-C	0.4	9.03	0.29	A	0.8	11.57	0.44	B
Stream B-A	0.2	24.67	0.17	C	0.3	20.49	0.18	C
Stream C-AB	42.8	164.47	1.06	F	1.7	7.63	0.44	A

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	30/10/2019
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dover Bottom (N)		Major
B	A1 (T)		Minor
C	Dover Bottom (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dover Bottom (S)	7.50			137.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - A1 (T)	One lane plus flare	10.00	9.60	5.60	4.20	3.80	✓	2.00	98	79

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.097	0.246	0.155	0.351
1	B-C	782	0.112	0.283	-	-
1	C-B	653	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)

D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	177	100.000
B - A1 (T)		✓	84	100.000
C - Dover Bottom (S)		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	12	165
	B - A1 (T)	8	0	76
	C - Dover Bottom (S)	259	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	5.61	0.1	A
B-A	0.02	8.29	0.0	A
C-AB	0.07	5.56	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)	LOS
B-C	57	743	0.077	57	0.1	5.243	A
B-A	6	501	0.012	6	0.0	7.700	A
C-AB	32	749	0.042	31	0.1	5.559	A
C-A	187			187			
A-B	9			9			
A-C	124			124			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	736	0.093	68	0.1	5.394	A
B-A	7	488	0.015	7	0.0	7.938	A
C-AB	40	769	0.052	40	0.1	5.467	A
C-A	221			221			
A-B	11			11			
A-C	148			148			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	84	725	0.115	84	0.1	5.610	A
B-A	9	469	0.019	9	0.0	8.290	A
C-AB	53	796	0.067	53	0.1	5.333	A
C-A	266			266			
A-B	13			13			
A-C	182			182			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	84	725	0.115	84	0.1	5.610	A
B-A	9	469	0.019	9	0.0	8.291	A
C-AB	53	796	0.067	53	0.1	5.321	A
C-A	266			266			
A-B	13			13			
A-C	182			182			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	736	0.093	68	0.1	5.398	A
B-A	7	488	0.015	7	0.0	7.941	A
C-AB	40	769	0.052	40	0.1	5.437	A
C-A	221			221			
A-B	11			11			
A-C	148			148			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	57	743	0.077	57	0.1	5.251	A
B-A	6	501	0.012	6	0.0	7.705	A
C-AB	32	749	0.042	32	0.1	5.548	A
C-A	187			187			
A-B	9			9			
A-C	124			124			

2019 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	204	100.000
B - A1 (T)		✓	96	100.000
C - Dover Bottom (S)		✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	16	188
	B - A1 (T)	6	0	90
	C - Dover Bottom (S)	289	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	5.81	0.2	A
B-A	0.01	9.54	0.0	A
C-AB	0.06	5.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	738	0.092	67	0.1	5.360	A
B-A	5	495	0.009	4	0.0	8.806	A
C-AB	26	760	0.035	26	0.1	5.392	A
C-A	210			210			
A-B	12			12			
A-C	142			142			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	81	730	0.111	81	0.1	5.545	A
B-A	5	480	0.011	5	0.0	9.099	A
C-AB	34	782	0.043	34	0.1	5.276	A
C-A	249			249			
A-B	14			14			
A-C	169			169			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	99	718	0.138	99	0.2	5.809	A
B-A	7	460	0.014	7	0.0	9.536	A
C-AB	45	812	0.056	45	0.1	5.111	A
C-A	300			300			
A-B	18			18			
A-C	207			207			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	99	718	0.138	99	0.2	5.812	A
B-A	7	460	0.014	7	0.0	9.537	A
C-AB	45	812	0.056	45	0.1	5.096	A
C-A	300			300			
A-B	18			18			
A-C	207			207			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	81	730	0.111	81	0.1	5.547	A
B-A	5	480	0.011	5	0.0	9.102	A
C-AB	34	782	0.043	34	0.1	5.241	A
C-A	248			248			
A-B	14			14			

A-C	169			169			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	738	0.092	68	0.1	5.370	A
B-A	5	495	0.009	5	0.0	8.808	A
C-AB	26	760	0.035	27	0.1	5.377	A
C-A	210			210			
A-B	12			12			
A-C	142			142			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	192	100.000
B - A1 (T)		✓	127	100.000
C - Dover Bottom (S)		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	12	180
	B - A1 (T)	8	0	119
	C - Dover Bottom (S)	287	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	6.11	0.2	A
B-A	0.02	8.46	0.0	A
C-AB	0.07	5.47	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)	LOS
B-C	90	740	0.121	89	0.1	5.526	A
B-A	6	495	0.012	6	0.0	7.796	A
C-AB	33	761	0.043	32	0.1	5.466	A
C-A	207			207			
A-B	9			9			
A-C	136			136			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	107	732	0.146	107	0.2	5.758	A
B-A	7	480	0.015	7	0.0	8.062	A
C-AB	42	783	0.053	42	0.1	5.360	A
C-A	244			244			
A-B	11			11			
A-C	162			162			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	131	721	0.182	131	0.2	6.103	A
B-A	9	460	0.019	9	0.0	8.460	A
C-AB	56	813	0.069	56	0.1	5.217	A
C-A	294			294			
A-B	13			13			
A-C	198			198			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	131	721	0.182	131	0.2	6.106	A
B-A	9	460	0.019	9	0.0	8.460	A
C-AB	56	814	0.069	56	0.1	5.203	A
C-A	294			294			
A-B	13			13			
A-C	198			198			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	107	732	0.146	107	0.2	5.767	A
B-A	7	480	0.015	7	0.0	8.064	A
C-AB	42	783	0.053	42	0.1	5.334	A
C-A	244			244			
A-B	11			11			

A-C	162			162			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	90	740	0.121	90	0.1	5.539	A
B-A	6	495	0.012	6	0.0	7.801	A
C-AB	33	761	0.043	33	0.1	5.457	A
C-A	207			207			
A-B	9			9			
A-C	136			136			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	210	100.000
B - A1 (T)		✓	141	100.000
C - Dover Bottom (S)		✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	16	194
	B - A1 (T)	6	0	135
	C - Dover Bottom (S)	359	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	6.34	0.3	A
B-A	0.01	9.85	0.0	A
C-AB	0.06	5.14	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	737	0.138	101	0.2	5.652	A
B-A	5	486	0.009	4	0.0	8.978	A
C-AB	29	794	0.036	28	0.1	5.135	A
C-A	261			261			
A-B	12			12			
A-C	146			146			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	121	728	0.167	121	0.2	5.926	A
B-A	5	469	0.012	5	0.0	9.322	A
C-AB	37	822	0.045	37	0.1	4.988	A
C-A	308			308			
A-B	14			14			
A-C	174			174			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	149	716	0.207	148	0.3	6.334	A
B-A	7	445	0.015	7	0.0	9.844	A
C-AB	51	862	0.059	51	0.1	4.793	A
C-A	372			372			
A-B	18			18			
A-C	214			214			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	149	716	0.207	149	0.3	6.339	A
B-A	7	445	0.015	7	0.0	9.845	A
C-AB	51	863	0.059	51	0.1	4.777	A
C-A	372			372			
A-B	18			18			
A-C	214			214			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	121	728	0.167	122	0.2	5.933	A
B-A	5	469	0.012	5	0.0	9.323	A
C-AB	37	822	0.045	37	0.1	4.953	A
C-A	308			308			
A-B	14			14			

A-C	174			174			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	737	0.138	102	0.2	5.666	A
B-A	5	486	0.009	5	0.0	8.980	A
C-AB	29	794	0.036	29	0.1	5.119	A
C-A	260			260			
A-B	12			12			
A-C	146			146			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	195	100.000
B - A1 (T)		✓	149	100.000
C - Dover Bottom (S)		✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	12	183
	B - A1 (T)	8	0	141
	C - Dover Bottom (S)	369	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	6.38	0.3	A
B-A	0.02	8.76	0.0	A
C-AB	0.07	5.17	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)	LOS
B-C	106	739	0.144	105	0.2	5.674	A
B-A	6	485	0.012	6	0.0	7.962	A
C-AB	36	801	0.045	35	0.1	5.169	A
C-A	265			265			
A-B	9			9			
A-C	138			138			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	127	731	0.173	127	0.2	5.955	A
B-A	7	468	0.015	7	0.0	8.276	A
C-AB	47	831	0.056	46	0.1	5.030	A
C-A	313			313			
A-B	11			11			
A-C	165			165			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	155	719	0.216	155	0.3	6.374	A
B-A	9	445	0.020	9	0.0	8.755	A
C-AB	64	873	0.073	64	0.1	4.847	A
C-A	376			376			
A-B	13			13			
A-C	201			201			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	155	719	0.216	155	0.3	6.379	A
B-A	9	445	0.020	9	0.0	8.756	A
C-AB	64	873	0.073	64	0.1	4.834	A
C-A	376			376			
A-B	13			13			
A-C	201			201			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	127	731	0.173	127	0.2	5.962	A
B-A	7	468	0.015	7	0.0	8.278	A
C-AB	47	831	0.056	47	0.1	4.999	A
C-A	313			313			
A-B	11			11			
A-C	165			165			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	106	739	0.144	106	0.2	5.691	A
B-A	6	485	0.012	6	0.0	7.967	A
C-AB	36	801	0.045	36	0.1	5.158	A
C-A	265			265			
A-B	9			9			
A-C	138			138			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	211	100.000
B - A1 (T)		✓	208	100.000
C - Dover Bottom (S)		✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	16	195
	B - A1 (T)	6	0	202
	C - Dover Bottom (S)	381	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.31	7.29	0.4	A
B-A	0.02	10.01	0.0	B
C-AB	0.06	5.06	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	152	737	0.206	151	0.3	6.135	A
B-A	5	482	0.009	4	0.0	9.043	A
C-AB	29	804	0.036	29	0.1	5.059	A
C-A	276			276			
A-B	12			12			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	182	728	0.249	181	0.3	6.579	A
B-A	5	464	0.012	5	0.0	9.417	A
C-AB	38	835	0.046	38	0.1	4.906	A
C-A	327			327			
A-B	14			14			
A-C	175			175			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	222	716	0.311	222	0.4	7.279	A
B-A	7	438	0.015	7	0.0	10.010	B
C-AB	53	878	0.060	53	0.1	4.698	A
C-A	394			394			
A-B	18			18			
A-C	215			215			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	222	716	0.311	222	0.4	7.290	A
B-A	7	438	0.015	7	0.0	10.011	B
C-AB	53	879	0.060	53	0.1	4.684	A
C-A	394			394			
A-B	18			18			
A-C	215			215			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	182	728	0.249	182	0.3	6.598	A
B-A	5	464	0.012	5	0.0	9.419	A
C-AB	38	835	0.046	38	0.1	4.869	A
C-A	327			327			
A-B	14			14			
A-C	175			175			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	152	737	0.206	152	0.3	6.160	A
B-A	5	482	0.009	5	0.0	9.047	A
C-AB	29	805	0.036	29	0.1	5.044	A
C-A	276			276			
A-B	12			12			
A-C	147			147			

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	63.60	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	900	100.000
B - A1 (T)		✓	176	100.000
C - Dover Bottom (S)		✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	472	428
	B - A1 (T)	28	0	148
	C - Dover Bottom (S)	493	289	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.29	9.03	0.4	A
B-A	0.17	24.67	0.2	C
C-AB	1.06	164.47	42.8	F
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)	LOS
B-C	111	637	0.175	111	0.2	6.829	A
B-A	21	326	0.065	21	0.1	12.472	B
C-AB	424	762	0.556	416	1.9	11.184	B
C-A	165			165			
A-B	355			355			
A-C	322			322			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	133	608	0.219	133	0.3	7.579	A
B-A	25	276	0.091	25	0.1	15.212	C
C-AB	597	794	0.751	586	4.6	18.949	C
C-A	106			106			
A-B	424			424			
A-C	385			385			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	163	564	0.289	162	0.4	8.945	A
B-A	31	206	0.150	31	0.2	21.744	C
C-AB	861	810	1.063	771	27.2	81.228	F
C-A	0			0			
A-B	520			520			
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)	LOS
B-C	163	562	0.290	163	0.4	9.032	A
B-A	31	185	0.166	31	0.2	24.669	C
C-AB	861	811	1.061	798	42.8	164.469	F
C-A	0			0			
A-B	520			520			
A-C	471			471			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	133	605	0.220	134	0.3	7.645	A
B-A	25	239	0.105	25	0.1	17.930	C
C-AB	703	869	0.809	833	10.4	113.414	F
C-A	0			0			
A-B	424			424			
A-C	385			385			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	636	0.175	112	0.2	6.867	A
B-A	21	317	0.067	21	0.1	12.914	B
C-AB	443	782	0.566	476	2.2	14.089	B
C-A	146			146			
A-B	355			355			
A-C	322			322			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	831	100.000
B - A1 (T)		✓	262	100.000
C - Dover Bottom (S)		✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	323	508
	B - A1 (T)	41	0	221
	C - Dover Bottom (S)	542	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.44	11.57	0.8	B
B-A	0.18	20.49	0.3	C
C-AB	0.44	7.63	1.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	166	629	0.264	165	0.4	7.731	A
B-A	31	362	0.085	30	0.1	13.014	B
C-AB	177	799	0.222	175	0.5	6.170	A
C-A	318			318			
A-B	243			243			
A-C	382			382			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	199	599	0.332	198	0.5	8.974	A
B-A	37	318	0.116	37	0.2	15.321	C
C-AB	250	836	0.299	249	0.8	6.558	A
C-A	341			341			
A-B	290			290			
A-C	457			457			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	243	555	0.439	242	0.8	11.486	B
B-A	45	257	0.176	45	0.2	20.345	C
C-AB	389	890	0.437	386	1.6	7.584	A
C-A	335			335			
A-B	356			356			
A-C	559			559			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	243	554	0.439	243	0.8	11.575	B
B-A	45	256	0.176	45	0.3	20.486	C
C-AB	391	892	0.438	391	1.7	7.626	A
C-A	333			333			
A-B	356			356			
A-C	559			559			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	199	598	0.332	200	0.5	9.057	A
B-A	37	318	0.116	37	0.2	15.434	C
C-AB	252	838	0.300	255	0.9	6.553	A
C-A	339			339			
A-B	290			290			
A-C	457			457			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	166	629	0.265	167	0.4	7.803	A
B-A	31	361	0.085	31	0.1	13.094	B
C-AB	179	800	0.223	180	0.6	6.193	A
C-A	316			316			
A-B	243			243			
A-C	382			382			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Dover Bottom (S).j9
Path: \\Leicester12\3501Data\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Improved layouts\J10
Report generation date: 01/11/2019 12:32:46

»2019 Survey, AM
»2019 Survey, PM
»2037 Committed Only, AM
»2037 Committed Only, PM
»2037 Committed + Allocated + Morton GV Modal Shift, AM
»2037 Committed + Allocated + Morton GV Modal Shift, PM
»2037 Committed + Allocated + Gamston GV Modal Shift, AM
»2037 Committed + Allocated + Gamston GV Modal Shift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Survey							
Stream B-C	0.1	5.72	0.12	A	0.2	5.91	0.14	A
Stream B-A	0.0	8.96	0.02	A	0.0	10.38	0.02	B
Stream C-AB	0.1	6.59	0.05	A	0.1	6.61	0.04	A
	2037 Committed Only							
Stream B-C	0.2	6.21	0.18	A	0.3	6.44	0.21	A
Stream B-A	0.0	9.21	0.02	A	0.0	10.78	0.02	B
Stream C-AB	0.1	6.64	0.05	A	0.1	6.63	0.04	A
	2037 Committed + Allocated + Morton GV Modal Shift							
Stream B-C	0.3	6.49	0.22	A	0.5	7.42	0.31	A
Stream B-A	0.0	9.58	0.02	A	0.0	11.00	0.02	B
Stream C-AB	0.1	6.65	0.05	A	0.1	6.63	0.04	A
	2037 Committed + Allocated + Gamston GV Modal Shift							
Stream B-C	0.4	9.55	0.30	A	0.8	12.54	0.46	B
Stream B-A	0.2	27.37	0.18	D	0.3	24.56	0.20	C
Stream C-AB	2.9	33.44	0.73	D	0.4	12.37	0.28	B

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	30/10/2019
Version	
Status	(new file)
Identifier	

Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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 segment length (min)
D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dover Bottom (N)		Major
B	A1 (T)		Minor
C	Dover Bottom (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dover Bottom (S)	6.00		✓	3.00	137.0	✓	17.00

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 - A1 (T)	One lane plus flare	10.00	7.89	5.00	4.04	3.79	✓	2.00	98	79

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	538	0.098	0.248	0.156	0.354
1	B-C	773	0.118	0.299	-	-
1	C-B	710	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)

D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	177	100.000
B - A1 (T)		✓	84	100.000
C - Dover Bottom (S)		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	12	165
	B - A1 (T)	8	0	76
	C - Dover Bottom (S)	259	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	5.72	0.1	A
B-A	0.02	8.96	0.0	A
C-AB	0.05	6.59	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)	LOS
B-C	57	732	0.078	57	0.1	5.328	A
B-A	6	467	0.013	6	0.0	8.269	A
C-AB	23	674	0.035	23	0.0	6.308	A
C-A	195			195			
A-B	9			9			
A-C	124			124			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	724	0.094	68	0.1	5.487	A
B-A	7	454	0.016	7	0.0	8.545	A
C-AB	28	666	0.042	28	0.0	6.426	A
C-A	233			233			
A-B	11			11			
A-C	148			148			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	84	713	0.117	84	0.1	5.717	A
B-A	9	435	0.020	9	0.0	8.957	A
C-AB	34	657	0.052	34	0.1	6.592	A
C-A	285			285			
A-B	13			13			
A-C	182			182			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	84	713	0.117	84	0.1	5.717	A
B-A	9	435	0.020	9	0.0	8.957	A
C-AB	34	657	0.052	34	0.1	6.592	A
C-A	285			285			
A-B	13			13			
A-C	182			182			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	724	0.094	68	0.1	5.489	A
B-A	7	454	0.016	7	0.0	8.546	A
C-AB	28	666	0.042	28	0.1	6.427	A
C-A	233			233			
A-B	11			11			
A-C	148			148			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	57	732	0.078	57	0.1	5.336	A
B-A	6	467	0.013	6	0.0	8.271	A
C-AB	23	674	0.035	23	0.0	6.314	A
C-A	195			195			
A-B	9			9			
A-C	124			124			

2019 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	204	100.000
B - A1 (T)		✓	96	100.000
C - Dover Bottom (S)		✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	16	188
	B - A1 (T)	6	0	90
	C - Dover Bottom (S)	289	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	5.91	0.2	A
B-A	0.02	10.38	0.0	B
C-AB	0.04	6.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	729	0.093	67	0.1	5.434	A
B-A	5	458	0.010	4	0.0	9.517	A
C-AB	19	668	0.028	19	0.0	6.319	A
C-A	218			218			
A-B	12			12			
A-C	142			142			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	81	720	0.112	81	0.1	5.629	A
B-A	5	443	0.012	5	0.0	9.861	A
C-AB	22	660	0.034	22	0.0	6.439	A
C-A	260			260			
A-B	14			14			
A-C	169			169			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	99	708	0.140	99	0.2	5.909	A
B-A	7	423	0.016	7	0.0	10.377	B
C-AB	28	648	0.042	27	0.1	6.609	A
C-A	318			318			
A-B	18			18			
A-C	207			207			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	99	708	0.140	99	0.2	5.911	A
B-A	7	423	0.016	7	0.0	10.378	B
C-AB	28	648	0.042	28	0.1	6.609	A
C-A	318			318			
A-B	18			18			
A-C	207			207			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	81	720	0.112	81	0.1	5.631	A
B-A	5	443	0.012	5	0.0	9.864	A
C-AB	22	660	0.034	23	0.0	6.440	A
C-A	260			260			
A-B	14			14			

A-C	169			169			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	729	0.093	68	0.1	5.445	A
B-A	5	458	0.010	5	0.0	9.520	A
C-AB	19	668	0.028	19	0.0	6.322	A
C-A	218			218			
A-B	12			12			
A-C	142			142			

2037 Committed Only, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2037 Committed Only	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	192	100.000
B - A1 (T)		✓	127	100.000
C - Dover Bottom (S)		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	12	180
	B - A1 (T)	8	0	119
	C - Dover Bottom (S)	287	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	6.21	0.2	A
B-A	0.02	9.21	0.0	A
C-AB	0.05	6.64	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)	LOS
B-C	90	731	0.123	89	0.1	5.604	A
B-A	6	459	0.013	6	0.0	8.427	A
C-AB	23	670	0.035	23	0.0	6.339	A
C-A	216			216			
A-B	9			9			
A-C	136			136			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	107	722	0.148	107	0.2	5.848	A
B-A	7	444	0.016	7	0.0	8.739	A
C-AB	28	663	0.042	28	0.0	6.464	A
C-A	258			258			
A-B	11			11			
A-C	162			162			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	131	710	0.184	131	0.2	6.212	A
B-A	9	423	0.021	9	0.0	9.208	A
C-AB	34	652	0.052	34	0.1	6.641	A
C-A	316			316			
A-B	13			13			
A-C	198			198			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	131	710	0.184	131	0.2	6.215	A
B-A	9	423	0.021	9	0.0	9.208	A
C-AB	34	652	0.052	34	0.1	6.641	A
C-A	316			316			
A-B	13			13			
A-C	198			198			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	107	722	0.148	107	0.2	5.854	A
B-A	7	444	0.016	7	0.0	8.740	A
C-AB	28	663	0.042	28	0.1	6.467	A
C-A	258			258			
A-B	11			11			

A-C	162			162			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	90	731	0.123	90	0.1	5.616	A
B-A	6	459	0.013	6	0.0	8.430	A
C-AB	23	670	0.035	23	0.0	6.342	A
C-A	216			216			
A-B	9			9			
A-C	136			136			

