Land East of J11, M40, Banbury
Supplementary Environmental Information
Volume 2: Appendices

Greystoke CB Ltd.

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Land East of Junction 11 of the M40, Banbury

Transport Assessment Addendum

DTA

Transport Planning Consultants

Land East of Junction 11 of the M40, Banbury

Transport Assessment Addendum

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SJT/RT/23457-06f Transport Assessment Addendum

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been commissioned by Greystoke CB to provide highways and transport advice to support the outline planning application for the construction of up to 140,000m² of employment floorspace (use class B8 with ancillary offices and facilities), and servicing and infrastructure including new site accesses, internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works including demolition of the existing farmhouse. All matters of detail (including access) reserved. The illustrative site layout is included in **Appendix A**.

1.2 The current challenges for the logistics sector are set out in the 'Future of Freight Plan' (DfT, 2022) and Better Delivery: The Challenge for Freight (NIC, 2019). The DfT report aims for the logistics sector to be cost efficient, reliable, resilient, environmentally sustainable and valued by society. The NIC report identifies the growth in e-commerce, the need to transition to zero emission vehicles and the emergence of disruptive new technology. Whilst there is some uncertainty, particularly with respect to emerging technologies, as set out in Decarbonising Transport (DfT, 2022) the planning system must contribute to the solution by delivering sufficient and appropriately located sites recognising that many of the existing ones will be unsuitable or no longer fit for purpose.

1.3 This development clearly strikes a balance between providing accessible local employment opportunities for residents within the (Cherwell) District and, the need for efficient freight operations where businesses have access to their markets within the M40 corridor, and access to the Strategic Road Network (SRN) and intermodal freight facilities and international gateways (ports and airports). This reflects the fact that travel demand generated by the development are broader than simply the journey to work trips of employees.

1.4 For Banbury, the principal settlement in the District, there are few locations that can support commercial warehousing given the structure of the road network and reliance on links such as Hennef Way which constrains sites to the west of the M40, i.e., without

prejudicing existing ones. Modelling shows that there are limits to which existing tidality of demand (inbound into Banbury in the AM peak and outbound in the PM peak) can increase. The development demand does not reinforce this tidality and hence sites to the east of the M40 in contrast can support businesses, allow a close spatial relationship with Banbury such that employees will have travel choices and, minimise the increase of commercial traffic on local roads.

1.5 It is within this context that a Transport Assessment (TA) was prepared which supported a planning application for this development. Oxfordshire County Council (OCC) have commented on this application (ref: 22/01488/OUT) which can be seen in **Appendix B**. This includes a list of transport improvements.

1.6 Significant improvements are proposed to improve the operation of the M40 Junction 11 gyratory. To ensure that the site access will operate efficiently the increase in performance addresses significant queueing forecast on the A361 arm. The applicant agrees to the obligation to deliver these improvements via a S278 agreement. The proposed plans can be seen in **Drawing 23457-06a-02-GA** with the associated vehicle tracking in **Drawing 23457-06a-04-TRK**.

1.7 The applicant agrees make to the requested strategic transport contribution of £1,069,970 towards congestion relief on Hennef Way, subject planning and compliance with CIL. The applicant agrees to make the requested public transport contribution of £600,000 to fund a bus service, subject to planning. The applicant agrees to the Travel Plan requirements including the monitoring contribution of £2,563, subject to planning.

1.8 The applicant agrees make to the requested strategic transport contribution towards other strategic infrastructure, which could include a link road, subject planning and compliance with CIL (including demonstration of its relevance).

2.0 PRINCIPLE OF DEVELOPMENT AND REQUIRED MITIGATION

If planning permission is to be granted, OCC will require a contribution to fund delivery of the link road or an alternate, unspecified scheme that will have a similar impact in reducing or reallocating local traffic flows to the Junction 11 roundabout, in order to create capacity for the proposed development traffic. The amount of this contribution is to be determined.

OCC will also be requiring a contribution towards measures along Hennef Way and adjoining roads, given the severe issues already experienced and the additional traffic to be generated by the site. This will be proportionate to the sum being paid by Frontier Park.

2.1 Whilst the Hennef Way corridor is congested during the peak hours, the development demand is counter tidal and the TA does not identify the need for works on the Hennef Way corridor due to the proposed development demand. Notwithstanding this, the applicant agrees to the principle of a S106 contributions, if compliant with CIL regulations, for *"a highway improvement scheme to relieve congestion on Hennef Way"* as requested by OCC.

2.2 The TA does not identify the need for a link road due to the proposed development nor would such a link road perform any material function with respect to the travel demand patterns to and from the site. Similarly, the traffic that would be displaced by such a link road is not directly competing with the development for capacity at Junction 11 as the development as the Hennef Way demand is highly tidal in the opposite direct to the development demand. There can be no dependency on a link road. Notwithstanding this, the applicant agrees to the principle of a S106 contribution, if compliant with CIL regulations, towards the *"delivery of the A422 to Overthorpe Road link road, or alternative scheme"* as requested by OCC.

3.0 VISSIM MODEL

3.1 The development implications will be tested through the Oxfordshire County Council (OCC) VISSIM traffic model as soon as it has been confirmed fit for purpose by National Highways (NH). It is understood that agreement is expected imminently.

3.2 The scope of the traffic model covers:

- M40 Junction 11 gyratory;
- A422 Hennef Way – Ermont Way;
- A422 Hennef Way – A4260;
- A422 Hennef Way – A361 Southam Road; and,
- Southam Road – Dukes Meadow Drive.

3.3 The model has been used by OCC to test the implications of the adjacent development at Frontier Park. The base model is 2017 and AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods are represented.

3.4 It is understood that future year forecasts for 2030 and 2045 have been developed. It is proposed to use the reference case scenarios as previously developed. It is unclear whether these forecasts are solely based on TEMPRO or whether future year demand matrices are derived from the development pattern set out in the Cherwell Local Plan. It is similarly unclear whether the forecasts reflect OCC Policies to reduce car usage within the County.

3.5 There is no redundancy in the modelled network and as such no scope for reassignment of traffic within it; routes are fixed, the demand is inelastic.

3.6 The development demand will be added to the reference case scenarios (as above). It is assumed that the demand matrices will not be balanced (i.e., the home trip ends are not constrained) as the form of traffic model does not lend itself to this; this is robust but it will not directly reflect the synergy between the development, adjacent to the M40, and the principal urban centre within the District. The model will assume

therefore the development journey to work trips will be new, i.e., that those people would not work elsewhere if the development did not come forward. In practice, for the workforce that would be drawn from Banbury to the development, if instead these workers were employed at commercial warehouse locations elsewhere within the M40 corridor, they would likely all use the Hennef Way corridor. The net difference in demand on Hennef Way for true do-nothing would be negligible. The increase on Hennef Way will therefore be a modelling construct which supports OCC's position rather than actual expectation of intensification.

3.7 The model will test a wider network than has been considered within the TA to date. It will provide an indication of whether direct interaction between the junctions will occur. This may affect capacity or demand relative to the individual junction assessments i.e., exit blocking due to a downstream junction may limit the degree to which capacity can be realised or throttling upstream could reduce downstream demand. As a result the model should not identify any additional operational constraints (other than through the wider study area) but will give a broader picture of the network performance as a whole.

3.8 It is anticipated that the key metrics that will be reported from the model will relate to capacity and delay.

4.0 ACCESS ARRANGEMENT

The primary access would be a three-arm roundabout located just a little over 100m from the A361 exit on to the Junction 11 roundabout. This proximity is likely to cause occasional severe congestion issues and is a reason for objection. See further discussion below under Traffic Impact. It has not been demonstrated that there is sufficient distance to accommodate the necessary direction signage.

4.1 The site access junction has been located to remove a tight horizontal curve through which forward visibility below desirable minimum for the posted speed limit is not achievable within highway land. As set out below queue lengths without the development are forecast to increase significantly in the future with interaction with the substandard bend more likely in the future. Removal of the bend and replacement with a roundabout will make the legibility of the arrangement and queue patterns materially better which is positive from a road safety perspective.

4.2 The A361 South entry onto the proposed roundabout has a maximum unopposed capacity of (intercept) of 2,267 PCU/hr. The forecast future year demand (base + committed development + development demands) is slightly more than 1,000 PCU/hr. The maximum effective exit flow from M40 Junction 11 onto A361 will be circa 1,500 PCU/hr i.e., the critical flow at the upstream node where all the flow from northern motorway overbridge is routeing to the A361 exit (this is unlikely to happen). Even accounting for unequal lane usage, A361 ahead traffic will use the nearside lane only, the site access roundabout would not act as a bottleneck in day-to-day operation. This is demonstrated in the LINSIG and ARCADY modelling and will be further confirmed through VISSIM runs.

4.3 With respect to signage, there will in the future still be a single exit lane from the motorway junction gyratory. It is unlikely that the site itself warrant explicit signing from the downstream junction. Traffic to the site will in effect bifurcate from the ahead traffic into effectively a dedicated lane to the development site. Road markings would suffice however directional signage could be provided in the nearside verge at the decision point.

4.4 The primary access plans can be seen in **Drawing 23457-06a-01-GA** with the tracking shown in **Drawing 23457-06a-03-TRK**.

DMRB GG 119 recommends that a Stage 1 Road Safety Audit should be undertaken before planning consent is applied for, but this has not been included. Given the scale of the development and the changes required to the highway layout, a Stage 1 RSA would have been informative.

4.5 A Stage 1 Road Safety Audit will be carried out once the VISSIM modelling has been undertaken and any access changes resulting from the outputs have been altered to allow the modelling to show that the proposed development does not show any significant impact on the network.

5.0 SUSTAINABLE TRAVEL OPTIONS

5.1 The site is located adjacent to the principal settlement within the District which has a direct bearing on the travel choices available to employees. As set out above, the overall travel demands from the site will comprise the employee travel as well as commercial traffic and this site represents a reasonably optimal balance of the two.

5.2 As set out below there are active travel options including walking and cycling (or combination of the two). There will be public transport services (bus). Furthermore the concentration of available workforce locally in Banbury provides far greater opportunities for car sharing than would be available in locations with more dispersed populations.

Pedestrians would, realistically, only be able to reach the site from the Banbury Gateway shopping centre, via the underpass below the M40 and along the paths within the Frontier Park development to the A361, a distance of approximately 800m. As the site is roughly 500m wide, east to west, the majority of employees would have a walk of at least 1km to the nearest facilities. Furthermore, it is approximately 1600m to the nearest residence, so the catchment area of north Grimsbury within the commonly accepted 2km maximum distance for a walking commute is relatively very small. This means that walking to work is not an option for nearly every potential employee.

5.3 The Cherwell Local Plan considers the Banbury 15 allocated site (Frontier Park) to be within walking distance of the town centre and bus and railway stations and considers it to be in a highly sustainable location. Whilst the proposed development may add up to an additional 500m to the walking distance to facilities and residential areas, the site is directly opposite Frontier Park and along with the contributions discussed in this report for a new bus route, the proposed development can be considered to be within walking distance of relevant facilities and residential areas and to be in a sustainable location.

As the walking route would entail crossing the busy A361, a signalised crossing will be required, on the desire line between Frontier Park and the site access, to ensure pedestrian safety along the only available route.

5.4 A signalised crossing can be provided as part of the proposed development.

Any cyclists would also follow the same route from Banbury to the site. The only part of the route from the shopping centre that is designated for use by cyclists is a 3m wide cycle link, approximately 160m long, to the west of Frontier Park Zone A. Footways alongside roads in Frontier Park and the A361 are not cycletracks, meaning that cyclists will have to stay on road, which is not considered to be appropriate here as there will be a high proportion of HGVs and a large number of turning vehicles.

5.5 The cycle route considered not appropriate by OCC is the same route as employees of Frontier Park will have to follow. These routes were considered acceptable for Frontier Park and there is no evidence that it would be unsafe to cycle in this area.

6.0 PUBLIC TRANSPORT

Given the present situation OCC consider that a contribution of £600,000 would be appropriate in this instance, which could provide a sufficient level of service for four years. The £100,000 contribution from Frontier Park should be disregarded as it will almost certainly be exhausted prior to occupation of this development. Without such a contribution the site is likely to be inaccessible by public transport and should not be permitted.

No public transport infrastructure contributions are necessary as these are being dealt with by Frontier Park.

6.1 The applicant agrees to the proposed S106 contribution towards public transport services.

7.0 SITE LAYOUT

Final layout of the development will be determined at the Reserved Matters stage. However, the design shown in the Illustrative Site Layout drawing (no. 05001 Rev. P8) is unlikely to be acceptable.

The internal street layout is simple, with each industrial unit being accessed directly from the distributor road which terminates at the primary and secondary access points. All footways must be 2.0m wide and car parking spaces at least 5.0m x 2.5m.

The Site Layout shows the road leading from the primary access to be a straight length of 460m, and directly serving only three of the ten Units. Many vehicles will therefore be travelling the full length, so are likely to do so at speed if not calmed somehow. Deviations or features are typically placed at a maximum spacing of 70m to reduce speeds. All three links of the distributor road have excessive straight lengths so a major adjustment to the road layout will be necessary before it may be considered acceptable.

An internal network of pedestrian and cycle paths should be incorporated to keep active travellers clear of the road network and to encourage these modes of transport. The network should emerge on the A361 at the location of the signalised crossing (to be provided by this development).

7.1 The internal access roads will not be adopted, and residential design principles are unlikely to appropriate on a commercial site that must accommodate large commercial vehicles particularly taking into account that the Government is actively considering allowing larger commercial vehicles on the road network up to 25m. The requirements for the internal layout of the site can be achieved through a condition if demonstrably necessary, but as identified by OCC the site layout at present is illustrative as the application is in outline.

8.0 TRAFFIC GENERATION AND TRIP DISTRIBUTION

Appendix I of the TA incorrectly includes TRICS Category D - Industrial Estate rather than F – Warehousing. It is, therefore, not possible to verify the traffic generation for this land use.

8.1 The document which should have been included in Appendix I is attached at **Appendix C** of this document.

Distribution of light and heavy vehicles is considered separately. Light vehicles are primarily linked to commuting journeys and local parcel distribution, so it appears reasonable that only 21% of these trips are on the M40. Conversely, the majority (67.5%) of HGV trips are on the motorway. (The HGV assignment in Table 10 does not add up to 100% as the split of the 5.5% to SW England in Table 9 is incorrect).

8.2 The numbers in Table 9 and Table 10 of the TA have been reviewed and the corrected data can be seen in **Table 1** and **Table 2** below.

Table 1 - BYFM Distribution

Region	Percentage	Routeing
East of England	11.4%	A422 E
East Midlands	10.8%	A361 N
North West of England	3.5%	M40 N
Scotland	0.6%	M40 N
South East of England	57.0%	M40 S – 48.1% A422 E – 7.3% A422 W – 1.7%
South West of England	5.5%	M40 N – 3.0% M40 S – 2.5%
Wales	0.3%	M40 N
West Midlands	7.5%	M40 N
Yorkshire and the Humber	3.4%	M40 N

Table 2 - Proposed Traffic Assignment (Sensitivity Test Flows)

Link	Light Vehicles			HGVs		
	Assignment	AM	PM	Assignment	AM	PM
M40 N	12.5%	32	46	18.3%	29	17
M40 S	8.5%	22	31	50.6%	79	47
A422 E	18.0%	45	66	18.7%	29	17
A422 W	53.5%	135	197	1.7%	3	2
A361 N	7.5%	19	28	10.8%	17	10

9.0 TRAFFIC IMPACT AND MODELLING

The Transport Assessment (TA) acknowledges that six junctions need to be assessed. As they will all be within 2.4km of each other, there will be interaction between adjacent junctions. This can only be accurately represented and tested by use of the VISSIM microsimulation model, which has not been carried out.

9.1 The individual junction models allow the overall performance to be understood. It is clear from this that only the performance of the Junction 11 gyratory is critical. Notwithstanding this the Applicant sought permission to undertake VISSIM microsimulation modelling whilst the Transport Assessment was being written but this was not received before submission for consultation. The process of the modelling is ongoing, but results will be provided once received.

A361 / Proposed site access priority junction and A361 / Proposed site access roundabout

Base case traffic flows are taken from a one-week survey in December 2021. This is not a "neutral" month so these flows cannot be taken as typical. Sect. 3.3.1 of the TA says that the survey data is for vehicle speeds only, but the Base Year flow in the PICADY assessment tallies with this data and there is no indication of any other source.

9.2 There cannot be a presumption that the data from December 2021 is not representative. Rather TAG guidance emphasizes the need for due consideration in the context of the purpose of which the data is being used. Demand during December is 3-5% lower than the core 'neutral' months, explained largely by Christmas week. The survey was undertaken during term time and hence avoided the holiday period. Notwithstanding this, if flows were reduced during the survey, this would not have a direct bearing on the appraisal as the outputs clearly show that capacity is not critical. Given that the junction could clearly accommodate five times the forecast future year demand, establishing the baseline demand within 5% is sufficient.

9.3 The speeds collected from the ATC will continue to be used for the visibility splays from the proposed accesses.

M40 Junction 11 grade separated roundabout

Base case traffic flows are taken from a one-day survey in March 2022. This is not a "neutral" month so these flows cannot be taken as typical.

9.4 Neutral periods are defined in the Department for Transport (DfT) 'TAG unit M1.2 data sources and surveys' document published in May 2020. Neutral periods are defined as below:

*"Neutral periods are defined as Mondays to Thursdays from **March** through to **November (excluding August)**, provided adequate lighting is available, and avoiding the weeks before/after Easter, the Thursday before and all of the week of a bank holiday, and the school holidays. Surveys may be carried out outside of these days/months, ensuring that the conditions being surveyed (e.g. traffic flow) are representative of the transport condition being analysed/modelled."*

9.5 March is a 'neutral' month. As the above shows, a survey should avoid the weeks before/ after Easter, the Thursday before and all of the week of a bank holiday (of which there are none during March) and any school holidays March. The survey for the M40 Junction 11 grade separated roundabout avoided that as is considered to be representative.

The first sheet of survey data in Appendix E gives queue lengths at the roundabout. There are two tables, although Arms D and E are missing from the right-hand table. Both sets of data are timed from 07:00 to 09:55, but it is assumed that the right-hand table should apply to the evening peak period.

Queue lengths on Arm A (A361) are misleadingly given for Lanes 1 and 2, even though there are two lanes over a distance of about 35m only. It is noted that the maximum queue length on Arm A is recorded as 19 vehicles at 07:45. Given the breakdown of vehicle types across the hour (79% cars, 17% LGV, 4% OGV 1 & 2/PSV), I estimate that a 19-vehicle queue will be at least 130m long. This means that the back end of the queue would be across the proposed site access roundabout and would impede the free flow of traffic into and out of the site. This, in turn, may block northbound A361 traffic and lead to congestion back to the Junction 11 roundabout.

9.6 The queue survey report has been re-printed to ensure that all columns are captured and is attached at **Appendix D**. As identified the PM period was mislabelled and this has been corrected. The LINSIG model has been updated to output forecast queues against the survey demand for validation purposes. As can be seen in **Table 3** there is generally a good correlation between the observed and modelled queues.

Table 3 - Queue Length Comparison

Lane Description	AM Pre-Peak		AM Peak		PM Peak	
	Mean Max Modelled (PCU)	Average Observed (Vehicles)	Mean Max Modelled (PCU)	Average Observed (Vehicles)	Mean Max Modelled (PCU)	Average Observed (Vehicles)
A422 Hennef Way Left and Ahead	10	0	8	0	11	0
		8		9		12
A422 Hennef Way Ahead	12	10	9	10	12	12
M40 Southbound Off-slip Left Ahead	4	7	4	7	2	5
	6	5	8	5		4
M40 Southbound Off-slip Ahead	6	6	5	7	5	4
A361 Left Ahead	8	8	11	9	3	5
		8		8		7
A422 E Ahead Left	11	1	13	1	9	1
		8		13		9
A422 E Ahead	10	9	12	10	9	10
M40 Northbound Off-slip Left	3	6	6	7	5	7
M40 Northbound Off-slip Ahead Left	6	4	8	4	8	5
		3		3		4

9.7 In the original runs, as reported in the TA, on the A361 entry the model under-predicted the queue length. The A361 arm is priority controlled and therefore the queuing is more complex to predict particularly given the modulation of the traffic from the upstream traffic signal control which is likely to influence driver behaviour (i.e., drivers may defer to larger gaps in the intergreens). The gap acceptance is defined by the slope value and here it has been increased to replicate the observed behaviour. As a result the modelled queue in the AM peak has increased from circa 2 vehicles to circa 11 vehicles against an average observed queues 16 vehicles. Overall, it is considered that the baseline model is performing well and appropriate for the appraisal of the development implications.

9.8 The queue survey shows that the use of the flare is high; the junction layout and the pattern of demand lends itself to a balanced spread of the demand. Notwithstanding this, with Frontier Park fully operational, based on that development's forecast demand, the A361 will be oversaturated with significant queuing in the AM peak.

Table 4 - LINSIG Results Summary - Baseline

	Pre-AM peak (07:00 – 08:00)		AM peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	PRC (%)	Delay (PcuHr)	PRC (%)	Delay (PcuHr)	PRC (%)	Delay (PcuHr)
Survey	14.2	48.91	0.0	56.43	23.2	39.91
2022*	-24.0	107.11	-32.5	125.68	17.0	45.70
2032	-55.0	193.16	-57.0	187.56	7.5	55.96

*2022 is effectively baseline traffic plus the fully operational Frontier Park

9.9 The negative practical reserve capacity in the 2022 pre-AM peak and AM peak in both cases relates to the degrees of saturation on the A361. The average queue in the AM peak increases from 11 vehicles without Frontier Park demand to 80 vehicles.

9.10 The negative practical reserve capacity in the 2032 pre-AM peak and AM peak in both cases relates to the degrees of saturation on the A361. The AM peak queue increases to 134 vehicles.

9.11 The predicted queue length extends back across the site frontage such that there would be the potential for interaction between the site access if works not proposed to increase the A361 entry capacity.

The scenario described above is possible with the current, as surveyed, flows. If considered to be an average day, then queue lengths will be longer on half of all other weekdays.

From the Junction Matrix (Appendix H), A361 southbound flows, AM peak:

Base Year 489 vehs.

Base Year + Committed + Development 773 vehs.

2032 + Committed + Development 844 vehs (773 x 1.0917 TEMPRO)

Therefore, it is predicted that there will be 73% more traffic (in 2032 c/w 2022) on the A361 entering the J11 roundabout in the AM peak. This will have a very significant impact on the

length of queues and the resulting congestion in the area. It has not been demonstrated in a VISSIM simulation that widening the A361 to two lanes between the proposed and existing roundabouts, and increasing the gyratory entry flare to three lanes, is sufficient to mitigate for the effect of the additional vehicles. Also, it has not been demonstrated that these proposed highway modifications are feasible, considering the level differences between the carriageway and the surrounding land.

Indicative cross-sections and the relation to the highway boundary should be included. Total flows to and from some of the roundabout arms have a maximum AM peak hour between 07:00 to 08:00, while others are between 08:00 to 09:00. The Trip Rate for Parcel Distribution Centres over the 7-8 period (1.046) is more than double that for the 8-9 period (0.445). Comparative trip rates for Warehousing are not known as that data has not been included in Appendix I but is similarly expected to be much higher over the earlier period. Therefore, analysis of the J11 roundabout, and other junctions, must include both AM time periods.

9.12 The proposed mitigation will provide an additional entry lane and significantly more stacking space. As can be seen in **Table 5** the performance of the junction is significantly improved and the potential for queuing has significantly reduced relative to the baseline. The mitigation therefore more than offsets the development demand. With respect to an interaction between the junctions, this is unlikely to occur in practice as the layout of the site access provides significant spare capacity to maximise its resilience.

Table 5 - LINSIG Results Summary

	Pre-AM peak (07:00 – 08:00)		AM peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	PRC (%)	Delay (PcuHr)	PRC (%)	Delay (PcuHr)	PRC (%)	Delay (PcuHr)
2022*	-6.3	104.95	2.1	80.00	15.7	53.22
2032	-24.8	179.71	-5.0	126.04	8.9	62.16

*2022 is effectively baseline traffic plus the fully operational Frontier Park

9.13 The widening of link between the site access and the adjacent gyratory requires additional land only from within the site boundary and the is no constraint to the ability to provide the required side slopes.

9.14 To further improve the performance of the A361 arm, the entry can be signalised. This has been modelled on the basis of two entry lanes (rather than the three that would

be provided under priority) but signal controlled. As can be seen in **Table 6**, this offers improved performance under periods of higher demand (note the that AM peak performance is largely governed by the M40 Northbound offslip entry).

Table 6 - LINSIG Results summary - A361 Entry Signalised

	Pre-AM peak (07:00 – 08:00)		AM peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	PRC (%)	Delay (PcuHr)	PRC (%)	Delay (PcuHr)	PRC (%)	Delay (PcuHr)
2022*	0.9	95.28	1.5	87.49	16.4	60.33
2032	-4.2	125.13	-6.4	124.96	7.7	72.06

*2022 is effectively baseline traffic plus the fully operational Frontier Park

9.15 Arguably a complex microsimulation model is not necessary to understand the achievable give-way capacity as the existing performance has been empirically quantified on the ground. Based on the validated slope and intercepts, the queue lengths will be less than 50m at the year of opening and less than 100m by 2032. This will be further tested through VISSIM in due course.

A361 / Proposed site access priority junction

There are discrepancies in some of the vehicle numbers in the Junction Matrix. For example, the TEMPRO Growth Factor for 2022-2032, AM, is calculated as 1.0917. Total vehicles for the A361 S to A361 N is given as 335 (Base Year + Committed + Development) and 357 (2032 + Committed +Development). This is equivalent to a growth factor of 1.0657, which is only 72% of the TEMPRO growth. Uplift factors used are not consistent and are generally less than the TEMPRO value, meaning that the future years analysis is unreliable.

A361 / Proposed site access roundabout

There are discrepancies in some of the vehicle numbers in the Junction Matrix. For example, the TEMPRO Growth Factor for 2022-2032, AM, is calculated as 1.0917. Total vehicles for the A361 S to A361 N is given as 550 (Base Year + Committed + Development) and 571 (2032 + Committed +Development). This is equivalent to a growth factor of 1.0382, which is only 42% of the TEMPRO growth. Uplift factors used are not consistent and are generally less than the TEMPRO value, meaning that the future years analysis is unreliable.

9.16 OCC have identified what they believe to be discrepancies in some of the vehicle numbers in the Junction Matrix. However, they have calculated the uplift factors used

by dividing the flows in the '2032 + Committed + Development' scenario by the 'Base Year + Committed + Development' scenario. However, in calculating future year traffic flows only the existing highway flows are uplifted, the committed development and proposed development flows are not. This is the standard method of calculation for traffic impact assessments and means that the future years analysis is reliable.

Total flows to and from some of the roundabout arms have a maximum AM peak hour between 07:00 to 08:00, while others are between 08:00 to 09:00. The Trip Rate for Parcel Distribution Centres over the 7-8 period (1.046) is more than double that for the 8-9 period (0.445). Comparative trip rates for Warehousing are not known as that data has not been included in Appendix I but is similarly expected to be much higher over the earlier period. Therefore, analysis of the J11 roundabout, and other junctions, must include both AM time periods.

9.17 The junction modelling has been updated to include both AM time periods. The junction has significant spare capacity which will ensure the resilience of its operation.

10.0 TRAVEL PLAN

Unfortunately, the Information submitted as part of this application is not detailed enough to provide a definitive list of travel plan requirements. It is advised that the applicant consults the thresholds contained within the OCC guidance document ('Transport for New Developments – Transport Assessments and Travel Plans March 2014') to determine what is required once exact sizes of each of the units are known. A copy of the guidance has been attached with this response for ease of reference. It is likely that subsidiary travel plans (and associated monitoring fees) or travel plan statements will be required for each of the 10 individual units.

10.1 The Travel Plan which was submitted is a Framework for each unit to then base a subsidiary travel plan on once occupiers are known. The exact sizes of the units will not be known until the Reserved Matters stage. This is accepted by OCC.

It can be confirmed that a Framework Travel Plan and £2,563 monitoring fee will be required for the site. This is required prior to first occupation and should then be updated within 3 months once adequate survey data is available. A Framework Travel Plan has been submitted but this does not contain the level of detail required and so it is advised that the applicant consults the criteria within appendix 7 of the OCC guidance document (referred to earlier in this response) to ensure all the required information is included before revising and resubmitting.

10.2 The applicant agrees to the proposed S106 contribution towards travel plan monitoring.

Cycle parking and EV charging for both vehicles and bicycles should be provided within the boundary of each unit.

10.3 Cycle parking and EV charging will be provided in line with OCC parking standards. The numbers will be confirmed at the Reserved Matters stage.

11.0 CONCLUSIONS

11.1 The changes made in this report do not alter the conclusions made in the original Transport Assessment. The conclusions made have been copied here for ease of reading.

11.2 A review of the latest five-year personal injury collision data for the surrounding area has been undertaken and does not indicate any existing highway safety issues within the study area.

11.3 Following the proposed mitigation, the traffic impact of the proposed development will not be material to the local highway network.

11.4 Overall, the proposed development, subject to the proposed mitigation, will have no material residual adverse impact on the safe operation of the local highway network. As such, highways matters should not feature as a reason for refusal.

Drawings

160m visibility splay (to nearside kerbline) commensurate with 85kph design speed from 4.5m minor arm set back

1:25 taper as per 85kph design speed

New replacement bus stop for southbound services

3.5m wide ahead and turning lanes consistent with adjacent Frontier Park geometry. Deceleration length 55m (CD123 Table 5.22). Turning length 10m (CD123 para 6.4)

Existing pedestrian crossing

3.0m wide foot/cycleway with 1.0m wide margin to edge of carriageway

Frontier Park Infrastructure

Footpath link to Banbury via M40 underpass

45m inscribed circular diameter roundabout

Dual two lane link

90m forward visibility to giveway line from M40 Junction 11 gyratory

Ponds

Entry to be signalised

M 40

M 40

El Sub Sta

Drain

Banbury Gateway Shopping Park

94.9m

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants

Forester House, Doctors Lane
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www.dtatransportation.co.uk

JOB TITLE	CLIENT
LAND AT M40 J11	GREYSTOKE

DRAWING TITLE

A361 ROUNDABOUT WITH SECONDARY ACCESS

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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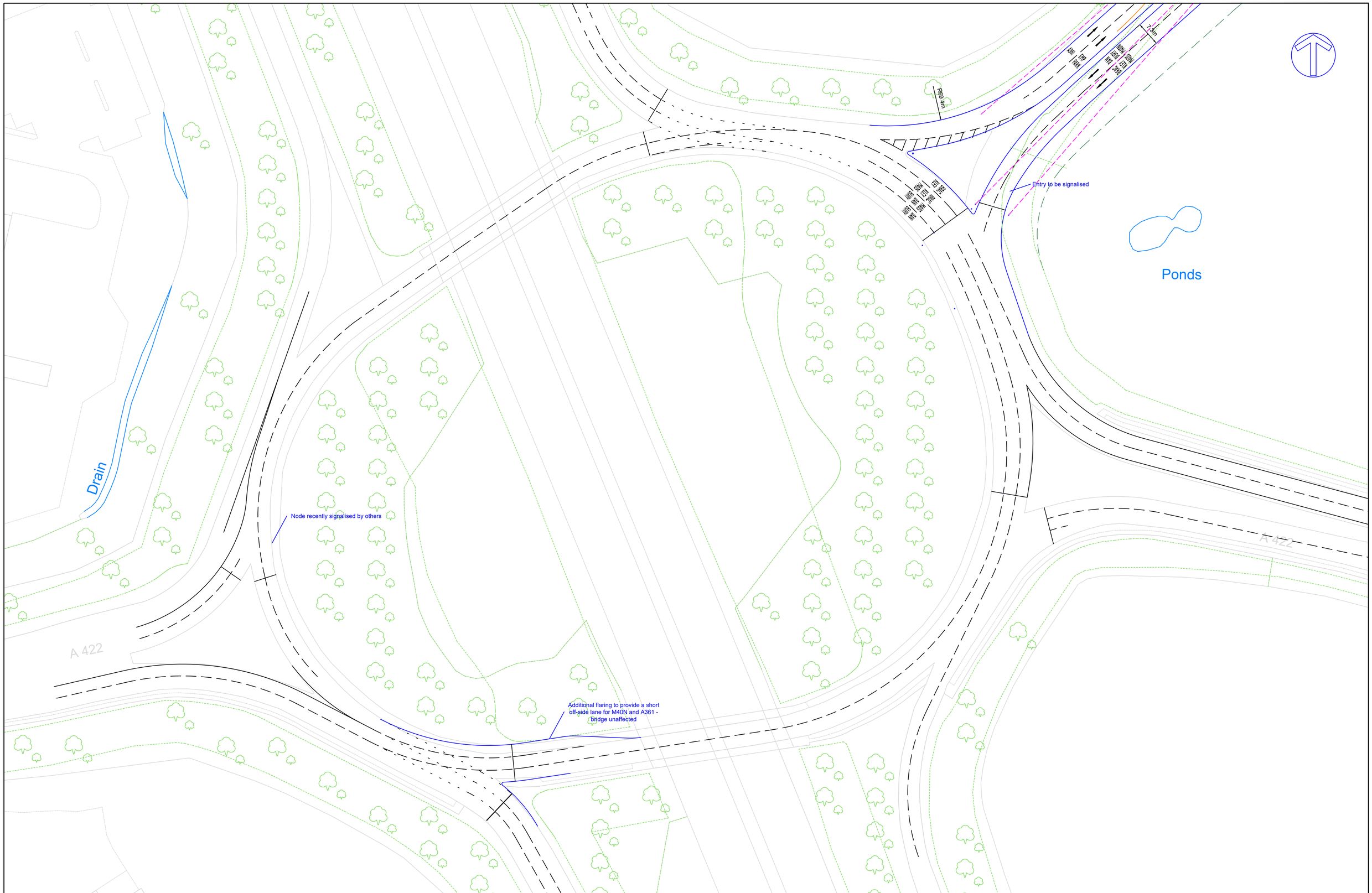

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JOB TITLE	CLIENT
LAND AT M40 J11	GREYSTOKE

DRAWING TITLE

M40 Junction 11 Gyratory

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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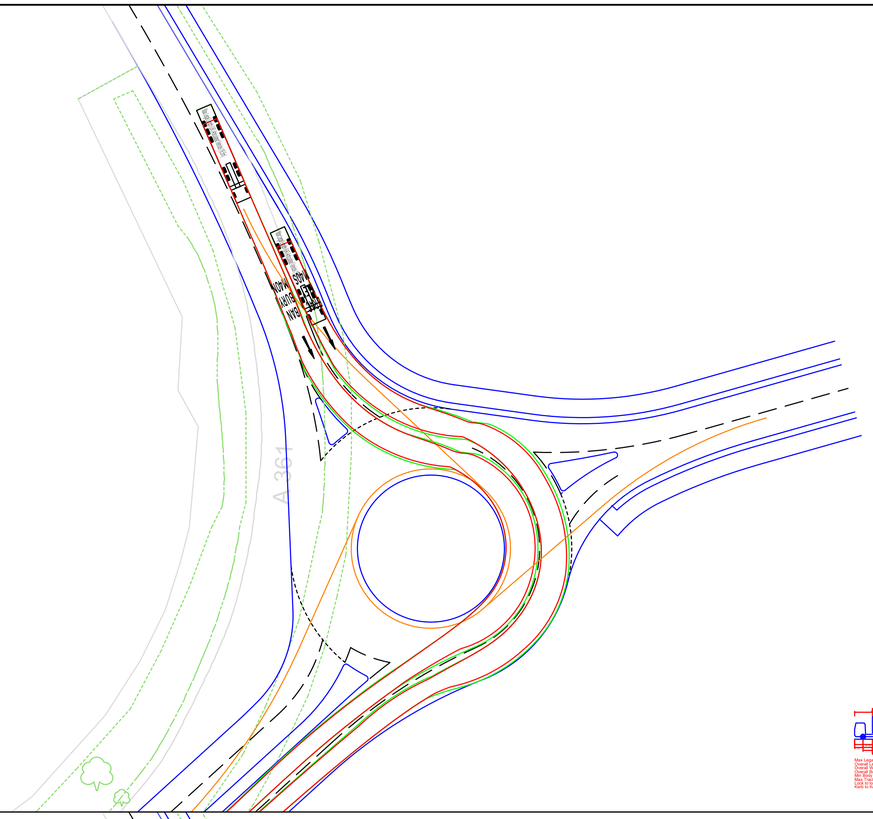

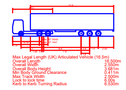

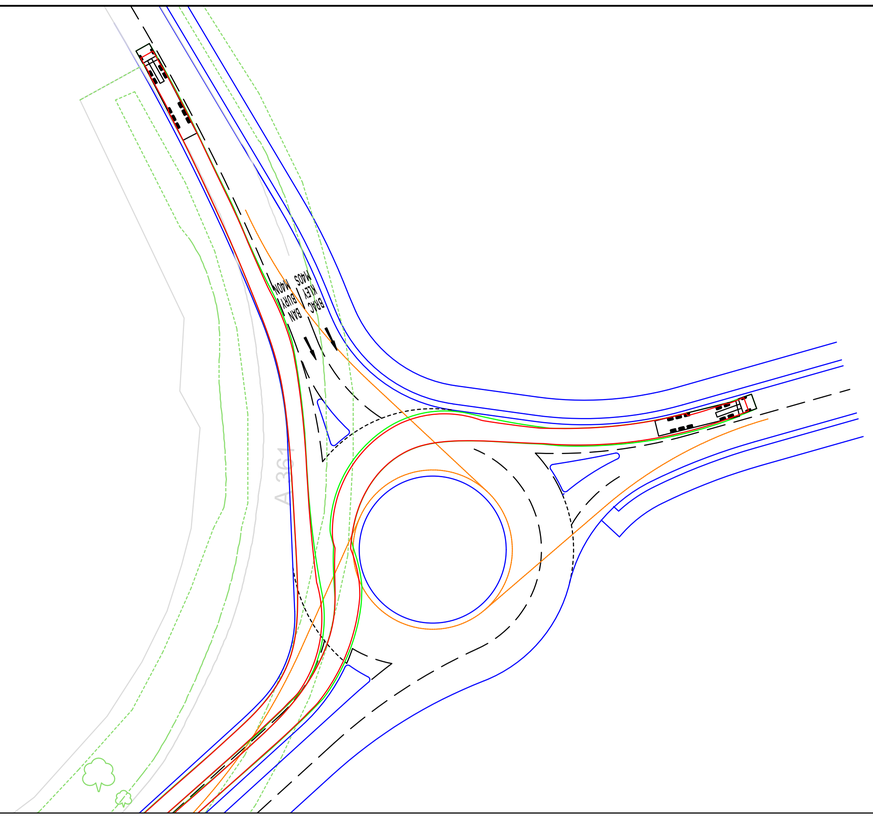

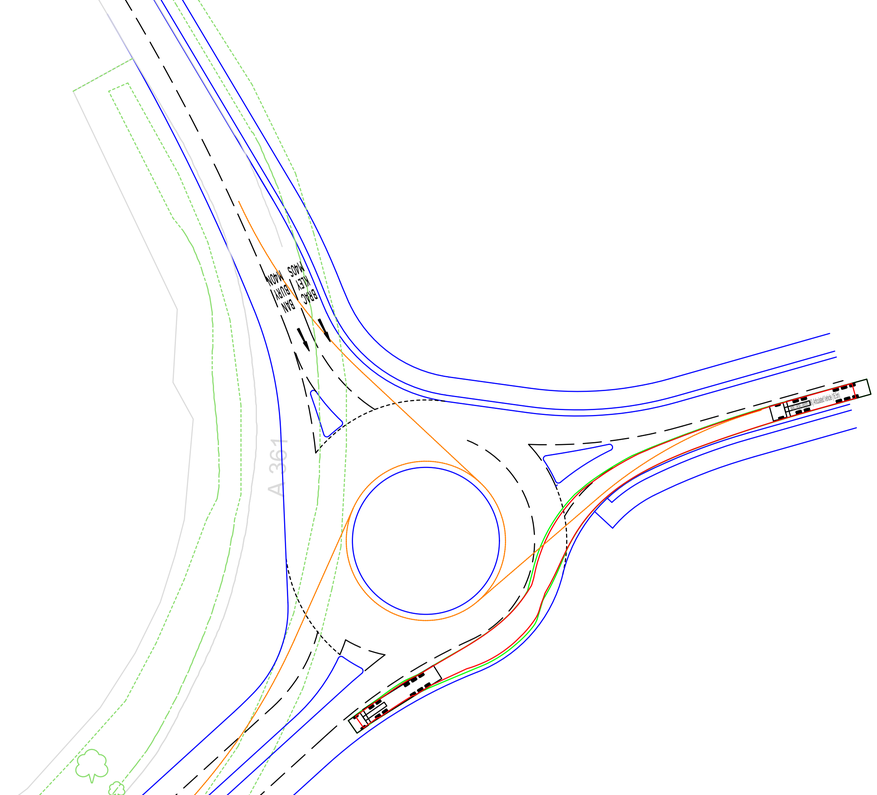

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JOB TITLE	CLIENT
LAND AT M40 J11	GREYSTOKE

DRAWING TITLE

A361 Site Access Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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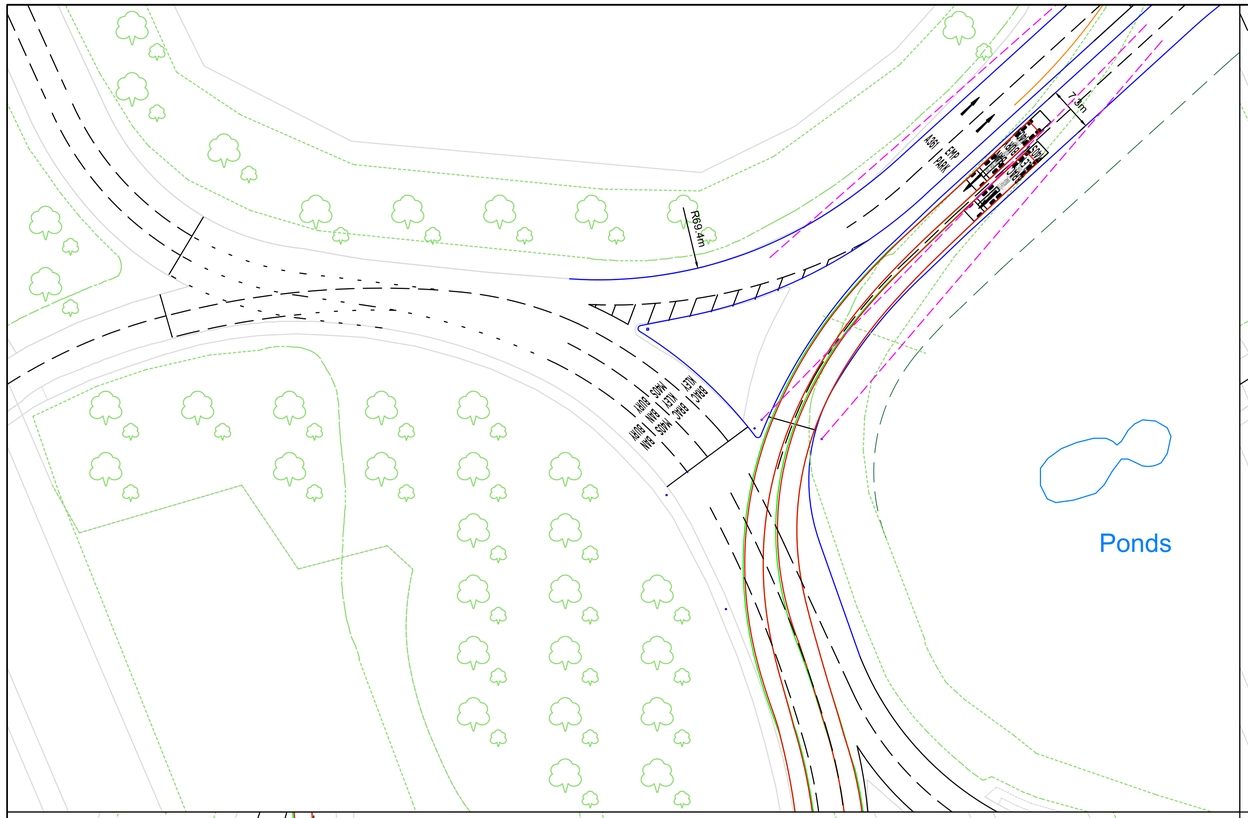

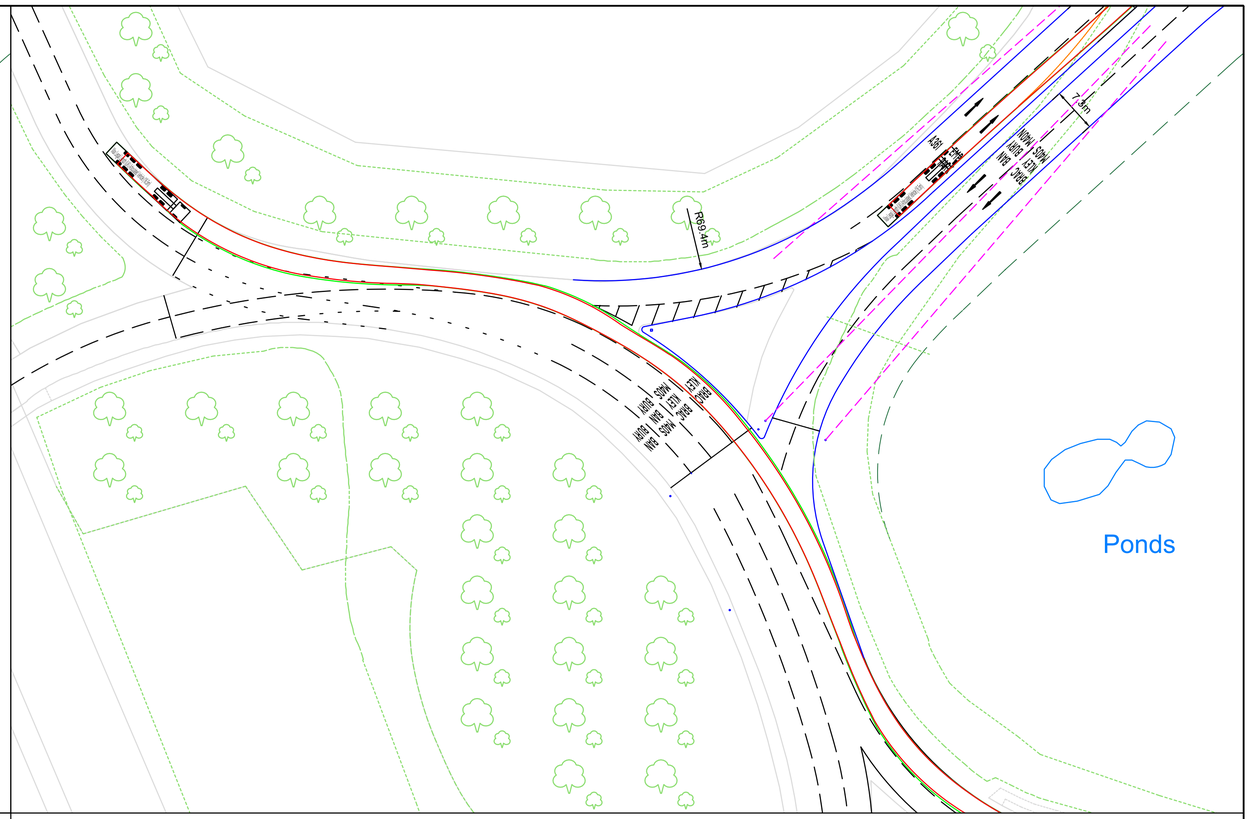

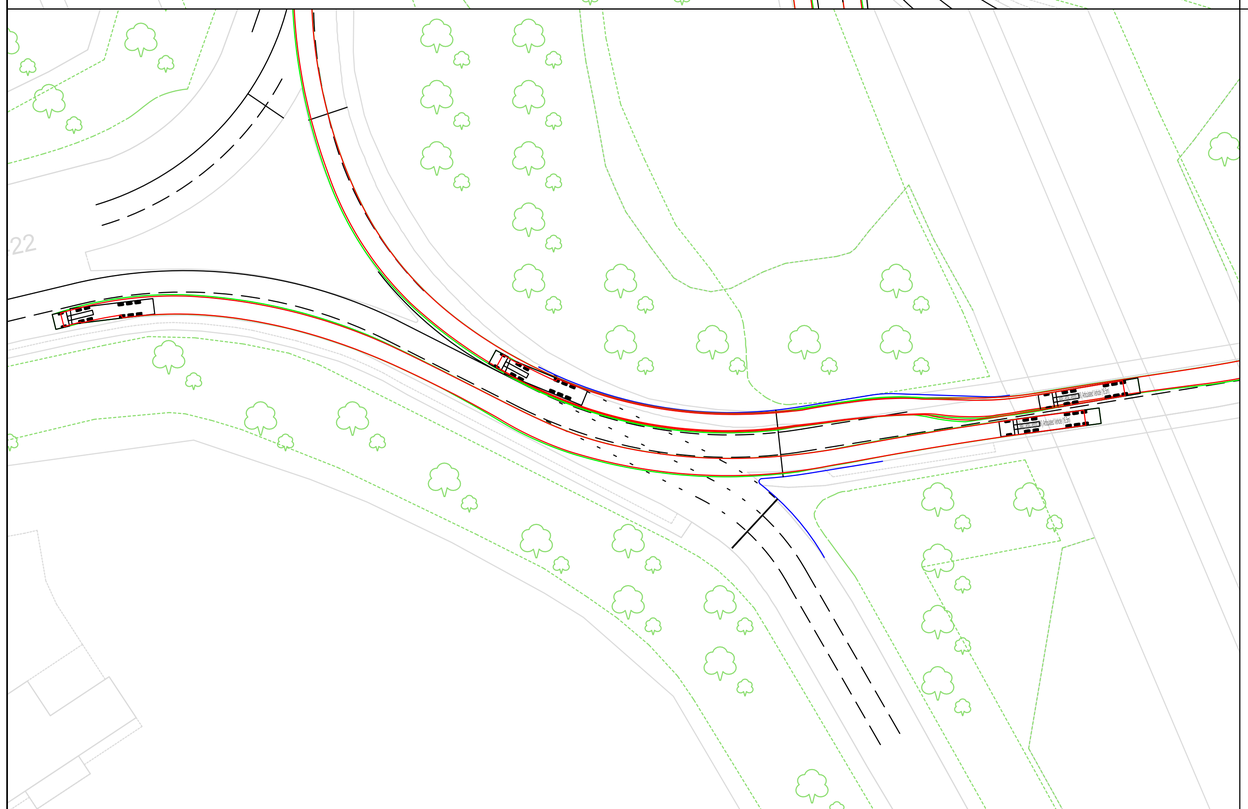

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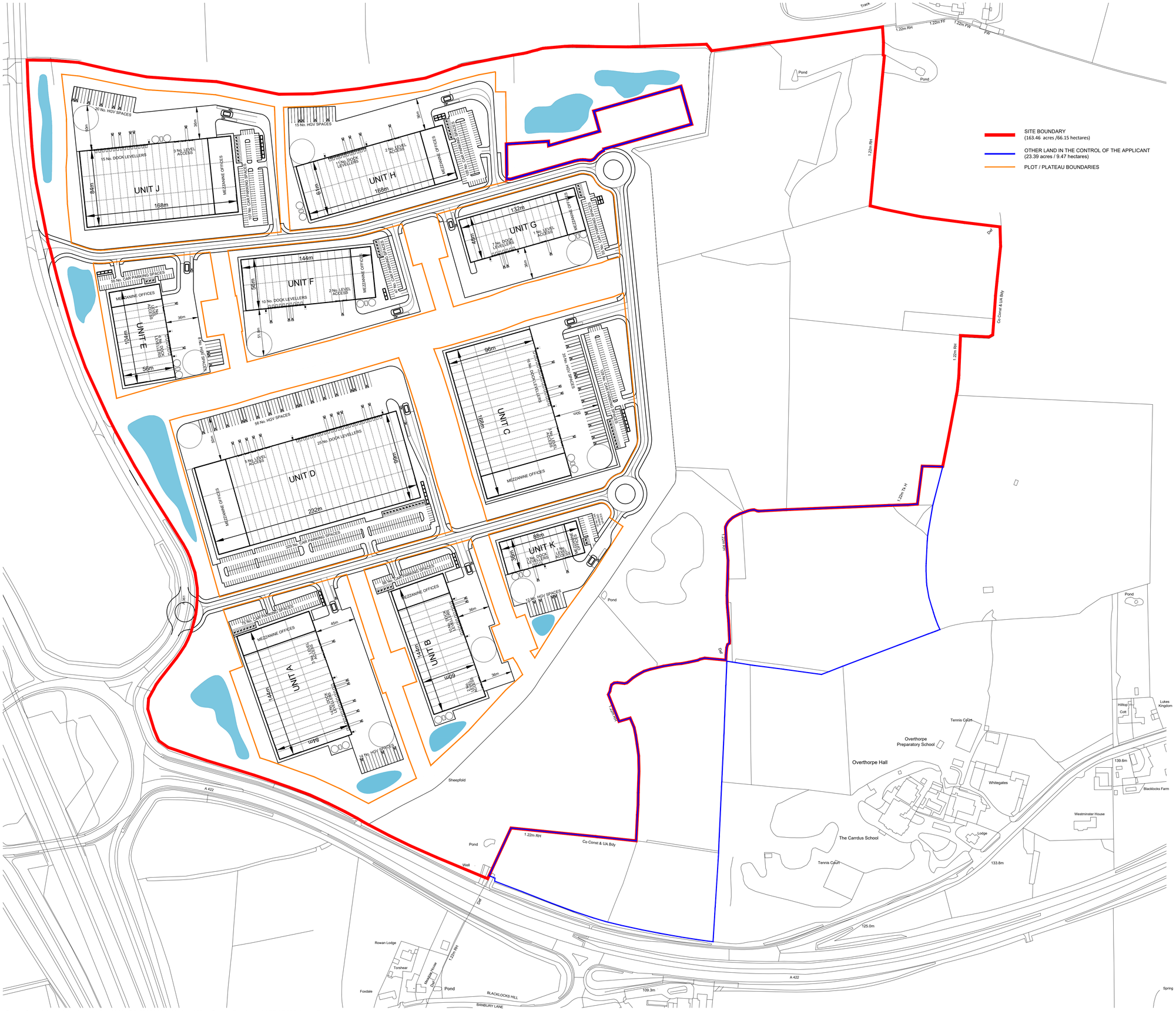
JOB TITLE	CLIENT
LAND AT M40 J11	GREYSTOKE

DRAWING TITLE

M40 Junction 11 Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A1	RM	04/10/22	23459-06-04-TRK	A

Appendix A



NOTES:

Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.

Subject to statutory approvals and survey.

Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.

Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.

The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.

NB.

- **SUBJECT TO SURVEYS, CONSTRAINTS & PLANNING.**
- **LAYOUT TO BE TRACKED.**
- **RED LINE INDICATIVE ONLY.**

Rev	Revision Description	Date	Author/ Reviewer
P8	Drawing title updated and schedules removed	05/05/22	AK/TW
P7	Minor graphical updates	03/05/22	MM/TW
P6	Updated blue boundary	29/04/22	SA/TW
P5	Updated layouts of units B, E, F & G	26/04/22	SA/TW
P4	Minor updates to units	26/04/22	AW/TW
P3	Minor updates to units	22/04/22	AW/TW
P2	All units updated	21/04/22	AW/TW
P1	First Issue	22/12/21	AW/TW

PRELIMINARY

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Project

LAND EAST OF JUNCTION 11, M40, BANBURY

Client

GREYSTOKE CB

Drawing Title

ILLUSTRATIVE SITE LAYOUT

Scale	Size	Drawn	Checked	Date
1:2000	A1	AW	TW	21/12/2021

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5166	CA	00	00	DR	A	05001	P8

Appendix B

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell
Application no: 22/01488/OUT
Proposal: Construction of up to 140,000 sq m of employment floorspace (use class B8 with ancillary offices and facilities) and servicing and infrastructure including new site accesses, internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works including demolition of the existing farmhouse
Location: OS Parcel 5616 South West Of Huscote Farm And East Of, Daventry Road, Banbury OX17 2BH

Response Date: 15th July 2022

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Assessment Criteria
Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Commercial – use class	m^2
B8	140000

Application no: 22/01488/OUT
Location: OS Parcel 5616 South West Of Huscote Farm And East Of, Daventry Road, Banbury OX17 2BH

General Information and Advice

Recommendations for approval contrary to OCC objection:
If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions
The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.

- **Administration and Monitoring Fee - TBC**
  This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will adjusted to take account of the number of obligations and the complexity of the S106 agreement.

- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 22/01488/OUT
Location: OS Parcel 5616 South West Of Huscote Farm And East Of, Daventry Road, Banbury OX17 2BH

Strategic Comments

This outline planning application seeks permission for the construction of up to 140,000 sqm of B8 employment floorspace with ancillary offices and facilities.

The application site is located on unallocated land to the east of Junction 11 on the M40, on the eastern edge of Banbury. It is also adjacent to Banbury 15 allocated in the Cherwell Local Plan 2011-2031 for Employment Land West of the M40.

The Planning Inspector's Report on the Examination into the Cherwell Local Plan commented on Banbury 15, which originally extended from the boundary with the M40 and across the A361 to the fields east of the A361. The Inspector concluded that only the smaller portion of the site bound by the M40 to the west and the A361 to the east (now known as "Frontier Park") would be appropriate for development in this Plan period. The Inspector also highlighted the severe congestion and air quality issues at Junction 11, along Hennef Way in particular.

The County is raising Transport Development Control and Lead Local Flood Authority objections. Also attached are detailed Archaeology comments.

Officer's Name: Jonathan Wellstead
Officer's Title: Principal Planner
Date: 15/07/2022

Application no: 22/01488/OUT
Location: OS Parcel 5616 South West Of Huscote Farm And East Of, Daventry Road, Banbury OX17 2BH

Transport Schedule

Recommendation:

Objection for the following reasons:

- The site is in an unsustainable location for walking and cycling
- The primary access roundabout is too close to the M40 Junction 11 as it will cause occasional severe congestion
- Any further development around Junction 11 of the M40 will add to the severe congestion and air quality problems on the A422, particularly along Hennef Way – this development does not demonstrate how it would reduce its impact on these issues through adequate sustainable travel connections or by highway improvements
- Safe and suitable operation of affected highway junctions has not been demonstrated by the use of a suitable analysis tool.

If, despite OCC's objection, permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement, including an obligation to enter into a S278 agreement, to mitigate the impact of the development plus planning conditions as detailed below.

S106 Contributions

Contribution	**Amount £**	**Price base**	**Index**	**Towards** (details)
Strategic Transport (1)	**1,069,970**	**March 2019**	Baxter	A highway improvement scheme to relieve congestion on Hennef Way
Strategic Transport (2)	**To be confirmed**		Baxter	Delivery of the A422 to Overthorpe Road link road, or alternative scheme
Public transport services	**600,000**	**May 2022**	RPI-x	To establish a bus service to the site
Travel Plan Monitoring	**2,563**	**May 2022**	RPI-x	Monitoring of the Framework Travel

				Plan
Admin Fee	**To be confirmed**			Administration of the S106
Total				

Other obligations:

- Off-site highway works –
  - a signalised crossing of the A361
  - widening of the A361 to incorporate a right-turn filter lane at the priority junction access
  - modifications to the alignment of the A361 at the roundabout access
- On site highway works –
  - two new vehicular access points to the A361

Comments:

Introduction

This application is for up to 140,000 sqm of B8 Employment floorspace located between the A361 and A422, close to Junction 11 on the M40.

It is an Outline application with all matters reserved. However, access needs to be considered at this time as it is fundamental to the determination of this application. Comments are also made on the layout as significant changes will be required before the reserved matters stage.

Principle of Development and required mitigation

The proposed site is not allocated for development in the Cherwell District Council Plan. The Planning Inspector's Report on the Examination into the Cherwell Local Plan commented on Banbury 15, which originally extended from the boundary with the M40 and across the A361 to the fields east of the A361. The Inspector concluded that only the smaller portion of the site bound by the M40 to the west and the A361 to the east (now known as "Frontier Park") would be appropriate for development in this Plan period. He commented:

'In addition, for the whole site to be developed as a mainly road based B2/B8 employment scheme, major contributions are likely to be necessary to other transport and highway improvements, especially to the motorway junction itself. There is no clear evidence that an acceptable programme of works could viably and practically be delivered, taking into account the impacts of other developments committed in the plan.' (Para. 203, Page 41 of Inspector's Report).

The Inspector highlighted the severe congestion and air quality issues at Junction 11, along Hennef Way in particular, and also made this comment regarding traffic generation:

'Moreover, there are acknowledged barriers to delivery of the whole Ban 15 site at J11, including that the traffic movements likely to be generated would trigger the need for the new South East relief road through the town.' (Para. 202, Page 41 of Inspector's Report).

The South East relief road is discussed in the Oxfordshire Local Transport Plan 4 (LTP4), which also includes other mitigation measures for Banbury.

LTP4 states "*The increase in Local Plan growth to the south of Banbury has renewed the need to investigate the opportunities, costs and benefits of a link road over the railway for the post 2024 period, to manage traffic movements within the town*."

No decision has been taken to date on the requirement for a SE relief road or the route it may take. In principle, such a road would relieve existing pressure on Junction 11 in order to accommodate the traffic generated by the proposed development. However, as the Inspector has pointed out, *there is no clear evidence that an acceptable programme of works could viably and practically be delivered*, so there is no certainty that a South East relief road could proceed.

Area strategies for Transport, including for the Banbury region, will soon be compiled to accompany the new Local Transport and Connectivity Plan (LTCP), which was approved by OCC Cabinet on 21 June 2022 and goes to full Council for adoption on 12 July 2022. This strategy will outline whether OCC will continue to investigate the potential for a South East relief road.

There is greater commitment in LTP4 for a link road to the east of the M40 J11:

13.In the longer term (post 2024), there is likely to be a need for additional road capacity to manage anticipated traffic growth at M40 Junction 11.

- **A new link road east of Junction 11** will provide a strategic solution to helping mitigate the impact of traffic travelling to/from Banbury from surrounding areas including from the M40.

This is clarified in the Policy BAN1 with the following confirmed measure:

- Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422).

The Local Plan Inspector viewed this link as the northern part of the south east link road and in reducing the size of the employment allocation acknowledged that this would remove the need for the link in the shorter term. This potential link road has, therefore, not been designed or costed to date and will be considered within the Local Plan Review and LTCP area strategy in terms of need and strategic fit.

If planning permission is to be granted, OCC will require a contribution to fund delivery of the link road or an alternate, unspecified scheme that will have a similar impact in reducing or reallocating local traffic flows to the Junction 11 roundabout, in order to create capacity for the proposed development traffic. The amount of this contribution is to be determined.

OCC will also be requiring a contribution towards measures along Hennef Way and adjoining roads, given the severe issues already experienced and the additional traffic to be generated by the site. This will be proportionate to the sum being paid by Frontier Park.

Access arrangements

The site would be connected to the existing highway network via two junctions with the A361, one either side of the junction being constructed for Frontier Park on the west side of the road.

The primary access would be a three-arm roundabout located just a little over 100m from the A361 exit on to the Junction 11 roundabout. This proximity is likely to cause occasional severe congestion issues and is a reason for objection. See further discussion below under Traffic Impact. It has not been demonstrated that there is sufficient distance to accommodate the necessary direction signage.

The secondary access would be a priority junction, approximately 450m north of the primary access and approximately 200m north of the Frontier Park junction. A filter lane would be added to the A361 for right-turning inbound vehicles.

DMRB GG 119 recommends that a Stage 1 Road Safety Audit should be undertaken before planning consent is applied for, but this has not been included. Given the scale of the development and the changes required to the highway layout, a Stage 1 RSA would have been informative.

Active transport connectivity

OCC considers that there is inadequate connectivity for pedestrians and cyclists, which means that a safe and suitable access to the site cannot be achieved for all users. This is contrary to paragraph 110 of the NPPF and, therefore, a reason for objection.

Pedestrians would, realistically, only be able to reach the site from the Banbury Gateway shopping centre, via the underpass below the M40 and along the paths within the Frontier Park development to the A361, a distance of approximately 800m. As the site is roughly 500m wide, east to west, the majority of employees would have a walk of at least 1km to the nearest facilities. Furthermore, it is approximately 1600m to the

nearest residence, so the catchment area of north Grimsbury within the commonly accepted 2km maximum distance for a walking commute is relatively very small. This means that walking to work is not an option for nearly every potential employee.

As the walking route would entail crossing the busy A361, a signalised crossing will be required, on the desire line between Frontier Park and the site access, to ensure pedestrian safety along the only available route.

Any cyclists would also follow the same route from Banbury to the site. The only part of the route from the shopping centre that is designated for use by cyclists is a 3m wide cycle link, approximately 160m long, to the west of Frontier Park Zone A. Footways alongside roads in Frontier Park and the A361 are not cycletracks, meaning that cyclists will have to stay on road, which is not considered to be appropriate here as there will be a high proportion of HGVs and a large number of turning vehicles.

Public transport

Section 3.4 of the Transport Assessment refers to the existing public transport accessibility at the site. Unfortunately, since this was produced the Council has received notice from Stagecoach that service 200 will be withdrawn entirely in August 2022 and at the same time service 500 will no longer route via Chacombe, therefore taking it away from the stops on the A361.

Consequently therefore, whilst the Frontier Park application is delivering bus stops on the A361, as things stand at the time of writing this response there will be no bus services to this development other than those which can be secured by the £100,000 contribution. This is likely to be little or nothing in reality given the cost of bus service provision.

Section 4.3 of the Transport Assessment refers to Frontier Park and states that public transport accessibility was found to be acceptable. At that time, two buses per hour, six days per week, passed the site and both are currently scheduled to be withdrawn. Consequently:

- this applicant cannot rely on this previous decision to show the development is acceptable; and
- proportionality of contributions as set out in section 8.1 is not automatically acceptable.

In order to make this development acceptable a bus service will need to be provided at least for all shift and office hours change times for a prolonged period. A proportional contribution based on floor space for Frontier Park would result in a contribution of £280,000, which in the event there is no background level of service this would only be sufficient to maintain a new service for a maximum of two years.

Given the present situation OCC consider that a contribution of £600,000 would be appropriate in this instance, which could provide a sufficient level of service for four years. The £100,000 contribution from Frontier Park should be disregarded as it will almost certainly be exhausted prior to occupation of this development. Without such a contribution the site is likely to be inaccessible by public transport and should not be permitted.

No public transport infrastructure contributions are necessary as these are being dealt with by Frontier Park.

Site layout

Final layout of the development will be determined at the Reserved Matters stage. However, the design shown in the Illustrative Site Layout drawing (no. 05001 Rev. P8) is unlikely to be acceptable.

The internal street layout is simple, with each industrial unit being accessed directly from the distributor road which terminates at the primary and secondary access points. All footways must be 2.0m wide and car parking spaces at least 5.0m x 2.5m.