2037 Committed Only, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2037 Committed Only	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	210	100.000
B - A1 (T)		✓	141	100.000
C - Dover Bottom (S)		✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	16	194
	B - A1 (T)	6	0	135
	C - Dover Bottom (S)	359	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	6.44	0.3	A
B-A	0.02	10.78	0.0	B
C-AB	0.04	6.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	729	0.139	101	0.2	5.724	A
B-A	5	447	0.010	4	0.0	9.752	A
C-AB	19	667	0.028	19	0.0	6.331	A
C-A	270			270			
A-B	12			12			
A-C	146			146			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	121	720	0.169	121	0.2	6.011	A
B-A	5	431	0.013	5	0.0	10.159	B
C-AB	22	658	0.034	22	0.0	6.454	A
C-A	323			323			
A-B	14			14			
A-C	174			174			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	149	707	0.210	148	0.3	6.439	A
B-A	7	407	0.016	7	0.0	10.781	B
C-AB	28	647	0.043	27	0.1	6.628	A
C-A	395			395			
A-B	18			18			
A-C	214			214			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	149	707	0.210	149	0.3	6.444	A
B-A	7	407	0.016	7	0.0	10.781	B
C-AB	28	647	0.043	28	0.1	6.628	A
C-A	395			395			
A-B	18			18			
A-C	214			214			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	121	720	0.169	122	0.2	6.018	A
B-A	5	431	0.013	5	0.0	10.162	B
C-AB	22	658	0.034	23	0.0	6.455	A
C-A	323			323			
A-B	14			14			

A-C	174			174			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	729	0.139	102	0.2	5.739	A
B-A	5	447	0.010	5	0.0	9.757	A
C-AB	19	667	0.028	19	0.0	6.334	A
C-A	270			270			
A-B	12			12			
A-C	146			146			

2037 Committed + Allocated + Morton GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	1.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2037 Committed + Allocated + Morton GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	195	100.000
B - A1 (T)		✓	149	100.000
C - Dover Bottom (S)		✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	12	183
	B - A1 (T)	8	0	141
	C - Dover Bottom (S)	369	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	6.49	0.3	A
B-A	0.02	9.58	0.0	A
C-AB	0.05	6.65	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)	LOS
B-C	106	731	0.145	105	0.2	5.752	A
B-A	6	448	0.013	6	0.0	8.636	A
C-AB	23	670	0.035	23	0.0	6.345	A
C-A	278			278			
A-B	9			9			
A-C	138			138			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	127	722	0.176	127	0.2	6.046	A
B-A	7	431	0.017	7	0.0	9.006	A
C-AB	28	662	0.042	28	0.0	6.471	A
C-A	332			332			
A-B	11			11			
A-C	165			165			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	155	710	0.219	155	0.3	6.487	A
B-A	9	407	0.022	9	0.0	9.575	A
C-AB	34	651	0.052	34	0.1	6.651	A
C-A	406			406			
A-B	13			13			
A-C	201			201			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	155	710	0.219	155	0.3	6.492	A
B-A	9	407	0.022	9	0.0	9.575	A
C-AB	34	651	0.052	34	0.1	6.651	A
C-A	406			406			
A-B	13			13			
A-C	201			201			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	127	722	0.176	127	0.2	6.056	A
B-A	7	431	0.017	7	0.0	9.009	A
C-AB	28	662	0.042	28	0.1	6.472	A
C-A	332			332			
A-B	11			11			
A-C	165			165			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	106	731	0.145	106	0.2	5.769	A
B-A	6	448	0.013	6	0.0	8.639	A
C-AB	23	670	0.035	23	0.0	6.348	A
C-A	278			278			
A-B	9			9			
A-C	138			138			

2037 Committed + Allocated + Morton GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2037 Committed + Allocated + Morton GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	211	100.000
B - A1 (T)		✓	208	100.000
C - Dover Bottom (S)		✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	16	195
	B - A1 (T)	6	0	202
	C - Dover Bottom (S)	381	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.31	7.42	0.5	A
B-A	0.02	11.00	0.0	B
C-AB	0.04	6.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	152	730	0.208	151	0.3	6.208	A
B-A	5	443	0.010	4	0.0	9.851	A
C-AB	19	666	0.028	19	0.0	6.333	A
C-A	287			287			
A-B	12			12			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	182	721	0.252	181	0.3	6.673	A
B-A	5	425	0.013	5	0.0	10.295	B
C-AB	22	658	0.034	22	0.0	6.457	A
C-A	343			343			
A-B	14			14			
A-C	175			175			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	222	708	0.314	222	0.5	7.403	A
B-A	7	399	0.017	7	0.0	11.001	B
C-AB	28	646	0.043	27	0.1	6.632	A
C-A	419			419			
A-B	18			18			
A-C	215			215			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	222	708	0.314	222	0.5	7.418	A
B-A	7	399	0.017	7	0.0	11.003	B
C-AB	28	646	0.043	28	0.1	6.632	A
C-A	419			419			
A-B	18			18			
A-C	215			215			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	182	721	0.252	182	0.3	6.693	A
B-A	5	425	0.013	5	0.0	10.299	B
C-AB	22	658	0.034	23	0.0	6.457	A
C-A	343			343			
A-B	14			14			
A-C	175			175			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	152	730	0.208	152	0.3	6.237	A
B-A	5	443	0.010	5	0.0	9.855	A
C-AB	19	666	0.028	19	0.0	6.339	A
C-A	287			287			
A-B	12			12			
A-C	147			147			

2037 Committed + Allocated + Gamston GV Modal Shift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	6.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2037 Committed + Allocated + Gamston GV Modal Shift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	900	100.000
B - A1 (T)		✓	176	100.000
C - Dover Bottom (S)		✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	472	428
	B - A1 (T)	28	0	148
	C - Dover Bottom (S)	493	289	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	0	8
	B - A1 (T)	6	0	0
	C - Dover Bottom (S)	3	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	9.55	0.4	A
B-A	0.18	27.37	0.2	D
C-AB	0.73	33.44	2.9	D
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)	LOS
B-C	111	619	0.180	111	0.2	7.065	A
B-A	21	291	0.072	21	0.1	14.084	B
C-AB	218	524	0.415	214	0.8	13.139	B
C-A	371			371			
A-B	355			355			
A-C	322			322			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	133	588	0.226	133	0.3	7.905	A
B-A	25	241	0.104	25	0.1	17.650	C
C-AB	260	488	0.533	258	1.3	17.725	C
C-A	443			443			
A-B	424			424			
A-C	385			385			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	163	541	0.301	162	0.4	9.504	A
B-A	31	172	0.179	30	0.2	26.836	D
C-AB	322	442	0.727	316	2.7	31.051	D
C-A	539			539			
A-B	520			520			
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)	LOS
B-C	163	540	0.302	163	0.4	9.550	A
B-A	31	170	0.181	31	0.2	27.372	D
C-AB	322	442	0.727	321	2.9	33.443	D
C-A	539			539			
A-B	520			520			
A-C	471			471			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	133	587	0.227	134	0.3	7.945	A
B-A	25	238	0.106	26	0.1	17.984	C
C-AB	260	487	0.533	266	1.4	18.984	C
C-A	443			443			
A-B	424			424			
A-C	385			385			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	619	0.180	112	0.2	7.101	A
B-A	21	289	0.073	21	0.1	14.240	B
C-AB	218	524	0.415	220	0.8	13.586	B
C-A	371			371			
A-B	355			355			
A-C	322			322			

2037 Committed + Allocated + Gamston GV Modal Shift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dover Bottom (S)	T-Junction	Two-way	2.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2037 Committed + Allocated + Gamston GV Modal Shift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dover Bottom (N)		✓	831	100.000
B - A1 (T)		✓	262	100.000
C - Dover Bottom (S)		✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	323	508
	B - A1 (T)	41	0	221
	C - Dover Bottom (S)	542	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dover Bottom (N)	B - A1 (T)	C - Dover Bottom (S)
From	A - Dover Bottom (N)	0	7	5
	B - A1 (T)	20	0	0
	C - Dover Bottom (S)	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.46	12.54	0.8	B
B-A	0.20	24.56	0.3	C
C-AB	0.28	12.37	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	166	611	0.272	165	0.4	8.037	A
B-A	31	327	0.094	30	0.1	14.537	B
C-AB	87	538	0.161	86	0.2	9.056	A
C-A	408			408			
A-B	243			243			
A-C	382			382			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	199	579	0.343	198	0.5	9.460	A
B-A	37	283	0.130	37	0.2	17.489	C
C-AB	103	505	0.205	103	0.3	10.213	B
C-A	487			487			
A-B	290			290			
A-C	457			457			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	243	531	0.458	242	0.8	12.418	B
B-A	45	221	0.204	45	0.3	24.386	C
C-AB	127	458	0.276	126	0.4	12.326	B
C-A	597			597			
A-B	356			356			
A-C	559			559			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	243	530	0.459	243	0.8	12.539	B
B-A	45	221	0.204	45	0.3	24.559	C
C-AB	127	458	0.276	127	0.4	12.367	B
C-A	597			597			
A-B	356			356			
A-C	559			559			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-C	199	578	0.344	200	0.5	9.549	A
B-A	37	283	0.130	37	0.2	17.612	C
C-AB	103	505	0.205	104	0.3	10.257	B
C-A	487			487			
A-B	290			290			
A-C	457			457			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	166	611	0.272	167	0.4	8.122	A
B-A	31	327	0.094	31	0.1	14.625	B
C-AB	87	538	0.161	87	0.2	9.102	A
C-A	408			408			
A-B	243			243			
A-C	382			382			

Junction 16 - Kilton Rd/High Hoe Rd

Junctions 9

ARCADY 9 - Roundabout Module
PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Junction 16.j9
Path: N:\Projects\A113816 - Bassetlaw DC Local Plan Support\calculations\Junction Capacity Assessments\Existing layouts\Junctions 9\Bassetlaw Models\05 - Assessment Models
Report generation date: 12/11/2019 15:38:17

»2019 Survey, AM
»2019 Survey , PM
»2037 Reference Case, AM
»2037 Reference Case, PM
»2037 Reference Case + Morton GV, AM
»2037 Reference Case + Morton GV, PM
»2037 Reference Case + Gamston GV, AM
»2037 Reference Case + Gamston GV, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Survey							
1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N)	2.4	16.34	0.71	C	7.9	48.69	0.91	E
1 - Kilton Road/High Hoe Rd - 2 - J-Link 1	1.1	10.12	0.52	B	11.4	61.07	0.95	F
1 - Kilton Road/High Hoe Rd - 3 - Kilton Rd (W)	0.4	6.48	0.29	A	9.9	57.71	0.94	F
2 - High Hoe Rd/Kilton Rd - Stream B-C	0.0	7.21	0.00	A	0.0	0.00	0.00	A
2 - High Hoe Rd/Kilton Rd - Stream B-A	0.0	8.28	0.01	A	0.0	10.36	0.02	B
2 - High Hoe Rd/Kilton Rd - Stream C-AB	0.0	7.34	0.01	A	0.0	7.92	0.00	A
	2037 Reference Case							
1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N)	3.0	19.57	0.76	C	12.2	70.53	0.96	F
1 - Kilton Road/High Hoe Rd - 2 - J-Link 1	1.3	10.98	0.55	B	16.2	81.73	0.98	F
1 - Kilton Road/High Hoe Rd - 3 - Kilton Rd (W)	0.5	6.78	0.31	A	13.6	75.86	0.97	F
2 - High Hoe Rd/Kilton Rd - Stream B-C	0.0	7.27	0.00	A	0.0	0.00	0.00	A
2 - High Hoe Rd/Kilton Rd - Stream B-A	0.0	8.44	0.01	A	0.0	10.62	0.02	B
2 - High Hoe Rd/Kilton Rd - Stream C-AB	0.0	7.40	0.01	A	0.0	8.00	0.00	A
	2037 Reference Case + Morton GV							
1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N)	51.3	208.86	1.11	F	60.3	294.01	1.15	F
1 - Kilton Road/High Hoe Rd - 2 - J-Link 1	2.4	16.94	0.70	C	80.3	384.87	1.19	F
1 - Kilton Road/High Hoe Rd - 3 - Kilton Rd (W)	0.7	8.36	0.40	A	42.7	199.56	1.10	F
2 - High Hoe Rd/Kilton Rd - Stream B-C	0.0	7.91	0.00	A	0.0	0.00	0.00	A
2 - High Hoe Rd/Kilton Rd - Stream B-A	0.0	9.96	0.02	A	0.0	12.31	0.03	B
2 - High Hoe Rd/Kilton Rd - Stream C-AB	0.0	8.05	0.01	A	0.0	8.34	0.01	A
	2037 Reference Case + Gamston GV							
1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N)	55.0	229.30	1.12	F	71.8	362.55	1.18	F
1 - Kilton Road/High Hoe Rd - 2 - J-Link 1	2.9	19.26	0.74	C	84.0	403.29	1.19	F
1 - Kilton Road/High Hoe Rd - 3 - Kilton Rd (W)	0.7	8.66	0.41	A	44.0	208.83	1.10	F
2 - High Hoe Rd/Kilton Rd - Stream B-C	0.0	7.93	0.00	A	0.0	0.00	0.00	A
2 - High Hoe Rd/Kilton Rd - Stream B-A	0.0	10.13	0.02	B	0.0	12.60	0.03	B
2 - High Hoe Rd/Kilton Rd - Stream C-AB	0.0	8.07	0.01	A	0.0	8.42	0.01	A

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

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

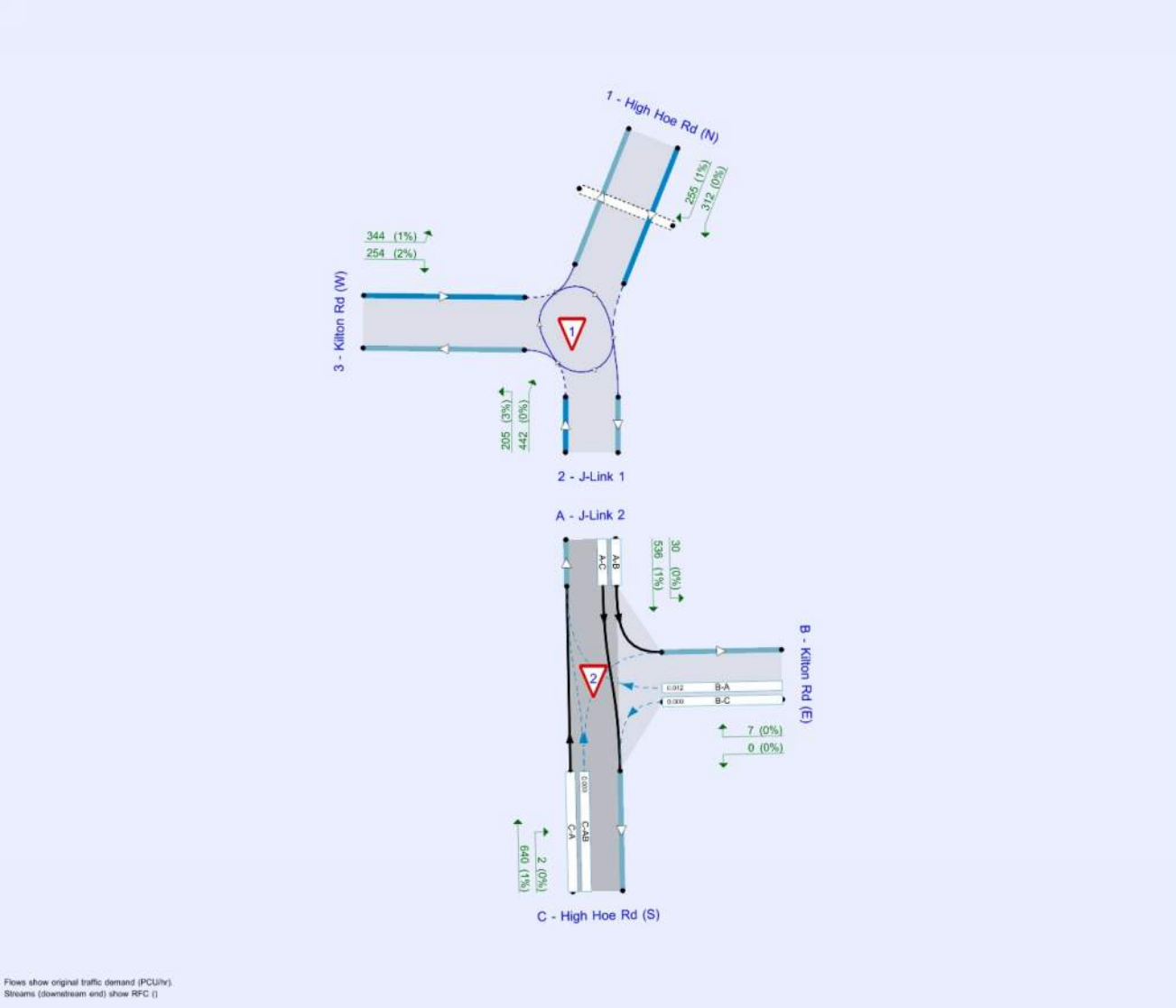
File summary

File Description

Title	
Location	
Site number	
Date	04/11/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\andy.roberts
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15	✓
D3	2037 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D4	2037 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D5	2037 Reference Case + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓
D6	2037 Reference Case + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓
D7	2037 Reference Case + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓
D8	2037 Reference Case + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	12.20	B
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.09	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Kilton Road/High Hoe Rd	1	High Hoe Rd (N)		
	2	J-Link 1		
	3	Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A	J-Link 2		Major
	B	Kilton Rd (E)		Minor
	C	High Hoe Rd (S)		Major

Mini Roundabout Geometry

Junction	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 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	3.90	3.90	5.20	11.9	11.00	6.80	0.0	
	2 - J-Link 1	3.70	3.70	6.60	5.4	8.60	6.00	0.0	
	3 - Kilton Rd (W)	3.90	3.90	5.20	11.9	11.00	10.20	0.0	

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
2 - High Hoe Rd/Kilton Rd	C - High Hoe Rd (S)	8.75			10.0	✓	2.00

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

Minor Arm Geometry

Junction	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)
2 - High Hoe Rd/Kilton Rd	B - Kilton Rd (E)	One lane plus flare	10.00	7.20	6.00	4.80	4.00		1.00	120	19

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	3.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	0.661	1207
	2 - J-Link 1	0.657	1146
	3 - Kilton Rd (W)	0.663	1155

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	610	0.098	0.247	0.155	0.353
2	B-C	588	0.079	0.201	-	-
2	C-B	580	0.198	0.198	-	-

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

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

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

Arm Capacity Adjustments

Junction	Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	Percentage		67.00
	2 - J-Link 1	Percentage		78.00
	3 - Kilton Rd (W)	Percentage		84.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Survey	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	483	100.000
	2 - J-Link 1		ONE HOUR	✓	369	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	216	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	394	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	6	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	367	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	0.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

1 - Kilton Road/High Hoe Rd

Demand (PCU/hr)

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	281	202
	2 - J-Link 1	239	0	130
	3 - Kilton Rd (W)	103	113	0

2 - High Hoe Rd/Kilton Rd

Demand (PCU/hr)

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	7	387
	B - Kilton Rd (E)	5	0	1
	C - High Hoe Rd (S)	364	3	0

Vehicle Mix

1 - Kilton Road/High Hoe Rd

Heavy Vehicle Percentages

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	1	1
	2 - J-Link 1	5	0	5
	3 - Kilton Rd (W)	4	7	0

2 - High Hoe Rd/Kilton Rd

Heavy Vehicle Percentages

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	2
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	0.71	16.34	2.4	C	443	665
	2 - J-Link 1	0.52	10.12	1.1	B	339	508
	3 - Kilton Rd (W)	0.29	6.48	0.4	A	198	297

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	7.21	0.0	A	0.92	1
	B-A	0.01	8.28	0.0	A	5	7
	C-AB	0.01	7.34	0.0	A	3	4
	C-A					334	501
	A-B					6	10
	A-C					355	533

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	364	91	85	0.00	771	0.472	360	256	0.0	
	2 - J-Link 1	-	278	69	151		816	0.340	276	294	0.0	
	3 - Kilton Rd (W)	-	163	41	179		871	0.187	162	248	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			528	0.001	0.75		0.0	
	-	B-A	4	0.94			494	0.008	4		0.0	
	-	C-AB	2	0.56			521	0.004	2		0.0	
	-	C-A	274	69					274			
	-	A-B	5	1					5			
	-	A-C	291	73					291			

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	434	109	101	0.00	764	0.569	433	307	0.9	
	2 - J-Link 1	-	332	83	181		801	0.414	331	353	0.5	
	3 - Kilton Rd (W)	-	194	49	214		851	0.228	194	297	0.2	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			517	0.002	0.90		0.0	
	-	B-A	4	1			471	0.010	4		0.0	
	-	C-AB	3	0.67			510	0.005	3		0.0	
	-	C-A	327	82					327			
	-	A-B	6	2					6			
	-	A-C	348	87					348			

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	532	133	124	0.00	753	0.706	528	375	1.3	
	2 - J-Link 1	-	406	102	221		780	0.521	405	431	0.7	
	3 - Kilton Rd (W)	-	238	59	262		825	0.288	237	363	0.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			500	0.002	1		0.0	
	-	B-A	6	1			440	0.013	5		0.0	
	-	C-AB	3	0.83			494	0.007	3		0.0	
	-	C-A	401	100					401			
	-	A-B	8	2					8			
	-	A-C	426	107					426			

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	532	133	124	0.00	753	0.706	532	377	2.3	
	2 - J-Link 1	-	406	102	222		780	0.521	406	434	1.1	
	3 - Kilton Rd (W)	-	238	59	263		824	0.289	238	365	0.4	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			500	0.002	1		0.0	
	-	B-A	6	1			440	0.013	6		0.0	
	-	C-AB	3	0.83			494	0.007	3		0.0	
	-	C-A	401	100					401			
	-	A-B	8	2					8			
	-	A-C	426	107					426			

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	434	109	102	0.00	763	0.569	438	309	2.4	
	2 - J-Link 1	-	332	83	183		800	0.415	333	357	1.1	
	3 - Kilton Rd (W)	-	194	49	216		850	0.228	195	301	0.4	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			517	0.002	0.90		0.0	
	-	B-A	4	1			471	0.010	5		0.0	
	-	C-AB	3	0.67			510	0.005	3		0.0	
	-	C-A	327	82					327			
	-	A-B	6	2					6			
	-	A-C	348	87					348			