The County Council is concerned about the lengths of straight road that will encourage speeding. New *residential* developments in Oxfordshire must be designed for 20mph (ref. Decisions by the County Council, 8 December 2020). Although there are likely to be fewer pedestrians than on a typical residential street, there will be on-carriageway cyclists (unless a network of cycle routes is designed in) and a high proportion of HGVs. Therefore, consideration must be given to designing the street layout in order to restrict speeds to appropriate levels.

The Site Layout shows the road leading from the primary access to be a straight length of 460m, and directly serving only three of the ten Units. Many vehicles will therefore be travelling the full length, so are likely to do so at speed if not calmed somehow. Deviations or features are typically placed at a maximum spacing of 70m to reduce speeds. All three links of the distributor road have excessive straight lengths so a major adjustment to the road layout will be necessary before it may be considered acceptable.

An internal network of pedestrian and cycle paths should be incorporated to keep active travellers clear of the road network and to encourage these modes of transport. The network should emerge on the A361 at the location of the signalised crossing (to be provided by this development).

Traffic generation and trip distribution

The TRICS database has been used to determine the vehicle movements generated by the relevant land uses, which are reasonably estimated to be proportioned as 80% warehousing and 20% parcel distribution.

Appendix I of the TA incorrectly includes TRICS Category D - Industrial Estate rather than F – Warehousing. It is, therefore, not possible to verify the traffic generation for this land use.

Distribution of light and heavy vehicles is considered separately. Light vehicles are primarily linked to commuting journeys and local parcel distribution, so it appears reasonable that only 21% of these trips are on the M40. Conversely, the majority (67.5%) of HGV trips are on the motorway. (The HGV assignment in Table 10 does not add up to 100% as the split of the 5.5% to SW England in Table 9 is incorrect).

Traffic impact and modelling

The Transport Assessment (TA) acknowledges that six junctions need to be assessed. As they will all be within 2.4km of each other, there will be interaction between adjacent junctions. This can only be accurately represented and tested by use of the VISSIM microsimulation model, which has not been carried out.

Three standalone junctions have been assessed and these are considered individually below.

A361 / Proposed site access priority junction

Base case traffic flows are taken from a one-week survey in December 2021. This is not a “neutral” month so these flows cannot be taken as typical. Sect. 3.3.1 of the TA says that the survey data is for vehicle speeds only, but the Base Year flow in the PICADY assessment tallies with this data and there is no indication of any other source.

35% of traffic to/from the site is assumed to use the northern access, based on floor area, which appears to be reasonable.

There are discrepancies in some of the vehicle numbers in the Junction Matrix. For example, the TEMPRO Growth Factor for 2022-2032, AM, is calculated as 1.0917. Total vehicles for the A361 S to A361 N is given as 335 (Base Year + Committed + Development) and 357 (2032 + Committed +Development). This is equivalent to a growth factor of 1.0657, which is only 72% of the TEMPRO growth. Uplift factors used are not consistent and are generally less than the TEMPRO value, meaning that the future years analysis is unreliable.

A361 / Proposed site access roundabout

Again, the base case traffic flows are taken from a one-week survey in December 2021. This is not a “neutral” month so these flows cannot be taken as typical. Sect. 3.3.1 of the TA says that the survey data is for vehicle speeds only, but the Base Year flow in the ARCADY assessment tallies with this data and there is no indication of any other source.

There are discrepancies in some of the vehicle numbers in the Junction Matrix. For example, the TEMPRO Growth Factor for 2022-2032, AM, is calculated as 1.0917. Total vehicles for the A361 S to A361 N is given as 550 (Base Year + Committed + Development) and 571 (2032 + Committed +Development). This is equivalent to a growth factor of 1.0382, which is only 42% of the TEMPRO growth. Uplift factors used are not consistent and are generally less than the TEMPRO value, meaning that the future years analysis is unreliable.

M40 Junction 11 grade separated roundabout

Base case traffic flows are taken from a one-day survey in March 2022. This is not a “neutral” month so these flows cannot be taken as typical.

The first sheet of survey data in Appendix E gives queue lengths at the roundabout. There are two tables, although Arms D and E are missing from the right-hand table. Both sets of data are timed from 07:00 to 09:55, but it is assumed that the right-hand table should apply to the evening peak period.

Queue lengths on Arm A (A361) are misleadingly given for Lanes 1 and 2, even though there are two lanes over a distance of about 35m only. It is noted that the maximum queue length on Arm A is recorded as 19 vehicles at 07:45. Given the breakdown of vehicle types across the hour (79% cars, 17% LGV, 4% OGV 1 & 2/PSV), I estimate that a 19-vehicle queue will be at least 130m long. This means that the back end of the queue would be across the proposed site access roundabout and would impede the free flow of traffic into and out of the site. This, in turn, may block northbound A361 traffic and lead to congestion back to the Junction 11 roundabout.

The scenario described above is possible with the current, as surveyed, flows. If considered to be an average day, then queue lengths will be longer on half of all other weekdays.

From the Junction Matrix (Appendix H), A361 southbound flows, AM peak:

Base Year	489 vehs.	
Base Year + Committed + Development	773 vehs.	
2032 + Committed + Development	844 vehs	(773 x 1.0917 TEMPRO)

Therefore, it is predicted that there will be 73% more traffic (in 2032 c/w 2022) on the A361 entering the J11 roundabout in the AM peak. This will have a very significant impact on the length of queues and the resulting congestion in the area. It has not been

demonstrated in a VISSIM simulation that widening the A361 to two lanes between the proposed and existing roundabouts, and increasing the gyratory entry flare to three lanes, is sufficient to mitigate for the effect of the additional vehicles. Also, it has not been demonstrated that these proposed highway modifications are feasible, considering the level differences between the carriageway and the surrounding land. Indicative cross-sections and the relation to the highway boundary should be included.

Total flows to and from some of the roundabout arms have a maximum AM peak hour between 07:00 to 08:00, while others are between 08:00 to 09:00. The Trip Rate for Parcel Distribution Centres over the 7-8 period (1.046) is more than double that for the 8-9 period (0.445). Comparative trip rates for Warehousing are not known as that data has not been included in Appendix I but is similarly expected to be much higher over the earlier period. Therefore, analysis of the J11 roundabout, and other junctions, must include both AM time periods.

Travel Plan

This is a large site, currently without the necessary local infrastructure to support sustainable, active modes of travel. This is demonstrated by the fact that there are currently no bus stops in the vicinity of the site (paragraph 2.3.1 Framework Travel Plan), and no footpaths along the A361 (paragraph 2.4.1 Framework Travel Plan). If 1,900 employees are to visit the site daily, significant mitigating measures need to be put in place to reduce the reliance on the car. The success of the travel plan will depend on the initial infrastructure provided to support it.

A pedestrian link is provided under the M40 to access the Banbury Shopping Centre, but how long will it take for a member of staff employed at the furthest point of the development, to access it? Pedestrian and cycling routes throughout the development should be considered to enable pedestrians and cyclists to move quickly through the site without having to follow the road network.

Unfortunately, the Information submitted as part of this application is not detailed enough to provide a definitive list of travel plan requirements. It is advised that the applicant consults the thresholds contained within the OCC guidance document ('Transport for New Developments – Transport Assessments and Travel Plans March 2014') to determine what is required once exact sizes of each of the units are known. A copy of the guidance has been attached with this response for ease of reference. **It is likely that subsidiary travel plans (and associated monitoring fees) or travel plan statements will be required for each of the 10 individual units.**

It can be confirmed that a Framework Travel Plan and £2,563 monitoring fee will be required for the site. This is required prior to first occupation and should then be updated within 3 months once adequate survey data is available. A Framework Travel Plan has been submitted but this does not contain the level of detail required and so it is advised that the applicant consults the criteria within appendix 7 of the OCC guidance

document (referred to earlier in this response) to ensure all the required information is included before revising and resubmitting.

Cycle parking and EV charging for both vehicles and bicycles should be provided within the boundary of each unit.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£1,069,970 Strategic Transport Contribution (1) indexed from March 2019 using Baxter Index

Towards: a highway improvement scheme to relieve congestion affecting the A422 between M40 Junction 11 and Southam Road.

Justification:
The A422 and adjoining roads are already affected by severe congestion and consequent air quality issues, so the proposed development will intensify these problems. A contribution towards the cost of a scheme has previously been accepted as being necessary to make the Frontier Park development acceptable and the same would apply to this proposed development.

Calculation:
The Frontier Park contribution was based on the proportion of AM peak trips on Hennef Way generated by local plan allocated sites, extracted from the Banbury SATURN model. This proposal is not an allocated site so the same method of calculation cannot be used.

The most appropriate calculation is a comparison of the AM peak trips on the A422 (west of J11) generated by Frontier Park and the proposed development. These figures are taken from Appendix H of the TA.

Frontier Park	97 vehicles (55 eastbound, 42 westbound)
Proposal	138 vehicles (74 eastbound, 64 westbound)
FP contribution	£752,081

Contribution required = (138/97) x 752,081 = £1,069,970

£To Be Confirmed Strategic Transport Contribution (2) indexed using Baxter Index

Towards: delivery of the A422 to Overthorpe Road link road, or alternative scheme

Justification:

LTP4 recognises that "*In the longer term (post 2024), there is likely to be a need for additional road capacity to manage anticipated traffic growth at M40 Junction 11*."

Policy BAN1 says:
"**BAN1 – We will seek opportunities to deliver transport schemes which will support the regeneration and growth of Banbury to 2031 and protect the historically sensitive areas of the town through:**
• Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422)."

Delivery of this link road, or an alternative scheme that will have a similar impact on the capacity of Junction 11, is necessary to make this proposal acceptable by creating additional capacity at the roundabout to accommodate traffic generated by the site.

Calculation:

The contribution is to be determined at a later date.

£600,000 Public Transport Service Contribution indexed from May 2022 using RPI-x

Towards: Establishment of a bus service to the site.

Justification:
Existing bus routes past the site are to be withdrawn. Therefore, to restore a feasible public transport option, which is necessary to make the proposal acceptable, the development must fund a bus service for a four-year period. The service must cover all shift and office hour changes.

Calculation:

Estimated cost per year = £150,000 x 4 years = £600,000

£2,563 Travel Plan Monitoring Fee indexed from May 2022 using RPI-x

Justification:
To cover the cost of monitoring the travel plan over a five-year period. A travel plan is a bespoke document and requires regular review and update in order to ensure that the measures are succeeding in delivering targets for sustainable travel. Without this monitoring the plan would not be effective.

Calculation:
The amount is based on the cost of OCC staff time, at cost, over the five-year period.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- A priority junction site access from the A361, including widening to incorporate a right-turn filter lane
- A roundabout site access, including realignment of the A361
- A signalised crossing of the A361
- Repositioning of the speed limit to suit the northern site access

Notes:
This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.
The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works. This will include the cost of making the TRO required to reduce the speed limit past the site.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Site Access: Full Details
Prior to the commencement of the development hereby approved, full details of the means of access between the land and the A361 and bus and pedestrian facilities on the A361, including position, layout, drainage, lighting, visibility splays and footways shall be submitted to and approved in writing by the Local Planning Authority. There shall be no obstruction of the visibility splays above 0.6m high. Thereafter and prior to the first occupation of any of the development, the means of access shall be constructed and retained in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

Site Roads, parking and Turning Areas
Prior to the commencement of each phase of the development hereby approved, full specification details of the site roads, parking and turning areas including bus turning area to serve the development, which shall include swept path analysis, construction, layout, surfacing, lighting and drainage, shall be submitted to and approved in writing by

the Local Planning Authority. Thereafter and prior to the first occupation of each phase of the development, the site roads and turning areas shall be constructed in accordance with the approved details. *Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.*

Cycle Parking
The development hereby approved shall not be occupied until cycle parking spaces to serve the development have been provided according to details that have been submitted to and agreed in writing by the Local Planning Authority. All cycle parking shall be retained unobstructed except for the parking of cycles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority. *Reason: To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Pedestrian/cycle connection
Prior to the commencement of the development hereby approved, full details of the pedestrian/cycle connections within the site and from the site to the A361 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the connections will be provided in accordance with the agreed details prior to occupation of the development. *Reason: To ensure safe and suitable access to the development for all people.*

Framework Travel Plan
Prior to occupation, a Framework Travel Plan meeting the requirements set out in the Oxfordshire County Council guidance document, “Transport for New Developments; Transport Assessments and Travel Plans” shall be submitted to and approved in writing by the Local Planning Authority. *Reason – to encourage occupiers to use sustainable modes of transport as much as possible in line with the NPPF*

Delivery and Servicing plan
Prior to occupation of the development hereby permitted, a delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority. Site deliveries and servicing shall thereafter be carried out in accordance with the approved plan. *Reason In the interests of highway safety and to comply with Government guidance within the NPPF.*

Construction traffic management plan
Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include a commitment to deliveries only arriving at or leaving the site outside peak traffic periods. Thereafter, the approved CTMP shall be implemented and operated in accordance with the approved details. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

Officer's Name: Roger Plater
Officer's Title: Transport Planner
Date: 11 July 2022

Application no: 22/01488/OUT
Location: OS Parcel 5616 South West Of Huscote Farm And East Of, Daventry Road, Banbury OX17 2BH

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Provide surface water catchment plan.
- Provide surface water drainage strategy drawing.
- Provide pond references which should correlate with the calculations.
- Provide consent from the relevant party to discharge surface water.
- Provide infiltration testing to confirm feasibility of infiltration systems.
- Provide existing culvert conditions.

Detailed comments:

Provide surface water catchment plan showing the extent of the areas and state the areas. Clearly show which areas drain to the relevant SuDS features. Allow additional 10% urban creep to the areas. Clarify the percentage build up assumed for the hard standing areas.

Provide pond references on the drainage strategy drawing which should read in line with the calculations.

Provide a drainage strategy drawing, showing the attenuation volumes, discharge rates based on Qbar and outfall locations.

Provide consent from the relevant party to discharge surface water.

Provide infiltration testing to confirm feasibility of infiltration systems.

Provide existing culvert conditions.

Officer's Name: Kabier Salam
Officer's Title: LLFA Engineer
Date: 22/06/2022

Application no: 22/01488/OUT
Location: OS Parcel 5616 South West Of Huscote Farm And East Of, Daventry Road, Banbury OX17 2BH

Archaeology

Recommendation:

The site is in an area of archaeological potential, as defined in the submitted Desk Based Assessment, with the site immediately to the west recording Romano British remains during an archaeological evaluation. The proposal site should be subject to an archaeological evaluation prior to the determination of any planning application.

Key issues:

Legal agreement required to secure:

Conditions:

In accordance with the National Planning Policy Framework (NPPF 2021) paragraph 189, we would therefore recommend that, prior to the determination of this application the applicant should therefore be responsible for the implementation of an archaeological field evaluation.

This must be carried out by a professionally qualified archaeological organisation and should aim to define the character and extent of the archaeological remains within the application area, and thus indicate the weight which should be attached to their preservation. This information can be used for identifying potential options for minimising or avoiding damage to the archaeology and on this basis, an informed and reasonable decision can be taken.

Informatives:

Detailed comments:

The site is located in an area of archaeological interest and potential, with an archaeological evaluation immediately to the west of the proposed site recording features dating to the 2nd and 3rd Centuries AD (EOX6926), and a watching brief 1km south west of the site found the remains of Saxon boundary ditches (EOX2099). In the vicinity, Neolithic pits and a large Neolithic linear feature recorded 1.5km to the north west of the site, along with a Roman

settlement. A Bronze Age enclosure has also been excavated 1km northwest of the site and Bronze Age settlement evidence has been recorded 900m west of the proposed site. Iron Age settlement has also been recorded west of this proposal in the same area. A large enclosure has been identified from aerial photographs 1.2km north west of the proposed site which is thought to be of later prehistoric date, based on its form (MOX4535).

The proposed site itself contains relatively well preserved ridge and furrow which form part of a larger system of medieval and post medieval field systems crossing the county boundary into Northamptonshire. 700m to the south of the proposed development is the site of Nethercote Deserted Medieval Village (MOX26804). The extant ridge and furrow contribute to the setting of Nethercote DMV and suggest what the landscape could have looked like before the village was deserted.

An archaeological desk-based assessment has been submitted along with the application which highlights the archaeological features recorded in the surrounding area, as was recommended in the Pre-app advice.

The archaeological potential of the site will need to be investigated through fieldwork prior to the determination of this application, with the first phase of work comprising a geophysical survey.

Officer's Name: Victora Green
Officer's Title: Planning Archaeologist
Date: 13th June 2022

Appendix C

Calculation Reference: AUDIT-623801-220321-0325

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	KC	KENT	1 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 190 to 50000 (units: sqm)
Range Selected by User: 190 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 15/10/20

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 DV-02-F-01 OPTICS WAREHOUSE DEVON
ALDERS WAY
PAIGNTON

Edge of Town
Industrial Zone
Total Gross floor area: 190 sqm
Survey date: FRIDAY 29/03/19 Survey Type: MANUAL

2 DV-02-F-02 LIDL DISTRIBUTION CENTRE DEVON
CHILLPARK BRAKE
NEAR EXETER
CLYST HONITON
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 50000 sqm
Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL

3 EX-02-F-01 SPORTS SUPPLEMENTS ESSEX
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

4 KC-02-F-02 COMMERCIAL WAREHOUSING KENT
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

5 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

6 TW-02-F-01 ASDA DISTRIBUTION CENTRE TYNE & WEAR
MANDARIN WAY
WASHINGTON
PATTISON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

7 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY 09/11/15 Survey Type: MANUAL

8 WY-02-F-02 DISTRIBUTION COMPANY WEST YORKSHIRE
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-02	during covid

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	20212	0.081	3	20212	0.046	3	20212	0.127
06:00 - 07:00	3	20212	0.135	3	20212	0.068	3	20212	0.203
07:00 - 08:00	8	14715	0.163	8	14715	0.073	8	14715	0.236
08:00 - 09:00	8	14715	0.161	8	14715	0.093	8	14715	0.254
09:00 - 10:00	8	14715	0.141	8	14715	0.082	8	14715	0.223
10:00 - 11:00	8	14715	0.088	8	14715	0.091	8	14715	0.179
11:00 - 12:00	8	14715	0.095	8	14715	0.100	8	14715	0.195
12:00 - 13:00	8	14715	0.094	8	14715	0.100	8	14715	0.194
13:00 - 14:00	8	14715	0.132	8	14715	0.130	8	14715	0.262
14:00 - 15:00	8	14715	0.082	8	14715	0.110	8	14715	0.192
15:00 - 16:00	8	14715	0.082	8	14715	0.109	8	14715	0.191
16:00 - 17:00	8	14715	0.082	8	14715	0.149	8	14715	0.231
17:00 - 18:00	8	14715	0.068	8	14715	0.155	8	14715	0.223
18:00 - 19:00	8	14715	0.035	8	14715	0.100	8	14715	0.135
19:00 - 20:00	3	20212	0.028	3	20212	0.054	3	20212	0.082
20:00 - 21:00	3	20212	0.041	3	20212	0.033	3	20212	0.074
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.508			1.493			3.001

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

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

Parameter summary

Trip rate parameter range selected:	190 - 50000 (units: sqm)
Survey date date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

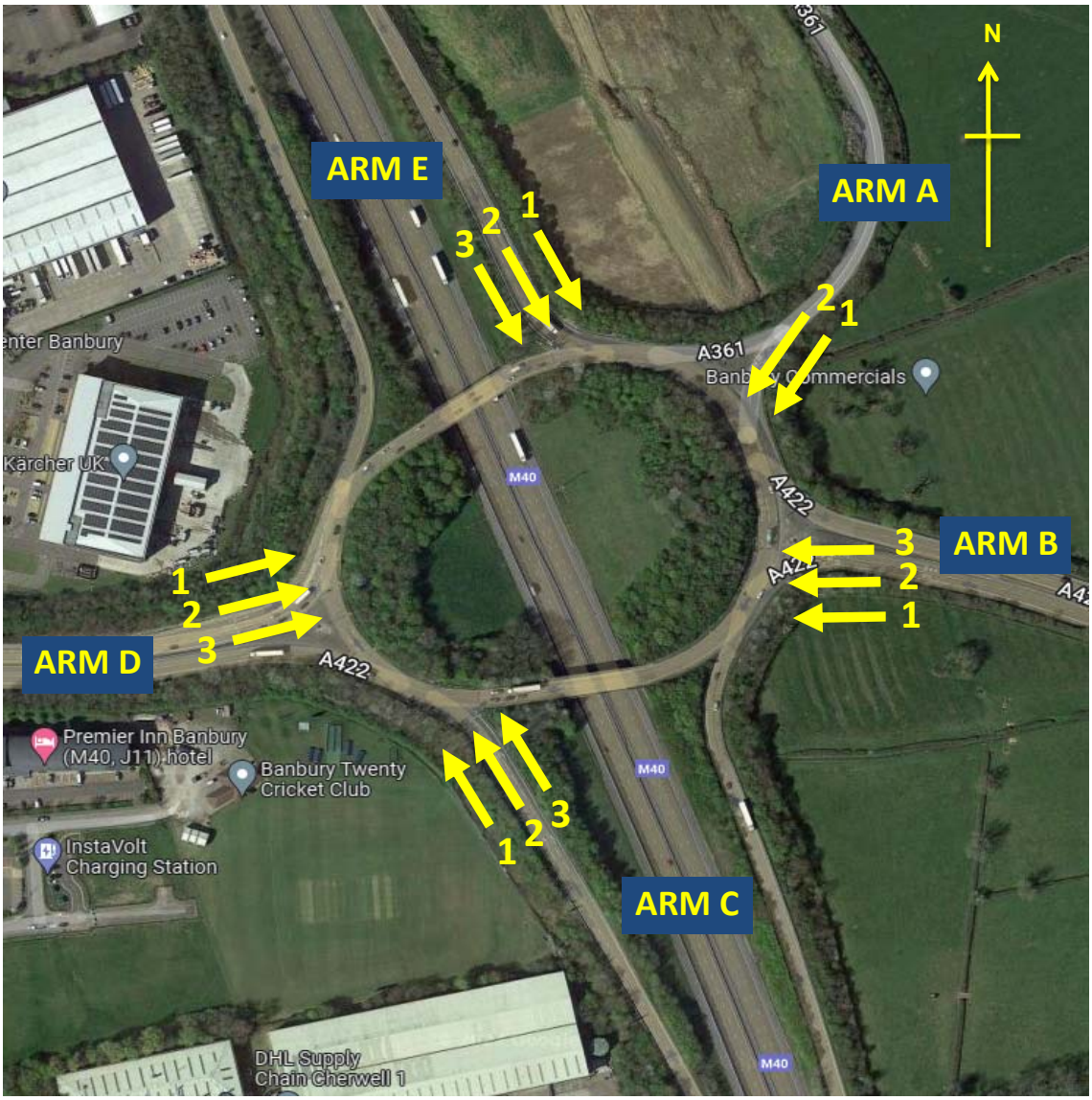
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	20212	0.026	3	20212	0.031	3	20212	0.057
06:00 - 07:00	3	20212	0.043	3	20212	0.043	3	20212	0.086
07:00 - 08:00	8	14715	0.041	8	14715	0.046	8	14715	0.087
08:00 - 09:00	8	14715	0.051	8	14715	0.056	8	14715	0.107
09:00 - 10:00	8	14715	0.055	8	14715	0.038	8	14715	0.093
10:00 - 11:00	8	14715	0.045	8	14715	0.046	8	14715	0.091
11:00 - 12:00	8	14715	0.037	8	14715	0.048	8	14715	0.085
12:00 - 13:00	8	14715	0.042	8	14715	0.042	8	14715	0.084
13:00 - 14:00	8	14715	0.035	8	14715	0.043	8	14715	0.078
14:00 - 15:00	8	14715	0.024	8	14715	0.025	8	14715	0.049
15:00 - 16:00	8	14715	0.040	8	14715	0.027	8	14715	0.067
16:00 - 17:00	8	14715	0.040	8	14715	0.034	8	14715	0.074
17:00 - 18:00	8	14715	0.042	8	14715	0.030	8	14715	0.072
18:00 - 19:00	8	14715	0.020	8	14715	0.022	8	14715	0.042
19:00 - 20:00	3	20212	0.010	3	20212	0.018	3	20212	0.028
20:00 - 21:00	3	20212	0.015	3	20212	0.015	3	20212	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.566			0.564			1.130

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

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

Appendix D

SITE: 1	AUTO SURVEYS LTD	DATE: 1ST MARCH 2022
LOCATION: A361 / A422 / M40		DAY: TUESDAY



JOB TITLE: BANBURY		JOB NUMBER: 11125

QUEUE LENGTHS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1

DATE: 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N)

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A361		ARM B A422 (E)			ARM C M40 (S)			ARM D A422 (W)			ARM E M40 (N)		
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3
07:00	5	2	1	7	11	4	3	1	0	9	8	7	2	4
07:05	9	6	0	9	6	5	3	3	0	11	10	5	2	5
07:10	8	9	3	7	10	4	3	2	0	6	16	6	7	6
07:15	6	6	0	4	8	5	4	1	0	6	9	7	4	4
07:20	8	2	1	8	9	7	4	3	0	8	9	5	5	7
07:25	8	9	0	9	9	5	4	3	0	6	8	4	5	9
07:30	5	10	1	11	12	6	4	2	0	8	11	11	5	4
07:35	8	11	0	11	10	8	4	6	0	8	8	9	6	5
07:40	7	6	1	7	13	5	5	4	0	10	7	10	7	6
07:45	5	19	1	8	8	7	6	5	0	11	10	5	5	4
07:50	13	9	1	10	8	5	3	5	0	9	10	7	8	6
07:55	11	10	0	6	9	6	3	2	0	4	9	5	6	8
08:00	13	6	1	9	12	5	3	2	0	12	12	10	7	8
08:05	8	12	2	8	12	7	3	5	0	9	10	10	4	3
08:10	13	11	0	10	11	5	3	4	0	10	8	8	4	6
08:15	8	9	0	16	15	8	5	2	0	11	9	6	8	10
08:20	10	7	0	17	11	11	6	4	0	11	12	4	9	8
08:25	11	10	2	19	8	9	3	3	0	10	11	7	3	10
08:30	13	8	0	18	12	5	3	2	0	7	8	5	7	9
08:35	7	8	0	12	9	7	6	2	0	12	10	5	7	8
08:40	6	10	1	14	6	8	3	5	0	9	9	7	4	8
08:45	5	4	1	11	9	7	3	2	0	7	11	4	7	8
08:50	4	5	0	11	11	6	3	2	0	5	7	6	2	4
08:55	6	6	1	12	6	8	3	2	0	6	8	6	2	4
09:00	5	10	0	7	6	5	2	1	0	5	6	3	4	3
09:05	2	2	1	5	5	5	3	1	0	3	5	2	2	4
09:10	5	6	1	9	5	8	4	2	0	3	6	5	6	4
09:15	3	5	1	8	7	5	2	3	0	10	6	4	2	3
09:20	3	6	1	7	7	7	2	2	0	2	4	3	4	4
09:25	2	4	0	9	4	5	3	4	0	8	9	3	1	4
09:30	8	5	0	8	7	8	3	5	0	3	2	4	2	5
09:35	5	2	0	10	6	7	3	1	0	8	5	5	4	6
09:40	2	3	1	5	4	9	2	0	0	5	5	2	2	3
09:45	5	4	0	7	3	4	5	3	0	6	5	3	3	4
09:50	4	3	1	6	5	3	2	2	0	5	5	3	5	3
09:55	1	3	1	5	3	7	3	2	0	4	5	3	3	3

TIME	ARM A A361		ARM B A422 (E)			ARM C M40 (S)			ARM D A422 (W)			ARM E M40 (N)		
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3
16:00	9	0	2	7	5	8	4	2	0	7	9	3	2	3
16:05	3	3	1	12	8	6	2	4	0	12	7	4	2	2
16:10	11	4	1	8	6	6	2	4	0	12	8	4	2	3
16:15	8	8	1	12	12	7	4	3	0	8	14	2	2	3
16:20	3	6	0	8	7	7	4	3	0	10	9	5	4	5
16:25	1	3	1	6	9	4	3	4	0	8	5	4	3	2
16:30	6	7	1	8	5	7	3	4	0	11	10	4	4	4
16:35	5	3	1	7	8	9	5	3	0	9	11	8	4	3
16:40	4	5	1	7	6	9	7	5	0	12	10	7	3	2
16:45	6	3	1	12	12	7	4	5	0	10	13	7	3	2
16:50	4	4	2	7	6	5	2	3	0	10	6	5	5	5
16:55	7	6	1	6	9	5	3	3	0	7	8	2	3	2
17:00	3	6	2	9	11	7	3	4	0	13	9	4	5	5
17:05	4	7	1	14	13	7	4	2	0	7	13	6	6	4
17:10	7	5	2	6	7	5	3	4	0	25	16	5	5	3
17:15	5	11	2	9	15	5	5	5	0	10	12	5	4	2
17:20	6	8	1	12	10	8	8	5	0	12	7	7	5	4
17:25	3	5	1	5	9	9	6	4	0	8	18	7	4	2
17:30	6	7	1	9	6	6	4	7	0	10	8	6	1	3
17:35	2	4	2	5	9	7	6	2	0	11	8	3	4	3
17:40	5	7	1	9	7	6	6	5	0	15	11	5	4	5
17:45	7	2	2	12	8	7	3	2	0	9	13	5	3	5
17:50	1	4	0	8	8	9	4	2	0	12	15	5	6	4
17:55	8	2	2	15	13	6	3	3	0	10	9	4	4	3
18:00	4	5	2	6	7	7	4	1	0	7	8	4	2	4
18:05	1	3	1	10	12	8	7	5	0	11	8	3	4	6
18:10	2	12	0	8	10	4	2	2	0	9	8	3	4	6
18:15	3	5	0	10	10	7	2	2	0	13	10	5	4	2
18:20	0	3	0	7	6	6	2	3	0	7	10	4	1	3
18:25	2	3	1	6	6	8	2	1	0	6	4	4	5	4
18:30	2	3	0	7	8	8	2	2	0	6	8	3	2	2
18:35	0	1	0	8	7	5	2	2	0	7	6	2	1	3
18:40	2	6	0	8	6	6	4	2	0	7	3	4	2	3
18:45	1	0	1	4	6	5	2	4	0	5	3	2	4	3
18:50	2	0	0	4	3	5	3	1	0	4	4	4	2	1
18:55	0	2	0	7	7	4	2	2	0	9	4	2	1	2

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	A TO A FROM A361 TO A361								A TO B FROM A361 TO A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	22	7	1	0	0	0	0	30
08:00	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
08:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
08:45	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	28	8	0	0	0	0	0	36
09:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	12	4	0	1	0	0	0	17
P/TOT	0	0	0	0	0	0	0	0	62	19	1	1	0	0	0	83

TIME	A TO A FROM A361 TO A361								A TO B FROM A361 TO A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	5	3	0	1	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	21	4	0	1	0	0	0	26
17:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33
18:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
18:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23
P/TOT	0	0	0	0	0	0	0	0	72	9	0	1	0	0	0	82

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	A TO C FROM A361 TO M40 (S)								A TO D FROM A361 TO A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	28	8	1	0	0	0	0	37	32	7	1	2	0	0	0	42
07:15	46	5	2	1	0	1	0	55	34	18	0	0	0	0	0	52
07:30	28	2	0	5	0	0	0	35	69	12	1	0	1	0	0	83
07:45	25	0	2	1	0	0	0	28	72	22	0	0	2	0	0	96
H/TOT	127	15	5	7	0	1	0	155	207	59	2	2	3	0	0	273
08:00	13	4	0	0	0	0	0	17	62	17	1	1	0	1	0	82
08:15	28	7	6	3	0	0	0	44	72	10	3	1	0	1	0	87
08:30	27	1	5	0	0	0	0	33	53	7	2	0	1	0	0	63
08:45	15	0	0	2	0	0	0	17	67	15	3	1	1	1	0	88
H/TOT	83	12	11	5	0	0	0	111	254	49	9	3	2	3	0	320
09:00	13	2	3	0	0	0	0	18	43	5	3	1	1	0	0	53
09:15	14	13	3	1	1	0	0	32	40	1	2	0	0	0	0	43
09:30	18	0	0	0	1	0	0	19	45	10	3	2	0	0	0	60
09:45	11	5	2	0	0	0	0	18	30	5	0	6	0	0	0	41
H/TOT	56	20	8	1	2	0	0	87	158	21	8	9	1	0	0	197
P/TOT	266	47	24	13	2	1	0	353	619	129	19	14	6	3	0	790

TIME	A TO C FROM A361 TO M40 (S)								A TO D FROM A361 TO A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	8	1	2	0	0	0	26	21	7	0	2	3	0	0	33
16:15	19	3	1	3	0	0	0	26	39	12	0	0	2	0	0	53
16:30	13	3	2	2	0	0	0	20	19	11	0	1	1	0	0	32
16:45	25	0	1	2	0	0	0	28	30	7	0	0	0	0	0	37
H/TOT	72	14	5	9	0	0	0	100	109	37	0	3	6	0	0	155
17:00	17	2	1	2	0	0	0	22	45	13	3	0	1	1	0	63
17:15	24	4	1	2	0	0	0	31	30	11	1	0	0	0	0	42
17:30	17	0	2	0	0	0	0	19	46	7	0	0	1	0	0	54
17:45	13	1	1	2	1	0	0	18	19	5	0	0	0	0	0	24
H/TOT	71	7	5	6	1	0	0	90	140	36	4	0	2	1	0	183
18:00	19	7	0	3	0	0	0	29	55	0	2	0	1	0	0	58
18:15	3	3	1	0	0	0	0	7	58	3	0	0	1	0	0	62
18:30	9	0	1	1	0	0	0	11	30	5	0	0	1	0	0	36
18:45	2	1	0	2	0	0	0	5	13	3	0	0	0	0	0	16
H/TOT	33	11	2	6	0	0	0	52	156	11	2	0	3	0	0	172
P/TOT	176	32	12	21	1	0	0	242	405	84	6	3	11	1	0	510

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	A TO E FROM A361 TO M40 (N)								B TO A FROM A422 (E) TO A361							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	3	0	0	0	0	0	8	3	1	0	0	0	0	0	4
07:15	16	1	0	1	0	0	0	18	5	1	0	0	1	0	0	7
07:30	6	0	0	0	0	0	0	6	5	0	0	2	0	0	0	7
07:45	12	1	0	0	0	0	0	13	1	3	0	2	0	0	0	6
H/TOT	39	5	0	1	0	0	0	45	14	5	0	4	1	0	0	24
08:00	5	0	1	0	0	0	0	6	4	1	1	0	0	0	0	6
08:15	6	1	1	0	0	0	0	8	6	2	1	0	0	0	0	9
08:30	4	0	0	4	0	0	0	8	3	2	1	1	0	0	0	7
08:45	3	0	0	0	0	0	0	3	2	0	1	0	0	0	0	3
H/TOT	18	1	2	4	0	0	0	25	15	5	4	1	0	0	0	25
09:00	5	2	0	2	0	0	0	9	5	0	0	0	0	0	0	5
09:15	2	0	1	0	0	0	0	3	2	0	1	0	0	0	0	3
09:30	6	0	0	1	0	0	0	7	1	0	1	1	0	0	0	3
09:45	4	3	0	1	0	0	0	8	3	3	0	2	0	0	0	8
H/TOT	17	5	1	4	0	0	0	27	11	3	2	3	0	0	0	19
P/TOT	74	11	3	9	0	0	0	97	40	13	6	8	1	0	0	68

TIME	A TO E FROM A361 TO M40 (N)								B TO A FROM A422 (E) TO A361							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	5	3	0	0	0	0	19	3	0	0	0	0	0	0	3
16:15	9	2	0	0	0	0	0	11	6	0	0	0	0	0	0	6
16:30	7	0	0	0	0	0	0	7	8	0	1	0	0	0	0	9
16:45	7	3	2	2	0	0	0	14	2	1	0	0	0	0	0	3
H/TOT	34	10	5	2	0	0	0	51	19	1	1	0	0	0	0	21
17:00	9	0	0	0	0	0	0	9	17	2	0	0	0	0	0	19
17:15	20	1	0	2	0	0	0	23	5	0	0	0	0	0	0	5
17:30	16	3	0	0	0	0	0	19	5	1	0	0	0	0	0	6
17:45	5	1	1	0	0	0	0	7	5	0	0	1	0	0	0	6
H/TOT	50	5	1	2	0	0	0	58	32	3	0	1	0	0	0	36
18:00	15	1	1	0	0	0	0	17	3	0	0	0	0	0	0	3
18:15	5	1	0	0	0	0	0	6	4	0	0	0	0	0	0	4
18:30	3	1	0	1	0	0	0	5	5	0	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1
H/TOT	28	3	1	1	0	0	0	33	12	1	0	0	0	0	0	13
P/TOT	112	18	7	5	0	0	0	142	63	5	1	1	0	0	0	70

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	B TO B FROM A422 (E) TO A422 (E)								B TO C FROM A422 (E) TO M40 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
07:15	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
07:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
07:45	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	61	6	0	0	0	0	0	67
08:00	0	0	0	0	0	0	0	0	13	1	3	0	0	0	0	17
08:15	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	18
08:30	0	0	0	0	0	0	0	0	10	2	0	2	0	0	0	14
08:45	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	39	9	4	3	0	0	0	55
09:00	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8
09:15	0	0	0	0	0	0	0	0	11	1	0	1	0	0	0	13
09:30	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
09:45	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	26	5	0	3	0	0	0	34
P/TOT	0	0	0	0	0	0	0	0	126	20	4	6	0	0	0	156

TIME	B TO B FROM A422 (E) TO A422 (E)								B TO C FROM A422 (E) TO M40 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	9	3	3	5	0	0	0	20
16:15	0	0	0	0	0	0	0	0	13	2	1	5	0	0	0	21
16:30	0	0	0	0	0	0	0	0	15	6	1	4	0	0	0	26
16:45	0	0	0	0	0	0	0	0	11	6	0	3	0	0	0	20
H/TOT	0	0	0	0	0	0	0	0	48	17	5	17	0	0	0	87
17:00	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	37
17:15	0	0	0	0	0	0	0	0	16	1	1	1	0	0	0	19
17:30	0	0	0	0	0	0	0	0	11	0	2	2	0	0	0	15
17:45	0	0	0	0	0	0	0	0	5	1	1	1	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	65	6	4	4	0	0	0	79
18:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
18:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	27
P/TOT	0	0	0	0	0	0	0	0	136	27	9	21	0	0	0	193

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	B TO D FROM A422 (E) TO A422 (W)								B TO E FROM A422 (E) TO M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	86	28	12	2	1	1	0	130	42	7	1	3	0	0	0	53
07:15	131	27	4	1	0	1	0	164	50	10	1	1	0	1	0	63
07:30	161	49	7	7	0	1	0	225	47	11	0	0	0	0	0	58
07:45	174	49	5	9	0	1	0	238	45	2	3	0	0	0	0	50
H/TOT	552	153	28	19	1	4	0	757	184	30	5	4	0	1	0	224
08:00	182	40	7	7	1	0	0	237	31	10	0	2	1	0	0	44
08:15	205	42	5	0	2	1	0	255	36	10	1	3	0	0	0	50
08:30	214	25	4	6	3	1	0	253	19	8	1	3	0	0	0	31
08:45	210	20	11	7	0	0	0	248	22	5	1	2	0	0	0	30
H/TOT	811	127	27	20	6	2	0	993	108	33	3	10	1	0	0	155
09:00	168	36	7	7	3	3	0	224	10	3	3	1	0	0	0	17
09:15	134	32	1	2	1	1	0	171	17	9	1	2	0	0	0	29
09:30	87	18	6	6	0	1	0	118	12	3	2	1	0	0	0	18
09:45	110	6	4	1	0	0	0	121	17	2	1	1	0	0	0	21
H/TOT	499	92	18	16	4	5	0	634	56	17	7	5	0	0	0	85
P/TOT	1862	372	73	55	11	11	0	2384	348	80	15	19	1	1	0	464

TIME	B TO D FROM A422 (E) TO A422 (W)								B TO E FROM A422 (E) TO M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	100	34	5	3	2	1	0	145	31	9	3	2	0	0	0	45
16:15	100	33	3	1	1	1	0	139	24	10	1	1	0	0	0	36
16:30	137	21	3	3	1	0	0	165	21	20	0	1	0	0	0	42
16:45	118	21	2	2	1	1	0	145	49	15	1	1	0	0	0	66
H/TOT	455	109	13	9	5	3	0	594	125	54	5	5	0	0	0	189
17:00	145	25	4	2	0	2	0	178	46	16	2	2	0	0	0	66
17:15	131	17	0	1	0	0	0	149	51	10	0	0	0	1	0	62
17:30	164	23	2	1	2	0	0	192	44	7	1	0	0	0	0	52
17:45	165	20	1	1	0	2	0	189	42	7	1	0	0	0	0	50
H/TOT	605	85	7	5	2	4	0	708	183	40	4	2	0	1	0	230
18:00	136	9	4	1	0	1	0	151	37	6	0	0	1	0	0	44
18:15	126	6	3	1	2	0	0	138	37	1	0	1	0	0	0	39
18:30	102	9	2	1	1	1	0	116	34	3	0	1	1	0	0	39
18:45	109	4	6	3	1	0	0	123	27	2	0	2	0	0	0	31
H/TOT	473	28	15	6	4	2	0	528	135	12	0	4	2	0	0	153
P/TOT	1533	222	35	20	11	9	0	1830	443	106	9	11	2	1	0	572

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	C TO A FROM M40 (S) TO A361								C TO B FROM M40 (S) TO A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	4	1	0	0	0	0	13	4	1	0	0	1	0	0	6
07:15	11	3	0	1	0	0	0	15	7	1	0	0	0	0	0	8
07:30	15	7	2	3	0	0	0	27	3	5	1	1	0	0	0	10
07:45	17	10	3	2	0	0	0	32	5	6	0	1	0	0	0	12
H/TOT	51	24	6	6	0	0	0	87	19	13	1	2	1	0	0	36
08:00	14	6	0	0	0	0	0	20	13	2	0	2	0	0	0	17
08:15	10	2	1	0	0	0	0	13	7	2	0	2	0	0	0	11
08:30	9	3	1	0	0	0	0	13	3	0	0	2	0	0	0	5
08:45	6	2	0	2	0	0	0	10	4	2	0	0	0	0	0	6
H/TOT	39	13	2	2	0	0	0	56	27	6	0	6	0	0	0	39
09:00	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
09:15	11	3	0	1	0	0	0	15	6	1	0	0	0	0	0	7
09:30	4	0	1	0	0	0	0	5	5	1	0	0	0	0	0	6
09:45	10	2	3	0	0	0	0	15	3	1	0	0	0	0	0	4
H/TOT	27	5	4	1	0	0	0	37	16	3	1	0	0	0	0	20
P/TOT	117	42	12	9	0	0	0	180	62	22	2	8	1	0	0	95

TIME	C TO A FROM M40 (S) TO A361								C TO B FROM M40 (S) TO A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	5	1	3	0	0	0	19	11	1	1	1	0	0	0	14
16:15	10	13	0	2	0	0	0	25	11	3	0	0	0	0	0	14
16:30	23	9	0	0	0	0	0	32	14	7	0	1	0	0	0	22
16:45	26	17	3	1	1	0	0	48	11	5	2	1	0	0	0	19
H/TOT	69	44	4	6	1	0	0	124	47	16	3	3	0	0	0	69
17:00	13	10	1	1	0	0	0	25	14	2	0	0	0	0	0	16
17:15	18	5	1	0	0	0	0	24	15	4	0	1	0	0	0	20
17:30	23	5	0	0	0	0	0	28	13	2	1	0	0	0	0	16
17:45	14	9	1	1	0	0	0	25	13	0	0	0	0	0	0	13
H/TOT	68	29	3	2	0	0	0	102	55	8	1	1	0	0	0	65
18:00	17	2	0	0	0	0	0	19	13	1	0	1	0	0	0	15
18:15	15	0	0	0	0	0	0	15	7	3	0	0	0	0	0	10
18:30	14	2	2	0	0	0	0	18	8	1	0	0	0	0	0	9
18:45	19	1	0	0	0	0	0	20	5	0	0	0	0	0	0	5
H/TOT	65	5	2	0	0	0	0	72	33	5	0	1	0	0	0	39
P/TOT	202	78	9	8	1	0	0	298	135	29	4	5	0	0	0	173

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	C TO C FROM M40 (S) TO M40 (S)								C TO D FROM M40 (S) TO A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	43	17	6	6	0	0	0	72
07:15	0	0	0	0	0	0	0	0	77	21	2	10	0	1	0	111
07:30	1	0	0	0	0	0	0	1	65	25	3	10	1	0	0	104
07:45	0	0	0	0	0	0	0	0	70	33	2	4	0	0	0	109
H/TOT	1	0	0	0	0	0	0	1	255	96	13	30	1	1	0	396
08:00	0	0	0	0	0	0	0	0	94	18	8	3	0	0	0	123
08:15	0	0	0	0	0	0	0	0	94	29	8	4	0	0	0	135
08:30	0	0	0	0	0	0	0	0	104	15	11	7	0	0	0	137
08:45	0	0	0	0	0	0	0	0	94	18	10	8	0	0	0	130
H/TOT	0	0	0	0	0	0	0	0	386	80	37	22	0	0	0	525
09:00	0	0	0	0	0	0	0	0	73	22	8	12	0	0	0	115
09:15	2	0	0	0	0	0	0	2	71	17	6	6	0	0	0	100
09:30	0	0	0	0	0	0	0	0	66	35	11	12	0	0	0	124
09:45	2	0	0	0	0	0	0	2	58	28	9	8	0	0	0	103
H/TOT	4	0	0	0	0	0	0	4	268	102	34	38	0	0	0	442
P/TOT	5	0	0	0	0	0	0	5	909	278	84	90	1	1	0	1363

TIME	C TO C FROM M40 (S) TO M40 (S)								C TO D FROM M40 (S) TO A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	65	31	4	14	0	0	0	114
16:15	0	0	0	0	0	0	0	0	94	28	15	8	1	0	0	146
16:30	0	0	0	0	0	0	0	0	98	30	10	4	0	0	0	142
16:45	0	0	0	0	0	0	0	0	92	28	4	6	0	0	0	130
H/TOT	0	0	0	0	0	0	0	0	349	117	33	32	1	0	0	532
17:00	0	0	0	0	0	0	0	0	86	28	9	10	0	0	0	133
17:15	0	0	0	0	0	0	0	0	109	39	11	4	0	0	0	163
17:30	0	0	0	0	0	0	0	0	119	19	3	3	0	0	0	144
17:45	0	0	0	0	0	0	0	0	125	27	4	10	2	0	0	168
H/TOT	0	0	0	0	0	0	0	0	439	113	27	27	2	0	0	608
18:00	0	0	0	0	0	0	0	0	117	19	8	6	0	0	0	150
18:15	0	0	0	0	0	0	0	0	95	20	6	2	0	0	0	123
18:30	0	0	0	0	0	0	0	0	108	17	5	5	0	0	0	135
18:45	0	0	0	0	0	0	0	0	78	16	0	2	0	0	0	96
H/TOT	0	0	0	0	0	0	0	0	398	72	19	15	0	0	0	504
P/TOT	0	0	0	0	0	0	0	0	1186	302	79	74	3	0	0	1644

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	C TO E FROM M40 (S) TO M40 (N)								D TO A FROM A422 (W) TO A361							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	23	12	0	3	2	0	0	40
07:15	0	0	0	0	0	0	0	0	30	10	4	0	2	0	0	46
07:30	0	0	0	0	0	0	0	0	39	22	0	2	1	0	0	64
07:45	0	0	0	0	0	0	0	0	21	16	3	3	1	0	0	44
H/TOT	0	0	0	0	0	0	0	0	113	60	7	8	6	0	0	194
08:00	0	0	0	0	0	0	0	0	20	6	5	0	1	0	0	32
08:15	0	0	0	0	0	0	0	0	35	16	1	2	2	0	0	56
08:30	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	26
08:45	2	0	0	0	0	0	0	2	16	9	2	4	0	0	0	31
H/TOT	2	0	0	0	0	0	0	2	84	44	8	6	3	0	0	145
09:00	0	0	0	0	0	0	0	0	10	7	1	0	0	0	0	18
09:15	0	0	0	0	0	0	0	0	10	8	1	6	2	0	0	27
09:30	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
09:45	0	0	0	0	0	0	0	0	19	5	3	0	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	66	22	5	6	2	0	0	101
P/TOT	2	0	0	0	0	0	0	2	263	126	20	20	11	0	0	440

TIME	C TO E FROM M40 (S) TO M40 (N)								D TO A FROM A422 (W) TO A361							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	1	0	0	0	1	59	5	3	1	0	1	0	69
16:15	0	0	0	0	0	0	0	0	55	3	1	2	1	0	0	62
16:30	0	0	0	0	0	0	0	0	67	3	4	0	1	0	0	75
16:45	0	0	0	0	0	0	0	0	59	0	4	1	0	1	0	65
H/TOT	0	0	0	1	0	0	0	1	240	11	12	4	2	2	0	271
17:00	0	0	0	0	0	0	0	0	87	15	0	1	0	0	0	103
17:15	0	0	0	0	0	0	0	0	67	5	1	0	0	0	0	73
17:30	0	0	0	0	0	0	0	0	44	7	3	0	1	1	0	56
17:45	0	0	0	0	0	0	0	0	64	0	1	0	0	1	0	66
H/TOT	0	0	0	0	0	0	0	0	262	27	5	1	1	2	0	298
18:00	0	0	0	0	0	0	0	0	56	5	0	0	1	1	0	63
18:15	1	0	0	0	0	0	0	1	52	2	0	0	0	0	0	54
18:30	0	0	0	0	0	0	0	0	50	2	2	0	2	0	0	56
18:45	0	0	0	0	0	0	0	0	34	2	1	0	0	0	0	37
H/TOT	1	0	0	0	0	0	0	1	192	11	3	0	3	1	0	210
P/TOT	1	0	0	1	0	0	0	2	694	49	20	5	6	5	0	779

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	D TO B FROM A422 (W) TO A422 (E)								D TO C FROM A422 (W) TO M40 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	90	21	6	2	0	0	0	119	123	37	7	5	0	0	0	172
07:15	98	27	2	4	2	0	0	133	101	38	7	9	0	0	0	155
07:30	99	25	2	6	2	0	0	134	104	27	12	2	0	0	0	145
07:45	104	24	3	1	0	0	0	132	107	36	7	6	0	1	0	157
H/TOT	391	97	13	13	4	0	0	518	435	138	33	22	0	1	0	629
08:00	144	28	5	3	0	0	0	180	103	30	3	7	0	0	0	143
08:15	129	29	11	2	0	0	0	171	69	15	7	3	0	0	0	94
08:30	144	26	4	7	0	1	0	182	93	26	9	12	0	0	0	140
08:45	88	18	5	2	1	0	0	114	80	20	7	14	0	0	0	121
H/TOT	505	101	25	14	1	1	0	647	345	91	26	36	0	0	0	498
09:00	55	21	8	7	0	2	0	93	64	27	8	10	0	0	0	109
09:15	73	15	2	2	0	0	0	92	48	10	3	11	0	0	0	72
09:30	67	28	8	7	0	0	0	110	52	18	5	12	0	0	0	87
09:45	56	15	8	2	1	0	0	82	51	15	6	8	0	0	0	80
H/TOT	251	79	26	18	1	2	0	377	215	70	22	41	0	0	0	348
P/TOT	1147	277	64	45	6	3	0	1542	995	299	81	99	0	1	0	1475

TIME	D TO B FROM A422 (W) TO A422 (E)								D TO C FROM A422 (W) TO M40 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	146	33	0	0	1	0	0	180	57	21	4	12	0	0	0	94
16:15	151	37	4	0	0	1	0	193	84	18	3	5	0	0	0	110
16:30	205	32	2	5	0	1	0	245	78	17	3	6	0	1	0	105
16:45	165	27	1	0	0	1	0	194	77	19	2	6	0	0	0	104
H/TOT	667	129	7	5	1	3	0	812	296	75	12	29	0	1	0	413
17:00	197	18	1	0	1	0	0	217	74	12	1	1	0	0	0	88
17:15	162	22	3	2	1	0	0	190	69	17	2	9	0	0	0	97
17:30	178	20	5	2	1	1	0	207	86	12	0	5	0	0	0	103
17:45	140	19	1	1	2	0	0	163	88	11	3	5	0	0	0	107
H/TOT	677	79	10	5	5	1	0	777	317	52	6	20	0	0	0	395
18:00	126	12	5	1	1	0	0	145	66	4	4	3	0	0	0	77
18:15	114	18	3	2	0	0	0	137	64	3	3	6	0	0	0	76
18:30	94	11	1	0	0	1	0	107	42	7	2	5	1	0	0	57
18:45	78	9	0	0	1	0	0	88	41	3	0	5	0	0	0	49
H/TOT	412	50	9	3	2	1	0	477	213	17	9	19	1	0	0	259
P/TOT	1756	258	26	13	8	5	0	2066	826	144	27	68	1	1	0	1067

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	D TO D FROM A422 (W) TO A422 (W)								D TO E FROM A422 (W) TO M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	48	13	3	8	0	0	0	72
07:15	0	0	0	0	0	0	0	0	37	11	4	7	0	0	0	59
07:30	0	0	0	0	0	0	0	0	52	9	7	6	1	0	0	75
07:45	0	0	0	0	0	0	0	0	37	10	8	6	0	0	0	61
H/TOT	0	0	0	0	0	0	0	0	174	43	22	27	1	0	0	267
08:00	0	0	0	0	0	0	0	0	52	12	4	10	0	0	0	78
08:15	0	0	0	0	0	0	0	0	48	6	3	7	0	0	0	64
08:30	0	0	0	0	0	0	0	0	26	9	4	6	0	0	0	45
08:45	0	0	0	0	0	0	0	0	23	15	2	11	0	0	0	51
H/TOT	0	0	0	0	0	0	0	0	149	42	13	34	0	0	0	238
09:00	0	0	0	0	0	0	0	0	27	11	8	9	0	0	0	55
09:15	0	0	0	0	0	0	0	0	29	11	2	7	0	0	0	49
09:30	0	0	0	0	0	0	0	0	19	10	4	8	0	0	0	41
09:45	0	0	0	0	0	0	0	0	26	9	4	7	0	0	0	46
H/TOT	0	0	0	0	0	0	0	0	101	41	18	31	0	0	0	191
P/TOT	0	0	0	0	0	0	0	0	424	126	53	92	1	0	0	696

TIME	D TO D FROM A422 (W) TO A422 (W)								D TO E FROM A422 (W) TO M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	62	21	0	8	0	0	0	91
16:15	0	0	0	0	0	0	0	0	80	23	3	5	0	0	0	111
16:30	0	0	0	0	0	0	0	0	71	16	1	5	0	0	0	93
16:45	0	0	0	0	0	0	0	0	78	21	2	4	0	0	0	105
H/TOT	0	0	0	0	0	0	0	0	291	81	6	22	0	0	0	400
17:00	0	0	0	0	0	0	0	0	81	11	2	2	0	0	0	96
17:15	0	0	0	0	0	0	0	0	108	9	2	2	0	0	0	121
17:30	0	0	0	0	0	0	0	0	91	14	5	8	0	0	0	118
17:45	0	0	0	0	0	0	0	0	79	9	0	2	1	0	0	91
H/TOT	0	0	0	0	0	0	0	0	359	43	9	14	1	0	0	426
18:00	0	0	0	0	0	0	0	0	62	4	1	3	0	0	0	70
18:15	0	0	0	0	0	0	0	0	58	6	2	1	0	0	0	67
18:30	0	0	0	0	0	0	0	0	54	1	1	3	0	0	0	59
18:45	0	0	0	0	0	0	0	0	50	7	3	4	0	0	0	64
H/TOT	0	0	0	0	0	0	0	0	224	18	7	11	0	0	0	260
P/TOT	0	0	0	0	0	0	0	0	874	142	22	47	1	0	0	1086

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	E TO A FROM M40 (N) TO A361								E TO B FROM M40 (N) TO A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	3	0	0	0	0	0	10	27	28	2	1	0	0	0	58
07:15	4	3	1	0	0	0	0	8	38	14	4	2	0	0	0	58
07:30	18	8	0	1	0	0	0	27	51	23	1	3	0	0	0	78
07:45	8	2	0	0	0	0	0	10	56	14	1	1	0	0	0	72
H/TOT	37	16	1	1	0	0	0	55	172	79	8	7	0	0	0	266
08:00	6	4	1	0	0	0	0	11	72	15	1	2	0	0	0	90
08:15	8	1	0	0	0	0	0	9	42	8	0	2	0	0	0	52
08:30	4	3	1	0	0	0	0	8	42	11	1	1	0	0	0	55
08:45	3	3	0	1	0	0	0	7	31	16	4	3	0	0	0	54
H/TOT	21	11	2	1	0	0	0	35	187	50	6	8	0	0	0	251
09:00	4	0	0	0	0	0	0	4	21	9	4	1	0	0	0	35
09:15	1	3	0	0	0	0	0	4	23	8	0	3	0	0	0	34
09:30	3	1	1	0	0	0	0	5	25	5	1	1	0	0	0	32
09:45	1	2	0	0	0	0	0	3	18	11	2	0	0	0	0	31
H/TOT	9	6	1	0	0	0	0	16	87	33	7	5	0	0	0	132
P/TOT	67	33	4	2	0	0	0	106	446	162	21	20	0	0	0	649

TIME	E TO A FROM M40 (N) TO A361								E TO B FROM M40 (N) TO A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3	15	10	1	1	0	1	0	28
16:15	4	1	0	0	0	0	0	5	32	5	0	0	0	0	0	37
16:30	8	1	0	0	0	0	0	9	21	6	0	1	0	0	0	28
16:45	9	0	0	0	0	0	0	9	37	9	0	5	0	0	0	51
H/TOT	24	2	0	0	0	0	0	26	105	30	1	7	0	1	0	144
17:00	8	1	0	0	0	0	0	9	43	9	1	1	0	0	0	54
17:15	5	1	0	0	0	0	0	6	45	6	0	2	1	0	0	54
17:30	1	1	0	0	0	0	0	2	38	5	1	3	0	0	0	47
17:45	4	0	0	0	0	0	0	4	45	3	1	1	0	0	0	50
H/TOT	18	3	0	0	0	0	0	21	171	23	3	7	1	0	0	205
18:00	4	0	0	0	0	0	0	4	26	5	1	1	0	0	0	33
18:15	7	0	0	0	0	0	0	7	39	5	0	1	0	0	0	45
18:30	2	1	0	0	0	0	0	3	27	0	0	1	0	0	0	28
18:45	4	1	0	0	0	0	0	5	20	2	0	1	0	0	0	23
H/TOT	17	2	0	0	0	0	0	19	112	12	1	4	0	0	0	129
P/TOT	59	7	0	0	0	0	0	66	388	65	5	18	1	1	0	478

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	E TO C FROM M40 (N) TO M40 (S)								E TO D FROM M40 (N) TO A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	46	26	8	8	0	0	0	88
07:15	0	0	0	0	0	0	0	0	77	35	6	6	0	0	0	124
07:30	0	0	0	0	0	0	0	0	110	27	9	10	0	0	0	156
07:45	0	0	0	0	0	0	0	0	92	18	9	8	0	0	0	127
H/TOT	0	0	0	0	0	0	0	0	325	106	32	32	0	0	0	495
08:00	0	0	0	0	0	0	0	0	102	30	2	7	0	0	0	141
08:15	0	0	0	0	0	0	0	0	111	17	7	12	0	0	0	147
08:30	0	0	0	0	0	0	0	0	91	23	5	12	0	0	0	131
08:45	0	0	0	0	0	0	0	0	71	21	5	7	0	0	0	104
H/TOT	0	0	0	0	0	0	0	0	375	91	19	38	0	0	0	523
09:00	0	1	0	0	0	0	0	1	50	18	2	3	0	0	0	73
09:15	0	0	0	0	0	0	0	0	41	21	5	6	0	0	0	73
09:30	0	0	0	0	0	0	0	0	45	23	5	4	0	0	0	77
09:45	0	0	0	0	0	0	0	0	52	27	9	11	0	0	0	99
H/TOT	0	1	0	0	0	0	0	1	188	89	21	24	0	0	0	322
P/TOT	0	1	0	0	0	0	0	1	888	286	72	94	0	0	0	1340

TIME	E TO C FROM M40 (N) TO M40 (S)								E TO D FROM M40 (N) TO A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	24	6	5	5	0	0	0	40
16:15	0	0	0	0	0	0	0	0	40	11	2	9	0	1	0	63
16:30	0	0	0	0	0	0	0	0	35	13	2	4	0	0	0	54
16:45	0	0	0	0	0	0	0	0	61	4	2	1	0	0	0	68
H/TOT	0	0	0	0	0	0	0	0	160	34	11	19	0	1	0	225
17:00	0	0	0	0	0	0	0	0	53	12	2	8	1	0	0	76
17:15	0	0	0	0	0	0	0	0	44	6	1	4	0	0	0	55
17:30	0	0	0	0	0	0	0	0	54	5	5	3	0	0	0	67
17:45	0	0	0	0	0	0	0	0	54	4	0	6	1	0	0	65
H/TOT	0	0	0	0	0	0	0	0	205	27	8	21	2	0	0	263
18:00	1	0	0	1	0	0	0	2	60	8	3	7	0	0	0	78
18:15	0	0	0	0	0	0	0	0	48	9	1	9	0	0	0	67
18:30	0	0	0	0	0	0	0	0	43	4	3	2	0	0	0	52
18:45	0	0	0	0	0	0	0	0	38	5	1	3	0	0	0	47
H/TOT	1	0	0	1	0	0	0	2	189	26	8	21	0	0	0	244
P/TOT	1	0	0	1	0	0	0	2	554	87	27	61	2	1	0	732

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	E TO E FROM M40 (N) TO M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM M40 (N) TO M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	TO ARM A A361								FROM ARM A A361							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	20	1	3	2	0	0	67	67	19	2	2	0	0	0	90
07:15	50	17	5	1	3	0	0	76	100	25	3	2	0	1	0	131
07:30	77	37	2	8	1	0	0	125	108	15	1	5	1	0	0	130
07:45	47	31	6	7	1	0	0	92	120	27	2	1	2	0	0	152
H/TOT	215	105	14	19	7	0	0	360	395	86	8	10	3	1	0	503
08:00	44	17	7	0	1	0	0	69	88	23	2	1	0	1	0	115
08:15	59	21	3	2	2	0	0	87	109	20	10	4	0	1	0	144
08:30	29	21	3	1	0	0	0	54	98	9	7	4	1	0	0	119
08:45	27	14	3	7	0	0	0	51	88	18	3	3	1	1	0	114
H/TOT	159	73	16	10	3	0	0	261	383	70	22	12	2	3	0	492
09:00	21	7	1	0	0	0	0	29	66	11	6	3	1	0	0	87
09:15	24	14	2	7	2	0	0	49	59	15	6	1	1	0	0	82
09:30	35	3	3	1	0	0	0	42	72	11	3	3	1	0	0	90
09:45	33	12	6	2	0	0	0	53	46	13	2	8	0	0	0	69
H/TOT	113	36	12	10	2	0	0	173	243	50	17	15	3	0	0	328
P/TOT	487	214	42	39	12	0	0	794	1021	206	47	37	8	4	0	1323

TIME	TO ARM A A361								FROM ARM A A361							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	75	10	4	4	0	1	0	94	54	20	4	4	3	0	0	85
16:15	75	17	1	4	1	0	0	98	71	17	1	3	2	0	0	94
16:30	106	13	5	0	1	0	0	125	44	15	2	3	1	0	0	65
16:45	96	18	7	2	1	1	0	125	67	13	3	5	0	0	0	88
H/TOT	352	58	17	10	3	2	0	442	236	65	10	15	6	0	0	332
17:00	125	28	1	2	0	0	0	156	80	15	4	2	1	1	0	103
17:15	95	11	2	0	0	0	0	108	80	16	2	4	0	0	0	102
17:30	73	14	3	0	1	1	0	92	85	12	2	0	1	0	0	100
17:45	87	9	2	2	0	1	0	101	47	7	2	2	1	0	0	59
H/TOT	380	62	8	4	1	2	0	457	292	50	10	8	3	1	0	364
18:00	80	7	0	0	1	1	0	89	100	8	3	3	1	0	0	115
18:15	78	2	0	0	0	0	0	80	69	8	1	0	1	0	0	79
18:30	71	5	4	0	2	0	0	82	46	8	1	2	1	0	0	58
18:45	57	5	1	0	0	0	0	63	22	4	0	2	0	0	0	28
H/TOT	286	19	5	0	3	1	0	314	237	28	5	7	3	0	0	280
P/TOT	1018	139	30	14	7	5	0	1213	765	143	25	30	12	1	0	976

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	TO ARM B A422 (E)								FROM ARM B A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	123	51	8	3	1	0	0	186	147	36	13	5	1	1	0	203
07:15	147	43	7	6	2	0	0	205	200	40	5	2	1	2	0	250
07:30	158	54	4	10	2	0	0	228	231	61	7	9	0	1	0	309
07:45	176	48	4	3	0	0	0	231	233	57	8	11	0	1	0	310
H/TOT	604	196	23	22	5	0	0	850	811	194	33	27	2	5	0	1072
08:00	237	47	6	7	0	0	0	297	230	52	11	9	2	0	0	304
08:15	181	41	11	6	0	0	0	239	261	58	7	3	2	1	0	332
08:30	203	38	5	10	0	1	0	257	246	37	6	12	3	1	0	305
08:45	126	39	9	5	1	0	0	180	236	27	14	10	0	0	0	287
H/TOT	747	165	31	28	1	1	0	973	973	174	38	34	7	2	0	1228
09:00	83	32	13	8	0	2	0	138	190	39	10	9	3	3	0	254
09:15	105	25	2	5	0	0	0	137	164	42	3	5	1	1	0	216
09:30	100	35	9	8	0	0	0	152	103	25	9	8	0	1	0	146
09:45	78	27	10	3	1	0	0	119	135	11	5	5	0	0	0	156
H/TOT	366	119	34	24	1	2	0	546	592	117	27	27	4	5	0	772
P/TOT	1717	480	88	74	7	3	0	2369	2376	485	98	88	13	12	0	3072

TIME	TO ARM B A422 (E)								FROM ARM B A422 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	179	44	2	2	1	1	0	229	143	46	11	10	2	1	0	213
16:15	198	45	4	0	0	1	0	248	143	45	5	7	1	1	0	202
16:30	245	46	2	7	0	1	0	301	181	47	5	8	1	0	0	242
16:45	218	44	3	7	0	1	0	273	180	43	3	6	1	1	0	234
H/TOT	840	179	11	16	1	4	0	1051	647	181	24	31	5	3	0	891
17:00	263	29	2	1	1	0	0	296	241	47	6	4	0	2	0	300
17:15	228	32	3	5	2	0	0	270	203	28	1	2	0	1	0	235
17:30	235	29	7	5	1	1	0	278	224	31	5	3	2	0	0	265
17:45	208	22	2	2	2	0	0	236	217	28	3	3	0	2	0	253
H/TOT	934	112	14	13	6	1	0	1080	885	134	15	12	2	5	0	1053
18:00	176	18	6	3	1	0	0	204	189	15	4	1	1	1	0	211
18:15	163	27	3	3	0	0	0	196	173	8	3	2	2	0	0	188
18:30	133	14	1	1	0	1	0	150	142	12	2	2	2	1	0	161
18:45	105	11	0	1	1	0	0	118	139	10	6	5	1	0	0	161
H/TOT	577	70	10	8	2	1	0	668	643	45	15	10	6	2	0	721
P/TOT	2351	361	35	37	9	6	0	2799	2175	360	54	53	13	10	0	2665