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	364	91	85	0.00	771	0.472	365	258	1.4	
	2 - J-Link 1	-	278	69	153		815	0.341	279	298	0.8	
	3 - Kilton Rd (W)	-	163	41	180		870	0.187	163	251	0.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			528	0.001	0.75		0.0	
	-	B-A	4	0.94			494	0.008	4		0.0	
	-	C-AB	2	0.56			521	0.004	2		0.0	
	-	C-A	274	69					274			
	-	A-B	5	1					5			
	-	A-C	291	73					291			

2019 Survey , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	56.09	F
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.07	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Survey	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	567	100.000
	2 - J-Link 1		ONE HOUR	✓	647	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	598	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	566	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	7	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	642	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	5.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

Demand (PCU/hr)

1 - Kilton Road/High Hoe Rd

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	312	255
	2 - J-Link 1	442	0	205
	3 - Kilton Rd (W)	344	254	0

Demand (PCU/hr)

2 - High Hoe Rd/Kilton Rd

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	30	536
	B - Kilton Rd (E)	7	0	0
	C - High Hoe Rd (S)	640	2	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Kilton Road/High Hoe Rd

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	0	1
	2 - J-Link 1	0	0	3
	3 - Kilton Rd (W)	1	2	0

Heavy Vehicle Percentages

2 - High Hoe Rd/Kilton Rd

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	1
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	0.91	48.69	7.9	E	520	780
	2 - J-Link 1	0.95	61.07	11.4	F	594	891
	3 - Kilton Rd (W)	0.94	57.71	9.9	F	549	823

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.02	10.36	0.0	B	6	10
	C-AB	0.00	7.92	0.0	A	2	3
	C-A					587	881
	A-B					28	41
	A-C					492	738

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	427	107	189	3.76	721	0.592	421	585	0.0	
	2 - J-Link 1	-	487	122	189		796	0.612	481	421	0.0	
	3 - Kilton Rd (W)	-	450	113	329		788	0.572	445	342	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			493	0.000	0		0.0	
	-	B-A	5	1			438	0.012	5		0.0	
	-	C-AB	2	0.38			495	0.003	1		0.0	
	-	C-A	482	120					482			
	-	A-B	23	6					23			
	-	A-C	404	101					404			

17:00 - 17:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	510	127	226	4.49	708	0.720	506	701	1.4	
	2 - J-Link 1	-	582	145	227		777	0.749	577	505	1.5	
	3 - Kilton Rd (W)	-	538	134	394		751	0.716	533	410	1.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			477	0.000	0		0.0	
	-	B-A	6	2			403	0.016	6		0.0	
	-	C-AB	2	0.45			479	0.004	2		0.0	
	-	C-A	575	144					575			
	-	A-B	27	7					27			
	-	A-C	482	120					482			

17:15 - 17:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	624	156	270	5.51	689	0.906	607	836	2.4	
	2 - J-Link 1	-	712	178	273		754	0.945	687	604	2.8	
	3 - Kilton Rd (W)	-	658	165	469		709	0.929	636	491	2.4	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			455	0.000	0		0.0	
	-	B-A	8	2			355	0.022	8		0.0	
	-	C-AB	2	0.55			457	0.005	2		0.0	
	-	C-A	705	176					705			
	-	A-B	33	8					33			
	-	A-C	590	148					590			

17:30 - 17:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	624	156	276	5.51	686	0.910	620	855	6.7	
	2 - J-Link 1	-	712	178	279		751	0.949	703	617	9.1	
	3 - Kilton Rd (W)	-	658	165	480		703	0.937	651	502	7.9	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			455	0.000	0		0.0	
	-	B-A	8	2			355	0.022	8		0.0	
	-	C-AB	2	0.55			457	0.005	2		0.0	
	-	C-A	705	176					705			
	-	A-B	33	8					33			
	-	A-C	590	148					590			

17:45 - 18:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	510	127	240	4.49	702	0.726	530	744	7.9	
	2 - J-Link 1	-	582	145	238		771	0.754	614	532	11.4	
	3 - Kilton Rd (W)	-	538	134	419		737	0.729	565	433	9.9	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			477	0.000	0		0.0	
	-	B-A	6	2			403	0.016	6		0.0	
	-	C-AB	2	0.45			479	0.004	2		0.0	
	-	C-A	575	144					575			
	-	A-B	27	7					27			
	-	A-C	482	120					482			

18:00 - 18:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	427	107	194	3.76	723	0.591	432	600	2.9	
	2 - J-Link 1	-	487	122	194		794	0.614	494	432	3.4	
	3 - Kilton Rd (W)	-	450	113	337		783	0.575	456	351	2.9	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			493	0.000	0		0.0	
	-	B-A	5	1			438	0.012	5		0.0	
	-	C-AB	2	0.38			495	0.003	2		0.0	
	-	C-A	482	120					482			
	-	A-B	23	6					23			
	-	A-C	404	101					404			

2037 Reference Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	14.05	B
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.09	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2037 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	517	100.000
	2 - J-Link 1		ONE HOUR	✓	388	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	229	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	413	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	6	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	386	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	0.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

1 - Kilton Road/High Hoe Rd

Demand (PCU/hr)

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	300	217
	2 - J-Link 1	258	0	130
	3 - Kilton Rd (W)	116	113	0

2 - High Hoe Rd/Kilton Rd

Demand (PCU/hr)

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	7	406
	B - Kilton Rd (E)	5	0	1
	C - High Hoe Rd (S)	383	3	0

Vehicle Mix

1 - Kilton Road/High Hoe Rd

Heavy Vehicle Percentages

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	1	1
	2 - J-Link 1	5	0	5
	3 - Kilton Rd (W)	4	7	0

2 - High Hoe Rd/Kilton Rd

Heavy Vehicle Percentages

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	2
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	0.76	19.57	3.0	C	474	712
	2 - J-Link 1	0.55	10.98	1.3	B	356	534
	3 - Kilton Rd (W)	0.31	6.78	0.5	A	210	315

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	7.27	0.0	A	0.92	1
	B-A	0.01	8.44	0.0	A	5	7
	C-AB	0.01	7.40	0.0	A	3	4
	C-A					351	527
	A-B					6	10
	A-C					373	559

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	389	97	85	0.00	771	0.505	385	279	0.0	
	2 - J-Link 1	-	292	73	162		811	0.360	290	308	0.0	
	3 - Kilton Rd (W)	-	172	43	193		863	0.200	171	259	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			525	0.001	0.75		0.0	
	-	B-A	4	0.94			488	0.008	4		0.0	
	-	C-AB	2	0.56			518	0.004	2		0.0	
	-	C-A	288	72					288			
	-	A-B	5	1					5			
	-	A-C	306	76					306			

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	465	116	101	0.00	764	0.609	463	335	1.0	
	2 - J-Link 1	-	349	87	194		794	0.439	348	370	0.6	
	3 - Kilton Rd (W)	-	206	51	231		842	0.245	206	311	0.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			513	0.002	0.90		0.0	
	-	B-A	4	1			464	0.010	4		0.0	
	-	C-AB	3	0.67			506	0.005	3		0.0	
	-	C-A	344	86					344			
	-	A-B	6	2					6			
	-	A-C	365	91					365			

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	569	142	124	0.00	754	0.755	564	410	1.5	
	2 - J-Link 1	-	427	107	237		772	0.553	425	451	0.8	
	3 - Kilton Rd (W)	-	252	63	283		813	0.310	252	379	0.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			496	0.002	1		0.0	
	-	B-A	6	1			432	0.013	5		0.0	
	-	C-AB	3	0.83			490	0.007	3		0.0	
	-	C-A	422	105					422			
	-	A-B	8	2					8			
	-	A-C	447	112					447			

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	569	142	124	0.00	753	0.756	569	412	2.9	
	2 - J-Link 1	-	427	107	239		771	0.554	427	454	1.3	
	3 - Kilton Rd (W)	-	252	63	284		812	0.310	252	382	0.5	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			496	0.002	1		0.0	
	-	B-A	6	1			432	0.013	6		0.0	
	-	C-AB	3	0.83			490	0.007	3		0.0	
	-	C-A	422	105					422			
	-	A-B	8	2					8			
	-	A-C	447	112					447			

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	465	116	102	0.00	763	0.609	470	338	3.0	
	2 - J-Link 1	-	349	87	197		792	0.440	351	375	1.3	
	3 - Kilton Rd (W)	-	206	51	233		841	0.245	206	315	0.5	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			513	0.002	0.90		0.0	
	-	B-A	4	1			464	0.010	5		0.0	
	-	C-AB	3	0.67			506	0.005	3		0.0	
	-	C-A	344	86					344			
	-	A-B	6	2					6			
	-	A-C	365	91					365			

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	389	97	85	0.00	771	0.505	392	282	1.6	
	2 - J-Link 1	-	292	73	164		809	0.361	293	312	0.8	
	3 - Kilton Rd (W)	-	172	43	195		862	0.200	173	263	0.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			525	0.001	0.75		0.0	
	-	B-A	4	0.94			488	0.008	4		0.0	
	-	C-AB	2	0.56			518	0.004	2		0.0	
	-	C-A	288	72					288			
	-	A-B	5	1					5			
	-	A-C	306	76					306			

2037 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	76.24	F
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.07	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2037 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	599	100.000
	2 - J-Link 1		ONE HOUR	✓	666	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	613	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	585	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	7	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	661	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	5.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

Demand (PCU/hr)

1 - Kilton Road/High Hoe Rd

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	331	268
	2 - J-Link 1	461	0	205
	3 - Kilton Rd (W)	359	254	0

Demand (PCU/hr)

2 - High Hoe Rd/Kilton Rd

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	30	555
	B - Kilton Rd (E)	7	0	0
	C - High Hoe Rd (S)	659	2	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Kilton Road/High Hoe Rd

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	0	1
	2 - J-Link 1	0	0	3
	3 - Kilton Rd (W)	1	2	0

Heavy Vehicle Percentages

2 - High Hoe Rd/Kilton Rd

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	1
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	0.96	70.53	12.2	F	550	824
	2 - J-Link 1	0.98	81.73	16.2	F	611	917
	3 - Kilton Rd (W)	0.97	75.86	13.6	F	562	844

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.02	10.62	0.0	B	6	10
	C-AB	0.00	8.00	0.0	A	2	3
	C-A					605	907
	A-B					28	41
	A-C					509	764

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	451	113	189	3.76	722	0.625	445	609	0.0	
	2 - J-Link 1	-	501	125	199		792	0.633	495	434	0.0	
	3 - Kilton Rd (W)	-	461	115	342		780	0.592	456	351	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			490	0.000	0		0.0	
	-	B-A	5	1			432	0.012	5		0.0	
	-	C-AB	2	0.38			493	0.003	1		0.0	
	-	C-A	496	124					496			
	-	A-B	23	6					23			
	-	A-C	418	104					418			

17:00 - 17:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	538	135	226	4.49	708	0.760	533	730	1.6	
	2 - J-Link 1	-	599	150	239		771	0.776	593	521	1.7	
	3 - Kilton Rd (W)	-	551	138	410		742	0.743	546	421	1.4	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			473	0.000	0		0.0	
	-	B-A	6	2			396	0.016	6		0.0	
	-	C-AB	2	0.45			476	0.004	2		0.0	
	-	C-A	592	148					592			
	-	A-B	27	7					27			
	-	A-C	499	125					499			

17:15 - 17:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	660	165	267	5.51	690	0.956	633	862	2.9	
	2 - J-Link 1	-	733	183	283		748	0.980	699	617	3.2	
	3 - Kilton Rd (W)	-	675	169	484		701	0.963	645	498	2.7	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			450	0.000	0		0.0	
	-	B-A	8	2			347	0.022	8		0.0	
	-	C-AB	2	0.55			452	0.005	2		0.0	
	-	C-A	726	181					726			
	-	A-B	33	8					33			
	-	A-C	611	153					611			

17:30 - 17:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	660	165	274	5.51	687	0.960	649	882	9.5	
	2 - J-Link 1	-	733	183	290		745	0.985	716	632	11.8	
	3 - Kilton Rd (W)	-	675	169	496		695	0.972	661	511	10.1	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			450	0.000	0		0.0	
	-	B-A	8	2			347	0.022	8		0.0	
	-	C-AB	2	0.55			452	0.005	2		0.0	
	-	C-A	726	181					726			
	-	A-B	33	8					33			
	-	A-C	611	153					611			

17:45 - 18:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	538	135	245	4.49	700	0.769	573	794	12.2	
	2 - J-Link 1	-	599	150	256		762	0.785	647	561	16.2	
	3 - Kilton Rd (W)	-	551	138	448		721	0.764	591	455	13.6	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			473	0.000	0		0.0	
	-	B-A	6	2			396	0.016	6		0.0	
	-	C-AB	2	0.45			476	0.004	2		0.0	
	-	C-A	592	148					592			
	-	A-B	27	7					27			
	-	A-C	499	125					499			

18:00 - 18:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	451	113	195	3.76	722	0.624	459	629	3.7	
	2 - J-Link 1	-	501	125	205		788	0.636	511	448	4.2	
	3 - Kilton Rd (W)	-	461	115	354		774	0.597	470	363	3.6	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			490	0.000	0		0.0	
	-	B-A	5	1			432	0.012	5		0.0	
	-	C-AB	2	0.38			493	0.003	2		0.0	
	-	C-A	496	124					496			
	-	A-B	23	6					23			
	-	A-C	418	104					418			

2037 Reference Case + Morton GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Kilton Road/High Hoe Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	111.41	F
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.08	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2037 Reference Case + Morton GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	757	100.000
	2 - J-Link 1		ONE HOUR	✓	481	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	275	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	593	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	6	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	479	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	0.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

1 - Kilton Road/High Hoe Rd

Demand (PCU/hr)

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	477	280
	2 - J-Link 1	350	0	131
	3 - Kilton Rd (W)	159	116	0

2 - High Hoe Rd/Kilton Rd

Demand (PCU/hr)

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	7	586
	B - Kilton Rd (E)	5	0	1
	C - High Hoe Rd (S)	476	3	0

Vehicle Mix

1 - Kilton Road/High Hoe Rd

Heavy Vehicle Percentages

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	1	1
	2 - J-Link 1	5	0	5
	3 - Kilton Rd (W)	4	7	0

2 - High Hoe Rd/Kilton Rd

Heavy Vehicle Percentages

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	2
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	1.11	208.86	51.3	F	695	1042
	2 - J-Link 1	0.70	16.94	2.4	C	441	662
	3 - Kilton Rd (W)	0.40	8.36	0.7	A	252	379

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	7.91	0.0	A	0.92	1
	B-A	0.02	9.96	0.0	A	5	7
	C-AB	0.01	8.05	0.0	A	3	4
	C-A					437	655
	A-B					6	10
	A-C					538	807

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	570	142	87	0.00	770	0.740	559	380	0.0	
	2 - J-Link 1	-	362	91	207		788	0.460	359	439	0.0	
	3 - Kilton Rd (W)	-	207	52	261		825	0.251	206	305	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			498	0.002	0.75		0.0	
	-	B-A	4	0.94			444	0.008	4		0.0	
	-	C-AB	2	0.56			491	0.005	2		0.0	
	-	C-A	358	90					358			
	-	A-B	5	1					5			
	-	A-C	441	110					441			

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	681	170	104	0.00	762	0.893	666	456	2.7	
	2 - J-Link 1	-	432	108	246		767	0.564	431	524	0.9	
	3 - Kilton Rd (W)	-	247	62	313		796	0.311	247	364	0.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			481	0.002	0.90		0.0	
	-	B-A	4	1			411	0.011	4		0.0	
	-	C-AB	3	0.67			474	0.006	3		0.0	
	-	C-A	428	107					428			
	-	A-B	6	2					6			
	-	A-C	527	132					527			

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	833	208	127	0.00	752	1.108	738	557	6.3	
	2 - J-Link 1	-	530	132	273		754	0.703	525	593	1.3	
	3 - Kilton Rd (W)	-	303	76	382		758	0.400	302	416	0.5	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			456	0.002	1		0.0	
	-	B-A	6	1			367	0.015	5		0.0	
	-	C-AB	3	0.83			451	0.007	3		0.0	
	-	C-A	524	131					524			
	-	A-B	8	2					8			
	-	A-C	645	161					645			

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	833	208	128	0.00	752	1.108	749	560	30.1	
	2 - J-Link 1	-	530	132	277		752	0.705	529	599	2.3	
	3 - Kilton Rd (W)	-	303	76	385		756	0.400	303	421	0.7	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			456	0.002	1		0.0	
	-	B-A	6	1			367	0.015	6		0.0	
	-	C-AB	3	0.83			451	0.007	3		0.0	
	-	C-A	524	131					524			
	-	A-B	8	2					8			
	-	A-C	645	161					645			

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	681	170	105	0.00	762	0.893	747	461	51.3	
	2 - J-Link 1	-	432	108	276		752	0.575	436	576	2.4	
	3 - Kilton Rd (W)	-	247	62	317		794	0.311	248	395	0.7	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			481	0.002	0.90		0.0	
	-	B-A	4	1			411	0.011	5		0.0	
	-	C-AB	3	0.67			474	0.006	3		0.0	
	-	C-A	428	107					428			
	-	A-B	6	2					6			
	-	A-C	527	132					527			

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	570	142	88	0.00	770	0.740	695	385	34.5	
	2 - J-Link 1	-	362	91	257		762	0.475	364	525	1.5	
	3 - Kilton Rd (W)	-	207	52	265		823	0.252	208	356	0.5	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			498	0.002	0.75		0.0	
	-	B-A	4	0.94			444	0.008	4		0.0	
	-	C-AB	2	0.56			491	0.005	2		0.0	
	-	C-A	358	90					358			
	-	A-B	5	1					5			
	-	A-C	441	110					441			

2037 Reference Case + Morton GV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	298.53	F
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.07	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2037 Reference Case + Morton GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	724	100.000
	2 - J-Link 1		ONE HOUR	✓	799	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	664	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	670	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	7	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	794	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	5.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

Demand (PCU/hr)

1 - Kilton Road/High Hoe Rd

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	414	310
	2 - J-Link 1	591	0	208
	3 - Kilton Rd (W)	409	255	0

2 - High Hoe Rd/Kilton Rd

Demand (PCU/hr)

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	30	640
	B - Kilton Rd (E)	7	0	0
	C - High Hoe Rd (S)	792	2	0

Vehicle Mix

1 - Kilton Road/High Hoe Rd

Heavy Vehicle Percentages

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	0	1
	2 - J-Link 1	0	0	3
	3 - Kilton Rd (W)	1	2	0

2 - High Hoe Rd/Kilton Rd

Heavy Vehicle Percentages

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	1
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	1.15	294.01	60.3	F	664	997
	2 - J-Link 1	1.19	384.87	80.3	F	733	1100
	3 - Kilton Rd (W)	1.10	199.56	42.7	F	609	914

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.03	12.31	0.0	B	6	10
	C-AB	0.01	8.34	0.0	A	2	3
	C-A					727	1090
	A-B					28	41
	A-C					587	881

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	545	136	189	3.76	723	0.754	534	738	0.0	
	2 - J-Link 1	-	602	150	229		776	0.775	589	494	0.0	
	3 - Kilton Rd (W)	-	500	125	436		728	0.687	491	382	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			478	0.000	0		0.0	
	-	B-A	5	1			401	0.013	5		0.0	
	-	C-AB	2	0.38			480	0.003	1		0.0	
	-	C-A	596	149					596			
	-	A-B	23	6					23			
	-	A-C	482	120					482			

17:00 - 17:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	651	163	224	4.49	709	0.918	633	872	2.8	
	2 - J-Link 1	-	718	180	271		755	0.952	693	586	3.2	
	3 - Kilton Rd (W)	-	597	149	512		685	0.871	584	451	2.1	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			458	0.000	0		0.0	
	-	B-A	6	2			358	0.018	6		0.0	
	-	C-AB	2	0.45			461	0.004	2		0.0	
	-	C-A	712	178					712			
	-	A-B	27	7					27			
	-	A-C	575	144					575			

17:15 - 17:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	797	199	250	5.51	698	1.143	688	946	7.3	
	2 - J-Link 1	-	880	220	295		743	1.185	736	644	9.6	
	3 - Kilton Rd (W)	-	731	183	545		667	1.096	652	486	5.4	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			432	0.000	0		0.0	
	-	B-A	8	2			300	0.026	8		0.0	
	-	C-AB	2	0.55			434	0.005	2		0.0	
	-	C-A	872	218					872			
	-	A-B	33	8					33			
	-	A-C	705	176					705			

17:30 - 17:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	797	199	254	5.51	696	1.145	694	955	34.6	
	2 - J-Link 1	-	880	220	297		741	1.187	740	651	45.4	
	3 - Kilton Rd (W)	-	731	183	547		666	1.098	661	490	25.3	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			432	0.000	0		0.0	
	-	B-A	8	2			300	0.026	8		0.0	
	-	C-AB	2	0.55			434	0.005	2		0.0	
	-	C-A	872	218					872			
	-	A-B	33	8					33			
	-	A-C	705	176					705			

17:45 - 18:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	651	163	251	4.49	697	0.933	686	945	60.3	
	2 - J-Link 1	-	718	180	294		743	0.967	734	643	80.3	
	3 - Kilton Rd (W)	-	597	149	543		668	0.893	653	485	42.7	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			458	0.000	0		0.0	
	-	B-A	6	2			358	0.018	6		0.0	
	-	C-AB	2	0.45			461	0.004	2		0.0	
	-	C-A	712	178					712			
	-	A-B	27	7					27			
	-	A-C	575	144					575			

18:00 - 18:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	545	136	231	3.76	706	0.772	693	911	51.6	
	2 - J-Link 1	-	602	150	297		741	0.811	732	627	76.4	
	3 - Kilton Rd (W)	-	500	125	541		669	0.747	601	487	28.7	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			477	0.000	0		0.0	
	-	B-A	5	1			401	0.013	5		0.0	
	-	C-AB	2	0.38			480	0.003	2		0.0	
	-	C-A	596	149					596			
	-	A-B	23	6					23			
	-	A-C	482	120					482			