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	TO ARM C M40 (S)								FROM ARM C M40 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	167	45	8	5	0	0	0	225	55	22	7	6	1	0	0	91
07:15	161	45	9	10	0	1	0	226	95	25	2	11	0	1	0	134
07:30	151	30	12	7	0	0	0	200	84	37	6	14	1	0	0	142
07:45	145	39	9	7	0	1	0	201	92	49	5	7	0	0	0	153
H/TOT	624	159	38	29	0	2	0	852	326	133	20	38	2	1	0	520
08:00	129	35	6	7	0	0	0	177	121	26	8	5	0	0	0	160
08:15	111	26	13	6	0	0	0	156	111	33	9	6	0	0	0	159
08:30	130	29	14	14	0	0	0	187	116	18	12	9	0	0	0	155
08:45	97	22	8	17	0	0	0	144	106	22	10	10	0	0	0	148
H/TOT	467	112	41	44	0	0	0	664	454	99	39	30	0	0	0	622
09:00	84	30	11	11	0	0	0	136	77	22	9	12	0	0	0	120
09:15	75	24	6	13	1	0	0	119	90	21	6	7	0	0	0	124
09:30	73	22	5	12	1	0	0	113	75	36	12	12	0	0	0	135
09:45	69	20	8	9	0	0	0	106	73	31	12	8	0	0	0	124
H/TOT	301	96	30	45	2	0	0	474	315	110	39	39	0	0	0	503
P/TOT	1392	367	109	118	2	2	0	1990	1095	342	98	107	2	1	0	1645

TIME	TO ARM C M40 (S)								FROM ARM C M40 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	81	32	8	19	0	0	0	140	86	37	6	19	0	0	0	148
16:15	116	23	5	13	0	0	0	157	115	44	15	10	1	0	0	185
16:30	106	26	6	12	0	1	0	151	135	46	10	5	0	0	0	196
16:45	113	25	3	11	0	0	0	152	129	50	9	8	1	0	0	197
H/TOT	416	106	22	55	0	1	0	600	465	177	40	42	2	0	0	726
17:00	124	18	2	3	0	0	0	147	113	40	10	11	0	0	0	174
17:15	109	22	4	12	0	0	0	147	142	48	12	5	0	0	0	207
17:30	114	12	4	7	0	0	0	137	155	26	4	3	0	0	0	188
17:45	106	13	5	8	1	0	0	133	152	36	5	11	2	0	0	206
H/TOT	453	65	15	30	1	0	0	564	562	150	31	30	2	0	0	775
18:00	99	11	4	7	0	0	0	121	147	22	8	7	0	0	0	184
18:15	73	7	4	6	0	0	0	90	118	23	6	2	0	0	0	149
18:30	52	7	3	6	1	0	0	69	130	20	7	5	0	0	0	162
18:45	46	7	0	7	0	0	0	60	102	17	0	2	0	0	0	121
H/TOT	270	32	11	26	1	0	0	340	497	82	21	16	0	0	0	616
P/TOT	1139	203	48	111	2	1	0	1504	1524	409	92	88	4	0	0	2117

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	TO ARM D A422 (W)								FROM ARM D A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	207	78	27	18	1	1	0	332	284	83	16	18	2	0	0	403
07:15	319	101	12	17	0	2	0	451	266	86	17	20	4	0	0	393
07:30	405	113	20	27	2	1	0	568	294	83	21	16	4	0	0	418
07:45	408	122	16	21	2	1	0	570	269	86	21	16	1	1	0	394
H/TOT	1339	414	75	83	5	5	0	1921	1113	338	75	70	11	1	0	1608
08:00	440	105	18	18	1	1	0	583	319	76	17	20	1	0	0	433
08:15	482	98	23	17	2	2	0	624	281	66	22	14	2	0	0	385
08:30	462	70	22	25	4	1	0	584	276	74	17	25	0	1	0	393
08:45	442	74	29	23	1	1	0	570	207	62	16	31	1	0	0	317
H/TOT	1826	347	92	83	8	5	0	2361	1083	278	72	90	4	1	0	1528
09:00	334	81	20	23	4	3	0	465	156	66	25	26	0	2	0	275
09:15	286	71	14	14	1	1	0	387	160	44	8	26	2	0	0	240
09:30	243	86	25	24	0	1	0	379	165	58	17	27	0	0	0	267
09:45	250	66	22	26	0	0	0	364	152	44	21	17	1	0	0	235
H/TOT	1113	304	81	87	5	5	0	1595	633	212	71	96	3	2	0	1017
P/TOT	4278	1065	248	253	18	15	0	5877	2829	828	218	256	18	4	0	4153

TIME	TO ARM D A422 (W)								FROM ARM D A422 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	210	78	14	24	5	1	0	332	324	80	7	21	1	1	0	434
16:15	273	84	20	18	4	2	0	401	370	81	11	12	1	1	0	476
16:30	289	75	15	12	2	0	0	393	421	68	10	16	1	2	0	518
16:45	301	60	8	9	1	1	0	380	379	67	9	11	0	2	0	468
H/TOT	1073	297	57	63	12	4	0	1506	1494	296	37	60	3	6	0	1896
17:00	329	78	18	20	2	3	0	450	439	56	4	4	1	0	0	504
17:15	314	73	13	9	0	0	0	409	406	53	8	13	1	0	0	481
17:30	383	54	10	7	3	0	0	457	399	53	13	15	2	2	0	484
17:45	363	56	5	17	3	2	0	446	371	39	5	8	3	1	0	427
H/TOT	1389	261	46	53	8	5	0	1762	1615	201	30	40	7	3	0	1896
18:00	368	36	17	14	1	1	0	437	310	25	10	7	2	1	0	355
18:15	327	38	10	12	3	0	0	390	288	29	8	9	0	0	0	334
18:30	283	35	10	8	2	1	0	339	240	21	6	8	3	1	0	279
18:45	238	28	7	8	1	0	0	282	203	21	4	9	1	0	0	238
H/TOT	1216	137	44	42	7	2	0	1448	1041	96	28	33	6	2	0	1206
P/TOT	3678	695	147	158	27	11	0	4716	4150	593	95	133	16	11	0	4998

MANUAL CLASSIFIED COUNTS

JOB REF: 11098

JOB NAME: BANBURY

SITE: 1 **DATE:** 01/03/2022

LOCATION: A361 / A422 (E) / M40 (S) / A422 (W) / M40 (N) **DAY:** TUESDAY

TIME	TO ARM E M40 (N)								FROM ARM E M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	95	23	4	11	0	0	0	133	80	57	10	9	0	0	0	156
07:15	103	22	5	9	0	1	0	140	119	52	11	8	0	0	0	190
07:30	105	20	7	6	1	0	0	139	179	58	10	14	0	0	0	261
07:45	94	13	11	6	0	0	0	124	156	34	10	9	0	0	0	209
H/TOT	397	78	27	32	1	1	0	536	534	201	41	40	0	0	0	816
08:00	88	22	5	12	1	0	0	128	180	49	4	9	0	0	0	242
08:15	90	17	5	10	0	0	0	122	161	26	7	14	0	0	0	208
08:30	49	17	5	13	0	0	0	84	137	37	7	13	0	0	0	194
08:45	50	20	3	13	0	0	0	86	105	40	9	11	0	0	0	165
H/TOT	277	76	18	48	1	0	0	420	583	152	27	47	0	0	0	809
09:00	42	16	11	12	0	0	0	81	75	28	6	4	0	0	0	113
09:15	48	20	4	9	0	0	0	81	65	32	5	9	0	0	0	111
09:30	37	13	6	10	0	0	0	66	73	29	7	5	0	0	0	114
09:45	47	14	5	9	0	0	0	75	71	40	11	11	0	0	0	133
H/TOT	174	63	26	40	0	0	0	303	284	129	29	29	0	0	0	471
P/TOT	848	217	71	120	2	1	0	1259	1401	482	97	116	0	0	0	2096

TIME	TO ARM E M40 (N)								FROM ARM E M40 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	104	35	6	11	0	0	0	156	42	16	6	6	0	1	0	71
16:15	113	35	4	6	0	0	0	158	76	17	2	9	0	1	0	105
16:30	99	36	1	6	0	0	0	142	64	20	2	5	0	0	0	91
16:45	134	39	5	7	0	0	0	185	107	13	2	6	0	0	0	128
H/TOT	450	145	16	30	0	0	0	641	289	66	12	26	0	2	0	395
17:00	136	27	4	4	0	0	0	171	104	22	3	9	1	0	0	139
17:15	179	20	2	4	0	1	0	206	94	13	1	6	1	0	0	115
17:30	151	24	6	8	0	0	0	189	93	11	6	6	0	0	0	116
17:45	126	17	2	2	1	0	0	148	103	7	1	7	1	0	0	119
H/TOT	592	88	14	18	1	1	0	714	394	53	11	28	3	0	0	489
18:00	114	11	2	3	1	0	0	131	91	13	4	9	0	0	0	117
18:15	101	8	2	2	0	0	0	113	94	14	1	10	0	0	0	119
18:30	91	5	1	5	1	0	0	103	72	5	3	3	0	0	0	83
18:45	82	9	3	6	0	0	0	100	62	8	1	4	0	0	0	75
H/TOT	388	33	8	16	2	0	0	447	319	40	9	26	0	0	0	394
P/TOT	1430	266	38	64	3	1	0	1802	1002	159	32	80	3	2	0	1278

Appendix E

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: A361-Site Access Roundabout Rev B.j10
Path: P:\23000's\23457\Technical
Report generation date: 11/10/2022 16:00:38

Summary of junction performance

	Pre-AM			AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base								
A361 N	0.3	2.30	0.19	0.2	2.16	0.13	0.3	2.27	0.24
Site Access	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
A361 S	0.3	2.06	0.23	0.3	2.11	0.23	0.2	1.94	0.17
	2025 Base								
A361 N	0.3	2.32	0.19	0.2	2.17	0.14	0.3	2.30	0.24
Site Access	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
A361 S	0.3	2.08	0.24	0.3	2.13	0.24	0.2	1.95	0.17
	2025 Base + Committed								
A361 N	0.5	3.06	0.30	0.3	2.65	0.22	0.6	2.78	0.36
Site Access	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
A361 S	0.8	3.05	0.41	0.6	2.70	0.35	0.4	2.25	0.24
	2025 Base + Committed + Development								
A361 N	0.7	3.62	0.36	0.5	3.09	0.27	0.8	3.50	0.44
Site Access	0.3	5.46	0.16	0.2	4.23	0.11	0.2	4.13	0.17
A361 S	1.2	3.67	0.50	1.0	3.36	0.45	0.7	2.88	0.37
	2032 Base								
A361 N	0.3	2.35	0.20	0.2	2.20	0.15	0.4	2.34	0.26
Site Access	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
A361 S	0.4	2.12	0.26	0.4	2.17	0.25	0.2	1.97	0.18
	2032 Base + Committed								
A361 N	0.6	3.11	0.31	0.4	2.66	0.23	0.6	2.84	0.37
Site Access	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
A361 S	0.9	3.10	0.42	0.7	2.76	0.37	0.4	2.26	0.25
	2032 Base + Committed + Development								
A361 N	0.8	3.69	0.37	0.5	3.10	0.28	0.9	3.59	0.46
Site Access	0.3	5.54	0.16	0.2	4.27	0.11	0.2	4.21	0.17
A361 S	1.3	3.74	0.51	1.1	3.45	0.47	0.7	2.90	0.38

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D3	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2025 Base	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D5	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2025 Base + Committed	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D9	2025 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D10	2025 Base + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D11	2025 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2025 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2032 Base	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓
D15	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D16	2032 Base + Committed	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D17	2032 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D18	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D19	2032 Base + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D20	2032 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D21	2032 Base + Committed + Development	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

2022 Base, Pre-AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 N		
2	Site Access		
3	A361 S		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A361 N	3.80	9.00	32.6	25.0	46.0	40.9		
Site Access	3.65	7.50	13.7	25.0	46.0	33.2		
A361 S	7.30	9.00	5.2	20.0	46.0	41.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A361 N	0.700	2133
Site Access	0.627	1718
A361 S	0.743	2370

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	2022 Base	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	360	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	360
	Site Access	0	0	0
	A361 S	503	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.19	2.30	0.3	A	330	496
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.23	2.06	0.3	A	462	692

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	271	68	0	2133	0.127	270	378	0.0	0.2	2.145	A
Site Access	0	0	270	1548	0.000	0	0	0.0	0.0	0.000	A
A361 S	379	95	0	2370	0.160	378	270	0.0	0.2	1.879	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	324	81	0	2133	0.152	323	452	0.2	0.2	2.208	A
Site Access	0	0	323	1515	0.000	0	0	0.0	0.0	0.000	A
A361 S	452	113	0	2370	0.191	452	323	0.2	0.2	1.952	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	396	99	0	2133	0.186	396	554	0.2	0.3	2.300	A
Site Access	0	0	396	1469	0.000	0	0	0.0	0.0	0.000	A
A361 S	554	138	0	2370	0.234	554	396	0.2	0.3	2.061	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	396	99	0	2133	0.186	396	554	0.3	0.3	2.300	A
Site Access	0	0	396	1469	0.000	0	0	0.0	0.0	0.000	A
A361 S	554	138	0	2370	0.234	554	396	0.3	0.3	2.061	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	324	81	0	2133	0.152	324	452	0.3	0.2	2.208	A
Site Access	0	0	324	1515	0.000	0	0	0.0	0.0	0.000	A
A361 S	452	113	0	2370	0.191	452	324	0.3	0.2	1.954	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	271	68	0	2133	0.127	271	379	0.2	0.2	2.146	A
Site Access	0	0	271	1548	0.000	0	0	0.0	0.0	0.000	A
A361 S	379	95	0	2370	0.160	379	271	0.2	0.2	1.882	A

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	261	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	261
	Site Access	0	0	0
	A361 S	492	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.13	2.16	0.2	A	239	359
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.23	2.11	0.3	A	451	677

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	196	49	0	2133	0.092	196	370	0.0	0.1	2.063	A
Site Access	0	0	196	1595	0.000	0	0	0.0	0.0	0.000	A
A361 S	370	93	0	2370	0.156	370	196	0.0	0.2	1.925	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	235	59	0	2133	0.110	235	442	0.1	0.1	2.104	A
Site Access	0	0	235	1571	0.000	0	0	0.0	0.0	0.000	A
A361 S	442	111	0	2370	0.187	442	235	0.2	0.2	1.998	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	287	72	0	2133	0.135	287	541	0.1	0.2	2.164	A
Site Access	0	0	287	1538	0.000	0	0	0.0	0.0	0.000	A
A361 S	542	135	0	2370	0.229	541	287	0.2	0.3	2.107	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	287	72	0	2133	0.135	287	542	0.2	0.2	2.164	A
Site Access	0	0	287	1538	0.000	0	0	0.0	0.0	0.000	A
A361 S	542	135	0	2370	0.229	542	287	0.3	0.3	2.107	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	235	59	0	2133	0.110	235	443	0.2	0.1	2.104	A
Site Access	0	0	235	1571	0.000	0	0	0.0	0.0	0.000	A
A361 S	442	111	0	2370	0.187	443	235	0.3	0.2	1.998	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	196	49	0	2133	0.092	197	371	0.1	0.1	2.065	A
Site Access	0	0	197	1595	0.000	0	0	0.0	0.0	0.000	A
A361 S	370	93	0	2370	0.156	371	197	0.2	0.2	1.928	A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	457	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	457
	Site Access	0	0	0
	A361 S	364	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	3
	Site Access	0	0	0
	A361 S	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.24	2.27	0.3	A	419	629
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.17	1.94	0.2	A	334	501

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	344	86	0	2133	0.161	343	273	0.0	0.2	2.070	A
Site Access	0	0	343	1502	0.000	0	0	0.0	0.0	0.000	A
A361 S	274	69	0	2370	0.116	273	343	0.0	0.1	1.820	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	411	103	0	2133	0.193	411	327	0.2	0.2	2.152	A
Site Access	0	0	411	1460	0.000	0	0	0.0	0.0	0.000	A
A361 S	327	82	0	2370	0.138	327	411	0.1	0.2	1.867	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	503	126	0	2133	0.236	503	401	0.2	0.3	2.274	A
Site Access	0	0	503	1402	0.000	0	0	0.0	0.0	0.000	A
A361 S	401	100	0	2370	0.169	401	503	0.2	0.2	1.937	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	503	126	0	2133	0.236	503	401	0.3	0.3	2.274	A
Site Access	0	0	503	1402	0.000	0	0	0.0	0.0	0.000	A
A361 S	401	100	0	2370	0.169	401	503	0.2	0.2	1.937	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	411	103	0	2133	0.193	411	327	0.3	0.2	2.155	A
Site Access	0	0	411	1460	0.000	0	0	0.0	0.0	0.000	A
A361 S	327	82	0	2370	0.138	327	411	0.2	0.2	1.870	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	344	86	0	2133	0.161	344	274	0.2	0.2	2.072	A
Site Access	0	0	344	1502	0.000	0	0	0.0	0.0	0.000	A
A361 S	274	69	0	2370	0.116	274	344	0.2	0.1	1.823	A

2025 Base, Pre-AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	371	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	371
	Site Access	0	0	0
	A361 S	519	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.19	2.32	0.3	A	340	511
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.24	2.08	0.3	A	476	714

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	279	70	0	2133	0.131	279	390	0.0	0.2	2.155	A
Site Access	0	0	279	1543	0.000	0	0	0.0	0.0	0.000	A
A361 S	391	98	0	2370	0.165	390	279	0.0	0.2	1.891	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	334	83	0	2133	0.156	333	466	0.2	0.2	2.220	A
Site Access	0	0	333	1509	0.000	0	0	0.0	0.0	0.000	A
A361 S	467	117	0	2370	0.197	466	333	0.2	0.3	1.967	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	408	102	0	2133	0.192	408	571	0.2	0.3	2.316	A
Site Access	0	0	408	1462	0.000	0	0	0.0	0.0	0.000	A
A361 S	571	143	0	2370	0.241	571	408	0.3	0.3	2.081	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	408	102	0	2133	0.192	408	571	0.3	0.3	2.316	A
Site Access	0	0	408	1462	0.000	0	0	0.0	0.0	0.000	A
A361 S	571	143	0	2370	0.241	571	408	0.3	0.3	2.081	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	334	83	0	2133	0.156	334	467	0.3	0.2	2.222	A
Site Access	0	0	334	1508	0.000	0	0	0.0	0.0	0.000	A
A361 S	467	117	0	2370	0.197	467	334	0.3	0.3	1.967	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	279	70	0	2133	0.131	279	391	0.2	0.2	2.157	A
Site Access	0	0	279	1543	0.000	0	0	0.0	0.0	0.000	A
A361 S	391	98	0	2370	0.165	391	279	0.3	0.2	1.891	A

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.14	A

Traffic Demand

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	2025 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	269	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	269
	Site Access	0	0	0
	A361 S	507	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.14	2.17	0.2	A	247	370
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.24	2.13	0.3	A	465	698

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	203	51	0	2133	0.095	202	381	0.0	0.1	2.069	A
Site Access	0	0	202	1591	0.000	0	0	0.0	0.0	0.000	A
A361 S	382	95	0	2370	0.161	381	202	0.0	0.2	1.935	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	242	60	0	2133	0.113	242	456	0.1	0.1	2.112	A
Site Access	0	0	242	1566	0.000	0	0	0.0	0.0	0.000	A
A361 S	456	114	0	2370	0.192	456	242	0.2	0.3	2.012	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	296	74	0	2133	0.139	296	558	0.1	0.2	2.175	A
Site Access	0	0	296	1532	0.000	0	0	0.0	0.0	0.000	A
A361 S	558	140	0	2370	0.236	558	296	0.3	0.3	2.126	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	296	74	0	2133	0.139	296	558	0.2	0.2	2.175	A
Site Access	0	0	296	1532	0.000	0	0	0.0	0.0	0.000	A
A361 S	558	140	0	2370	0.236	558	296	0.3	0.3	2.126	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	242	60	0	2133	0.113	242	456	0.2	0.1	2.114	A
Site Access	0	0	242	1566	0.000	0	0	0.0	0.0	0.000	A
A361 S	456	114	0	2370	0.192	456	242	0.3	0.3	2.013	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	203	51	0	2133	0.095	203	382	0.1	0.1	2.069	A
Site Access	0	0	203	1591	0.000	0	0	0.0	0.0	0.000	A
A361 S	382	95	0	2370	0.161	382	203	0.3	0.2	1.937	A

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.14	A

Traffic Demand

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	2025 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	471	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	471
	Site Access	0	0	0
	A361 S	375	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	3
	Site Access	0	0	0
	A361 S	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.24	2.30	0.3	A	432	648
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.17	1.95	0.2	A	344	516

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	355	89	0	2133	0.166	354	282	0.0	0.2	2.083	A
Site Access	0	0	354	1496	0.000	0	0	0.0	0.0	0.000	A
A361 S	282	71	0	2370	0.119	282	354	0.0	0.1	1.827	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	423	106	0	2133	0.199	423	337	0.2	0.3	2.168	A
Site Access	0	0	423	1452	0.000	0	0	0.0	0.0	0.000	A
A361 S	337	84	0	2370	0.142	337	423	0.1	0.2	1.876	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	519	130	0	2133	0.243	518	413	0.3	0.3	2.296	A
Site Access	0	0	518	1393	0.000	0	0	0.0	0.0	0.000	A
A361 S	413	103	0	2370	0.174	413	518	0.2	0.2	1.949	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	519	130	0	2133	0.243	519	413	0.3	0.3	2.296	A
Site Access	0	0	519	1392	0.000	0	0	0.0	0.0	0.000	A
A361 S	413	103	0	2370	0.174	413	519	0.2	0.2	1.949	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	423	106	0	2133	0.199	424	337	0.3	0.3	2.169	A
Site Access	0	0	424	1452	0.000	0	0	0.0	0.0	0.000	A
A361 S	337	84	0	2370	0.142	337	424	0.2	0.2	1.879	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	355	89	0	2133	0.166	355	282	0.3	0.2	2.086	A
Site Access	0	0	355	1495	0.000	0	0	0.0	0.0	0.000	A
A361 S	282	71	0	2370	0.119	282	355	0.2	0.1	1.830	A

2025 Base + Committed, Pre-AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	572	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	877	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	572
	Site Access	0	0	0
	A361 S	877	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	28
	Site Access	0	0	0
	A361 S	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.30	3.06	0.5	A	525	787
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.41	3.05	0.8	A	805	1207

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	431	108	0	2133	0.202	429	658	0.0	0.3	2.704	A
Site Access	0	0	429	1448	0.000	0	0	0.0	0.0	0.000	A
A361 S	660	165	0	2370	0.279	658	429	0.0	0.5	2.501	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	514	129	0	2133	0.241	514	788	0.3	0.4	2.845	A
Site Access	0	0	514	1395	0.000	0	0	0.0	0.0	0.000	A
A361 S	788	197	0	2370	0.333	788	514	0.5	0.6	2.708	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	630	157	0	2133	0.295	629	965	0.4	0.5	3.064	A
Site Access	0	0	629	1323	0.000	0	0	0.0	0.0	0.000	A
A361 S	966	241	0	2370	0.407	965	629	0.6	0.8	3.048	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	630	157	0	2133	0.295	630	966	0.5	0.5	3.064	A
Site Access	0	0	630	1323	0.000	0	0	0.0	0.0	0.000	A
A361 S	966	241	0	2370	0.407	966	630	0.8	0.8	3.050	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	514	129	0	2133	0.241	515	789	0.5	0.4	2.849	A
Site Access	0	0	515	1395	0.000	0	0	0.0	0.0	0.000	A
A361 S	788	197	0	2370	0.333	789	515	0.8	0.6	2.711	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	431	108	0	2133	0.202	431	661	0.4	0.3	2.709	A
Site Access	0	0	431	1447	0.000	0	0	0.0	0.0	0.000	A
A361 S	660	165	0	2370	0.279	661	431	0.6	0.5	2.507	A

2025 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.68	A

Traffic Demand

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	2025 Base + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	420	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	760	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	420
	Site Access	0	0	0
	A361 S	760	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	23
	Site Access	0	0	0
	A361 S	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.22	2.65	0.3	A	385	578
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.35	2.70	0.6	A	697	1046

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	316	79	0	2133	0.148	315	571	0.0	0.2	2.434	A
Site Access	0	0	315	1520	0.000	0	0	0.0	0.0	0.000	A
A361 S	572	143	0	2370	0.241	571	315	0.0	0.4	2.299	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	378	94	0	2133	0.177	377	683	0.2	0.3	2.521	A
Site Access	0	0	377	1481	0.000	0	0	0.0	0.0	0.000	A
A361 S	683	171	0	2370	0.288	683	377	0.4	0.5	2.454	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	462	116	0	2133	0.217	462	836	0.3	0.3	2.650	A
Site Access	0	0	462	1428	0.000	0	0	0.0	0.0	0.000	A
A361 S	837	209	0	2370	0.353	836	462	0.5	0.6	2.698	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	462	116	0	2133	0.217	462	837	0.3	0.3	2.650	A
Site Access	0	0	462	1428	0.000	0	0	0.0	0.0	0.000	A
A361 S	837	209	0	2370	0.353	837	462	0.6	0.6	2.700	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	378	94	0	2133	0.177	378	684	0.3	0.3	2.524	A
Site Access	0	0	378	1481	0.000	0	0	0.0	0.0	0.000	A
A361 S	683	171	0	2370	0.288	684	378	0.6	0.5	2.458	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	316	79	0	2133	0.148	316	573	0.3	0.2	2.439	A
Site Access	0	0	316	1519	0.000	0	0	0.0	0.0	0.000	A
A361 S	572	143	0	2370	0.241	573	316	0.5	0.4	2.303	A

2025 Base + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 Base + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	690	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	690
	Site Access	0	0	0
	A361 S	511	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	6
	Site Access	0	0	0
	A361 S	13	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.36	2.78	0.6	A	633	950
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.24	2.25	0.4	A	469	703

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	519	130	0	2133	0.244	518	384	0.0	0.3	2.360	A
Site Access	0	0	518	1393	0.000	0	0	0.0	0.0	0.000	A
A361 S	385	96	0	2370	0.162	384	518	0.0	0.2	2.047	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	620	155	0	2133	0.291	620	459	0.3	0.4	2.522	A
Site Access	0	0	620	1329	0.000	0	0	0.0	0.0	0.000	A
A361 S	459	115	0	2370	0.194	459	620	0.2	0.3	2.129	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	760	190	0	2133	0.356	759	562	0.4	0.6	2.775	A
Site Access	0	0	759	1242	0.000	0	0	0.0	0.0	0.000	A
A361 S	563	141	0	2370	0.237	562	759	0.3	0.4	2.250	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	760	190	0	2133	0.356	760	563	0.6	0.6	2.778	A
Site Access	0	0	760	1241	0.000	0	0	0.0	0.0	0.000	A
A361 S	563	141	0	2370	0.237	563	760	0.4	0.4	2.250	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	620	155	0	2133	0.291	621	460	0.6	0.4	2.526	A
Site Access	0	0	621	1328	0.000	0	0	0.0	0.0	0.000	A
A361 S	459	115	0	2370	0.194	460	621	0.4	0.3	2.131	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	519	130	0	2133	0.244	520	385	0.4	0.3	2.365	A
Site Access	0	0	520	1392	0.000	0	0	0.0	0.0	0.000	A
A361 S	385	96	0	2370	0.162	385	520	0.3	0.2	2.049	A

2025 Base + Committed + Development, Pre-AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

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	2025 Base + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	676	100.000
Site Access		ONE HOUR	✓	182	100.000
A361 S		ONE HOUR	✓	1067	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	15	661
	Site Access	17	0	165
	A361 S	966	101	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	28	32
	Site Access	69	0	60
	A361 S	19	34	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.36	3.62	0.7	A	620	930
Site Access	0.16	5.46	0.3	A	167	251
A361 S	0.50	3.67	1.2	A	979	1469

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	509	127	76	2080	0.245	507	738	0.0	0.4	3.017	A
Site Access	137	34	496	1407	0.097	136	87	0.0	0.2	4.555	A
A361 S	803	201	13	2360	0.340	801	620	0.0	0.6	2.771	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	608	152	91	2069	0.294	607	883	0.4	0.5	3.247	A
Site Access	164	41	594	1345	0.122	163	104	0.2	0.2	4.898	A
A361 S	959	240	15	2358	0.407	958	742	0.6	0.8	3.091	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	744	186	111	2055	0.362	743	1081	0.5	0.7	3.618	A
Site Access	200	50	727	1262	0.159	200	128	0.2	0.3	5.451	A
A361 S	1175	294	19	2356	0.499	1173	908	0.8	1.2	3.656	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	744	186	111	2055	0.362	744	1082	0.7	0.7	3.621	A
Site Access	200	50	728	1261	0.159	200	128	0.3	0.3	5.456	A
A361 S	1175	294	19	2356	0.499	1175	909	1.2	1.2	3.665	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	608	152	91	2069	0.294	608	885	0.7	0.6	3.254	A
Site Access	164	41	595	1345	0.122	164	104	0.3	0.2	4.905	A
A361 S	959	240	15	2358	0.407	961	744	1.2	0.8	3.100	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	509	127	76	2080	0.245	509	741	0.6	0.4	3.024	A
Site Access	137	34	498	1405	0.098	137	87	0.2	0.2	4.565	A
A361 S	803	201	13	2360	0.340	804	623	0.8	0.6	2.783	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.35	A

Traffic Demand

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	2025 Base + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	498	100.000
Site Access		ONE HOUR	✓	136	100.000
A361 S		ONE HOUR	✓	973	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	11	487
	Site Access	12	0	124
	A361 S	824	149	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	40	26
	Site Access	54	0	44
	A361 S	16	53	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.27	3.09	0.5	A	457	685
Site Access	0.11	4.23	0.2	A	125	187
A361 S	0.45	3.36	1.0	A	893	1339

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	375	94	112	2055	0.182	374	628	0.0	0.3	2.703	A
Site Access	102	26	366	1489	0.069	102	120	0.0	0.1	3.760	A
A361 S	733	183	9	2363	0.310	730	459	0.0	0.5	2.653	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	448	112	134	2039	0.220	447	751	0.3	0.4	2.855	A
Site Access	122	31	438	1443	0.085	122	144	0.1	0.1	3.946	A
A361 S	875	219	11	2362	0.370	874	549	0.5	0.7	2.913	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	548	137	164	2018	0.272	548	919	0.4	0.5	3.091	A
Site Access	150	37	536	1382	0.108	150	176	0.1	0.2	4.231	A
A361 S	1071	268	13	2360	0.454	1070	672	0.7	1.0	3.359	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	548	137	164	2018	0.272	548	920	0.5	0.5	3.092	A
Site Access	150	37	536	1381	0.108	150	176	0.2	0.2	4.232	A
A361 S	1071	268	13	2360	0.454	1071	673	1.0	1.0	3.364	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	448	112	134	2039	0.220	448	753	0.5	0.4	2.857	A
Site Access	122	31	438	1443	0.085	122	144	0.2	0.1	3.950	A
A361 S	875	219	11	2362	0.370	876	550	1.0	0.7	2.922	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	375	94	112	2054	0.183	375	630	0.4	0.3	2.707	A
Site Access	102	26	367	1488	0.069	102	121	0.1	0.1	3.766	A
A361 S	733	183	9	2363	0.310	733	460	0.7	0.5	2.663	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Traffic Demand

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	2025 Base + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	790	100.000
Site Access		ONE HOUR	✓	181	100.000
A361 S		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	10	780
	Site Access	14	0	167
	A361 S	569	219	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	41	6
	Site Access	16	0	12
	A361 S	15	32	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.44	3.50	0.8	A	725	1087
Site Access	0.17	4.13	0.2	A	166	249
A361 S	0.37	2.88	0.7	A	723	1085

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	595	149	164	2018	0.295	593	438	0.0	0.4	2.683	A
Site Access	136	34	585	1351	0.101	136	172	0.0	0.1	3.326	A
A361 S	593	148	11	2362	0.251	592	711	0.0	0.4	2.423	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	710	178	197	1995	0.356	710	524	0.4	0.6	2.975	A
Site Access	163	41	701	1278	0.127	163	206	0.1	0.2	3.623	A
A361 S	708	177	13	2360	0.300	708	851	0.4	0.5	2.598	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	870	217	241	1964	0.443	869	641	0.6	0.8	3.491	A
Site Access	199	50	858	1180	0.169	199	252	0.2	0.2	4.121	A
A361 S	868	217	15	2358	0.368	867	1041	0.5	0.7	2.877	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	870	217	241	1964	0.443	870	642	0.8	0.8	3.497	A
Site Access	199	50	859	1179	0.169	199	252	0.2	0.2	4.126	A
A361 S	868	217	15	2358	0.368	868	1043	0.7	0.7	2.879	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	710	178	197	1995	0.356	711	525	0.8	0.6	2.983	A
Site Access	163	41	702	1277	0.127	163	206	0.2	0.2	3.627	A
A361 S	708	177	13	2360	0.300	709	853	0.7	0.5	2.603	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	595	149	165	2017	0.295	595	439	0.6	0.4	2.694	A
Site Access	136	34	588	1349	0.101	136	173	0.2	0.1	3.336	A
A361 S	593	148	11	2362	0.251	594	714	0.5	0.4	2.430	A

2032 Base, Pre-AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	393	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	393
	Site Access	0	0	0
	A361 S	549	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.20	2.35	0.3	A	361	541
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.26	2.12	0.4	A	504	756