2037 Reference Case + Gamston GV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Kilton Road/High Hoe Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Kilton Road/High Hoe Rd - 1 - High Hoe Rd (N) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	121.17	F
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.07	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2037 Reference Case + Gamston GV	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	764	100.000
	2 - J-Link 1		ONE HOUR	✓	507	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	275	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	600	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	6	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	504	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	0.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

1 - Kilton Road/High Hoe Rd

Demand (PCU/hr)

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	484	280
	2 - J-Link 1	376	0	131
	3 - Kilton Rd (W)	159	116	0

2 - High Hoe Rd/Kilton Rd

Demand (PCU/hr)

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	7	593
	B - Kilton Rd (E)	5	0	1
	C - High Hoe Rd (S)	501	3	0

Vehicle Mix

1 - Kilton Road/High Hoe Rd

Heavy Vehicle Percentages

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	1	1
	2 - J-Link 1	5	0	5
	3 - Kilton Rd (W)	4	7	0

2 - High Hoe Rd/Kilton Rd

Heavy Vehicle Percentages

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	2
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	5	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	1.12	229.30	55.0	F	701	1052
	2 - J-Link 1	0.74	19.26	2.9	C	465	698
	3 - Kilton Rd (W)	0.41	8.66	0.7	A	252	379

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	7.93	0.0	A	0.92	1
	B-A	0.02	10.13	0.0	B	5	7
	C-AB	0.01	8.07	0.0	A	3	4
	C-A					460	690
	A-B					6	10
	A-C					544	816

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	575	144	87	0.00	770	0.747	564	399	0.0	
	2 - J-Link 1	-	382	95	207		788	0.485	378	444	0.0	
	3 - Kilton Rd (W)	-	207	52	280		814	0.254	206	304	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			497	0.002	0.75		0.0	
	-	B-A	4	0.94			439	0.009	4		0.0	
	-	C-AB	2	0.56			490	0.005	2		0.0	
	-	C-A	377	94					377			
	-	A-B	5	1					5			
	-	A-C	446	112					446			

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	687	172	104	0.00	762	0.901	671	479	2.8	
	2 - J-Link 1	-	456	114	246		767	0.594	454	529	1.0	
	3 - Kilton Rd (W)	-	247	62	336		783	0.316	247	363	0.4	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			479	0.002	0.90		0.0	
	-	B-A	4	1			406	0.011	4		0.0	
	-	C-AB	3	0.67			473	0.006	3		0.0	
	-	C-A	450	113					450			
	-	A-B	6	2					6			
	-	A-C	533	133					533			

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	841	210	127	0.00	752	1.118	740	585	6.7	
	2 - J-Link 1	-	558	140	271		755	0.740	553	596	1.5	
	3 - Kilton Rd (W)	-	303	76	410		742	0.408	302	414	0.5	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			455	0.002	1		0.0	
	-	B-A	6	1			361	0.015	5		0.0	
	-	C-AB	3	0.83			449	0.007	3		0.0	
	-	C-A	552	138					552			
	-	A-B	8	2					8			
	-	A-C	653	163					653			

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	841	210	128	0.00	752	1.119	749	589	32.0	
	2 - J-Link 1	-	558	140	275		753	0.741	558	602	2.8	
	3 - Kilton Rd (W)	-	303	76	414		740	0.409	303	419	0.7	
2 - High Hoe Rd/Kilton Rd	-	B-C	1	0.28			455	0.002	1		0.0	
	-	B-A	6	1			361	0.015	6		0.0	
	-	C-AB	3	0.83			449	0.007	3		0.0	
	-	C-A	552	138					552			
	-	A-B	8	2					8			
	-	A-C	653	163					653			

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	687	172	105	0.00	762	0.901	748	485	55.0	
	2 - J-Link 1	-	456	114	274		753	0.605	461	579	2.9	
	3 - Kilton Rd (W)	-	247	62	342		780	0.317	248	393	0.7	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.90	0.22			479	0.002	0.90		0.0	
	-	B-A	4	1			406	0.011	5		0.0	
	-	C-AB	3	0.67			473	0.006	3		0.0	
	-	C-A	450	113					450			
	-	A-B	6	2					6			
	-	A-C	533	133					533			

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	575	144	88	0.00	770	0.747	719	405	39.6	
	2 - J-Link 1	-	382	95	264		758	0.503	384	543	1.7	
	3 - Kilton Rd (W)	-	207	52	285		812	0.255	208	363	0.5	
2 - High Hoe Rd/Kilton Rd	-	B-C	0.75	0.19			497	0.002	0.75		0.0	
	-	B-A	4	0.94			439	0.009	4		0.0	
	-	C-AB	2	0.56			490	0.005	2		0.0	
	-	C-A	377	94					377			
	-	A-B	5	1					5			
	-	A-C	446	112					446			

2037 Reference Case + Gamston GV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Kilton Road/High Hoe Rd	Mini-roundabout			1, 2, 3	331.35	F
2	High Hoe Rd/Kilton Rd	T-Junction	Two-way			0.07	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2037 Reference Case + Gamston GV	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)		ONE HOUR	✓	744	100.000
	2 - J-Link 1		ONE HOUR	✓	808	100.000
	3 - Kilton Rd (W)		ONE HOUR	✓	664	100.000
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		ONE HOUR	✓	689	100.000
	B - Kilton Rd (E)		ONE HOUR	✓	7	100.000
	C - High Hoe Rd (S)		ONE HOUR	✓	803	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	[ONEHOUR]	5.00
	2 - J-Link 1		
	3 - Kilton Rd (W)		
2 - High Hoe Rd/Kilton Rd	A - J-Link 2		
	B - Kilton Rd (E)		
	C - High Hoe Rd (S)		

Origin-Destination Data

Demand (PCU/hr)

1 - Kilton Road/High Hoe Rd

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	434	310
	2 - J-Link 1	600	0	208
	3 - Kilton Rd (W)	409	255	0

2 - High Hoe Rd/Kilton Rd

Demand (PCU/hr)

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	30	659
	B - Kilton Rd (E)	7	0	0
	C - High Hoe Rd (S)	801	2	0

Vehicle Mix

1 - Kilton Road/High Hoe Rd

Heavy Vehicle Percentages

		To		
		1 - High Hoe Rd (N)	2 - J-Link 1	3 - Kilton Rd (W)
From	1 - High Hoe Rd (N)	0	0	1
	2 - J-Link 1	0	0	3
	3 - Kilton Rd (W)	1	2	0

2 - High Hoe Rd/Kilton Rd

Heavy Vehicle Percentages

		To		
		A - J-Link 2	B - Kilton Rd (E)	C - High Hoe Rd (S)
From	A - J-Link 2	0	0	1
	B - Kilton Rd (E)	0	0	0
	C - High Hoe Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	1.18	362.55	71.8	F	683	1024
	2 - J-Link 1	1.19	403.29	84.0	F	741	1112
	3 - Kilton Rd (W)	1.10	208.83	44.0	F	609	914

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
2 - High Hoe Rd/Kilton Rd	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.03	12.60	0.0	B	6	10
	C-AB	0.01	8.42	0.0	A	2	3
	C-A					735	1103
	A-B					28	41
	A-C					605	907

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	560	140	189	3.76	723	0.774	548	745	0.0	
	2 - J-Link 1	-	608	152	228		777	0.783	595	508	0.0	
	3 - Kilton Rd (W)	-	500	125	442		724	0.690	491	381	0.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			475	0.000	0		0.0	
	-	B-A	5	1			396	0.013	5		0.0	
	-	C-AB	2	0.38			477	0.003	1		0.0	
	-	C-A	603	151					603			
	-	A-B	23	6					23			
	-	A-C	496	124					496			

17:00 - 17:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	669	167	224	4.49	709	0.943	646	878	3.1	
	2 - J-Link 1	-	726	182	269		756	0.961	698	601	3.3	
	3 - Kilton Rd (W)	-	597	149	519		682	0.876	583	449	2.1	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			455	0.000	0		0.0	
	-	B-A	6	2			353	0.018	6		0.0	
	-	C-AB	2	0.45			457	0.004	2		0.0	
	-	C-A	720	180					720			
	-	A-B	27	7					27			
	-	A-C	592	148					592			

17:15 - 17:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	819	205	249	5.51	698	1.174	691	950	8.8	
	2 - J-Link 1	-	890	222	288		746	1.193	740	653	10.3	
	3 - Kilton Rd (W)	-	731	183	550		664	1.101	649	479	5.5	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			428	0.000	0		0.0	
	-	B-A	8	2			293	0.026	8		0.0	
	-	C-AB	2	0.55			430	0.005	2		0.0	
	-	C-A	882	220					882			
	-	A-B	33	8					33			
	-	A-C	726	181					726			

17:30 - 17:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	819	205	253	5.51	696	1.176	695	958	40.8	
	2 - J-Link 1	-	890	222	290		745	1.194	744	659	47.6	
	3 - Kilton Rd (W)	-	731	183	553		663	1.103	659	481	25.9	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			428	0.000	0		0.0	
	-	B-A	8	2			293	0.026	8		0.0	
	-	C-AB	2	0.55			430	0.005	2		0.0	
	-	C-A	882	220					882			
	-	A-B	33	8					33			
	-	A-C	726	181					726			

17:45 - 18:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	669	167	250	4.49	698	0.958	688	948	71.8	
	2 - J-Link 1	-	726	182	287		747	0.973	738	651	84.0	
	3 - Kilton Rd (W)	-	597	149	548		665	0.897	650	477	44.0	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			455	0.000	0		0.0	
	-	B-A	6	2			353	0.018	6		0.0	
	-	C-AB	2	0.45			457	0.004	2		0.0	
	-	C-A	720	180					720			
	-	A-B	27	7					27			
	-	A-C	592	148					592			

18:00 - 18:15

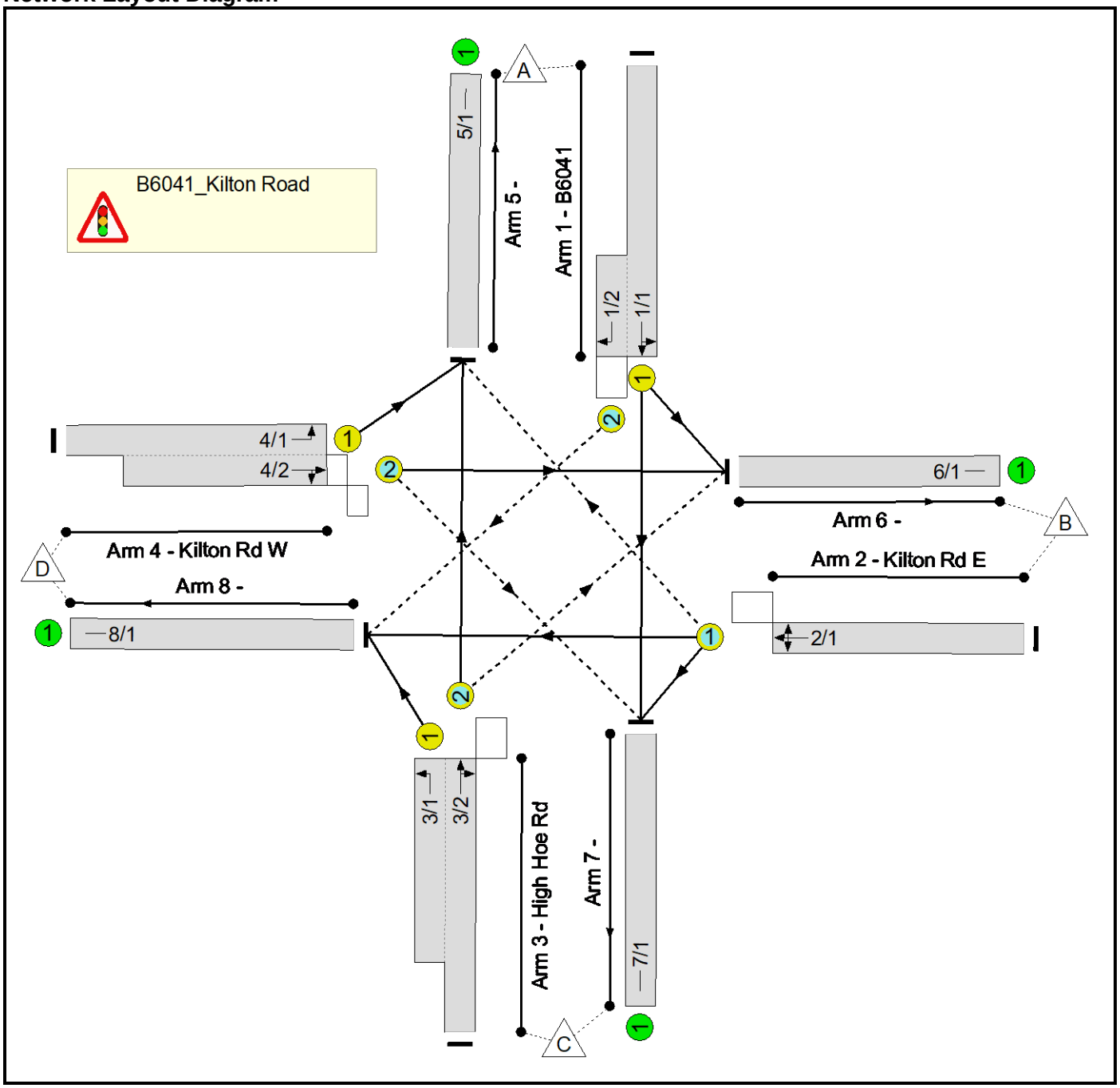
Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	q
1 - Kilton Road/High Hoe Rd	1 - High Hoe Rd (N)	-	560	140	233	3.76	705	0.794	695	921	67.0	
	2 - J-Link 1	-	608	152	289		745	0.816	736	639	81.2	
	3 - Kilton Rd (W)	-	500	125	547		666	0.750	608	479	30.6	
2 - High Hoe Rd/Kilton Rd	-	B-C	0	0			475	0.000	0		0.0	
	-	B-A	5	1			396	0.013	5		0.0	
	-	C-AB	2	0.38			477	0.003	2		0.0	
	-	C-A	603	151					603			
	-	A-B	23	6					23			
	-	A-C	496	124					496			

Full Input Data And Results

User and Project Details

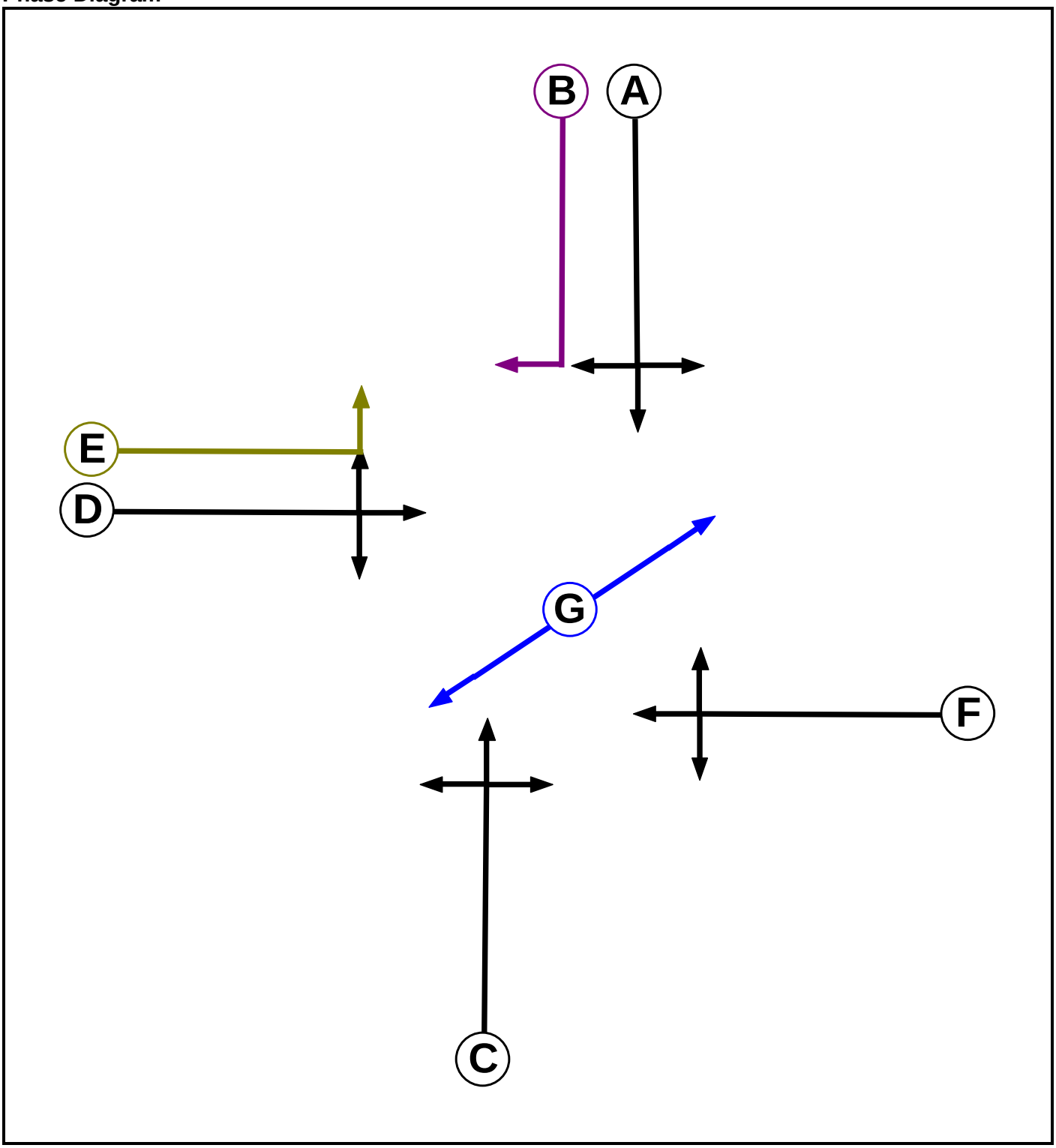
Project:	
Title:	
Location:	
Additional detail:	
File name:	J16 B6041_Kilton Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Filter	D	4	0
F	Traffic		7	7
G	Pedestrian		6	6

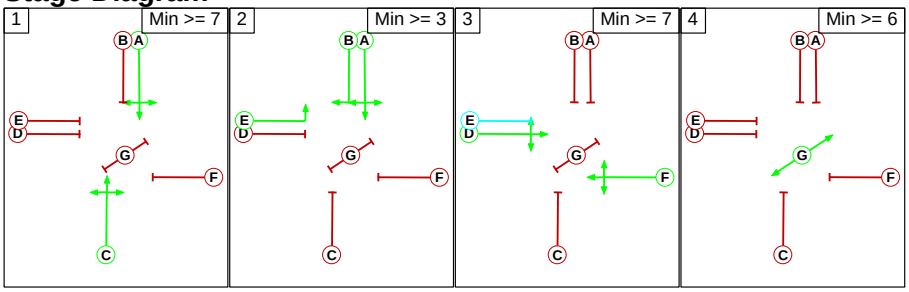
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	-	6	-	6	8
B	-		5	6	-	6	8
C	-	5		6	6	6	8
D	6	6	6		-	-	8
E	-	-	6	-		-	8
F	6	6	6	-	-		8
G	6	6	6	6	6	6	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1		6	6	8
2	X		6	X
3	6	6		8
4	6	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B6041_Kilton Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (B6041)	8/1 (Right)	1439	0	3/2	1.09	To 5/1 (Ahead)	2.00	-	0.50	2	2.00
2/1 (Kilton Rd E)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left)	2.00	2.00	0.50	2	2.00
3/2 (High Hoe Rd)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00
4/2 (Kilton Rd W)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	2.00	1.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: B6041_Kilton Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6041)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
1/2 (B6041)	O	A B	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 8 Right	10.00
2/1 (Kilton Rd E)	O	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	10.00
											Arm 8 Ahead	Inf
3/1 (High Hoe Rd)	U	C	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 8 Left	8.00
3/2 (High Hoe Rd)	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
4/1 (Kilton Rd W)	U	D E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	10.00
4/2 (Kilton Rd W)	O	D	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2037 AM + CD'	07:45	08:45	01:00	
2: '2037 PM + CD'	16:15	17:15	01:00	
3: '2037 AM + CD + Morton'	07:45	08:45	01:00	
4: '2037 PM + CD + Morton'	16:15	17:15	01:00	
5: '2037 AM + CD + Gamston'	07:45	08:45	01:00	
6: '2037 PM + CD + Gamston'	16:15	17:15	01:00	

Scenario 1: '2037 AM + CD' (FG1: '2037 AM + CD', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	297	217	517
	B	1	0	1	4	6
	C	257	3	0	126	386
	D	116	4	109	0	229
	Tot.	374	10	407	347	1138

Traffic Lane Flows

Lane	Scenario 1: 2037 AM + CD
Junction: B6041_Kilton Road	
1/1 (with short)	517(In) 300(Out)
1/2 (short)	217
2/1	6
3/1 (short)	126
3/2 (with short)	386(In) 260(Out)
4/1 (with short)	229(In) 116(Out)
4/2 (short)	113
5/1	374
6/1	10
7/1	407
8/1	347

Full Input Data And Results

Lane Saturation Flows

Junction: B6041_Kilton Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6041)	3.00	0.00	Y	Arm 6 Left	10.00	1.0 %	1912	1912
				Arm 7 Ahead	Inf	99.0 %		
1/2 (B6041)	3.00	0.00	Y	Arm 8 Right	10.00	100.0 %	1665	1665
2/1 (Kilton Rd E)	3.25	0.00	Y	Arm 5 Right	10.00	16.7 %	1848	1848
				Arm 7 Left	10.00	16.7 %		
				Arm 8 Ahead	Inf	66.7 %		
3/1 (High Hoe Rd)	3.00	0.00	Y	Arm 8 Left	8.00	100.0 %	1613	1613
3/2 (High Hoe Rd)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.8 %	1912	1912
				Arm 6 Right	10.00	1.2 %		
4/1 (Kilton Rd W)	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
4/2 (Kilton Rd W)	3.00	0.00	Y	Arm 6 Ahead	Inf	3.5 %	1673	1673
				Arm 7 Right	10.00	96.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2037 PM + CD' (FG2: '2037 PM + CD', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	321	268	599
	B	4	0	0	3	7
	C	457	2	0	202	661
	D	359	20	234	0	613
	Tot.	820	32	555	473	1880

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2037 PM + CD
Junction: B6041_Kilton Road	
1/1 (with short)	599(In) 331(Out)
1/2 (short)	268
2/1	7
3/1 (short)	202
3/2 (with short)	661(In) 459(Out)
4/1 (with short)	613(In) 359(Out)
4/2 (short)	254
5/1	820
6/1	32
7/1	555
8/1	473

Lane Saturation Flows

Junction: B6041_Kilton Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6041)	3.00	0.00	Y	Arm 6 Left	10.00	3.0 %	1906	1906
				Arm 7 Ahead	Inf	97.0 %		
1/2 (B6041)	3.00	0.00	Y	Arm 8 Right	10.00	100.0 %	1665	1665
2/1 (Kilton Rd E)	3.25	0.00	Y	Arm 5 Right	10.00	57.1 %	1787	1787
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Ahead	Inf	42.9 %		
3/1 (High Hoe Rd)	3.00	0.00	Y	Arm 8 Left	8.00	100.0 %	1613	1613
3/2 (High Hoe Rd)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.6 %	1914	1914
				Arm 6 Right	10.00	0.4 %		
4/1 (Kilton Rd W)	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
4/2 (Kilton Rd W)	3.00	0.00	Y	Arm 6 Ahead	Inf	7.9 %	1682	1682
				Arm 7 Right	10.00	92.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2037 AM + CD + Morton' (FG3: '2037 AM + CD + Morton', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	474	280	757
	B	1	0	1	4	6
	C	349	3	0	127	479
	D	159	4	112	0	275
	Tot.	509	10	587	411	1517

Traffic Lane Flows

Lane	Scenario 3: 2037 AM + CD + Morton
Junction: B6041_Kilton Road	
1/1 (with short)	757(In) 477(Out)
1/2 (short)	280
2/1	6
3/1 (short)	127
3/2 (with short)	479(In) 352(Out)
4/1 (with short)	275(In) 159(Out)
4/2 (short)	116
5/1	509
6/1	10
7/1	587
8/1	411

Full Input Data And Results

Lane Saturation Flows

Junction: B6041_Kilton Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6041)	3.00	0.00	Y	Arm 6 Left	10.00	0.6 %	1913	1913
				Arm 7 Ahead	Inf	99.4 %		
1/2 (B6041)	3.00	0.00	Y	Arm 8 Right	10.00	100.0 %	1665	1665
2/1 (Kilton Rd E)	3.25	0.00	Y	Arm 5 Right	10.00	16.7 %	1848	1848
				Arm 7 Left	10.00	16.7 %		
				Arm 8 Ahead	Inf	66.7 %		
3/1 (High Hoe Rd)	3.00	0.00	Y	Arm 8 Left	8.00	100.0 %	1613	1613
3/2 (High Hoe Rd)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.1 %	1913	1913
				Arm 6 Right	10.00	0.9 %		
4/1 (Kilton Rd W)	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
4/2 (Kilton Rd W)	3.00	0.00	Y	Arm 6 Ahead	Inf	3.4 %	1673	1673
				Arm 7 Right	10.00	96.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2037 PM + CD + Morton' (FG4: '2037 PM + CD + Morton', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	404	310	724
	B	4	0	0	3	7
	C	587	2	0	205	794
	D	409	20	235	0	664
	Tot.	1000	32	639	518	2189

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2037 PM + CD + Morton
Junction: B6041_Kilton Road	
1/1 (with short)	724(In) 414(Out)
1/2 (short)	310
2/1	7
3/1 (short)	205
3/2 (with short)	794(In) 589(Out)
4/1 (with short)	664(In) 409(Out)
4/2 (short)	255
5/1	1000
6/1	32
7/1	639
8/1	518

Lane Saturation Flows

Junction: B6041_Kilton Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6041)	3.00	0.00	Y	Arm 6 Left	10.00	2.4 %	1908	1908
				Arm 7 Ahead	Inf	97.6 %		
1/2 (B6041)	3.00	0.00	Y	Arm 8 Right	10.00	100.0 %	1665	1665
2/1 (Kilton Rd E)	3.25	0.00	Y	Arm 5 Right	10.00	57.1 %	1787	1787
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Ahead	Inf	42.9 %		
3/1 (High Hoe Rd)	3.00	0.00	Y	Arm 8 Left	8.00	100.0 %	1613	1613
3/2 (High Hoe Rd)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1914	1914
				Arm 6 Right	10.00	0.3 %		
4/1 (Kilton Rd W)	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
4/2 (Kilton Rd W)	3.00	0.00	Y	Arm 6 Ahead	Inf	7.8 %	1682	1682
				Arm 7 Right	10.00	92.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2037 AM + CD + Gamston' (FG5: '2037 AM + CD + Gamston', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	481	280	764
	B	1	0	1	4	6
	C	375	3	0	127	505
	D	159	4	112	0	275
	Tot.	535	10	594	411	1550

Traffic Lane Flows

Lane	Scenario 5: 2037 AM + CD + Gamston
Junction: B6041_Kilton Road	
1/1 (with short)	764(In) 484(Out)
1/2 (short)	280
2/1	6
3/1 (short)	127
3/2 (with short)	505(In) 378(Out)
4/1 (with short)	275(In) 159(Out)
4/2 (short)	116
5/1	535
6/1	10
7/1	594
8/1	411

Full Input Data And Results

Lane Saturation Flows

Junction: B6041_Kilton Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6041)	3.00	0.00	Y	Arm 6 Left	10.00	0.6 %	1913	1913
				Arm 7 Ahead	Inf	99.4 %		
1/2 (B6041)	3.00	0.00	Y	Arm 8 Right	10.00	100.0 %	1665	1665
2/1 (Kilton Rd E)	3.25	0.00	Y	Arm 5 Right	10.00	16.7 %	1848	1848
				Arm 7 Left	10.00	16.7 %		
				Arm 8 Ahead	Inf	66.7 %		
3/1 (High Hoe Rd)	3.00	0.00	Y	Arm 8 Left	8.00	100.0 %	1613	1613
3/2 (High Hoe Rd)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.2 %	1913	1913
				Arm 6 Right	10.00	0.8 %		
4/1 (Kilton Rd W)	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
4/2 (Kilton Rd W)	3.00	0.00	Y	Arm 6 Ahead	Inf	3.4 %	1673	1673
				Arm 7 Right	10.00	96.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2037 PM + CD + Gamston' (FG6: '2037 PM + CD + Gamston', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	424	310	744
	B	4	0	0	3	7
	C	596	2	0	205	803
	D	409	20	235	0	664
	Tot.	1009	32	659	518	2218

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2037 PM + CD + Gamston
Junction: B6041_Kilton Road	
1/1 (with short)	744(In) 434(Out)
1/2 (short)	310
2/1	7
3/1 (short)	205
3/2 (with short)	803(In) 598(Out)
4/1 (with short)	664(In) 409(Out)
4/2 (short)	255
5/1	1009
6/1	32
7/1	659
8/1	518

Lane Saturation Flows

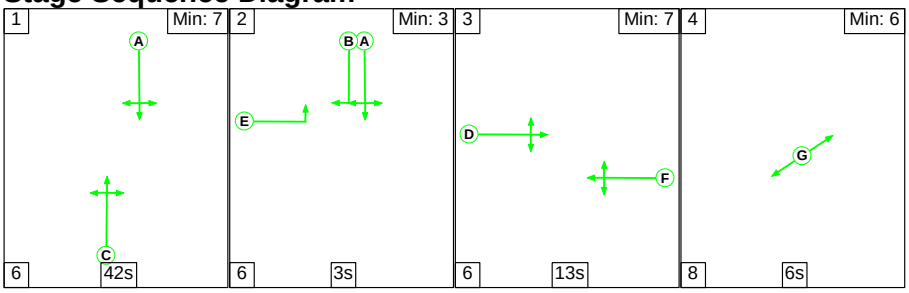
Junction: B6041_Kilton Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6041)	3.00	0.00	Y	Arm 6 Left	10.00	2.3 %	1908	1908
				Arm 7 Ahead	Inf	97.7 %		
1/2 (B6041)	3.00	0.00	Y	Arm 8 Right	10.00	100.0 %	1665	1665
2/1 (Kilton Rd E)	3.25	0.00	Y	Arm 5 Right	10.00	57.1 %	1787	1787
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Ahead	Inf	42.9 %		
3/1 (High Hoe Rd)	3.00	0.00	Y	Arm 8 Left	8.00	100.0 %	1613	1613
3/2 (High Hoe Rd)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1914	1914
				Arm 6 Right	10.00	0.3 %		
4/1 (Kilton Rd W)	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
4/2 (Kilton Rd W)	3.00	0.00	Y	Arm 6 Ahead	Inf	7.8 %	1682	1682
				Arm 7 Right	10.00	92.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2037 AM + CD' (FG1: '2037 AM + CD', Plan 1: 'Network Control Plan 1')

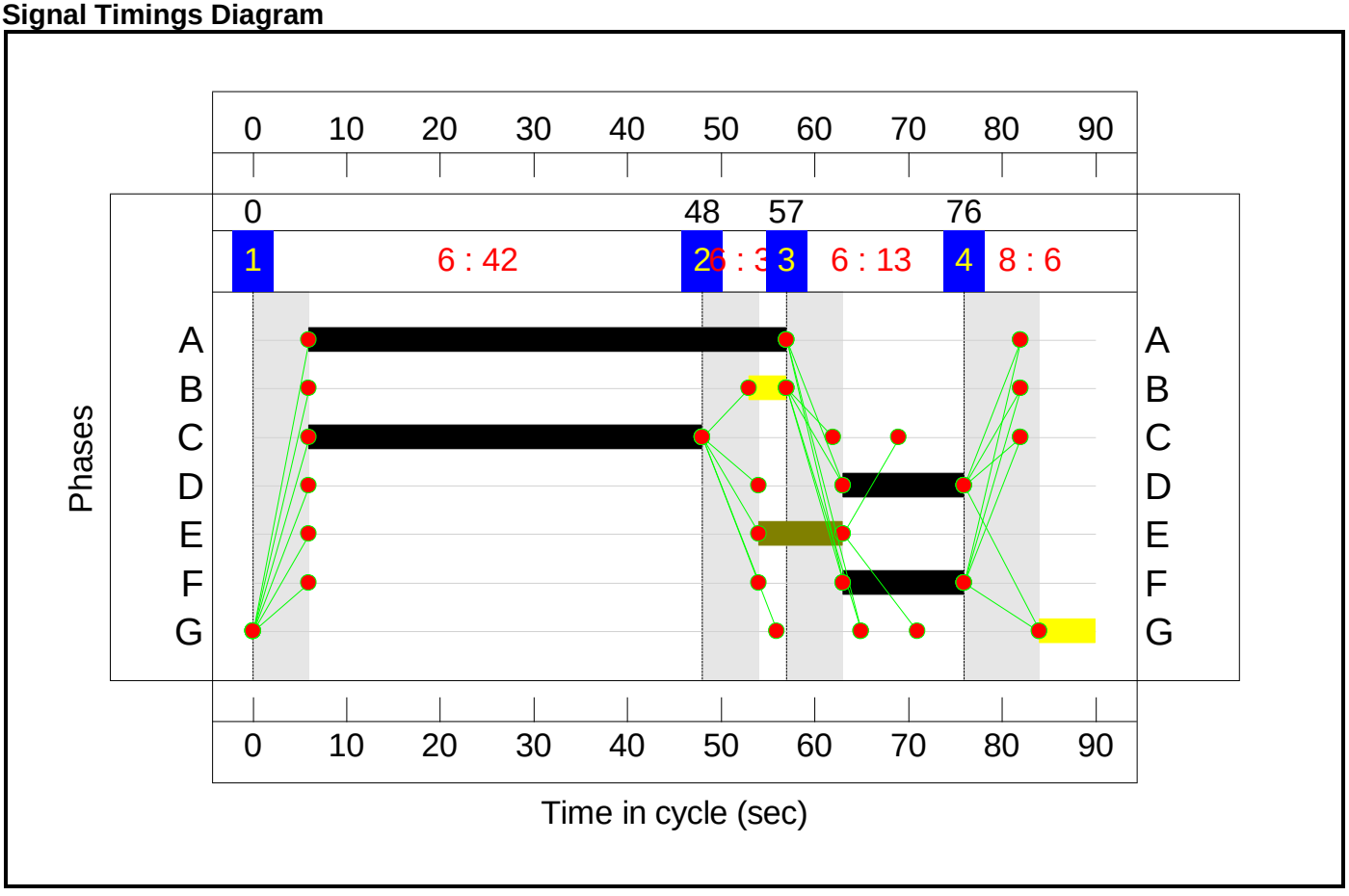
Stage Sequence Diagram



Stage Timings

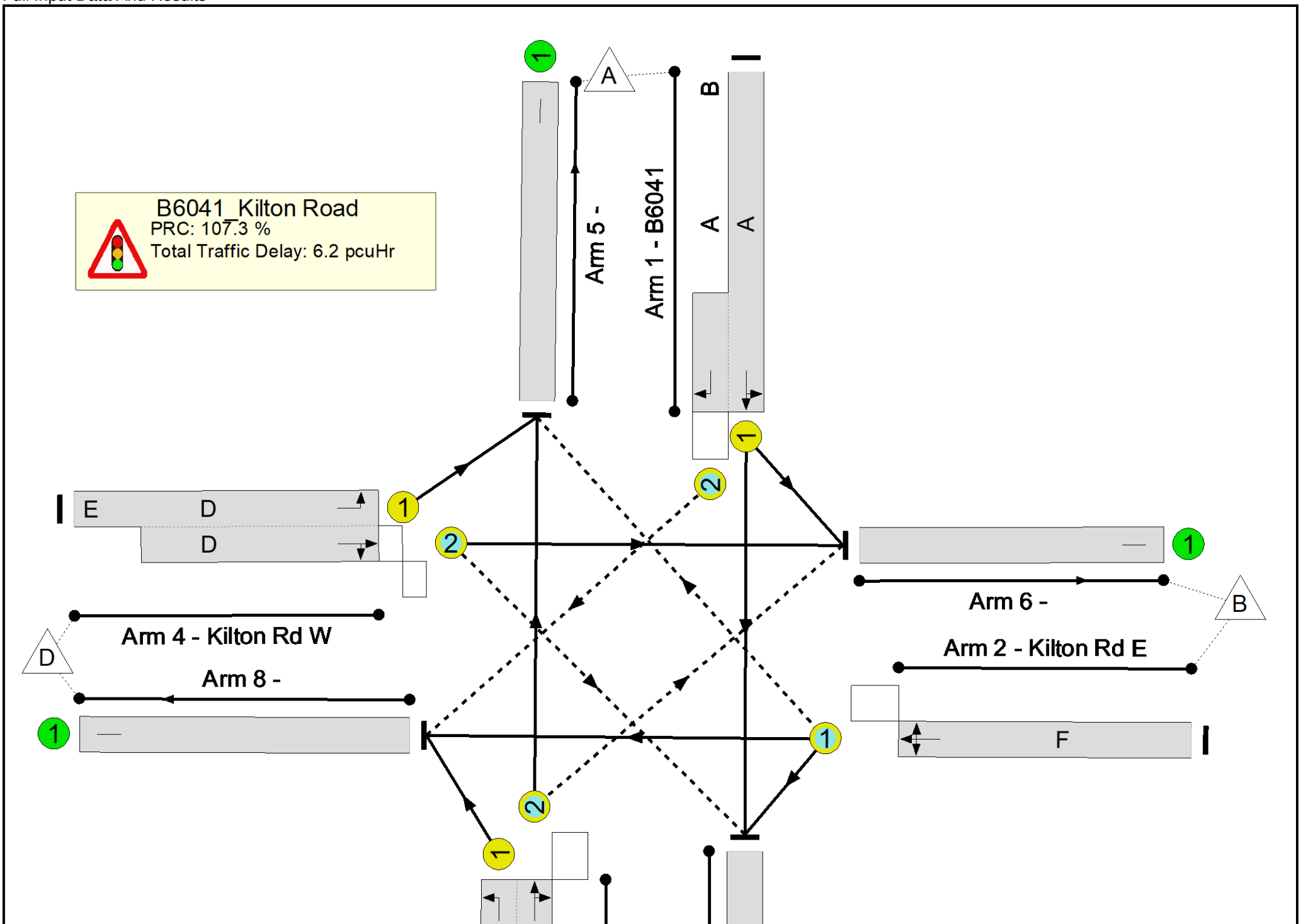
Stage	1	2	3	4
Duration	42	3	13	6
Change Point	0	48	57	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6041_Kilton Road
PRC: 107.3 %
Total Traffic Delay: 6.2 pcuHr
Arm 5 -
Arm 1 - B6041
A
B
A
A
E
D
D
Arm 4 - Kilton Rd W
Arm 8 -
Arm 6 -
Arm 2 - Kilton Rd E
D
B
F
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.4%**
B6041_Kilton Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.4%**
1/1+1/2	B6041 Left Ahead Right	U+O	N/A	N/A	A	B	1	51	4	517	1912:1665	699+506	42.9 : 42.9%
2/1	Kilton Rd E Right Left Ahead	O	N/A	N/A	F		1	13	-	6	1848	287	2.1%
3/2+3/1	High Hoe Rd Ahead Right Left	O+U	N/A	N/A	C		1	42	-	386	1912:1613	724+351	35.9 : 35.9%
4/1+4/2	Kilton Rd W Left Ahead Right	U+O	N/A	N/A	D	E	1	22:13	9	229	1665:1673	267+260	43.4 : 43.4%
5/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%

Full Input Data And Results

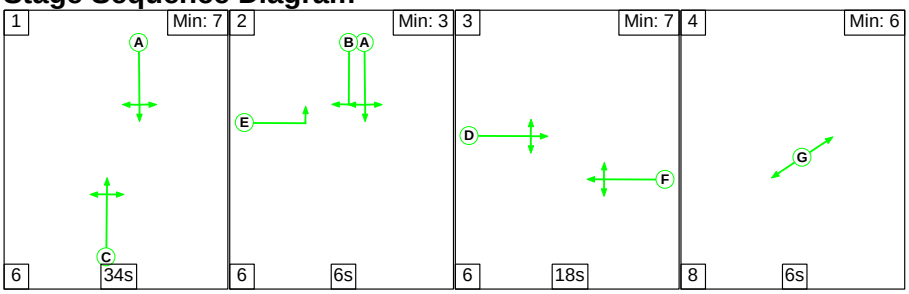
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**307**	**17**	**6**	**4.9**	**1.0**	**0.3**	**6.2**	**-**	**-**	**-**	**-**
B6041_Kilton Road	**-**	**-**	**307**	**17**	**6**	**4.9**	**1.0**	**0.3**	**6.2**	**-**	**-**	**-**	**-**
1/1+1/2	517	517	195	17	5	1.4	0.4	0.2	2.0	14.1	3.7	0.4	4.1
2/1	6	6	1	0	0	0.1	0.0	0.0	0.1	38.9	0.1	0.0	0.1
3/2+3/1	386	386	3	0	0	1.5	0.3	0.0	1.8	16.5	3.9	0.3	4.2
4/1+4/2	229	229	108	0	1	1.9	0.4	0.0	2.3	36.9	2.5	0.4	2.9
5/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 107.3 Total Delay for Signalled Lanes (pcuHr): 6.21 Cycle Time (s): 90
PRC Over All Lanes (%): 107.3 Total Delay Over All Lanes(pcuHr): 6.21

Full Input Data And Results

Scenario 2: '2037 PM + CD' (FG2: '2037 PM + CD', Plan 1: 'Network Control Plan 1')