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	296	74	0	2133	0.139	295	412	0.0	0.2	2.174	A
Site Access	0	0	295	1533	0.000	0	0	0.0	0.0	0.000	A
A361 S	413	103	0	2370	0.174	412	295	0.0	0.2	1.912	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	353	88	0	2133	0.166	353	493	0.2	0.2	2.244	A
Site Access	0	0	353	1496	0.000	0	0	0.0	0.0	0.000	A
A361 S	494	123	0	2370	0.208	493	353	0.2	0.3	1.995	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	433	108	0	2133	0.203	432	604	0.2	0.3	2.349	A
Site Access	0	0	432	1447	0.000	0	0	0.0	0.0	0.000	A
A361 S	604	151	0	2370	0.255	604	432	0.3	0.4	2.120	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	433	108	0	2133	0.203	433	604	0.3	0.3	2.349	A
Site Access	0	0	433	1446	0.000	0	0	0.0	0.0	0.000	A
A361 S	604	151	0	2370	0.255	604	433	0.4	0.4	2.120	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	353	88	0	2133	0.166	354	494	0.3	0.2	2.247	A
Site Access	0	0	354	1496	0.000	0	0	0.0	0.0	0.000	A
A361 S	494	123	0	2370	0.208	494	354	0.4	0.3	1.996	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	296	74	0	2133	0.139	296	414	0.2	0.2	2.175	A
Site Access	0	0	296	1532	0.000	0	0	0.0	0.0	0.000	A
A361 S	413	103	0	2370	0.174	414	296	0.3	0.2	1.913	A

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	285	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	285
	Site Access	0	0	0
	A361 S	537	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.15	2.20	0.2	A	262	392
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.25	2.17	0.4	A	493	739

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	215	54	0	2133	0.101	214	403	0.0	0.1	2.082	A
Site Access	0	0	214	1584	0.000	0	0	0.0	0.0	0.000	A
A361 S	404	101	0	2370	0.171	403	214	0.0	0.2	1.958	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	256	64	0	2133	0.120	256	483	0.1	0.2	2.128	A
Site Access	0	0	256	1557	0.000	0	0	0.0	0.0	0.000	A
A361 S	483	121	0	2370	0.204	483	256	0.2	0.3	2.041	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	314	78	0	2133	0.147	314	591	0.2	0.2	2.196	A
Site Access	0	0	314	1521	0.000	0	0	0.0	0.0	0.000	A
A361 S	591	148	0	2370	0.250	591	314	0.3	0.4	2.165	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	314	78	0	2133	0.147	314	591	0.2	0.2	2.196	A
Site Access	0	0	314	1521	0.000	0	0	0.0	0.0	0.000	A
A361 S	591	148	0	2370	0.250	591	314	0.4	0.4	2.165	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	256	64	0	2133	0.120	256	483	0.2	0.2	2.129	A
Site Access	0	0	256	1557	0.000	0	0	0.0	0.0	0.000	A
A361 S	483	121	0	2370	0.204	483	256	0.4	0.3	2.043	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	215	54	0	2133	0.101	215	404	0.2	0.1	2.082	A
Site Access	0	0	215	1583	0.000	0	0	0.0	0.0	0.000	A
A361 S	404	101	0	2370	0.171	404	215	0.3	0.2	1.960	A

2032 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2032 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	498	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	498
	Site Access	0	0	0
	A361 S	397	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	3
	Site Access	0	0	0
	A361 S	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.26	2.34	0.4	A	457	685
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.18	1.97	0.2	A	364	546

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	375	94	0	2133	0.176	374	298	0.0	0.2	2.107	A
Site Access	0	0	374	1483	0.000	0	0	0.0	0.0	0.000	A
A361 S	299	75	0	2370	0.126	298	374	0.0	0.2	1.841	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	448	112	0	2133	0.210	447	357	0.2	0.3	2.199	A
Site Access	0	0	447	1437	0.000	0	0	0.0	0.0	0.000	A
A361 S	357	89	0	2370	0.151	357	447	0.2	0.2	1.894	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	548	137	0	2133	0.257	548	437	0.3	0.4	2.339	A
Site Access	0	0	548	1374	0.000	0	0	0.0	0.0	0.000	A
A361 S	437	109	0	2370	0.184	437	548	0.2	0.2	1.974	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	548	137	0	2133	0.257	548	437	0.4	0.4	2.339	A
Site Access	0	0	548	1374	0.000	0	0	0.0	0.0	0.000	A
A361 S	437	109	0	2370	0.184	437	548	0.2	0.2	1.974	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	448	112	0	2133	0.210	448	357	0.4	0.3	2.202	A
Site Access	0	0	448	1437	0.000	0	0	0.0	0.0	0.000	A
A361 S	357	89	0	2370	0.151	357	448	0.2	0.2	1.898	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	375	94	0	2133	0.176	375	299	0.3	0.2	2.110	A
Site Access	0	0	375	1482	0.000	0	0	0.0	0.0	0.000	A
A361 S	299	75	0	2370	0.126	299	375	0.2	0.2	1.845	A

2032 Base + Committed, Pre-AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2032 Base + Committed	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	594	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	907	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	594
	Site Access	0	0	0
	A361 S	907	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	28
	Site Access	0	0	0
	A361 S	18	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.31	3.11	0.6	A	545	818
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.42	3.10	0.9	A	832	1248

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	447	112	0	2133	0.210	446	681	0.0	0.3	2.728	A
Site Access	0	0	446	1438	0.000	0	0	0.0	0.0	0.000	A
A361 S	683	171	0	2370	0.288	681	446	0.0	0.5	2.514	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	534	133	0	2133	0.250	534	815	0.3	0.4	2.881	A
Site Access	0	0	534	1383	0.000	0	0	0.0	0.0	0.000	A
A361 S	815	204	0	2370	0.344	815	534	0.5	0.6	2.732	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	654	164	0	2133	0.307	653	998	0.4	0.6	3.114	A
Site Access	0	0	653	1308	0.000	0	0	0.0	0.0	0.000	A
A361 S	999	250	0	2370	0.421	998	653	0.6	0.9	3.095	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	654	164	0	2133	0.307	654	999	0.6	0.6	3.114	A
Site Access	0	0	654	1308	0.000	0	0	0.0	0.0	0.000	A
A361 S	999	250	0	2370	0.421	999	654	0.9	0.9	3.097	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	534	133	0	2133	0.250	535	816	0.6	0.4	2.885	A
Site Access	0	0	535	1382	0.000	0	0	0.0	0.0	0.000	A
A361 S	815	204	0	2370	0.344	816	535	0.9	0.6	2.735	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	447	112	0	2133	0.210	448	683	0.4	0.3	2.736	A
Site Access	0	0	448	1437	0.000	0	0	0.0	0.0	0.000	A
A361 S	683	171	0	2370	0.288	683	448	0.6	0.5	2.519	A

2032 Base + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Traffic Demand

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
D17	2032 Base + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	436	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	790	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	436
	Site Access	0	0	0
	A361 S	790	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	22
	Site Access	0	0	0
	A361 S	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.23	2.66	0.4	A	400	600
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.37	2.76	0.7	A	725	1087

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	328	82	0	2133	0.154	327	593	0.0	0.2	2.431	A
Site Access	0	0	327	1512	0.000	0	0	0.0	0.0	0.000	A
A361 S	595	149	0	2370	0.251	593	327	0.0	0.4	2.328	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	392	98	0	2133	0.184	392	710	0.2	0.3	2.522	A
Site Access	0	0	392	1472	0.000	0	0	0.0	0.0	0.000	A
A361 S	710	178	0	2370	0.300	710	392	0.4	0.5	2.494	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	480	120	0	2133	0.225	480	869	0.3	0.4	2.656	A
Site Access	0	0	480	1417	0.000	0	0	0.0	0.0	0.000	A
A361 S	870	217	0	2370	0.367	869	480	0.5	0.7	2.757	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	480	120	0	2133	0.225	480	870	0.4	0.4	2.656	A
Site Access	0	0	480	1417	0.000	0	0	0.0	0.0	0.000	A
A361 S	870	217	0	2370	0.367	870	480	0.7	0.7	2.759	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	392	98	0	2133	0.184	392	711	0.4	0.3	2.525	A
Site Access	0	0	392	1472	0.000	0	0	0.0	0.0	0.000	A
A361 S	710	178	0	2370	0.300	711	392	0.7	0.5	2.496	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	328	82	0	2133	0.154	328	595	0.3	0.2	2.433	A
Site Access	0	0	328	1512	0.000	0	0	0.0	0.0	0.000	A
A361 S	595	149	0	2370	0.251	595	328	0.5	0.4	2.333	A

2032 Base + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2032 Base + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	717	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	717
	Site Access	0	0	0
	A361 S	533	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	6
	Site Access	0	0	0
	A361 S	12	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.37	2.84	0.6	A	658	987
Site Access	0.00	0.00	0.0	A	0	0
A361 S	0.25	2.26	0.4	A	489	734

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	540	135	0	2133	0.253	538	400	0.0	0.4	2.390	A
Site Access	0	0	538	1380	0.000	0	0	0.0	0.0	0.000	A
A361 S	401	100	0	2370	0.169	400	538	0.0	0.2	2.046	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	645	161	0	2133	0.302	644	479	0.4	0.5	2.563	A
Site Access	0	0	644	1314	0.000	0	0	0.0	0.0	0.000	A
A361 S	479	120	0	2370	0.202	479	644	0.2	0.3	2.132	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	789	197	0	2133	0.370	789	587	0.5	0.6	2.837	A
Site Access	0	0	789	1223	0.000	0	0	0.0	0.0	0.000	A
A361 S	587	147	0	2370	0.248	587	789	0.3	0.4	2.261	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	789	197	0	2133	0.370	789	587	0.6	0.6	2.839	A
Site Access	0	0	789	1223	0.000	0	0	0.0	0.0	0.000	A
A361 S	587	147	0	2370	0.248	587	789	0.4	0.4	2.261	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	645	161	0	2133	0.302	645	479	0.6	0.5	2.567	A
Site Access	0	0	645	1313	0.000	0	0	0.0	0.0	0.000	A
A361 S	479	120	0	2370	0.202	479	645	0.4	0.3	2.133	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	540	135	0	2133	0.253	540	401	0.5	0.4	2.395	A
Site Access	0	0	540	1379	0.000	0	0	0.0	0.0	0.000	A
A361 S	401	100	0	2370	0.169	401	540	0.3	0.2	2.050	A

2032 Base + Committed + Development , Pre-AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.89	A

Traffic Demand

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
D19	2032 Base + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	698	100.000
Site Access		ONE HOUR	✓	182	100.000
A361 S		ONE HOUR	✓	1097	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	15	683
	Site Access	17	0	165
	A361 S	996	101	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	28	32
	Site Access	69	0	60
	A361 S	18	34	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.37	3.69	0.8	A	640	961
Site Access	0.16	5.54	0.3	A	167	251
A361 S	0.51	3.74	1.3	A	1007	1510

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	525	131	76	2080	0.253	524	760	0.0	0.4	3.049	A
Site Access	137	34	512	1396	0.098	136	87	0.0	0.2	4.592	A
A361 S	826	206	13	2360	0.350	823	636	0.0	0.6	2.790	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	627	157	91	2069	0.303	627	910	0.4	0.6	3.292	A
Site Access	164	41	614	1333	0.123	163	104	0.2	0.2	4.950	A
A361 S	986	247	15	2358	0.418	985	762	0.6	0.9	3.127	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	769	192	111	2055	0.374	768	1114	0.6	0.8	3.686	A
Site Access	200	50	751	1247	0.161	200	128	0.2	0.3	5.530	A
A361 S	1208	302	19	2356	0.513	1206	933	0.9	1.2	3.732	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	769	192	111	2055	0.374	769	1115	0.8	0.8	3.689	A
Site Access	200	50	752	1246	0.161	200	128	0.3	0.3	5.535	A
A361 S	1208	302	19	2356	0.513	1208	934	1.2	1.3	3.740	A

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	627	157	91	2069	0.303	628	912	0.8	0.6	3.299	A
Site Access	164	41	615	1332	0.123	164	104	0.3	0.2	4.956	A
A361 S	986	247	15	2358	0.418	988	763	1.3	0.9	3.136	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	525	131	76	2080	0.253	526	763	0.6	0.4	3.056	A
Site Access	137	34	515	1395	0.098	137	87	0.2	0.2	4.603	A
A361 S	826	206	13	2360	0.350	827	639	0.9	0.6	2.802	A

2032 Base + Committed + Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	A

Traffic Demand

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
D20	2032 Base + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	514	100.000
Site Access		ONE HOUR	✓	136	100.000
A361 S		ONE HOUR	✓	1003	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	11	503
	Site Access	12	0	124
	A361 S	854	149	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	40	25
	Site Access	54	0	44
	A361 S	16	53	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.28	3.10	0.5	A	472	707
Site Access	0.11	4.27	0.2	A	125	187
A361 S	0.47	3.45	1.1	A	920	1381

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	387	97	112	2055	0.188	386	650	0.0	0.3	2.701	A
Site Access	102	26	378	1481	0.069	102	120	0.0	0.1	3.781	A
A361 S	755	189	9	2363	0.320	753	471	0.0	0.6	2.687	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	462	116	134	2039	0.227	462	778	0.3	0.4	2.859	A
Site Access	122	31	452	1434	0.085	122	144	0.1	0.1	3.973	A
A361 S	902	225	11	2362	0.382	901	563	0.6	0.7	2.964	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	566	141	164	2018	0.280	565	952	0.4	0.5	3.104	A
Site Access	150	37	553	1371	0.109	150	176	0.1	0.2	4.270	A
A361 S	1104	276	13	2360	0.468	1103	690	0.7	1.1	3.443	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	566	141	164	2018	0.280	566	953	0.5	0.5	3.105	A
Site Access	150	37	554	1370	0.109	150	176	0.2	0.2	4.271	A
A361 S	1104	276	13	2360	0.468	1104	690	1.1	1.1	3.449	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	462	116	134	2039	0.227	463	780	0.5	0.4	2.861	A
Site Access	122	31	453	1434	0.085	122	144	0.2	0.1	3.977	A
A361 S	902	225	11	2362	0.382	903	564	1.1	0.7	2.973	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	387	97	112	2054	0.188	387	653	0.4	0.3	2.705	A
Site Access	102	26	379	1480	0.069	102	121	0.1	0.1	3.787	A
A361 S	755	189	9	2363	0.320	756	472	0.7	0.6	2.696	A

2032 Base + Committed + Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A361 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.35	A

Traffic Demand

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
D21	2032 Base + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	817	100.000
Site Access		ONE HOUR	✓	181	100.000
A361 S		ONE HOUR	✓	810	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	10	807
	Site Access	14	0	167
	A361 S	591	219	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	41	6
	Site Access	16	0	12
	A361 S	14	32	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A361 N	0.46	3.59	0.9	A	750	1125
Site Access	0.17	4.21	0.2	A	166	249
A361 S	0.38	2.90	0.7	A	743	1115

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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	615	154	164	2018	0.305	613	454	0.0	0.5	2.721	A
Site Access	136	34	606	1338	0.102	136	172	0.0	0.1	3.361	A
A361 S	610	152	11	2362	0.258	608	731	0.0	0.4	2.427	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	734	184	197	1995	0.368	734	544	0.5	0.6	3.032	A
Site Access	163	41	725	1263	0.129	163	206	0.1	0.2	3.673	A
A361 S	728	182	13	2360	0.309	728	875	0.4	0.5	2.610	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	900	225	241	1964	0.458	898	666	0.6	0.9	3.588	A
Site Access	199	50	887	1161	0.172	199	252	0.2	0.2	4.201	A
A361 S	892	223	15	2358	0.378	891	1071	0.5	0.7	2.903	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	900	225	241	1964	0.458	900	666	0.9	0.9	3.594	A
Site Access	199	50	889	1160	0.172	199	252	0.2	0.2	4.206	A
A361 S	892	223	15	2358	0.378	892	1072	0.7	0.7	2.905	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	734	184	197	1995	0.368	736	544	0.9	0.6	3.041	A
Site Access	163	41	727	1262	0.129	163	206	0.2	0.2	3.681	A
A361 S	728	182	13	2360	0.309	729	877	0.7	0.5	2.612	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) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A361 N	615	154	165	2017	0.305	616	456	0.6	0.5	2.731	A
Site Access	136	34	608	1336	0.102	136	173	0.2	0.1	3.371	A
A361 S	610	152	11	2362	0.258	610	734	0.5	0.4	2.434	A

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: A361-Site Access Priority RevA.j10
Path: P:\23000's\23457\Technical
Report generation date: 13/10/2022 15:30:34

Summary of junction performance

	Pre-AM			AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base								
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base								
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
	2025 + Committed								
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
	2025 + Committed + Development								
Stream B-C	0.2	9.12	0.13	0.2	7.38	0.10	0.2	6.68	0.14
Stream B-A	0.1	19.01	0.03	0.0	14.53	0.02	0.0	12.01	0.02
Stream C-AB	0.2	7.71	0.15	0.1	7.43	0.10	0.1	8.29	0.10
	2032 Base								
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
	2032 + Committed								
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
	2032 + Committed + Development								
Stream B-C	0.3	9.24	0.14	0.2	7.44	0.10	0.2	6.79	0.14
Stream B-A	0.1	19.80	0.03	0.0	14.95	0.02	0.0	12.45	0.03
Stream C-AB	0.2	7.81	0.15	0.1	7.50	0.10	0.1	8.42	0.10

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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	09/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D3	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2025 Base	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D5	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2025 + Committed	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D9	2025 + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D10	2025 + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D11	2025 + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2025 + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2032 Base	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base	AM	ONE HOUR	07:45	09:15	15	✓
D15	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D16	2032 + Committed	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D17	2032 + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D18	2032 + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D19	2032 + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	15	✓
D20	2032 + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D21	2032 + Committed + Development	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

2022 Base, Pre-AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	A361 N		Major
B	Site Access		Minor
C	A361 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A361 S	7.15		✓	3.50	250.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
Site Access	One lane plus flare	10.00	9.62	5.67	4.48	4.40	✓	3.00	250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	726	0.126	0.318	0.200	0.454
B-C	814	0.119	0.300	-	-
C-B	820	0.302	0.302	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	360	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	360
	Site Access	0	0	0
	A361 S	503	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					462	692
A-B					0	0
A-C					330	496

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	733	0.000	0	0.0	0.0	0.000	A
B-A	0	0	564	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1507	0.000	0	0.0	0.0	0.000	A
C-A	379	95			379				
A-B	0	0			0				
A-C	271	68			271				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	717	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1474	0.000	0	0.0	0.0	0.000	A
C-A	452	113			452				
A-B	0	0			0				
A-C	324	81			324				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	695	0.000	0	0.0	0.0	0.000	A
B-A	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1429	0.000	0	0.0	0.0	0.000	A
C-A	554	138			554				
A-B	0	0			0				
A-C	396	99			396				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	695	0.000	0	0.0	0.0	0.000	A
B-A	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1429	0.000	0	0.0	0.0	0.000	A
C-A	554	138			554				
A-B	0	0			0				
A-C	396	99			396				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	717	0.000	0	0.0	0.0	0.000	A
B-A	0	0	533	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1474	0.000	0	0.0	0.0	0.000	A
C-A	452	113			452				
A-B	0	0			0				
A-C	324	81			324				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	733	0.000	0	0.0	0.0	0.000	A
B-A	0	0	564	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1507	0.000	0	0.0	0.0	0.000	A
C-A	379	95			379				
A-B	0	0			0				
A-C	271	68			271				

2022 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	261	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	261
	Site Access	0	0	0
	A361 S	492	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					451	677
A-B					0	0
A-C					239	359

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	755	0.000	0	0.0	0.0	0.000	A
B-A	0	0	590	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1575	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	0	0			0				
A-C	196	49			196				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	744	0.000	0	0.0	0.0	0.000	A
B-A	0	0	563	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1552	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	0	0			0				
A-C	235	59			235				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	728	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1519	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	0	0			0				
A-C	287	72			287				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	728	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1519	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	0	0			0				
A-C	287	72			287				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	744	0.000	0	0.0	0.0	0.000	A
B-A	0	0	563	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1552	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	0	0			0				
A-C	235	59			235				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	755	0.000	0	0.0	0.0	0.000	A
B-A	0	0	590	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1575	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	0	0			0				
A-C	196	49			196				

2022 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	457	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	457
	Site Access	0	0	0
	A361 S	364	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	3
	Site Access	0	0	0
	A361 S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					334	501
A-B					0	0
A-C					419	629

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1476	0.000	0	0.0	0.0	0.000	A
C-A	274	69			274				
A-B	0	0			0				
A-C	344	86			344				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1435	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
A-B	0	0			0				
A-C	411	103			411				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	663	0.000	0	0.0	0.0	0.000	A
B-A	0	0	486	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1377	0.000	0	0.0	0.0	0.000	A
C-A	401	100			401				
A-B	0	0			0				
A-C	503	126			503				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	663	0.000	0	0.0	0.0	0.000	A
B-A	0	0	486	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1377	0.000	0	0.0	0.0	0.000	A
C-A	401	100			401				
A-B	0	0			0				
A-C	503	126			503				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	530	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1435	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
A-B	0	0			0				
A-C	411	103			411				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	711	0.000	0	0.0	0.0	0.000	A
B-A	0	0	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1476	0.000	0	0.0	0.0	0.000	A
C-A	274	69			274				
A-B	0	0			0				
A-C	344	86			344				

2025 Base, Pre-AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	371	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	371
	Site Access	0	0	0
	A361 S	519	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					476	714
A-B					0	0
A-C					340	511

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	730	0.000	0	0.0	0.0	0.000	A
B-A	0	0	559	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1502	0.000	0	0.0	0.0	0.000	A
C-A	391	98			391				
A-B	0	0			0				
A-C	279	70			279				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	714	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1468	0.000	0	0.0	0.0	0.000	A
C-A	467	117			467				
A-B	0	0			0				
A-C	334	83			334				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	482	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1422	0.000	0	0.0	0.0	0.000	A
C-A	571	143			571				
A-B	0	0			0				
A-C	408	102			408				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	482	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1422	0.000	0	0.0	0.0	0.000	A
C-A	571	143			571				
A-B	0	0			0				
A-C	408	102			408				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	714	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1468	0.000	0	0.0	0.0	0.000	A
C-A	467	117			467				
A-B	0	0			0				
A-C	334	83			334				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	730	0.000	0	0.0	0.0	0.000	A
B-A	0	0	559	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1502	0.000	0	0.0	0.0	0.000	A
C-A	391	98			391				
A-B	0	0			0				
A-C	279	70			279				

2025 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	269	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	269
	Site Access	0	0	0
	A361 S	507	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					465	698
A-B					0	0
A-C					247	370

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	753	0.000	0	0.0	0.0	0.000	A
B-A	0	0	586	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1572	0.000	0	0.0	0.0	0.000	A
C-A	382	95			382				
A-B	0	0			0				
A-C	203	51			203				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	742	0.000	0	0.0	0.0	0.000	A
B-A	0	0	558	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1547	0.000	0	0.0	0.0	0.000	A
C-A	456	114			456				
A-B	0	0			0				
A-C	242	60			242				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	725	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1513	0.000	0	0.0	0.0	0.000	A
C-A	558	140			558				
A-B	0	0			0				
A-C	296	74			296				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	725	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1513	0.000	0	0.0	0.0	0.000	A
C-A	558	140			558				
A-B	0	0			0				
A-C	296	74			296				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	742	0.000	0	0.0	0.0	0.000	A
B-A	0	0	558	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1547	0.000	0	0.0	0.0	0.000	A
C-A	456	114			456				
A-B	0	0			0				
A-C	242	60			242				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	753	0.000	0	0.0	0.0	0.000	A
B-A	0	0	586	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1572	0.000	0	0.0	0.0	0.000	A
C-A	382	95			382				
A-B	0	0			0				
A-C	203	51			203				

2025 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	471	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	471
	Site Access	0	0	0
	A361 S	375	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	3
	Site Access	0	0	0
	A361 S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					344	516
A-B					0	0
A-C					432	648

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	708	0.000	0	0.0	0.0	0.000	A
B-A	0	0	557	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1469	0.000	0	0.0	0.0	0.000	A
C-A	282	71			282				
A-B	0	0			0				
A-C	355	89			355				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	524	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1427	0.000	0	0.0	0.0	0.000	A
C-A	337	84			337				
A-B	0	0			0				
A-C	423	106			423				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	659	0.000	0	0.0	0.0	0.000	A
B-A	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1367	0.000	0	0.0	0.0	0.000	A
C-A	413	103			413				
A-B	0	0			0				
A-C	519	130			519				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	659	0.000	0	0.0	0.0	0.000	A
B-A	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1367	0.000	0	0.0	0.0	0.000	A
C-A	413	103			413				
A-B	0	0			0				
A-C	519	130			519				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	524	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1427	0.000	0	0.0	0.0	0.000	A
C-A	337	84			337				
A-B	0	0			0				
A-C	423	106			423				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	708	0.000	0	0.0	0.0	0.000	A
B-A	0	0	557	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1469	0.000	0	0.0	0.0	0.000	A
C-A	282	71			282				
A-B	0	0			0				
A-C	355	89			355				

2025 + Committed, Pre-AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 + Committed	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	454	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	454
	Site Access	0	0	0
	A361 S	646	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	19
	Site Access	0	0	0
	A361 S	17	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					593	889
A-B					0	0
A-C					417	625

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	712	0.000	0	0.0	0.0	0.000	A
B-A	0	0	520	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1556	0.000	0	0.0	0.0	0.000	A
C-A	486	122			486				
A-B	0	0			0				
A-C	342	85			342				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	481	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1513	0.000	0	0.0	0.0	0.000	A
C-A	581	145			581				
A-B	0	0			0				
A-C	408	102			408				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	664	0.000	0	0.0	0.0	0.000	A
B-A	0	0	425	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1453	0.000	0	0.0	0.0	0.000	A
C-A	711	178			711				
A-B	0	0			0				
A-C	500	125			500				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	664	0.000	0	0.0	0.0	0.000	A
B-A	0	0	425	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1453	0.000	0	0.0	0.0	0.000	A
C-A	711	178			711				
A-B	0	0			0				
A-C	500	125			500				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	692	0.000	0	0.0	0.0	0.000	A
B-A	0	0	481	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1513	0.000	0	0.0	0.0	0.000	A
C-A	581	145			581				
A-B	0	0			0				
A-C	408	102			408				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	712	0.000	0	0.0	0.0	0.000	A
B-A	0	0	520	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1556	0.000	0	0.0	0.0	0.000	A
C-A	486	122			486				
A-B	0	0			0				
A-C	342	85			342				

2025 + Committed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	331	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	331
	Site Access	0	0	0
	A361 S	597	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	17
	Site Access	0	0	0
	A361 S	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					548	822
A-B					0	0
A-C					304	456

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	739	0.000	0	0.0	0.0	0.000	A
B-A	0	0	557	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1595	0.000	0	0.0	0.0	0.000	A
C-A	449	112			449				
A-B	0	0			0				
A-C	249	62			249				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	725	0.000	0	0.0	0.0	0.000	A
B-A	0	0	524	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1563	0.000	0	0.0	0.0	0.000	A
C-A	537	134			537				
A-B	0	0			0				
A-C	298	74			298				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	705	0.000	0	0.0	0.0	0.000	A
B-A	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1520	0.000	0	0.0	0.0	0.000	A
C-A	657	164			657				
A-B	0	0			0				
A-C	364	91			364				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	705	0.000	0	0.0	0.0	0.000	A
B-A	0	0	479	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1520	0.000	0	0.0	0.0	0.000	A
C-A	657	164			657				
A-B	0	0			0				
A-C	364	91			364				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	725	0.000	0	0.0	0.0	0.000	A
B-A	0	0	524	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1563	0.000	0	0.0	0.0	0.000	A
C-A	537	134			537				
A-B	0	0			0				
A-C	298	74			298				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	739	0.000	0	0.0	0.0	0.000	A
B-A	0	0	557	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1595	0.000	0	0.0	0.0	0.000	A
C-A	449	112			449				
A-B	0	0			0				
A-C	249	62			249				

2025 + Committed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	536	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	536
	Site Access	0	0	0
	A361 S	447	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	7
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					410	615
A-B					0	0
A-C					492	738

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1446	0.000	0	0.0	0.0	0.000	A
C-A	337	84			337				
A-B	0	0			0				
A-C	404	101			404				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	670	0.000	0	0.0	0.0	0.000	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1397	0.000	0	0.0	0.0	0.000	A
C-A	402	100			402				
A-B	0	0			0				
A-C	482	120			482				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	637	0.000	0	0.0	0.0	0.000	A
B-A	0	0	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1329	0.000	0	0.0	0.0	0.000	A
C-A	492	123			492				
A-B	0	0			0				
A-C	590	148			590				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	637	0.000	0	0.0	0.0	0.000	A
B-A	0	0	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1329	0.000	0	0.0	0.0	0.000	A
C-A	492	123			492				
A-B	0	0			0				
A-C	590	148			590				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	670	0.000	0	0.0	0.0	0.000	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1397	0.000	0	0.0	0.0	0.000	A
C-A	402	100			402				
A-B	0	0			0				
A-C	482	120			482				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	693	0.000	0	0.0	0.0	0.000	A
B-A	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1446	0.000	0	0.0	0.0	0.000	A
C-A	337	84			337				
A-B	0	0			0				
A-C	404	101			404				

2025 + Committed + Development, Pre-AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	473	100.000
Site Access		ONE HOUR	✓	98	100.000
A361 S		ONE HOUR	✓	747	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	8	465
	Site Access	9	0	89
	A361 S	658	89	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	28	20
	Site Access	69	0	60
	A361 S	18	21	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	9.12	0.2	A	82	123
B-A	0.03	19.01	0.1	C	8	12
C-AB	0.15	7.71	0.2	A	82	123
C-A					604	906
A-B					7	11
A-C					427	640

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	787	0.085	66	0.0	0.1	7.991	A
B-A	7	2	429	0.016	7	0.0	0.0	14.398	B
C-AB	67	17	713	0.094	67	0.0	0.1	6.735	A
C-A	495	124			495				
A-B	6	2			6				
A-C	350	88			350				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	763	0.105	80	0.1	0.2	8.432	A
B-A	8	2	387	0.021	8	0.0	0.0	16.034	C
C-AB	80	20	692	0.116	80	0.1	0.2	7.113	A
C-A	592	148			592				
A-B	7	2			7				
A-C	418	105			418				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	24	730	0.134	98	0.2	0.2	9.115	A
B-A	10	2	330	0.030	10	0.0	0.1	18.993	C
C-AB	98	24	663	0.148	98	0.2	0.2	7.702	A
C-A	724	181			724				
A-B	9	2			9				
A-C	512	128			512				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	24	730	0.134	98	0.2	0.2	9.119	A
B-A	10	2	330	0.030	10	0.1	0.1	19.007	C
C-AB	98	24	663	0.148	98	0.2	0.2	7.707	A
C-A	724	181			724				
A-B	9	2			9				
A-C	512	128			512				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	763	0.105	80	0.2	0.2	8.442	A
B-A	8	2	387	0.021	8	0.1	0.0	16.046	C
C-AB	80	20	692	0.116	80	0.2	0.2	7.121	A
C-A	592	148			592				
A-B	7	2			7				
A-C	418	105			418				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	786	0.085	67	0.2	0.2	8.010	A
B-A	7	2	429	0.016	7	0.0	0.0	14.412	B
C-AB	67	17	713	0.094	67	0.2	0.1	6.748	A
C-A	495	124			495				
A-B	6	2			6				
A-C	350	88			350				

2025 + Committed + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.98	A

Traffic Demand

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	2025 + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	348	100.000
Site Access		ONE HOUR	✓	74	100.000
A361 S		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	6	342
	Site Access	7	0	67
	A361 S	610	64	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	40	17
	Site Access	54	0	44
	A361 S	15	31	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.38	0.2	A	61	92
B-A	0.02	14.53	0.0	B	6	10
C-AB	0.10	7.43	0.1	A	59	88
C-A					560	840
A-B					6	8
A-C					314	471

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	818	0.062	50	0.0	0.1	6.745	A
B-A	5	1	470	0.011	5	0.0	0.0	11.937	B
C-AB	48	12	741	0.065	48	0.0	0.1	6.797	A
C-A	459	115			459				
A-B	5	1			5				
A-C	257	64			257				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	801	0.075	60	0.1	0.1	6.999	A
B-A	6	2	436	0.014	6	0.0	0.0	12.908	B
C-AB	58	14	726	0.079	57	0.1	0.1	7.054	A
C-A	548	137			548				
A-B	5	1			5				
A-C	307	77			307				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	777	0.095	74	0.1	0.1	7.372	A
B-A	8	2	389	0.020	8	0.0	0.0	14.533	B
C-AB	70	18	705	0.100	70	0.1	0.1	7.431	A
C-A	672	168			672				
A-B	7	2			7				
A-C	377	94			377				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	777	0.095	74	0.1	0.2	7.375	A
B-A	8	2	389	0.020	8	0.0	0.0	14.535	B
C-AB	70	18	705	0.100	70	0.1	0.1	7.434	A
C-A	672	168			672				
A-B	7	2			7				
A-C	377	94			377				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	801	0.075	60	0.2	0.1	7.002	A
B-A	6	2	436	0.014	6	0.0	0.0	12.911	B
C-AB	58	14	726	0.079	58	0.1	0.1	7.059	A
C-A	548	137			548				
A-B	5	1			5				
A-C	307	77			307				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	818	0.062	51	0.1	0.1	6.756	A
B-A	5	1	469	0.011	5	0.0	0.0	11.944	B
C-AB	48	12	741	0.065	48	0.1	0.1	6.804	A
C-A	459	115			459				
A-B	5	1			5				
A-C	257	64			257				