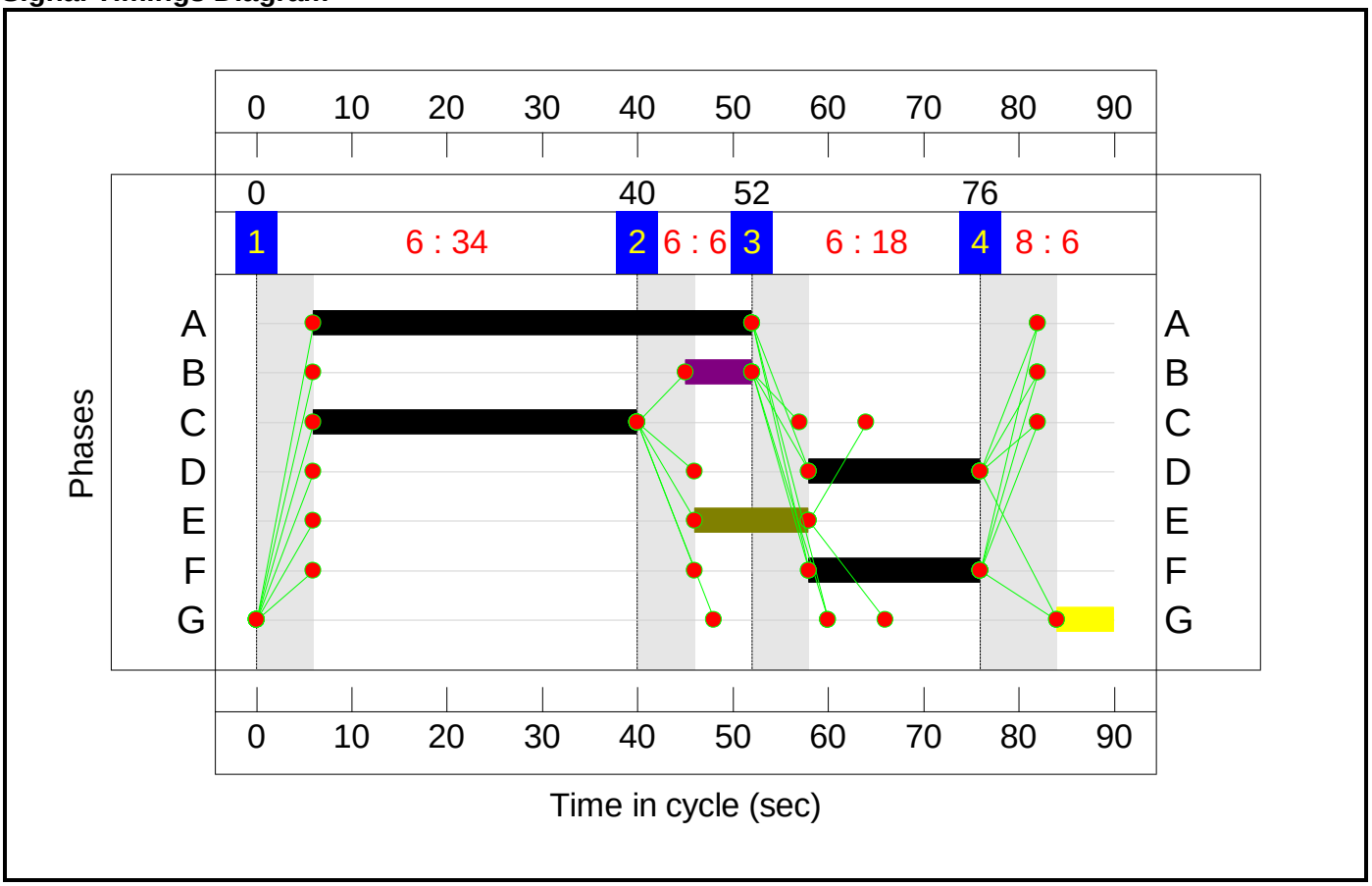
Stage Sequence Diagram



Stage Timings

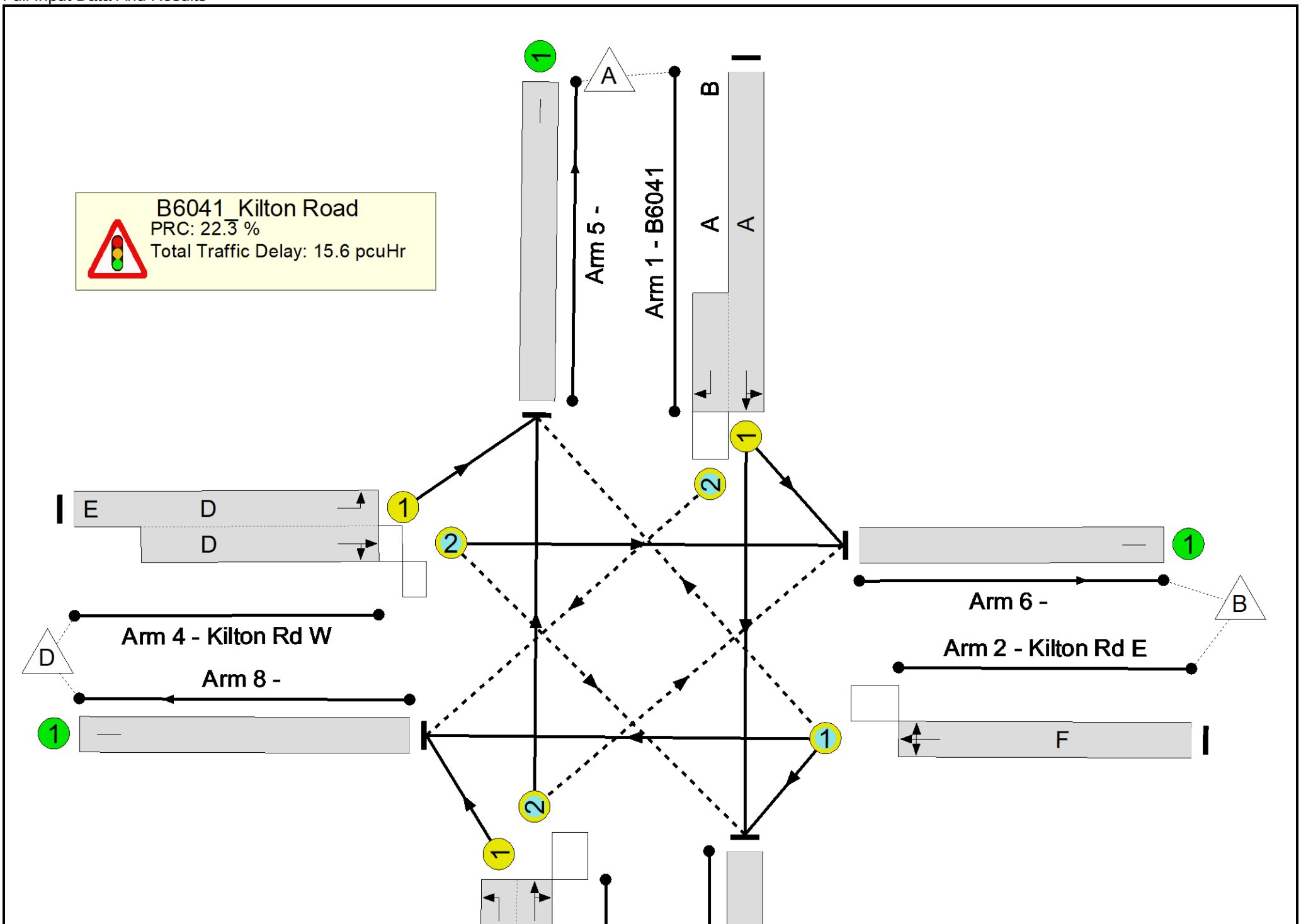
Stage	1	2	3	4
Duration	34	6	18	6
Change Point	0	40	52	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6041_Kilton Road
PRC: 22.3 %
Total Traffic Delay: 15.6 pcuHr
Arm 5 -
Arm 1 - B6041
A
B
A
A
E
D
D
Arm 4 - Kilton Rd W
Arm 8 -
Arm 6 -
Arm 2 - Kilton Rd E
D
B
F
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.6%**
B6041_Kilton Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.6%**
1/1+1/2	B6041 Left Ahead Right	U+O	N/A	N/A	A	B	1	46	7	599	1906:1665	511+413	64.8 : 64.8%
2/1	Kilton Rd E Right Left Ahead	O	N/A	N/A	F		1	18	-	7	1787	349	2.0%
3/2+3/1	High Hoe Rd Ahead Right Left	O+U	N/A	N/A	C		1	34	-	661	1914:1613	624+274	73.6 : 73.6%
4/1+4/2	Kilton Rd W Left Ahead Right	U+O	N/A	N/A	D	E	1	30:18	12	613	1665:1682	498+354	72.1 : 71.7%
5/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%

Full Input Data And Results

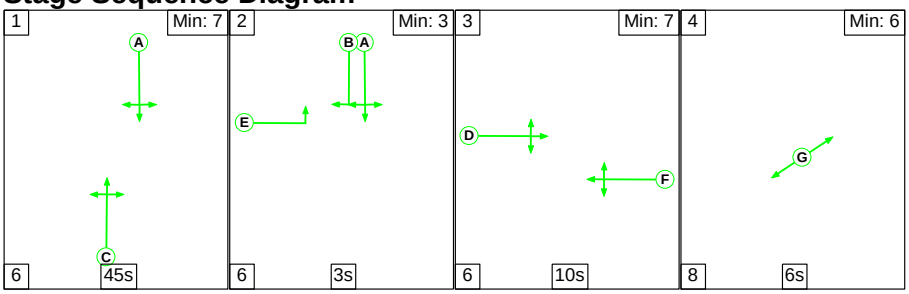
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**419**	**80**	**9**	**11.3**	**3.6**	**0.7**	**15.6**	**-**	**-**	**-**	**-**
B6041_Kilton Road	**-**	**-**	**419**	**80**	**9**	**11.3**	**3.6**	**0.7**	**15.6**	**-**	**-**	**-**	**-**
1/1+1/2	599	599	182	80	6	2.6	0.9	0.6	4.2	25.0	5.7	0.9	6.6
2/1	7	7	4	0	0	0.1	0.0	0.0	0.1	35.5	0.1	0.0	0.1
3/2+3/1	661	661	2	0	0	3.9	1.4	0.0	5.3	28.7	9.2	1.4	10.6
4/1+4/2	613	613	231	0	3	4.8	1.3	0.0	6.1	35.8	7.5	1.3	8.7
5/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 22.3 Total Delay for Signalled Lanes (pcuHr): 15.60 Cycle Time (s): 90
PRC Over All Lanes (%): 22.3 Total Delay Over All Lanes(pcuHr): 15.60

Full Input Data And Results

Scenario 3: '2037 AM + CD + Morton' (FG3: '2037 AM + CD + Morton', Plan 1: 'Network Control Plan 1')

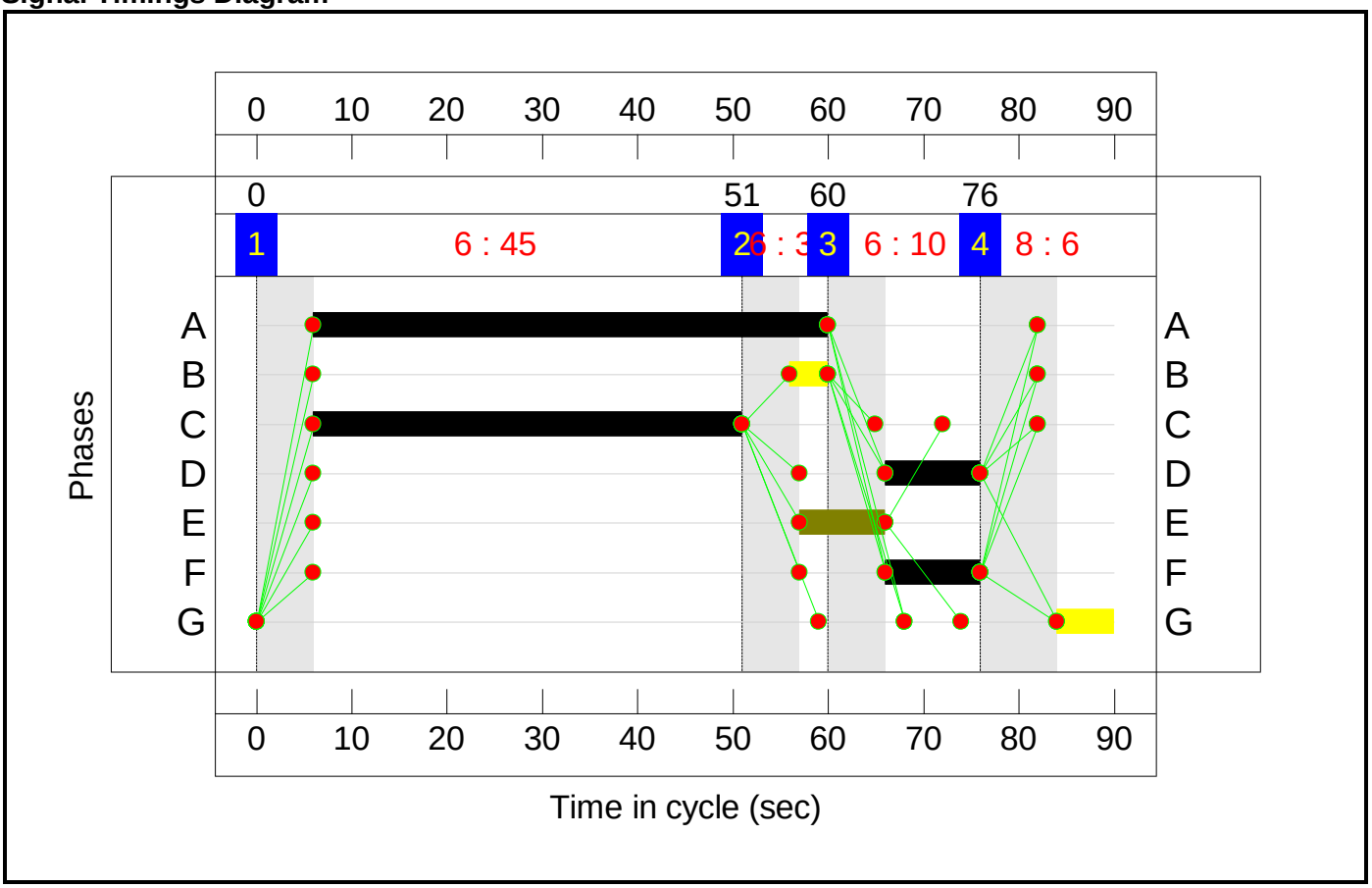
Stage Sequence Diagram



Stage Timings

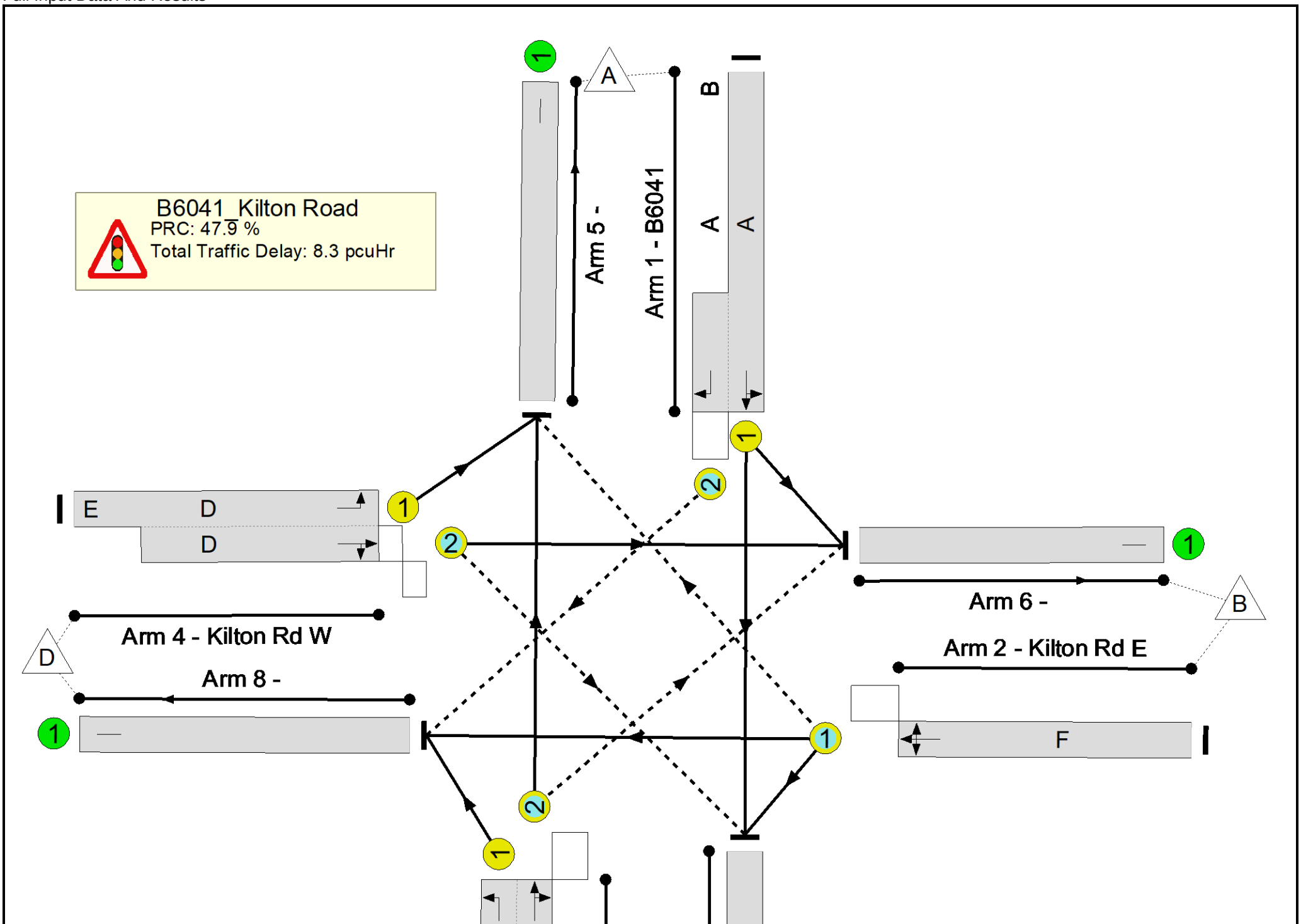
Stage	1	2	3	4
Duration	45	3	10	6
Change Point	0	51	60	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6041_Kilton Road
PRC: 47.9 %
Total Traffic Delay: 8.3 pcuHr
Arm 5 -
Arm 1 - B6041
A
B
A
A
E
D
D
Arm 4 - Kilton Rd W
Arm 8 -
Arm 6 -
Arm 2 - Kilton Rd E
D
B
F
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**
B6041_Kilton Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**
1/1+1/2	B6041 Left Ahead Right	U+O	N/A	N/A	A	B	1	54	4	757	1913:1665	784+460	60.8 : 60.8%
2/1	Kilton Rd E Right Left Ahead	O	N/A	N/A	F		1	10	-	6	1848	226	2.7%
3/2+3/1	High Hoe Rd Ahead Right Left	O+U	N/A	N/A	C		1	45	-	479	1913:1613	802+289	43.9 : 43.9%
4/1+4/2	Kilton Rd W Left Ahead Right	U+O	N/A	N/A	D	E	1	19:10	9	275	1665:1673	369+204	43.1 : 56.7%
5/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%

Full Input Data And Results

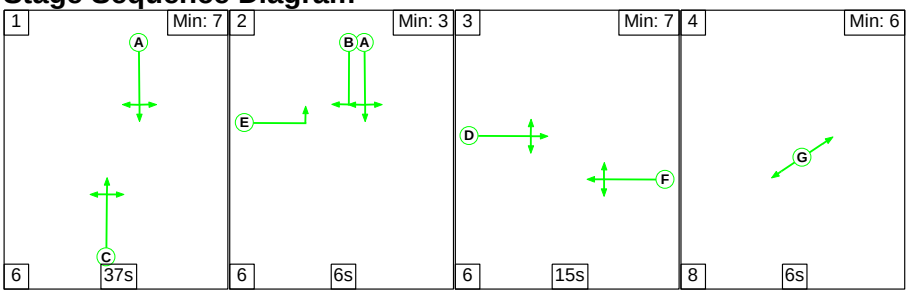
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**367**	**22**	**7**	**6.3**	**1.6**	**0.4**	**8.3**	**-**	**-**	**-**	**-**
B6041_Kilton Road	**-**	**-**	**367**	**22**	**7**	**6.3**	**1.6**	**0.4**	**8.3**	**-**	**-**	**-**	**-**
1/1+1/2	757	757	252	22	6	2.0	0.8	0.4	3.2	15.1	7.2	0.8	7.9
2/1	6	6	1	0	0	0.1	0.0	0.0	0.1	43.3	0.1	0.0	0.1
3/2+3/1	479	479	3	0	0	1.7	0.4	0.0	2.1	15.7	5.2	0.4	5.6
4/1+4/2	275	275	111	0	1	2.5	0.5	0.0	3.0	39.4	3.4	0.5	3.9
5/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 47.9 Total Delay for Signalled Lanes (pcuHr): 8.35 Cycle Time (s): 90
PRC Over All Lanes (%): 47.9 Total Delay Over All Lanes(pcuHr): 8.35

Full Input Data And Results

Scenario 4: '2037 PM + CD + Morton' (FG4: '2037 PM + CD + Morton', Plan 1: 'Network Control Plan 1')