2025 + Committed + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	A

Traffic Demand

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	2025 + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	551	100.000
Site Access		ONE HOUR	✓	98	100.000
A361 S		ONE HOUR	✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	5	546
	Site Access	8	0	90
	A361 S	462	58	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	41	8
	Site Access	16	0	12
	A361 S	8	32	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	6.68	0.2	A	83	124
B-A	0.02	12.01	0.0	B	7	11
C-AB	0.10	8.29	0.1	A	53	80
C-A					424	636
A-B					5	7
A-C					501	752

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	768	0.088	67	0.0	0.1	5.748	A
B-A	6	2	447	0.013	6	0.0	0.0	9.470	A
C-AB	44	11	695	0.063	43	0.0	0.1	7.287	A
C-A	348	87			348				
A-B	4	0.94			4				
A-C	411	103			411				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	741	0.109	81	0.1	0.1	6.109	A
B-A	7	2	409	0.018	7	0.0	0.0	10.393	B
C-AB	52	13	671	0.078	52	0.1	0.1	7.678	A
C-A	415	104			415				
A-B	4	1			4				
A-C	491	123			491				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	703	0.141	99	0.1	0.2	6.677	A
B-A	9	2	357	0.025	9	0.0	0.0	12.002	B
C-AB	64	16	637	0.100	64	0.1	0.1	8.284	A
C-A	509	127			509				
A-B	6	1			6				
A-C	601	150			601				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	703	0.141	99	0.2	0.2	6.680	A
B-A	9	2	357	0.025	9	0.0	0.0	12.006	B
C-AB	64	16	637	0.100	64	0.1	0.1	8.287	A
C-A	509	127			509				
A-B	6	1			6				
A-C	601	150			601				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	741	0.109	81	0.2	0.1	6.113	A
B-A	7	2	409	0.018	7	0.0	0.0	10.397	B
C-AB	52	13	671	0.078	52	0.1	0.1	7.683	A
C-A	415	104			415				
A-B	4	1			4				
A-C	491	123			491				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	768	0.088	68	0.1	0.1	5.759	A
B-A	6	2	447	0.013	6	0.0	0.0	9.476	A
C-AB	44	11	695	0.063	44	0.1	0.1	7.298	A
C-A	348	87			348				
A-B	4	0.94			4				
A-C	411	103			411				

2032 Base, Pre-AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	393	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	393
	Site Access	0	0	0
	A361 S	549	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					504	756
A-B					0	0
A-C					361	541

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	725	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1491	0.000	0	0.0	0.0	0.000	A
C-A	413	103			413				
A-B	0	0			0				
A-C	296	74			296				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	708	0.000	0	0.0	0.0	0.000	A
B-A	0	0	515	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1456	0.000	0	0.0	0.0	0.000	A
C-A	494	123			494				
A-B	0	0			0				
A-C	353	88			353				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	684	0.000	0	0.0	0.0	0.000	A
B-A	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1407	0.000	0	0.0	0.0	0.000	A
C-A	604	151			604				
A-B	0	0			0				
A-C	433	108			433				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	684	0.000	0	0.0	0.0	0.000	A
B-A	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1407	0.000	0	0.0	0.0	0.000	A
C-A	604	151			604				
A-B	0	0			0				
A-C	433	108			433				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	708	0.000	0	0.0	0.0	0.000	A
B-A	0	0	515	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1456	0.000	0	0.0	0.0	0.000	A
C-A	494	123			494				
A-B	0	0			0				
A-C	353	88			353				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	725	0.000	0	0.0	0.0	0.000	A
B-A	0	0	550	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1491	0.000	0	0.0	0.0	0.000	A
C-A	413	103			413				
A-B	0	0			0				
A-C	296	74			296				

2032 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	285	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	285
	Site Access	0	0	0
	A361 S	537	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	11
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					493	739
A-B					0	0
A-C					262	392

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	750	0.000	0	0.0	0.0	0.000	A
B-A	0	0	577	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1564	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	0	0			0				
A-C	215	54			215				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	737	0.000	0	0.0	0.0	0.000	A
B-A	0	0	548	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1538	0.000	0	0.0	0.0	0.000	A
C-A	483	121			483				
A-B	0	0			0				
A-C	256	64			256				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	720	0.000	0	0.0	0.0	0.000	A
B-A	0	0	508	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1502	0.000	0	0.0	0.0	0.000	A
C-A	591	148			591				
A-B	0	0			0				
A-C	314	78			314				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	720	0.000	0	0.0	0.0	0.000	A
B-A	0	0	508	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1502	0.000	0	0.0	0.0	0.000	A
C-A	591	148			591				
A-B	0	0			0				
A-C	314	78			314				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	737	0.000	0	0.0	0.0	0.000	A
B-A	0	0	548	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1538	0.000	0	0.0	0.0	0.000	A
C-A	483	121			483				
A-B	0	0			0				
A-C	256	64			256				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	750	0.000	0	0.0	0.0	0.000	A
B-A	0	0	577	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1564	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	0	0			0				
A-C	215	54			215				

2032 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2032 Base	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	498	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	498
	Site Access	0	0	0
	A361 S	397	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	3
	Site Access	0	0	0
	A361 S	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					364	546
A-B					0	0
A-C					457	685

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	702	0.000	0	0.0	0.0	0.000	A
B-A	0	0	547	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1457	0.000	0	0.0	0.0	0.000	A
C-A	299	75			299				
A-B	0	0			0				
A-C	375	94			375				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	513	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1412	0.000	0	0.0	0.0	0.000	A
C-A	357	89			357				
A-B	0	0			0				
A-C	448	112			448				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	650	0.000	0	0.0	0.0	0.000	A
B-A	0	0	465	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1349	0.000	0	0.0	0.0	0.000	A
C-A	437	109			437				
A-B	0	0			0				
A-C	548	137			548				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	650	0.000	0	0.0	0.0	0.000	A
B-A	0	0	465	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1349	0.000	0	0.0	0.0	0.000	A
C-A	437	109			437				
A-B	0	0			0				
A-C	548	137			548				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	680	0.000	0	0.0	0.0	0.000	A
B-A	0	0	513	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1412	0.000	0	0.0	0.0	0.000	A
C-A	357	89			357				
A-B	0	0			0				
A-C	448	112			448				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	702	0.000	0	0.0	0.0	0.000	A
B-A	0	0	547	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1457	0.000	0	0.0	0.0	0.000	A
C-A	299	75			299				
A-B	0	0			0				
A-C	375	94			375				

2032 + Committed, Pre-AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2032 + Committed	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	476	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	476
	Site Access	0	0	0
	A361 S	677	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	19
	Site Access	0	0	0
	A361 S	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					621	932
A-B					0	0
A-C					437	655

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	707	0.000	0	0.0	0.0	0.000	A
B-A	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1538	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	0	0			0				
A-C	358	90			358				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	686	0.000	0	0.0	0.0	0.000	A
B-A	0	0	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1493	0.000	0	0.0	0.0	0.000	A
C-A	609	152			609				
A-B	0	0			0				
A-C	428	107			428				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	411	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1430	0.000	0	0.0	0.0	0.000	A
C-A	745	186			745				
A-B	0	0			0				
A-C	524	131			524				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	411	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1430	0.000	0	0.0	0.0	0.000	A
C-A	745	186			745				
A-B	0	0			0				
A-C	524	131			524				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	686	0.000	0	0.0	0.0	0.000	A
B-A	0	0	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1493	0.000	0	0.0	0.0	0.000	A
C-A	609	152			609				
A-B	0	0			0				
A-C	428	107			428				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	707	0.000	0	0.0	0.0	0.000	A
B-A	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1538	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	0	0			0				
A-C	358	90			358				

2032 + Committed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2032 + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	347	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	347
	Site Access	0	0	0
	A361 S	627	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	16
	Site Access	0	0	0
	A361 S	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					575	863
A-B					0	0
A-C					318	478

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	736	0.000	0	0.0	0.0	0.000	A
B-A	0	0	549	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1587	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	261	65			261				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	721	0.000	0	0.0	0.0	0.000	A
B-A	0	0	514	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1554	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	312	78			312				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	700	0.000	0	0.0	0.0	0.000	A
B-A	0	0	467	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1509	0.000	0	0.0	0.0	0.000	A
C-A	690	173			690				
A-B	0	0			0				
A-C	382	96			382				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	700	0.000	0	0.0	0.0	0.000	A
B-A	0	0	467	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1509	0.000	0	0.0	0.0	0.000	A
C-A	690	173			690				
A-B	0	0			0				
A-C	382	96			382				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	721	0.000	0	0.0	0.0	0.000	A
B-A	0	0	514	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1554	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	312	78			312				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	736	0.000	0	0.0	0.0	0.000	A
B-A	0	0	549	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1587	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	261	65			261				

2032 + Committed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2032 + Committed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	563	100.000
Site Access		ONE HOUR	✓	0	100.000
A361 S		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	563
	Site Access	0	0	0
	A361 S	469	0	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	0	7
	Site Access	0	0	0
	A361 S	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					430	646
A-B					0	0
A-C					517	775

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1433	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
A-B	0	0			0				
A-C	424	106			424				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	662	0.000	0	0.0	0.0	0.000	A
B-A	0	0	481	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1382	0.000	0	0.0	0.0	0.000	A
C-A	422	105			422				
A-B	0	0			0				
A-C	506	127			506				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	628	0.000	0	0.0	0.0	0.000	A
B-A	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1311	0.000	0	0.0	0.0	0.000	A
C-A	516	129			516				
A-B	0	0			0				
A-C	620	155			620				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	628	0.000	0	0.0	0.0	0.000	A
B-A	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1311	0.000	0	0.0	0.0	0.000	A
C-A	516	129			516				
A-B	0	0			0				
A-C	620	155			620				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	662	0.000	0	0.0	0.0	0.000	A
B-A	0	0	481	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1382	0.000	0	0.0	0.0	0.000	A
C-A	422	105			422				
A-B	0	0			0				
A-C	506	127			506				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	687	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1433	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
A-B	0	0			0				
A-C	424	106			424				

2032 + Committed + Development, Pre-AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2032 + Committed + Development	Pre-AM	ONE HOUR	06:45	08:15	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	495	100.000
Site Access		ONE HOUR	✓	98	100.000
A361 S		ONE HOUR	✓	778	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	8	487
	Site Access	9	0	89
	A361 S	689	89	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	28	19
	Site Access	69	0	60
	A361 S	17	21	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	9.24	0.3	A	82	123
B-A	0.03	19.80	0.1	C	8	12
C-AB	0.15	7.81	0.2	A	82	123
C-A					632	948
A-B					7	11
A-C					447	670

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	781	0.086	66	0.0	0.1	8.053	A
B-A	7	2	420	0.016	7	0.0	0.0	14.703	B
C-AB	67	17	708	0.095	67	0.0	0.1	6.792	A
C-A	519	130			519				
A-B	6	2			6				
A-C	367	92			367				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	756	0.106	80	0.1	0.2	8.515	A
B-A	8	2	377	0.021	8	0.0	0.0	16.487	C
C-AB	80	20	686	0.117	80	0.1	0.2	7.183	A
C-A	619	155			619				
A-B	7	2			7				
A-C	438	109			438				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	24	721	0.136	98	0.2	0.2	9.231	A
B-A	10	2	317	0.031	10	0.0	0.1	19.790	C
C-AB	98	24	656	0.149	98	0.2	0.2	7.803	A
C-A	759	190			759				
A-B	9	2			9				
A-C	536	134			536				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	24	721	0.136	98	0.2	0.3	9.240	A
B-A	10	2	317	0.031	10	0.1	0.1	19.802	C
C-AB	98	24	656	0.149	98	0.2	0.2	7.808	A
C-A	759	190			759				
A-B	9	2			9				
A-C	536	134			536				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	756	0.106	80	0.2	0.2	8.526	A
B-A	8	2	377	0.021	8	0.1	0.0	16.501	C
C-AB	80	20	686	0.117	80	0.2	0.2	7.191	A
C-A	619	155			619				
A-B	7	2			7				
A-C	438	109			438				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	781	0.086	67	0.2	0.2	8.073	A
B-A	7	2	420	0.016	7	0.0	0.0	14.719	B
C-AB	67	17	708	0.095	67	0.2	0.1	6.801	A
C-A	519	130			519				
A-B	6	2			6				
A-C	367	92			367				

2032 + Committed + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2032 + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	364	100.000
Site Access		ONE HOUR	✓	74	100.000
A361 S		ONE HOUR	✓	703	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	6	358
	Site Access	7	0	67
	A361 S	639	64	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	40	17
	Site Access	54	0	44
	A361 S	15	31	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.44	0.2	A	61	92
B-A	0.02	14.95	0.0	B	6	10
C-AB	0.10	7.50	0.1	A	59	88
C-A					586	880
A-B					6	8
A-C					329	493

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	814	0.062	50	0.0	0.1	6.781	A
B-A	5	1	462	0.011	5	0.0	0.0	12.127	B
C-AB	48	12	738	0.065	48	0.0	0.1	6.833	A
C-A	481	120			481				
A-B	5	1			5				
A-C	270	67			270				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	796	0.076	60	0.1	0.1	7.045	A
B-A	6	2	427	0.015	6	0.0	0.0	13.173	B
C-AB	58	14	722	0.080	57	0.1	0.1	7.100	A
C-A	574	144			574				
A-B	5	1			5				
A-C	322	80			322				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	771	0.096	74	0.1	0.2	7.435	A
B-A	8	2	379	0.020	8	0.0	0.0	14.949	B
C-AB	70	18	699	0.101	70	0.1	0.1	7.494	A
C-A	704	176			704				
A-B	7	2			7				
A-C	394	99			394				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	771	0.096	74	0.2	0.2	7.439	A
B-A	8	2	378	0.020	8	0.0	0.0	14.951	B
C-AB	70	18	699	0.101	70	0.1	0.1	7.497	A
C-A	704	176			704				
A-B	7	2			7				
A-C	394	99			394				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	796	0.076	60	0.2	0.1	7.051	A
B-A	6	2	427	0.015	6	0.0	0.0	13.180	B
C-AB	58	14	722	0.080	58	0.1	0.1	7.103	A
C-A	574	144			574				
A-B	5	1			5				
A-C	322	80			322				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	814	0.062	51	0.1	0.1	6.792	A
B-A	5	1	462	0.011	5	0.0	0.0	12.134	B
C-AB	48	12	738	0.065	48	0.1	0.1	6.843	A
C-A	481	120			481				
A-B	5	1			5				
A-C	270	67			270				

2032 + Committed + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

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
D21	2032 + Committed + Development	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A361 N		ONE HOUR	✓	578	100.000
Site Access		ONE HOUR	✓	98	100.000
A361 S		ONE HOUR	✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	5	573
	Site Access	8	0	90
	A361 S	483	58	0

Vehicle Mix

HV %s

		To		
		A361 N	Site Access	A361 S
From	A361 N	0	41	8
	Site Access	16	0	12
	A361 S	8	32	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	6.79	0.2	A	83	124
B-A	0.03	12.45	0.0	B	7	11
C-AB	0.10	8.42	0.1	A	53	80
C-A					443	665
A-B					5	7
A-C					526	789

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	761	0.089	67	0.0	0.1	5.804	A
B-A	6	2	438	0.014	6	0.0	0.0	9.656	A
C-AB	44	11	689	0.063	43	0.0	0.1	7.356	A
C-A	364	91			364				
A-B	4	0.94			4				
A-C	431	108			431				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	733	0.110	81	0.1	0.1	6.186	A
B-A	7	2	399	0.018	7	0.0	0.0	10.663	B
C-AB	52	13	664	0.079	52	0.1	0.1	7.770	A
C-A	434	109			434				
A-B	4	1			4				
A-C	515	129			515				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	693	0.143	99	0.1	0.2	6.790	A
B-A	9	2	344	0.026	9	0.0	0.0	12.446	B
C-AB	64	16	628	0.102	64	0.1	0.1	8.416	A
C-A	532	133			532				
A-B	6	1			6				
A-C	631	158			631				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	693	0.143	99	0.2	0.2	6.793	A
B-A	9	2	344	0.026	9	0.0	0.0	12.450	B
C-AB	64	16	628	0.102	64	0.1	0.1	8.419	A
C-A	532	133			532				
A-B	6	1			6				
A-C	631	158			631				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	733	0.110	81	0.2	0.1	6.190	A
B-A	7	2	399	0.018	7	0.0	0.0	10.666	B
C-AB	52	13	664	0.079	52	0.1	0.1	7.775	A
C-A	434	109			434				
A-B	4	1			4				
A-C	515	129			515				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	761	0.089	68	0.1	0.1	5.816	A
B-A	6	2	438	0.014	6	0.0	0.0	9.664	A
C-AB	44	11	689	0.063	44	0.1	0.1	7.364	A
C-A	364	91			364				
A-B	4	0.94			4				
A-C	431	108			431				

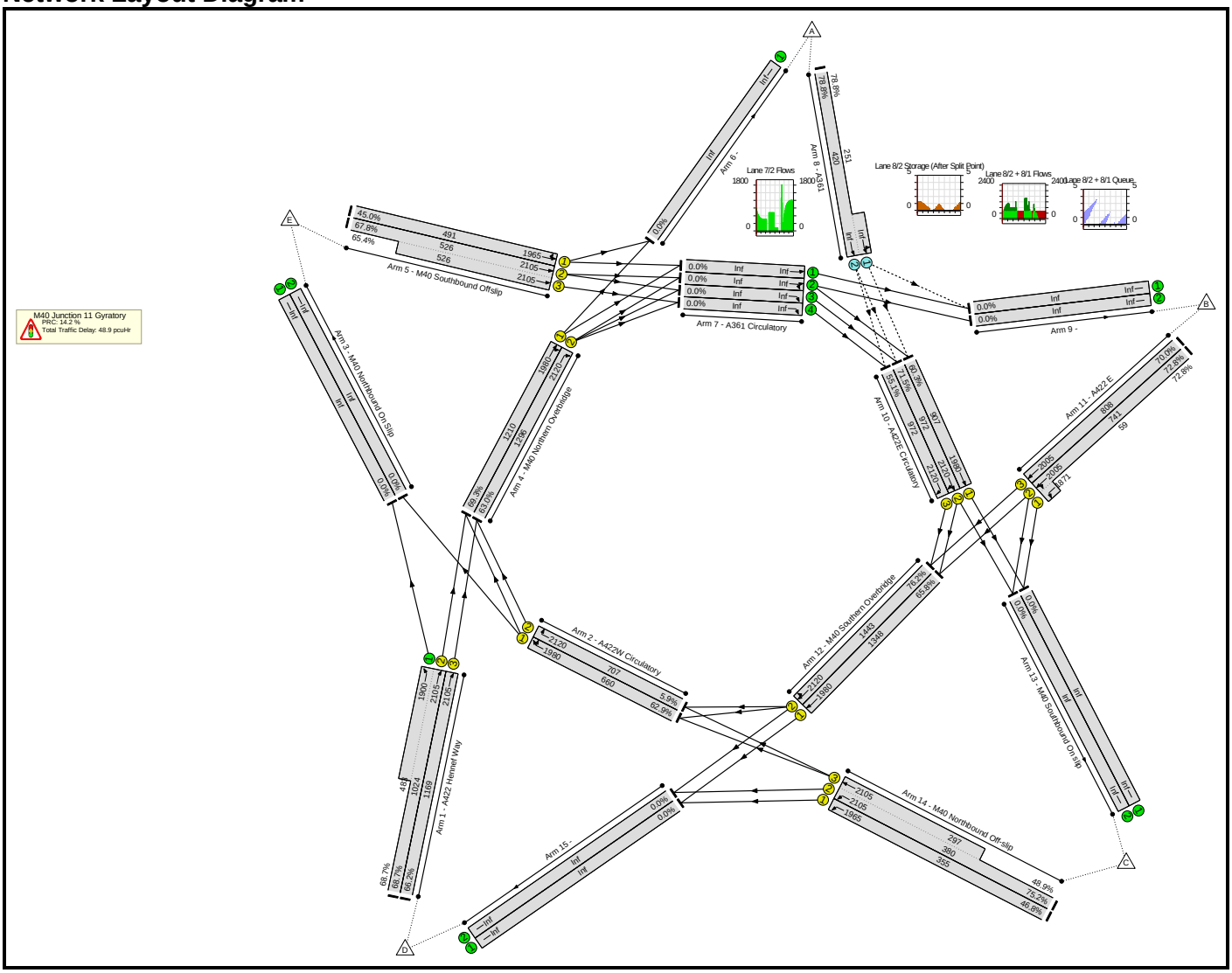
Basic Results Summary

User and Project Details

Project:	**Land East of M40 Junction 11**
Title:	**Junction 11 Gyratory Existing**
Location:	
Client:	Greystoke
Additional detail:	
File name:	M40 Junction 11 EXISTING.lsg3x
Author:	RM
Company:	David Tucker Asssoiates
Address:	Henley in Arden

Scenario 1: 'SURVEYPREAM' (FG1: 'SURVEY PRE_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: Junction 11 Gyratory Existing	-	-	-		-	-	-	-	-	-	**78.8%**	**1058**	**0**	**0**	**48.9**	-	-
M40 Junction 11 Gyratory	-	-	-		-	-	-	-	-	-	**78.8%**	**1058**	**0**	**0**	**48.9**	-	-
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	39	-	1036	2105:1900	1024+483	68.7 : 68.7%	-	-	-	3.2 (2.8+0.4)	11.1 (14.5:3.8)	10.5
1/3	A422 Hennef Way Ahead	U	B		1	39	-	774	2105	1169	66.2%	-	-	-	3.4	15.8	11.7
2/1	A422W Circulatory Ahead Right	U	A		1	23	-	415	1980	660	62.9%	-	-	-	2.2	19.0	6.9
2/2	A422W Circulatory Right	U	A		1	23	-	42	2120	707	5.9%	-	-	-	0.1	10.7	0.2
4/1	M40 Northern Overbridge Ahead Right	U	F		1	43	-	838	1980	1210	69.3%	-	-	-	1.7	7.5	5.1
4/2	M40 Northern Overbridge Right	U	F		1	43	-	816	2120	1296	63.0%	-	-	-	1.2	5.2	2.3
5/1	M40 Southbound Offslip Left Ahead	U	E		1	17	-	221	1965	491	45.0%	-	-	-	1.8	29.5	4.1
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	17	-	701	2105:2105	526+526	67.8 : 65.4%	-	-	-	5.7 (2.9+2.8)	29.4 (29.5:29.3)	7.4
8/2+8/1	A361 Left Ahead	O	-		-	-	-	529	Inf : Inf	420+251	78.8 : 78.8%	1058	0	0	2.6 (1.7+0.9)	17.6 (18.5:16.0)	5.4
10/1	A422E Circulatory Ahead	U	H		1	32	-	547	1980	907	60.3%	-	-	-	3.6	23.6	11.1

Basic Results Summary

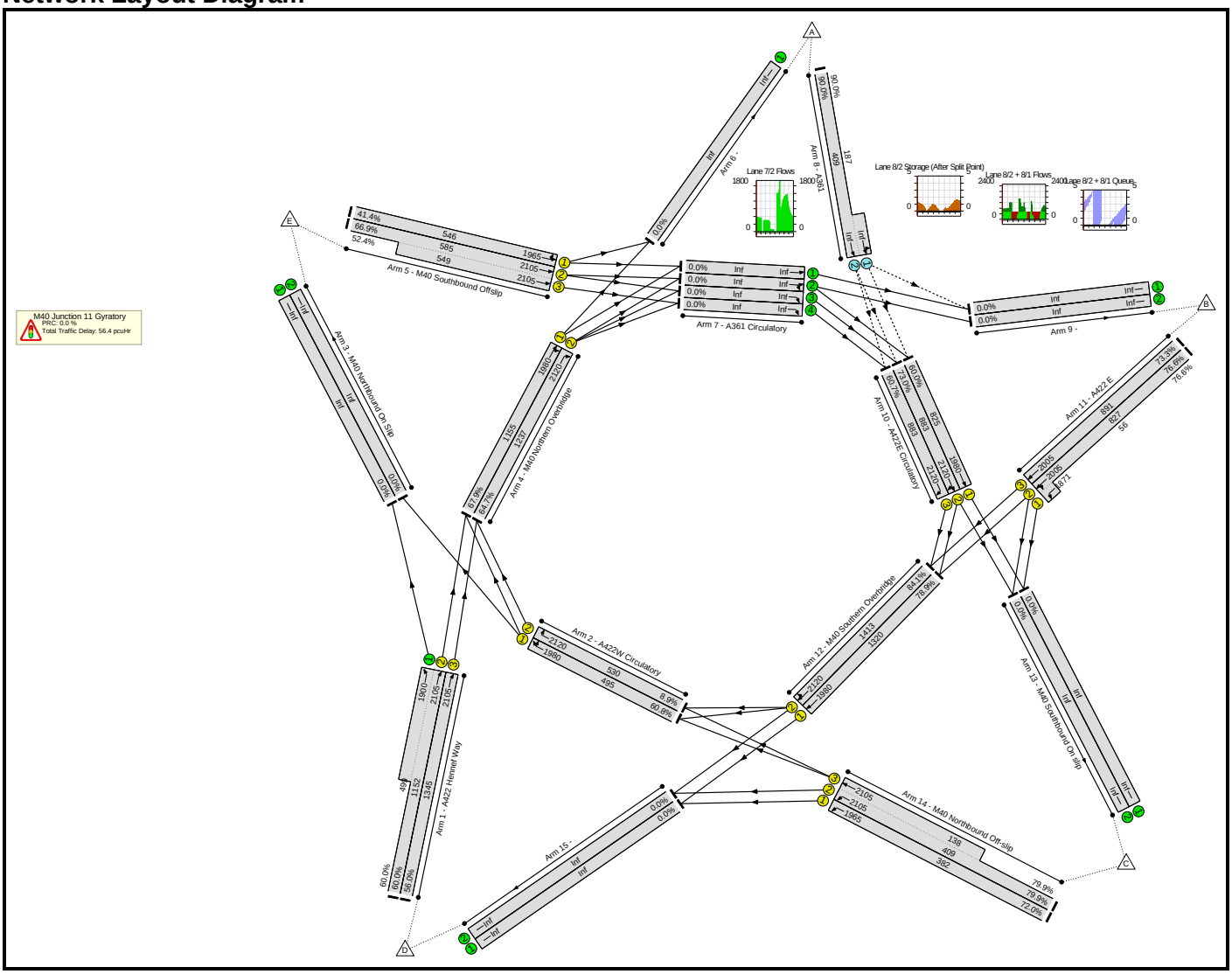
10/2	A422E Circulatory Right Ahead	U	H		1	32	-	695	2120	972	71.5%	-	-	-	3.5	18.2	10.0
10/3	A422E Circulatory Right	U	H		1	32	-	535	2120	972	55.1%	-	-	-	1.3	9.1	2.8
11/2+11/1	A422 E Ahead Left	U	G		1	28	-	583	2005:1871	741+59	72.8 : 72.8%	-	-	-	4.3 (4.0+0.3)	26.3 (26.4:26.1)	10.9
11/3	A422 E Ahead	U	G		1	28	-	565	2005	808	70.0%	-	-	-	4.0	25.2	10.4
12/1	M40 Southern Overbridge Ahead	U	D		1	48	-	887	1980	1348	65.8%	-	-	-	1.7	7.0	6.1
12/2	M40 Southern Overbridge Right Ahead	U	D		1	48	-	1100	2120	1443	76.2%	-	-	-	2.8	9.1	12.4
14/1	M40 Northbound Off-slip Left	U	C		1	12	-	166	1965	355	46.8%	-	-	-	1.7	35.9	3.4
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	12	-	431	2105:2105	380+297	75.2 : 48.9%	-	-	-	4.1 (2.8+1.3)	34.6 (35.3:33.3)	6.3

C1	Stream: 1 PRC for Signalled Lanes (%):	30.9	Total Delay for Signalled Lanes (pcuHr):	8.89	Cycle Time (s): 72
C1	Stream: 2 PRC for Signalled Lanes (%):	18.0	Total Delay for Signalled Lanes (pcuHr):	10.29	Cycle Time (s): 72
C1	Stream: 3 PRC for Signalled Lanes (%):	30.0	Total Delay for Signalled Lanes (pcuHr):	10.47	Cycle Time (s): 72
C1	Stream: 4 PRC for Signalled Lanes (%):	23.6	Total Delay for Signalled Lanes (pcuHr):	16.68	Cycle Time (s): 72
	PRC Over All Lanes (%):	14.2	Total Delay Over All Lanes(pcuHr):	48.91	

Basic Results Summary

Scenario 2: 'SURVEYAM' (FG2: '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: Junction 11 Gyratory Existing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**1072**	**0**	**0**	**56.4**	**-**	**-**
M40 Junction 11 Gyratory	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**1072**	**0**	**0**	**56.4**	**-**	**-**
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	45	-	990	2105:1900	1152+499	60.0 : 60.0%	-	-	-	2.1 (1.9+0.2)	7.6 (9.7:2.7)	8.0
1/3	A422 Hennef Way Ahead	U	B		1	45	-	753	2105	1345	56.0%	-	-	-	2.2	10.3	9.0
2/1	A422W Circulatory Ahead Right	U	A		1	17	-	301	1980	495	60.8%	-	-	-	2.1	25.1	5.6
2/2	A422W Circulatory Right	U	A		1	17	-	47	2120	530	8.9%	-	-	-	0.1	10.7	0.2
4/1	M40 Northern Overbridge Ahead Right	U	F		1	41	-	784	1980	1155	67.9%	-	-	-	2.2	10.2	6.1
4/2	M40 Northern Overbridge Right	U	F		1	41	-	800	2120	1237	64.7%	-	-	-	2.0	9.0	4.6
5/1	M40 Southbound Offslip Left Ahead	U	E		1	19	-	226	1965	546	41.4%	-	-	-	1.7	26.8	4.0
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	19	-	679	2105:2105	585+549	66.9 : 52.4%	-	-	-	5.0 (2.9+2.1)	26.5 (27.0:25.7)	7.6
8/2+8/1	A361 Left Ahead	O	-		-	-	-	536	Inf : Inf	409+187	90.0 : 90.0%	1072	0	0	4.9 (3.5+1.4)	32.7 (34.3:29.4)	10.8
10/1	A422E Circulatory Ahead	U	H		1	29	-	495	1980	825	60.0%	-	-	-	3.6	26.3	10.2

Basic Results Summary

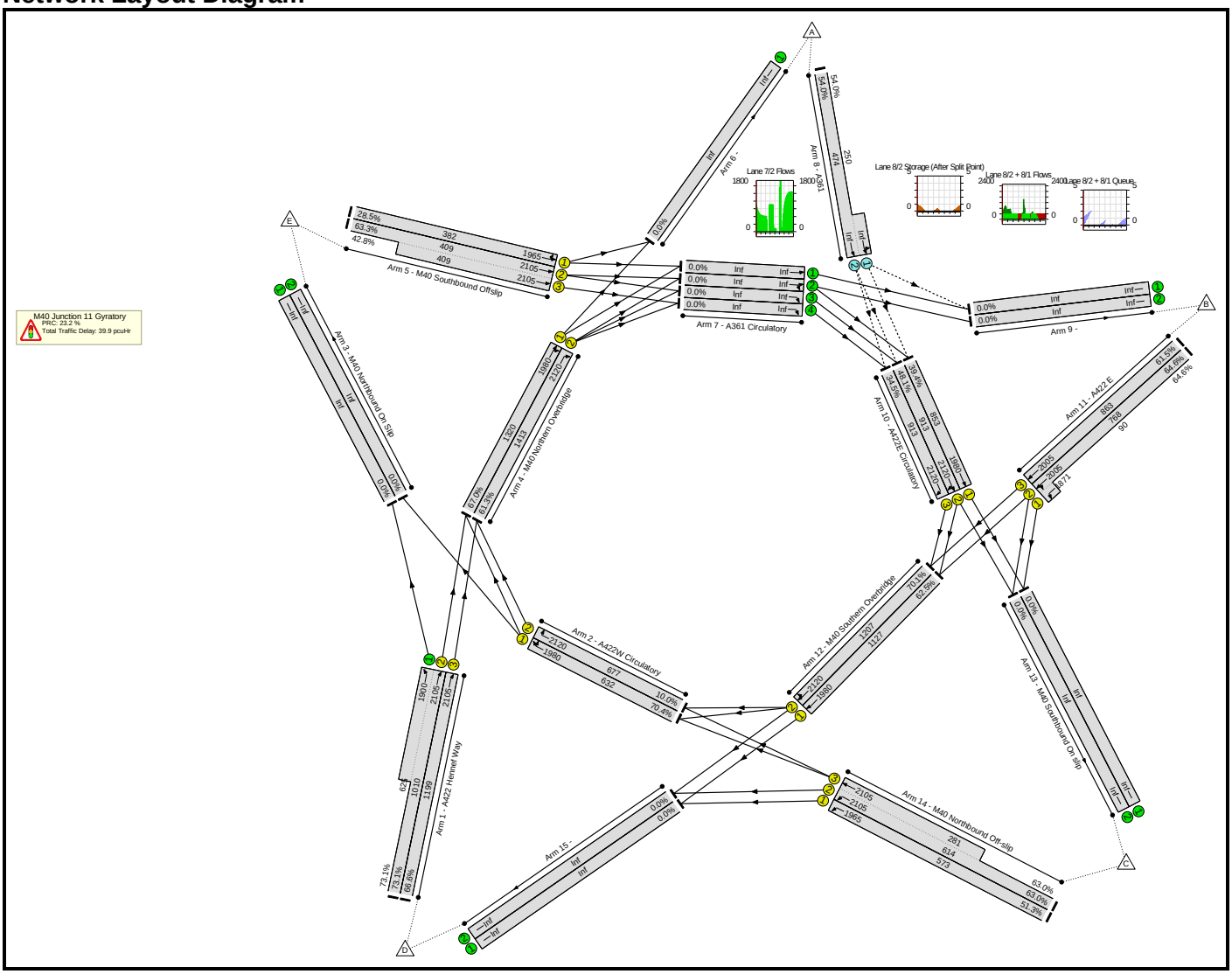
10/2	A422E Circulatory Right Ahead	U	H		1	29	-	645	2120	883	73.0%	-	-	-	3.3	18.3	7.9
10/3	A422E Circulatory Right	U	H		1	29	-	536	2120	883	60.7%	-	-	-	2.0	13.4	4.2
11/2+11/1	A422 E Ahead Left	U	G		1	31	-	676	2005:1871	827+56	76.6 : 76.6%	-	-	-	4.8 (4.5+0.3)	25.4 (25.5:25.2)	12.7
11/3	A422 E Ahead	U	G		1	31	-	653	2005	891	73.3%	-	-	-	4.3	24.0	12.1
12/1	M40 Southern Overbridge Ahead	U	D		1	47	-	1041	1980	1320	78.9%	-	-	-	3.1	10.6	11.8
12/2	M40 Southern Overbridge Right Ahead	U	D		1	47	-	1189	2120	1413	84.1%	-	-	-	4.6	13.9	15.0
14/1	M40 Northbound Off-slip Left	U	C		1	13	-	275	1965	382	72.0%	-	-	-	3.3	43.6	6.4
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	13	-	437	2105:2105	409+138	79.9 : 79.9%	-	-	-	5.2 (3.9+1.2)	42.7 (43.5:40.5)	8.1