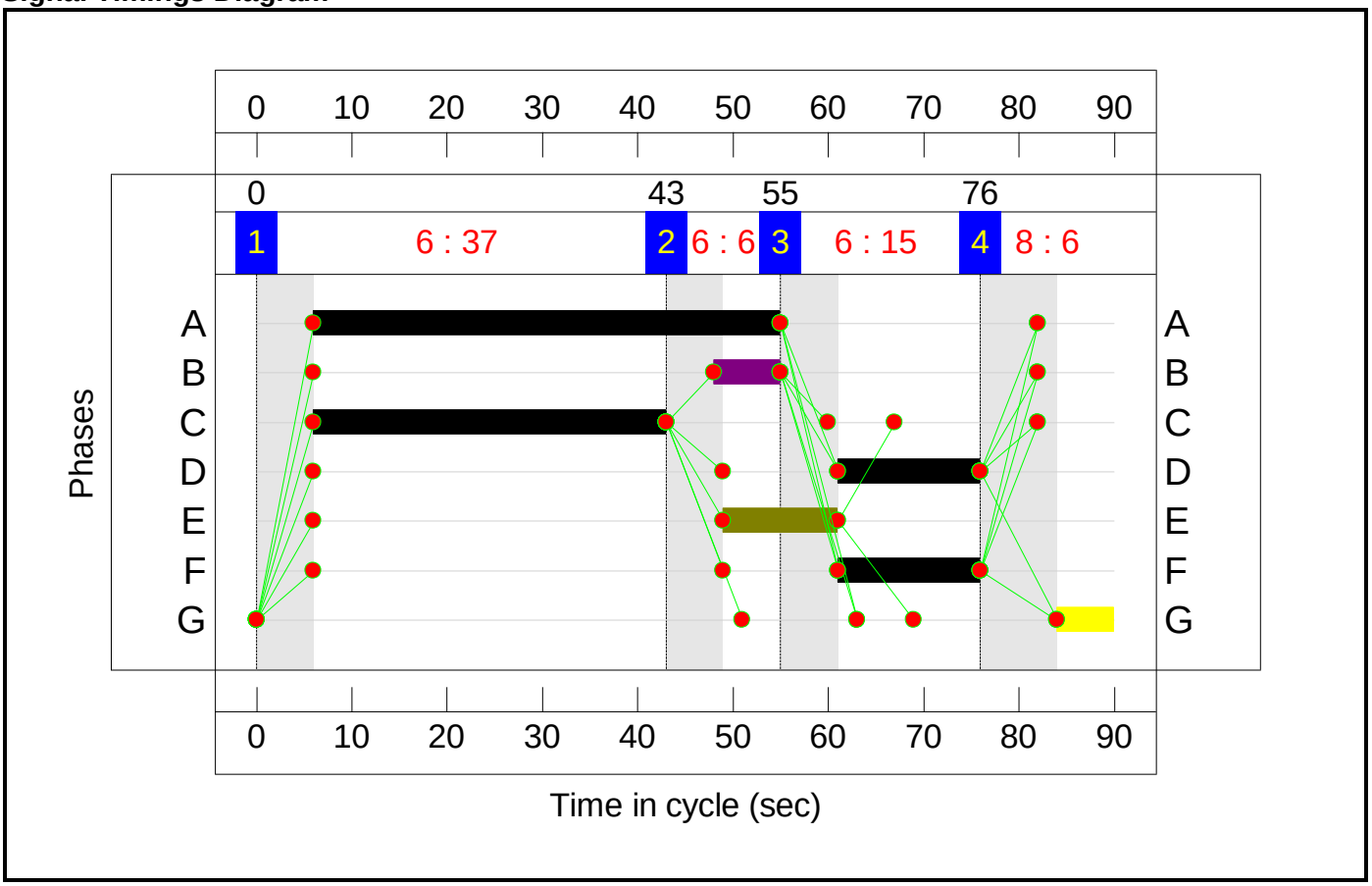
Stage Sequence Diagram



Stage Timings

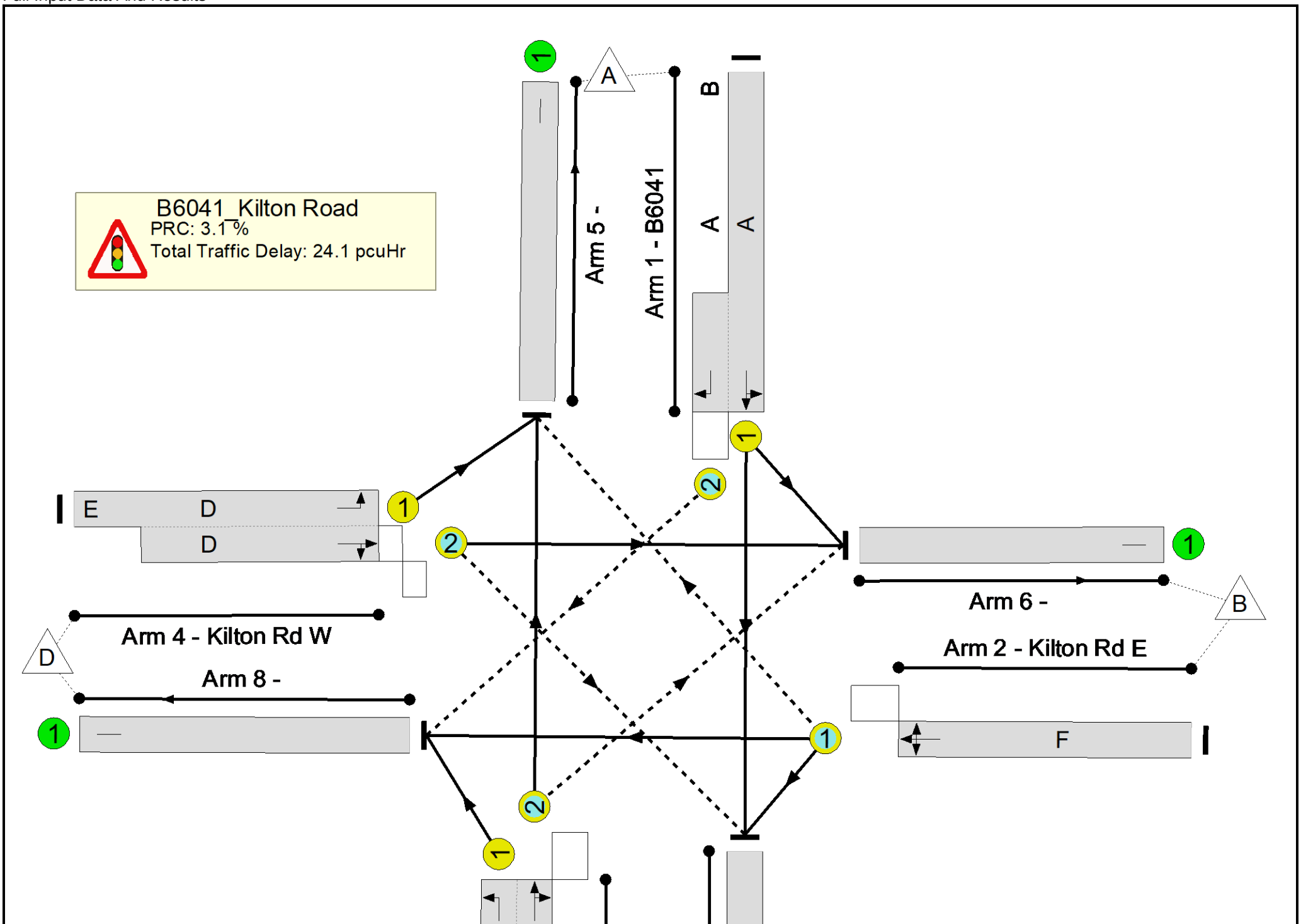
Stage	1	2	3	4
Duration	37	6	15	6
Change Point	0	43	55	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6041_Kilton Road
PRC: 3.1 %
Total Traffic Delay: 24.1 pcuHr
Arm 5 -
Arm 1 - B6041
A
B
A
A
E
D
D
Arm 4 - Kilton Rd W
Arm 8 -
Arm 6 -
Arm 2 - Kilton Rd E
D
B
F

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
B6041_Kilton Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
1/1+1/2	B6041 Left Ahead Right	U+O	N/A	N/A	A	B	1	49	7	724	1908:1665	477+357	86.9 : 86.9%
2/1	Kilton Rd E Right Left Ahead	O	N/A	N/A	F		1	15	-	7	1787	219	3.2%
3/2+3/1	High Hoe Rd Ahead Right Left	O+U	N/A	N/A	C		1	37	-	794	1914:1613	686+239	85.9 : 85.9%
4/1+4/2	Kilton Rd W Left Ahead Right	U+O	N/A	N/A	D	E	1	27:15	12	664	1665:1682	469+292	87.3 : 87.3%
5/1		U	N/A	N/A	-		-	-	-	1000	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%

Full Input Data And Results

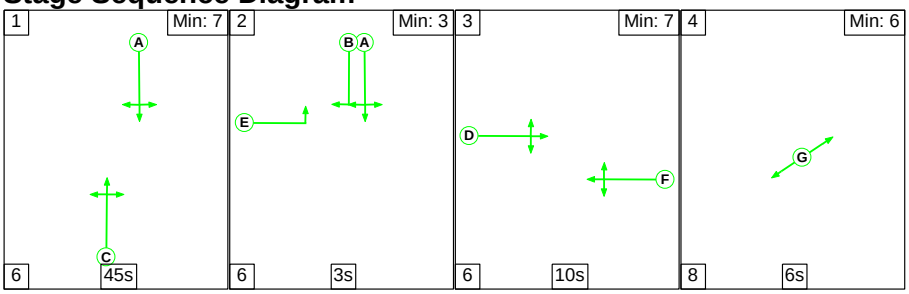
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**339**	**185**	**27**	**13.9**	**9.3**	**0.9**	**24.1**	**-**	**-**	**-**	**-**
B6041_Kilton Road	**-**	**-**	**339**	**185**	**27**	**13.9**	**9.3**	**0.9**	**24.1**	**-**	**-**	**-**	**-**
1/1+1/2	724	724	101	185	24	3.5	3.1	0.9	7.4	37.0	7.4	3.1	10.5
2/1	7	7	4	0	0	0.1	0.0	0.0	0.1	43.3	0.1	0.0	0.2
3/2+3/1	794	794	2	0	0	4.6	2.9	0.0	7.5	34.1	13.8	2.9	16.7
4/1+4/2	664	664	232	0	3	5.8	3.2	0.0	9.0	48.9	9.3	3.2	12.5
5/1	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 24.08 Cycle Time (s): 90
PRC Over All Lanes (%): 3.1 Total Delay Over All Lanes(pcuHr): 24.08

Full Input Data And Results

Scenario 5: '2037 AM + CD + Gamston' (FG5: '2037 AM + CD + Gamston', Plan 1: 'Network Control Plan 1')

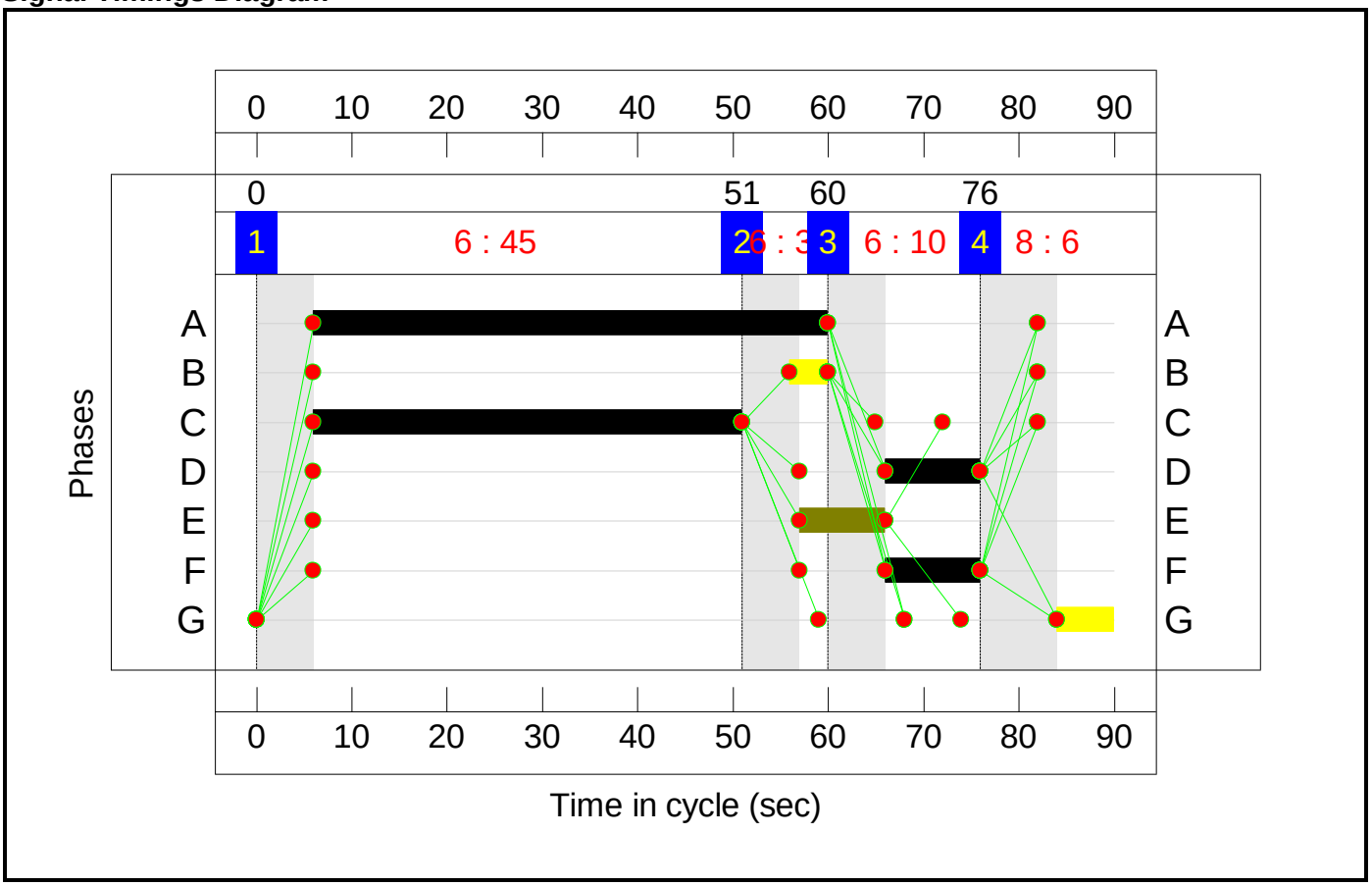
Stage Sequence Diagram



Stage Timings

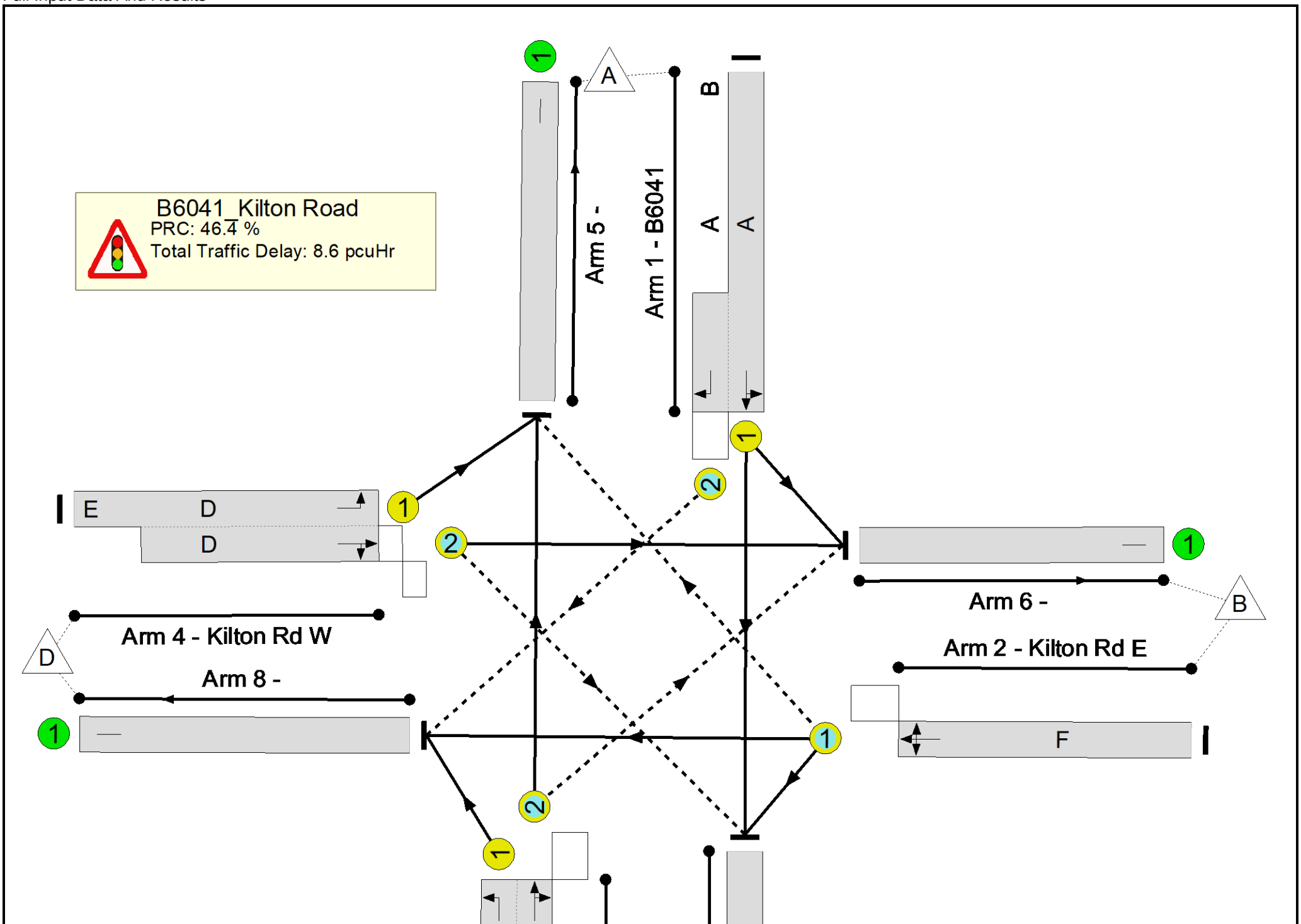
Stage	1	2	3	4
Duration	45	3	10	6
Change Point	0	51	60	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6041_Kilton Road
PRC: 46.4 %
Total Traffic Delay: 8.6 pcuHr
Arm 5 -
Arm 1 - B6041
A
B
A
A
E
D
D
Arm 4 - Kilton Rd W
Arm 8 -
Arm 6 -
Arm 2 - Kilton Rd E
D
B
F
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
B6041_Kilton Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
1/1+1/2	B6041 Left Ahead Right	U+O	N/A	N/A	A	B	1	54	4	764	1913:1665	787+455	61.5 : 61.5%
2/1	Kilton Rd E Right Left Ahead	O	N/A	N/A	F		1	10	-	6	1848	226	2.7%
3/2+3/1	High Hoe Rd Ahead Right Left	O+U	N/A	N/A	C		1	45	-	505	1913:1613	810+272	46.6 : 46.6%
4/1+4/2	Kilton Rd W Left Ahead Right	U+O	N/A	N/A	D	E	1	19:10	9	275	1665:1673	369+204	43.1 : 56.7%
5/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%

Full Input Data And Results

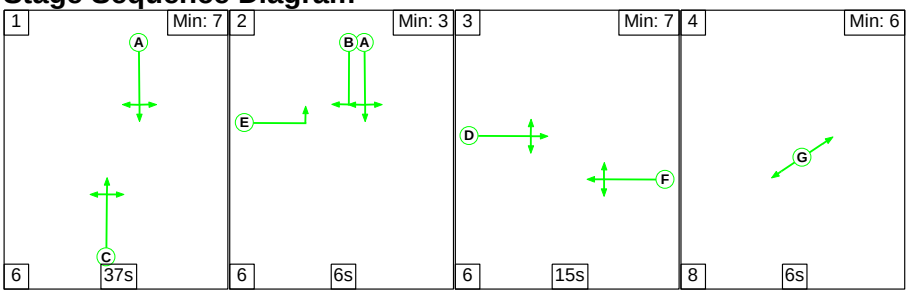
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**367**	**22**	**7**	**6.5**	**1.7**	**0.4**	**8.6**	**-**	**-**	**-**	**-**
B6041_Kilton Road	**-**	**-**	**367**	**22**	**7**	**6.5**	**1.7**	**0.4**	**8.6**	**-**	**-**	**-**	**-**
1/1+1/2	764	764	252	22	6	2.1	0.8	0.4	3.3	15.5	7.3	0.8	8.1
2/1	6	6	1	0	0	0.1	0.0	0.0	0.1	43.3	0.1	0.0	0.1
3/2+3/1	505	505	3	0	0	1.8	0.4	0.0	2.3	16.1	5.7	0.4	6.1
4/1+4/2	275	275	111	0	1	2.5	0.5	0.0	3.0	39.4	3.4	0.5	3.9
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 46.4 Total Delay for Signalled Lanes (pcuHr): 8.63 Cycle Time (s): 90
PRC Over All Lanes (%): 46.4 Total Delay Over All Lanes(pcuHr): 8.63

Full Input Data And Results

Scenario 6: '2037 PM + CD + Gamston' (FG6: '2037 PM + CD + Gamston', Plan 1: 'Network Control Plan 1')

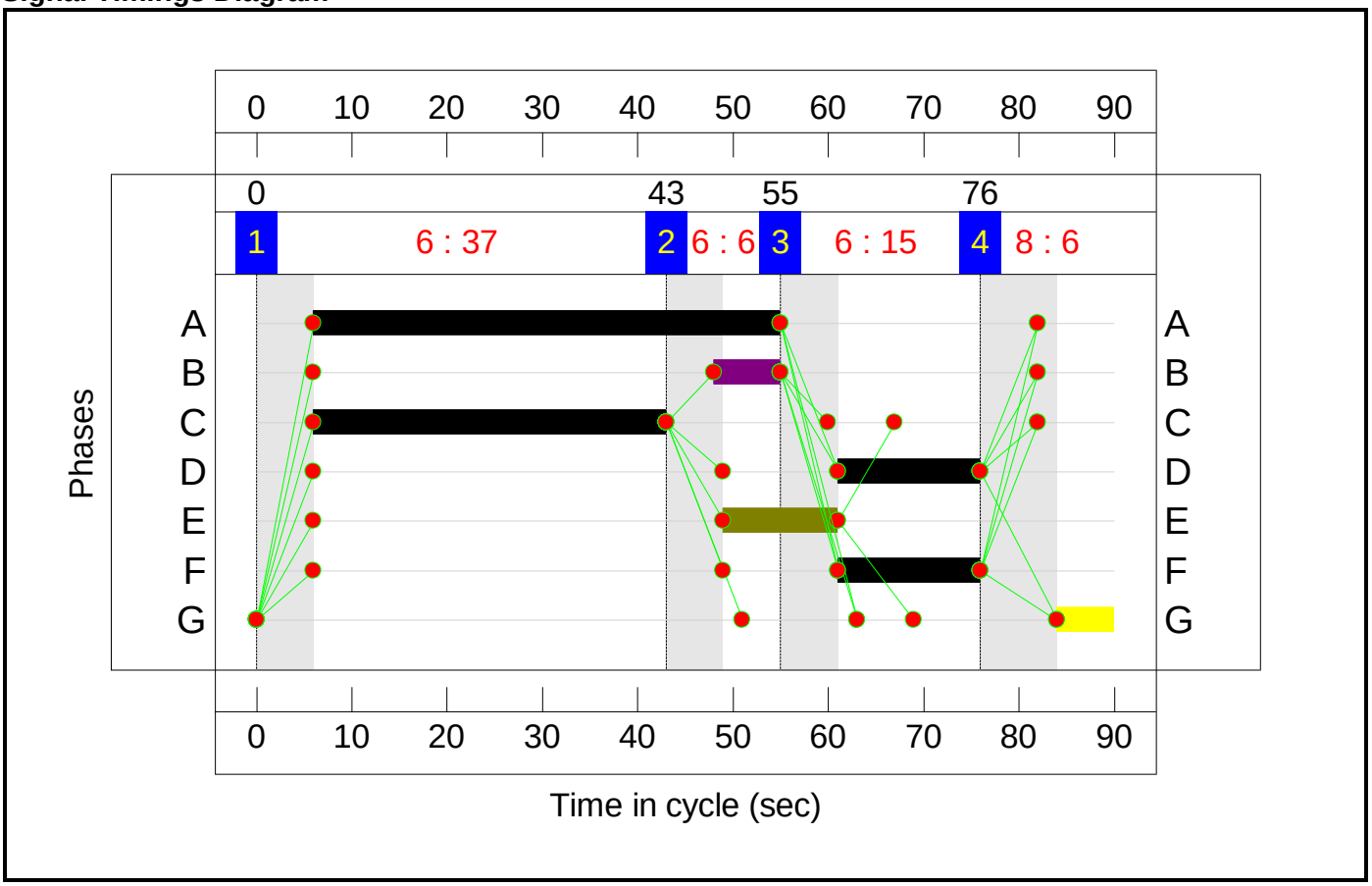
Stage Sequence Diagram



Stage Timings

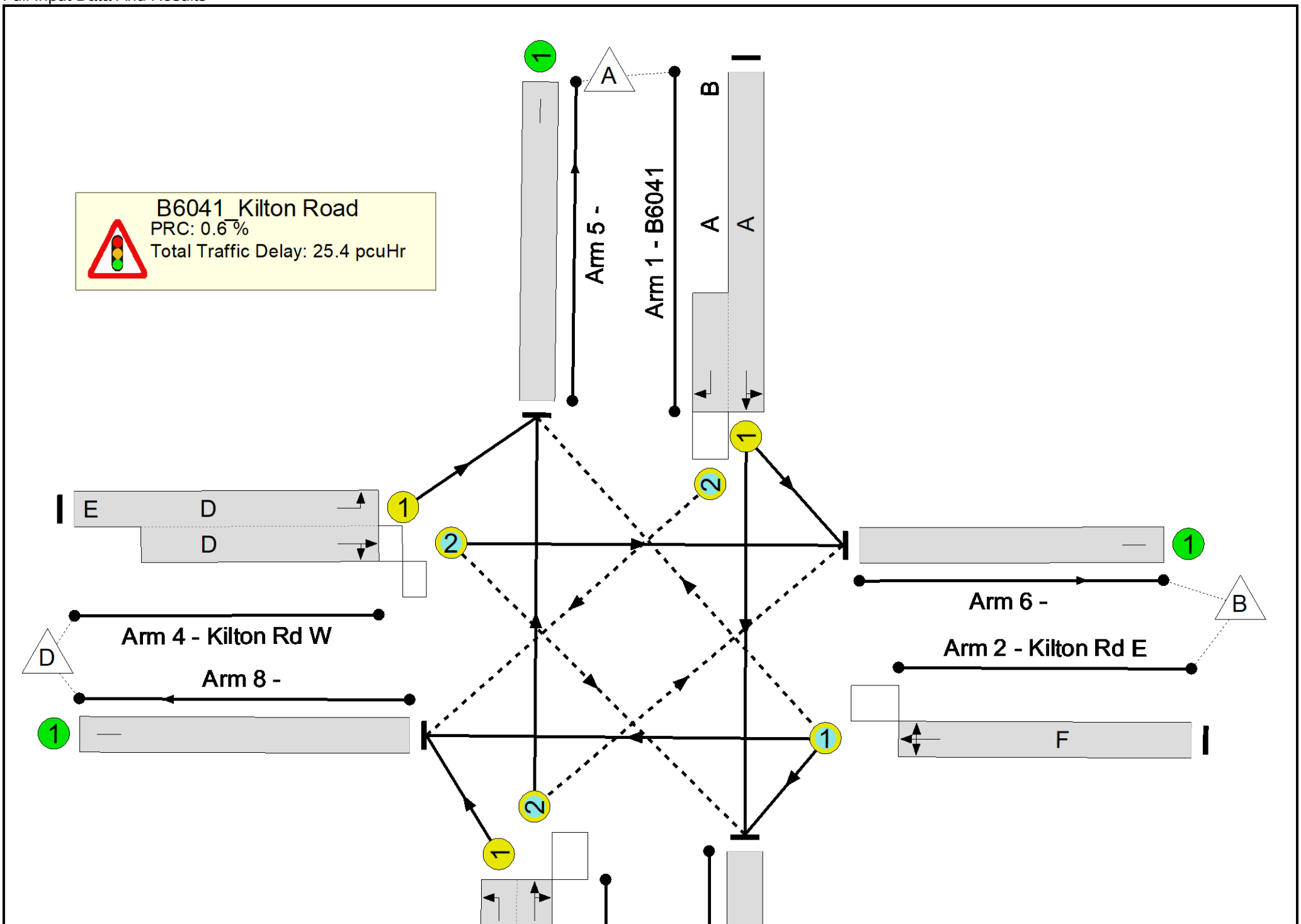
Stage	1	2	3	4
Duration	37	6	15	6
Change Point	0	43	55	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6041_Kilton Road
PRC: 0.6 %
Total Traffic Delay: 25.4 pcuHr
Arm 5 -
Arm 1 - B6041
A
B
A
A
E
D
D
Arm 4 - Kilton Rd W
Arm 8 -
Arm 6 -
Arm 2 - Kilton Rd E
D
B
F
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
B6041_Kilton Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/1+1/2	B6041 Left Ahead Right	U+O	N/A	N/A	A	B	1	49	7	744	1908:1665	485+347	89.4 : 89.4%
2/1	Kilton Rd E Right Left Ahead	O	N/A	N/A	F		1	15	-	7	1787	219	3.2%
3/2+3/1	High Hoe Rd Ahead Right Left	O+U	N/A	N/A	C		1	37	-	803	1914:1613	687+236	87.0 : 87.0%
4/1+4/2	Kilton Rd W Left Ahead Right	U+O	N/A	N/A	D	E	1	27:15	12	664	1665:1682	469+292	87.3 : 87.3%
5/1		U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**331**	**185**	**35**	**14.1**	**10.3**	**0.9**	**25.4**	**-**	**-**	**-**	**-**
B6041_Kilton Road	**-**	**-**	**331**	**185**	**35**	**14.1**	**10.3**	**0.9**	**25.4**	**-**	**-**	**-**	**-**
1/1+1/2	744	744	92	185	33	3.6	3.9	0.9	8.4	40.4	7.6	3.9	11.5
2/1	7	7	4	0	0	0.1	0.0	0.0	0.1	43.3	0.1	0.0	0.2
3/2+3/1	803	803	2	0	0	4.7	3.2	0.0	7.9	35.4	14.2	3.2	17.4
4/1+4/2	664	664	232	0	3	5.8	3.2	0.0	9.0	48.9	9.3	3.2	12.5
5/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 25.35 Cycle Time (s): 90
PRC Over All Lanes (%): 0.6 Total Delay Over All Lanes(pcuHr): 25.35

Appendix G - Mitigation Summary

Summary of Mitigation Results

Ref	Description	Junction/Link Standard	Location	Authority	Comments	Indicative Improvement Costs (£m)
J1	A60 Mansfield Road/A619	Priority Roundabout	Worksop	Bassetlaw	Reconfiguration to priority roundabout retaining the elongated 'egg shape' of the existing junction.	£2.12
J2	A57/Sandy Lane	Priority Roundabout	Worksop	Bassetlaw	Carriageway widening to increase the number of approach lanes on the A57 arms and minor widening on the side road arms.	£3.18
J3	A57/Claylands Ave/Shireoaks Common	Priority Roundabout	Worksop	Bassetlaw	Widening on both A57 arms to incorporate an additional lane, with minor carriageway widening on the side road arms.	£2.39
J4	A57/B6034/Netherton Road	Priority Roundabout	Worksop	Bassetlaw	Provision of full signal control of the roundabout with associated widening on approaches and circulatory carriageway.	£2.39
J5	A57/B6040	Priority Roundabout	Mantonwood, Worksop	Bassetlaw	Widening of the A57 southern arm to provide three lane entry, alterations to the roundabout ICD to accommodate higher flows. With these improvements the junction is still forecast to operate over capacity at 2037 but would operate significantly better than the existing layout.	£2.12
J6	A614 Blyth Road/A57/A1(T)	Priority Roundabout	East of Worksop	Bassetlaw	Provision of full signal control with widening on both A57 arms to provide additional lanes. Minor widening on side roads. With these improvements the junction is still forecast to operate over capacity at 2037.	£2.39
J7	Blyth Road/Snape Lane	Ghost-Island Priority Junction	Harworth	Bassetlaw	No mitigation required	-
J8	Blyth Rd/Scrooby Rd/Bawtry Rd/Main St	Mini-Roundabouts	Harworth	Bassetlaw	Full signal control of the junction to replace the mini-roundabouts (subject to check on potential third-party land issues).	£1.06
J9	A631 Sunderland St/A60 Market Place	Priority T-Junction Complex	Tickhill	Doncaster	Provision of signal control at the existing junction layout.	£1.06
J10	A631/B6463 Blyth Rd/B6463 Stripe Rd	Priority Staggered Crossroads	Tickhill Spital	Doncaster	Improvements proposed as part of a recent planning application which involves the partial signalisation of the Stripe Road/A631 arm of the junction and realignment of the Blyth Road/A631 approach but retaining its priority status.	£1.06
J11	A631 Bawtry Road/Bawtry Road	Priority T-Junction	Harworth	Doncaster	No mitigation required	-
J12	A631 Tickhill Road/A638 High Street	Priority T-Junction	Bawtry	Doncaster	Junction is very constrained. Possible solution to replace the junction with a 3-arm priority roundabout. However, implementation would require a wider reconfiguration of the adjacent parking and public realm.	0.63
J13	A631 Gainsborough Rd/A638 High St	3-Arm Traffic Signals	Bawtry	Doncaster	Junction is very constrained. A minor mitigation measure has been identified to impliment an indicative right turn arrow for those vehicles proceeding to Gainsborough Road from High Street.	£0.06
J14	Dover Bottom/B6387 (Northern)	Priority T-Junction	Gamston	Bassetlaw	Mitigation only required for Gamston GV. Mitigation comprises localised carriageway widening to provide a two lane approach from the A1(T).	£0.42
J15	Dover Bottom/B6387 (Southern)	Priority T-Junction	Gamston	Bassetlaw	Mitigation only required for Gamston GV. Mitigation would provide a priority right turn 'ghost island' arrangement at the junction	£1.06
J16	Kilton Rd/High Hoe Rd	Mini-Roundabout	Worksop	Bassetlaw	Replace mini roundabout and adjacent priority junction with signal control (subject to check on potential third-party land issues).	£1.06
					Total (£m)	£21.00

Notes
1. Junctions within Doncaster highlighted
2. Utility costs are unknown and have therefore been excluded
3. No 'third-party' land costs have been assumed
4. Estimated costs can be found in **Appendix H**

Appendix H – Preliminary Costs

Preliminary Estimate of Highway Improvement Costs
Junction 1: A60/A619 Roundabout, Worksop

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£1,000,000**
Accom Works	3%	£30,000
Landscaping	3%	£30,000
Contract Works Cost		**£1,060,000**
Contingencies	10%	£106,000
Works sub total		**£1,166,000**
Supervision	10%	£116,600
Testing	0.5%	£5,830
Topographical Survey	0.5%	£5,830
Soil & drainage Survey	2.50%	£29,150
Works Total		**£1,323,410**
Public Inquiry	1.50%	£19,851
Land/SRO Plans	1.00%	£13,234
Design Fees	9%	£119,107
Part 1 claims	Estimate	£0
Fees Total		**£152,192**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£1,475,602**
Optimism Bias	44%	**£649,265**
TOTAL		**£2,124,867**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 2: A57/A60 Sandy Lane Roundabout, Worksop

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£1,500,000**
Accom Works	3%	£45,000
Landscaping	3%	£45,000
Contract Works Cost		**£1,590,000**
Contingencies	10%	£159,000
Works sub total		**£1,749,000**
Supervision	10%	£174,900
Testing	0.5%	£8,745
Topographical Survey	0.5%	£8,745
Soil & drainage Survey	2.50%	£43,725
Works Total		**£1,985,115**
Public Inquiry	1.50%	£29,777
Land/SRO Plans	1.00%	£19,851
Design Fees	9%	£178,660
Part 1 claims	Estimate	£0
Fees Total		**£228,288**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£2,213,403**
Optimism Bias	44%	**£973,897**
TOTAL		**£3,187,301**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 3: A57/Claylands Ave Roundabout, Worksop

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£1,125,000**
Accom Works	3%	£33,750
Landscaping	3%	£33,750
Contract Works Cost		**£1,192,500**
Contingencies	10%	£119,250
Works sub total		**£1,311,750**
Supervision	10%	£131,175
Testing	0.5%	£6,559
Topographical Survey	0.5%	£6,559
Soil & drainage Survey	2.50%	£32,794
Works Total		**£1,488,836**
Public Inquiry	1.50%	£22,333
Land/SRO Plans	1.00%	£14,888
Design Fees	9%	£133,995
Part 1 claims	Estimate	£0
Fees Total		**£171,216**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£1,660,052**
Optimism Bias	44%	**£730,423**
TOTAL		**£2,390,475**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 4: A57/B6034/Netherton Rd Roundabout, Worksop

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£1,125,000**
Accom Works	3%	£33,750
Landscaping	3%	£33,750
Contract Works Cost		**£1,192,500**
Contingencies	10%	£119,250
Works sub total		**£1,311,750**
Supervision	10%	£131,175
Testing	0.5%	£6,559
Topographical Survey	0.5%	£6,559
Soil & drainage Survey	2.50%	£32,794
Works Total		**£1,488,836**
Public Inquiry	1.50%	£22,333
Land/SRO Plans	1.00%	£14,888
Design Fees	9%	£133,995
Part 1 claims	Estimate	£0
Fees Total		**£171,216**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£1,660,052**
Optimism Bias	44%	**£730,423**
TOTAL		**£2,390,475**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 5: A57/B6040 Roundabout, Worksop

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£1,000,000**
Accom Works	3%	£30,000
Landscaping	3%	£30,000
Contract Works Cost		**£1,060,000**
Contingencies	10%	£106,000
Works sub total		**£1,166,000**
Supervision	10%	£116,600
Testing	0.5%	£5,830
Topographical Survey	0.5%	£5,830
Soil & drainage Survey	2.50%	£29,150
Works Total		**£1,323,410**
Public Inquiry	1.50%	£19,851
Land/SRO Plans	1.00%	£13,234
Design Fees	9%	£119,107
Part 1 claims	Estimate	£0
Fees Total		**£152,192**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£1,475,602**
Optimism Bias	44%	**£649,265**
TOTAL		**£2,124,867**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 6: A614 Blyth Rd/A57/A1(T) Roundabout Worksop

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£1,125,000**
Accom Works	3%	£33,750
Landscaping	3%	£33,750
Contract Works Cost		**£1,192,500**
Contingencies	10%	£119,250
Works sub total		**£1,311,750**
Supervision	10%	£131,175
Testing	0.5%	£6,559
Topographical Survey	0.5%	£6,559
Soil & drainage Survey	2.50%	£32,794
Works Total		**£1,488,836**
Public Inquiry	1.50%	£22,333
Land/SRO Plans	1.00%	£14,888
Design Fees	9%	£133,995
Part 1 claims	Estimate	£0
Fees Total		**£171,216**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£1,660,052**
Optimism Bias	44%	**£730,423**
TOTAL		**£2,390,475**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 8: Blyth Rd/Scrooby Rd/Main Street/Bawtry Rd Double-Mini Roundabout, Harworth

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£500,000**
Accom Works	3%	£15,000
Landscaping	3%	£15,000
Contract Works Cost		**£530,000**
Contingencies	10%	£53,000
Works sub total		**£583,000**
Supervision	10%	£58,300
Testing	0.5%	£2,915
Topographical Survey	0.5%	£2,915
Soil & drainage Survey	2.50%	£14,575
Works Total		**£661,705**
Public Inquiry	1.50%	£9,926
Land/SRO Plans	1.00%	£6,617
Design Fees	9%	£59,553
Part 1 claims	Estimate	£0
Fees Total		**£76,096**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£737,801**
Optimism Bias	44%	**£324,632**
TOTAL		**£1,062,434**

Notes:
1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 9: A631 Sunderland St, A60 Market Place Priority Junction, Tickhill

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£500,000**
Accom Works	3%	£15,000
Landscaping	3%	£15,000
Contract Works Cost		**£530,000**
Contingencies	10%	£53,000
Works sub total		**£583,000**
Supervision	10%	£58,300
Testing	0.5%	£2,915
Topographical Survey	0.5%	£2,915
Soil & drainage Survey	2.50%	£14,575
Works Total		**£661,705**
Public Inquiry	1.50%	£9,926
Land/SRO Plans	1.00%	£6,617
Design Fees	9%	£59,553
Part 1 claims	Estimate	£0
Fees Total		**£76,096**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£737,801**
Optimism Bias	44%	**£324,632**
TOTAL		**£1,062,434**

Notes:
1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 10: A631/B6463 Blyth Rd/Stripe Rd Staggered Crossroads, Bawtry

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£500,000**
Accom Works	3%	£15,000
Landscaping	3%	£15,000
Contract Works Cost		**£530,000**
Contingencies	10%	£53,000
Works sub total		**£583,000**
Supervision	10%	£58,300
Testing	0.5%	£2,915
Topographical Survey	0.5%	£2,915
Soil & drainage Survey	2.50%	£14,575
Works Total		**£661,705**
Public Inquiry	1.50%	£9,926
Land/SRO Plans	1.00%	£6,617
Design Fees	9%	£59,553
Part 1 claims	Estimate	£0
Fees Total		**£76,096**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£737,801**
Optimism Bias	44%	**£324,632**
TOTAL		**£1,062,434**

Notes:
1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 12: A631 Tickhill Rd/A638 High Street Priority Junction, Bawtry

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£300,000**
Accom Works	3%	£9,000
Landscaping	3%	£9,000
Contract Works Cost		**£318,000**
Contingencies	10%	£31,800
Works sub total		**£349,800**
Supervision	10%	£34,980
Testing	0.5%	£1,749
Topographical Survey	0.5%	£1,749
Soil & drainage Survey	2.50%	£8,745
Works Total		**£397,023**
Public Inquiry	1.50%	£5,955
Land/SRO Plans	1.00%	£3,970
Design Fees	9%	£35,732
Part 1 claims	Estimate	£0
Fees Total		**£45,658**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£442,681**
Optimism Bias	44%	**£194,779**
TOTAL		**£637,460**

Notes:
1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 13: A631 Gainsborough Rd/A638 High Street 3-arm Signal Junction, Bawtry

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£30,000**
Accom Works	3%	£900
Landscaping	3%	£900
Contract Works Cost		**£31,800**
Contingencies	10%	£3,180
Works sub total		**£34,980**
Supervision	10%	£3,498
Testing	0.5%	£175
Topographical Survey	0.5%	£175
Soil & drainage Survey	2.50%	£875
Works Total		**£39,702**
Public Inquiry	1.50%	£596
Land/SRO Plans	1.00%	£397
Design Fees	9%	£3,573
Part 1 claims	Estimate	£0
Fees Total		**£4,566**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£44,268**
Optimism Bias	44%	**£19,478**
TOTAL		**£63,746**

Notes:
1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 14: Dover Bottom/A1(T) Northern Priority Junction

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£200,000**
Accom Works	3%	£6,000
Landscaping	3%	£6,000
Contract Works Cost		**£212,000**
Contingencies	10%	£21,200
Works sub total		**£233,200**
Supervision	10%	£23,320
Testing	0.5%	£1,166
Topographical Survey	0.5%	£1,166
Soil & drainage Survey	2.50%	£5,830
Works Total		**£264,682**
Public Inquiry	1.50%	£3,970
Land/SRO Plans	1.00%	£2,647
Design Fees	9%	£23,821
Part 1 claims	Estimate	£0
Fees Total		**£30,438**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£295,120**
Optimism Bias	44%	**£129,853**
TOTAL		**£424,973**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 15: Dover Bottom/A1(T) Southern Priority Junction

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£500,000**
Accom Works	3%	£15,000
Landscaping	3%	£15,000
Contract Works Cost		**£530,000**
Contingencies	10%	£53,000
Works sub total		**£583,000**
Supervision	10%	£58,300
Testing	0.5%	£2,915
Topographical Survey	0.5%	£2,915
Soil & drainage Survey	2.50%	£14,575
Works Total		**£661,705**
Public Inquiry	1.50%	£9,926
Land/SRO Plans	1.00%	£6,617
Design Fees	9%	£59,553
Part 1 claims	Estimate	£0
Fees Total		**£76,096**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£737,801**
Optimism Bias	44%	**£324,632**
TOTAL		**£1,062,434**

Notes:

1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.

Preliminary Estimate of Highway Improvement Costs
Junction 16: Kilton Rd/High Hoe Rd Mini-Roundabout Complex

ITEM DESCRIPTION	RATE	ESTIMATE
Work costs		**£500,000**
Accom Works	3%	£15,000
Landscaping	3%	£15,000
Contract Works Cost		**£530,000**
Contingencies	10%	£53,000
Works sub total		**£583,000**
Supervision	10%	£58,300
Testing	0.5%	£2,915
Topographical Survey	0.5%	£2,915
Soil & drainage Survey	2.50%	£14,575
Works Total		**£661,705**
Public Inquiry	1.50%	£9,926
Land/SRO Plans	1.00%	£6,617
Design Fees	9%	£59,553
Part 1 claims	Estimate	£0
Fees Total		**£76,096**
Land Purchase Cost & Fees	Estimate	£0
Land Total		**£0**
Utilities (Electricity)	Estimate	£0
Utilities (Gas)	Estimate	£0
Utilities (Water)	Estimate	£0
Utilities (Telecomms)	Estimate	£0
Utilities (Other)	Estimate	£0
Utilities Total		**£0**
Sub-Total		**£737,801**
Optimism Bias	44%	**£324,632**
TOTAL		**£1,062,434**

Notes:
1. Utility costs are unknown and have therefore been excluded.
2. No 'third-party' land costs have been assumed.