C1	Stream: 1 PRC for Signalled Lanes (%):	48.0	Total Delay for Signalled Lanes (pcuHr):	6.49	Cycle Time (s): 72
C1	Stream: 2 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	16.15	Cycle Time (s): 72
C1	Stream: 3 PRC for Signalled Lanes (%):	32.6	Total Delay for Signalled Lanes (pcuHr):	10.90	Cycle Time (s): 72
C1	Stream: 4 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	18.02	Cycle Time (s): 72
	PRC Over All Lanes (%):	0.0	Total Delay Over All Lanes(pcuHr):	56.43	

Basic Results Summary

Scenario 3: 'SURVEYPM' (FG3: '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: Junction 11 Gyratory Existing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**	**782**	**0**	**0**	**39.9**	**-**	**-**
M40 Junction 11 Gyratory	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**	**782**	**0**	**0**	**39.9**	**-**	**-**
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	40	-	1195	2105:1900	1010+625	73.1 : 73.1%	-	-	-	3.5 (2.9+0.5)	10.4 (14.3:4.1)	11.0
1/3	A422 Hennef Way Ahead	U	B		1	40	-	798	2105	1199	66.6%	-	-	-	3.4	15.2	11.9
2/1	A422W Circulatory Ahead Right	U	A		1	22	-	445	1980	632	70.4%	-	-	-	2.9	23.5	8.4
2/2	A422W Circulatory Right	U	A		1	22	-	68	2120	677	10.0%	-	-	-	0.3	13.5	0.4
4/1	M40 Northern Overbridge Ahead Right	U	F		1	47	-	884	1980	1320	67.0%	-	-	-	1.5	6.3	5.4
4/2	M40 Northern Overbridge Right	U	F		1	47	-	866	2120	1413	61.3%	-	-	-	1.1	4.5	2.4
5/1	M40 Southbound Offslip Left Ahead	U	E		1	13	-	109	1965	382	28.5%	-	-	-	0.9	31.3	2.0
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	13	-	434	2105:2105	409+409	63.3 : 42.8%	-	-	-	3.7 (2.3+1.5)	30.8 (31.3:30.2)	5.3
8/2+8/1	A361 Left Ahead	O	-		-	-	-	391	Inf : Inf	474+250	54.0 : 54.0%	782	0	0	0.9 (0.6+0.3)	8.3 (8.7:7.4)	2.6
10/1	A422E Circulatory Ahead	U	H		1	30	-	336	1980	853	39.4%	-	-	-	1.7	18.0	6.1

Basic Results Summary

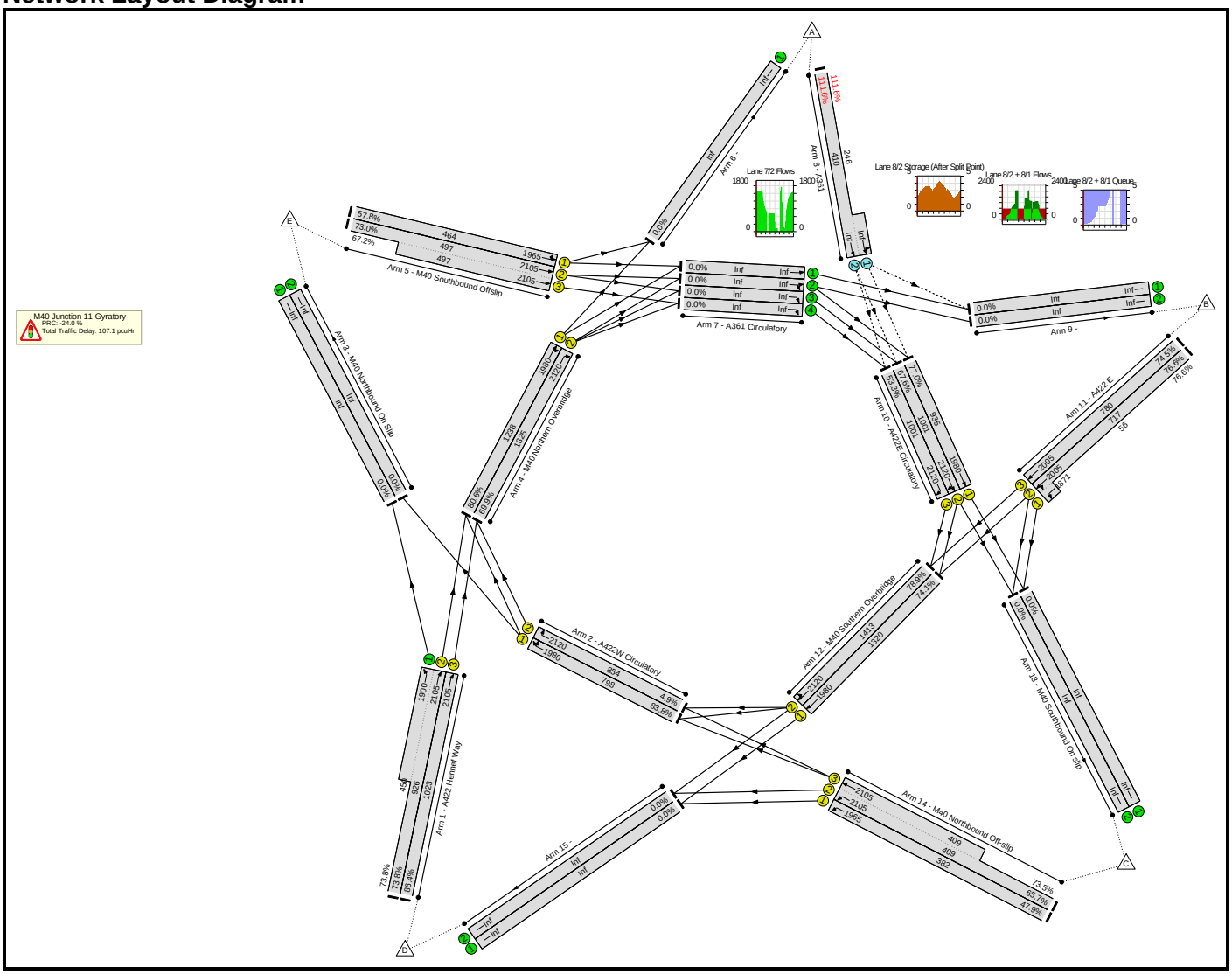
10/2	A422E Circulatory Right Ahead	U	H		1	30	-	439	2120	913	48.1%	-	-	-	1.7	14.2	5.8
10/3	A422E Circulatory Right	U	H		1	30	-	315	2120	913	34.5%	-	-	-	0.8	9.1	1.8
11/2+11/1	A422 E Ahead Left	U	G		1	30	-	554	2005:1871	768+90	64.6 : 64.6%	-	-	-	3.4 (3.0+0.4)	22.0 (22.0:21.7)	9.3
11/3	A422 E Ahead	U	G		1	30	-	531	2005	863	61.5%	-	-	-	3.1	21.3	8.9
12/1	M40 Southern Overbridge Ahead	U	D		1	40	-	705	1980	1127	62.5%	-	-	-	1.9	9.8	6.3
12/2	M40 Southern Overbridge Right Ahead	U	D		1	40	-	846	2120	1207	70.1%	-	-	-	2.6	11.1	8.6
14/1	M40 Northbound Off-slip Left	U	C		1	20	-	294	1965	573	51.3%	-	-	-	2.3	27.7	5.3
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	20	-	564	2105:2105	614+281	63.0 : 63.0%	-	-	-	4.2 (3.0+1.2)	26.8 (27.6:25.2)	7.5

C1	Stream: 1 PRC for Signalled Lanes (%):	23.2	Total Delay for Signalled Lanes (pcuHr):	9.99	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	28.4	Total Delay for Signalled Lanes (pcuHr):	10.99	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	34.4	Total Delay for Signalled Lanes (pcuHr):	7.30	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	39.4	Total Delay for Signalled Lanes (pcuHr):	10.73	Cycle Time (s):	72
	PRC Over All Lanes (%):	23.2	Total Delay Over All Lanes(pcuHr):	39.91		

Basic Results Summary

Scenario 4: '2022 PreAM Base' (FG10: '2022 Base Pre 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: Junction 11 Gyratory Existing	-	-	-		-	-	-	-	-	-	**111.6%**	**1369**	**0**	**0**	**107.1**	-	-
M40 Junction 11 Gyratory	-	-	-		-	-	-	-	-	-	**111.6%**	**1369**	**0**	**0**	**107.1**	-	-
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	34	-	1015	2105:1900	926+450	73.8 : 73.8%	-	-	-	4.1 (3.6+0.5)	14.4 (19.0:5.0)	11.6
1/3	A422 Hennef Way Ahead	U	B		1	34	-	884	2105	1023	86.4%	-	-	-	7.1	28.8	18.5
2/1	A422W Circulatory Ahead Right	U	A		1	28	-	682	1980	798	83.8%	-	-	-	4.7	25.6	11.0
2/2	A422W Circulatory Right	U	A		1	28	-	42	2120	854	4.9%	-	-	-	0.1	5.9	0.1
4/1	M40 Northern Overbridge Ahead Right	U	F		1	44	-	998	1980	1238	80.6%	-	-	-	3.0	10.8	10.9
4/2	M40 Northern Overbridge Right	U	F		1	44	-	926	2120	1325	69.9%	-	-	-	1.5	5.9	2.6
5/1	M40 Southbound Offslip Left Ahead	U	E		1	16	-	268	1965	464	57.8%	-	-	-	2.5	33.5	5.4
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	16	-	697	2105:2105	497+497	73.0 : 67.2%	-	-	-	6.0 (3.2+2.9)	31.2 (31.4:31.0)	7.8
8/2+8/1	A361 Left Ahead	O	-		-	-	-	732	Inf : Inf	410+246	111.6 : 111.6%	1369	0	0	45.9 (29.5+16.4)	225.8 (232.4:214.7)	62.0
10/1	A422E Circulatory Ahead	U	H		1	33	-	720	1980	935	77.0%	-	-	-	5.1	25.5	15.6

Basic Results Summary

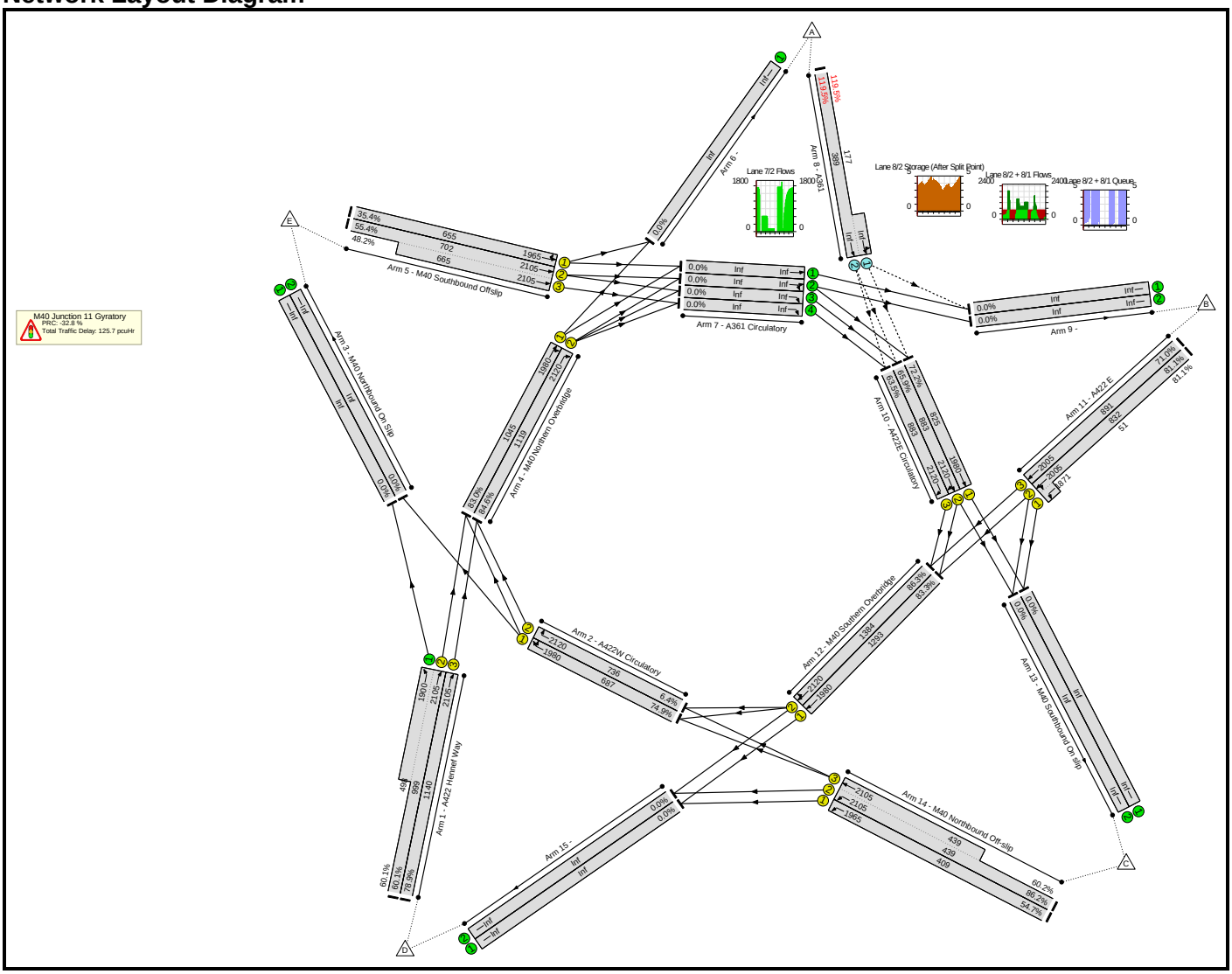
10/2	A422E Circulatory Right Ahead	U	H		1	33	-	701	2120	1001	67.6%	-	-	-	3.0	16.0	8.5
10/3	A422E Circulatory Right	U	H		1	33	-	557	2120	1001	53.3%	-	-	-	1.7	11.4	3.4
11/2+11/1	A422 E Ahead Left	U	G		1	27	-	592	2005:1871	717+56	76.6 : 76.6%	-	-	-	4.8 (4.4+0.3)	28.9 (29.0:28.7)	11.6
11/3	A422 E Ahead	U	G		1	27	-	581	2005	780	74.5%	-	-	-	4.5	27.9	11.3
12/1	M40 Southern Overbridge Ahead	U	D		1	47	-	1003	1980	1320	74.1%	-	-	-	2.7	9.9	10.8
12/2	M40 Southern Overbridge Right Ahead	U	D		1	47	-	1138	2120	1413	78.9%	-	-	-	3.2	10.5	13.3
14/1	M40 Northbound Off-slip Left	U	C		1	13	-	183	1965	382	47.9%	-	-	-	1.8	34.8	3.7
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	13	-	570	2105:2105	409+409	65.7 : 73.5%	-	-	-	5.4 (2.5+2.9)	34.2 (34.0:34.4)	6.7

C1	Stream: 1 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	15.95	Cycle Time (s): 72
C1	Stream: 2 PRC for Signalled Lanes (%):	14.1	Total Delay for Signalled Lanes (pcuHr):	13.13	Cycle Time (s): 72
C1	Stream: 3 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	13.05	Cycle Time (s): 72
C1	Stream: 4 PRC for Signalled Lanes (%):	16.9	Total Delay for Signalled Lanes (pcuHr):	19.07	Cycle Time (s): 72
	PRC Over All Lanes (%):	-24.0	Total Delay Over All Lanes(pcuHr):	107.11	

Basic Results Summary

Scenario 5: '2022 AM Base' (FG11: '2022 Base 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: Junction 11 Gyratory Existing	-	-	-		-	-	-	-	-	-	**119.5%**	**1202**	**0**	**0**	**125.7**	-	-
M40 Junction 11 Gyratory	-	-	-		-	-	-	-	-	-	**119.5%**	**1202**	**0**	**0**	**125.7**	-	-
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	38	-	899	2105:1900	999+498	60.1 : 60.1%	-	-	-	2.5 (2.3+0.2)	10.1 (13.6:3.0)	8.4
1/3	A422 Hennef Way Ahead	U	B		1	38	-	900	2105	1140	78.9%	-	-	-	5.1	20.6	16.1
2/1	A422W Circulatory Ahead Right	U	A		1	24	-	529	1980	687	74.9%	-	-	-	3.3	23.0	7.9
2/2	A422W Circulatory Right	U	A		1	24	-	47	2120	736	6.4%	-	-	-	0.1	9.3	0.2
4/1	M40 Northern Overbridge Ahead Right	U	F		1	37	-	867	1980	1045	83.0%	-	-	-	4.1	17.1	12.9
4/2	M40 Northern Overbridge Right	U	F		1	37	-	947	2120	1119	84.6%	-	-	-	4.8	18.4	8.4
5/1	M40 Southbound Offslip Left Ahead	U	E		1	23	-	232	1965	655	35.4%	-	-	-	1.4	22.4	3.8
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	23	-	710	2105:2105	702+665	55.4 : 48.2%	-	-	-	4.3 (2.4+1.9)	22.0 (22.4:21.6)	6.8
8/2+8/1	A361 Left Ahead	O	-		-	-	-	677	Inf : Inf	389+177	119.5 : 119.5%	1202	0	0	62.4 (44.0+18.5)	331.9 (340.4:313.4)	80.4
10/1	A422E Circulatory Ahead	U	H		1	29	-	596	1980	825	72.2%	-	-	-	4.7	28.7	12.3

Basic Results Summary

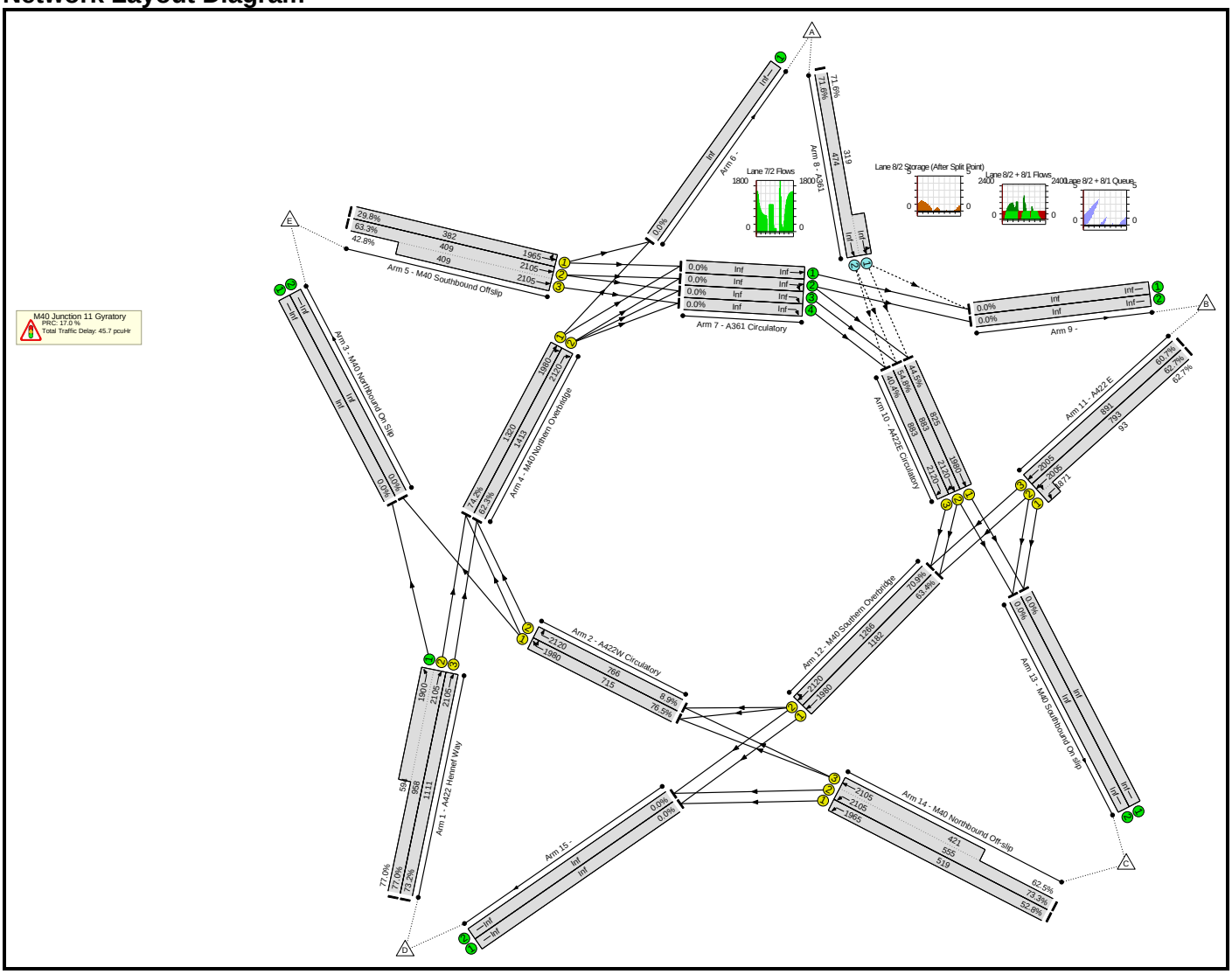
10/2	A422E Circulatory Right Ahead	U	H		1	29	-	611	2120	883	65.9%	-	-	-	2.7	16.5	7.6
10/3	A422E Circulatory Right	U	H		1	29	-	608	2120	883	63.5%	-	-	-	2.2	14.3	4.0
11/2+11/1	A422 E Ahead Left	U	G		1	31	-	716	2005:1871	832+51	81.1 : 81.1%	-	-	-	5.6 (5.2+0.3)	28.0 (28.0:27.8)	14.3
11/3	A422 E Ahead	U	G		1	31	-	633	2005	891	71.0%	-	-	-	4.1	23.1	11.4
12/1	M40 Southern Overbridge Ahead	U	D		1	46	-	1106	1980	1293	83.3%	-	-	-	4.3	14.2	12.4
12/2	M40 Southern Overbridge Right Ahead	U	D		1	46	-	1241	2120	1384	86.3%	-	-	-	5.6	16.8	16.6
14/1	M40 Northbound Off-slip Left	U	C		1	14	-	224	1965	409	54.7%	-	-	-	2.2	35.1	4.6
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	14	-	642	2105:2105	439+439	86.2 : 60.2%	-	-	-	6.1 (3.7+2.4)	34.4 (35.1:33.4)	8.6

C1	Stream: 1 PRC for Signalled Lanes (%):	14.0	Total Delay for Signalled Lanes (pcuHr):	11.07	Cycle Time (s): 72
C1	Stream: 2 PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	18.16	Cycle Time (s): 72
C1	Stream: 3 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	14.75	Cycle Time (s): 72
C1	Stream: 4 PRC for Signalled Lanes (%):	10.9	Total Delay for Signalled Lanes (pcuHr):	19.28	Cycle Time (s): 72
	PRC Over All Lanes (%):	-32.8	Total Delay Over All Lanes(pcuHr):	125.68	

Basic Results Summary

Scenario 6: '2022 PM Base' (FG12: '2022 Base 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: Junction 11 Gyratory Existing	-	-	-		-	-	-	-	-	-	**77.0%**	**1134**	**0**	**0**	**45.7**	-	-
M40 Junction 11 Gyratory	-	-	-		-	-	-	-	-	-	**77.0%**	**1134**	**0**	**0**	**45.7**	-	-
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	37	-	1194	2105:1900	958+594	77.0 : 77.0%	-	-	-	4.2 (3.6+0.6)	12.6 (17.3:5.0)	12.3
1/3	A422 Hennef Way Ahead	U	B		1	37	-	813	2105	1111	73.2%	-	-	-	4.3	19.1	13.8
2/1	A422W Circulatory Ahead Right	U	A		1	25	-	547	1980	715	76.5%	-	-	-	3.6	23.4	9.2
2/2	A422W Circulatory Right	U	A		1	25	-	68	2120	766	8.9%	-	-	-	0.2	9.4	0.3
4/1	M40 Northern Overbridge Ahead Right	U	F		1	47	-	980	1980	1320	74.2%	-	-	-	2.2	7.9	7.0
4/2	M40 Northern Overbridge Right	U	F		1	47	-	881	2120	1413	62.3%	-	-	-	1.1	4.5	2.3
5/1	M40 Southbound Offslip Left Ahead	U	E		1	13	-	114	1965	382	29.8%	-	-	-	1.0	31.5	2.1
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	13	-	434	2105:2105	409+409	63.3 : 42.8%	-	-	-	3.7 (2.3+1.5)	30.8 (31.3:30.2)	5.3
8/2+8/1	A361 Left Ahead	O	-		-	-	-	567	Inf : Inf	474+319	71.6 : 71.6%	1134	0	0	2.0 (1.3+0.7)	12.7 (13.5:11.6)	4.9
10/1	A422E Circulatory Ahead	U	H		1	29	-	367	1980	825	44.5%	-	-	-	1.9	18.2	6.8

Basic Results Summary

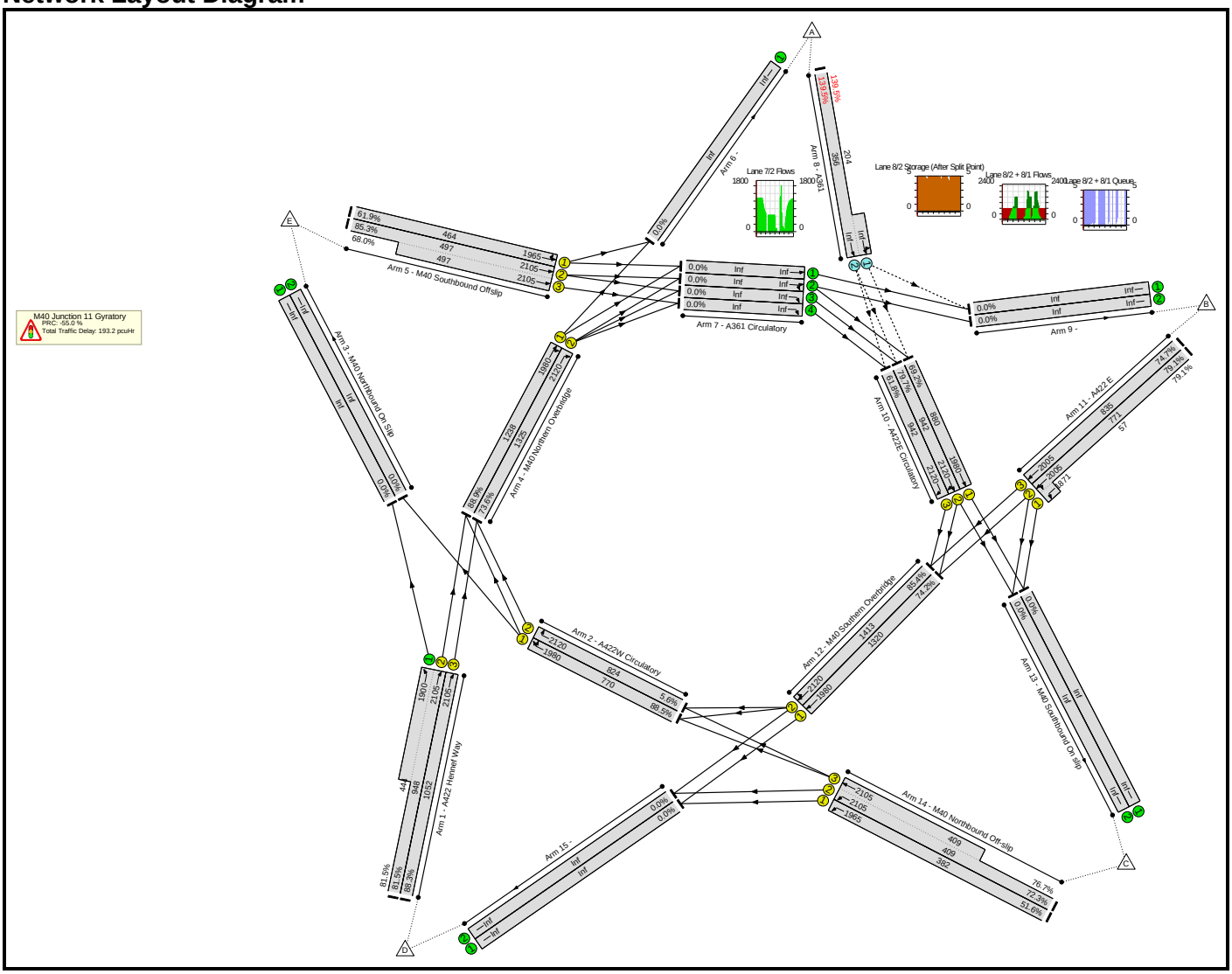
10/2	A422E Circulatory Right Ahead	U	H		1	29	-	484	2120	883	54.8%	-	-	-	2.0	15.0	6.2
10/3	A422E Circulatory Right	U	H		1	29	-	357	2120	883	40.4%	-	-	-	1.0	10.2	2.0
11/2+11/1	A422 E Ahead Left	U	G		1	31	-	555	2005:1871	793+93	62.7 : 62.7%	-	-	-	3.2 (2.9+0.3)	20.7 (20.8:20.5)	9.1
11/3	A422 E Ahead	U	G		1	31	-	541	2005	891	60.7%	-	-	-	3.1	20.3	8.9
12/1	M40 Southern Overbridge Ahead	U	D		1	42	-	750	1980	1182	63.4%	-	-	-	2.0	9.5	7.1
12/2	M40 Southern Overbridge Right Ahead	U	D		1	42	-	898	2120	1266	70.9%	-	-	-	2.7	10.7	9.7
14/1	M40 Northbound Off-slip Left	U	C		1	18	-	274	1965	519	52.8%	-	-	-	2.3	30.0	5.2
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	18	-	670	2105:2105	555+421	73.3 : 62.5%	-	-	-	5.5 (3.4+2.1)	29.3 (30.0:28.1)	8.4

C1	Stream: 1 PRC for Signalled Lanes (%):	17.0	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	22.8	Total Delay for Signalled Lanes (pcuHr):	12.38	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	7.96	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	43.6	Total Delay for Signalled Lanes (pcuHr):	11.14	Cycle Time (s):	72
	PRC Over All Lanes (%):	17.0	Total Delay Over All Lanes(pcuHr):	45.70		

Basic Results Summary

Scenario 7: '2032 PreAM Base' (FG16: '2032 Base Pre 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: Junction 11 Gyratory Existing	-	-	-		-	-	-	-	-	-	**139.5%**	**1148**	**0**	**0**	**193.2**	-	-
M40 Junction 11 Gyratory	-	-	-		-	-	-	-	-	-	**139.5%**	**1148**	**0**	**0**	**193.2**	-	-
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	35	-	1135	2105:1900	948+444	81.5 : 81.5%	-	-	-	5.2 (4.5+0.7)	16.6 (21.1:6.9)	14.2
1/3	A422 Hennef Way Ahead	U	B		1	35	-	929	2105	1052	88.3%	-	-	-	7.7	29.9	20.1
2/1	A422W Circulatory Ahead Right	U	A		1	27	-	720	1980	770	88.5%	-	-	-	5.9	31.2	12.5
2/2	A422W Circulatory Right	U	A		1	27	-	46	2120	824	5.6%	-	-	-	0.1	6.4	0.1
4/1	M40 Northern Overbridge Ahead Right	U	F		1	44	-	1100	1980	1238	88.9%	-	-	-	5.1	16.6	23.2
4/2	M40 Northern Overbridge Right	U	F		1	44	-	975	2120	1325	73.6%	-	-	-	1.9	7.0	3.3
5/1	M40 Southbound Offslip Left Ahead	U	E		1	16	-	287	1965	464	61.9%	-	-	-	2.8	34.7	5.9
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	16	-	762	2105:2105	497+497	85.3 : 68.0%	-	-	-	7.1 (4.0+3.1)	33.4 (34.0:32.7)	9.6
8/2+8/1	A361 Left Ahead	O	-		-	-	-	781	Inf : Inf	356+204	139.5 : 139.5%	1148	0	0	121.7 (79.2+42.5)	560.8 (573.4:538.6)	138.7
10/1	A422E Circulatory Ahead	U	H		1	31	-	667	1980	880	69.2%	-	-	-	4.1	24.4	13.2

Basic Results Summary

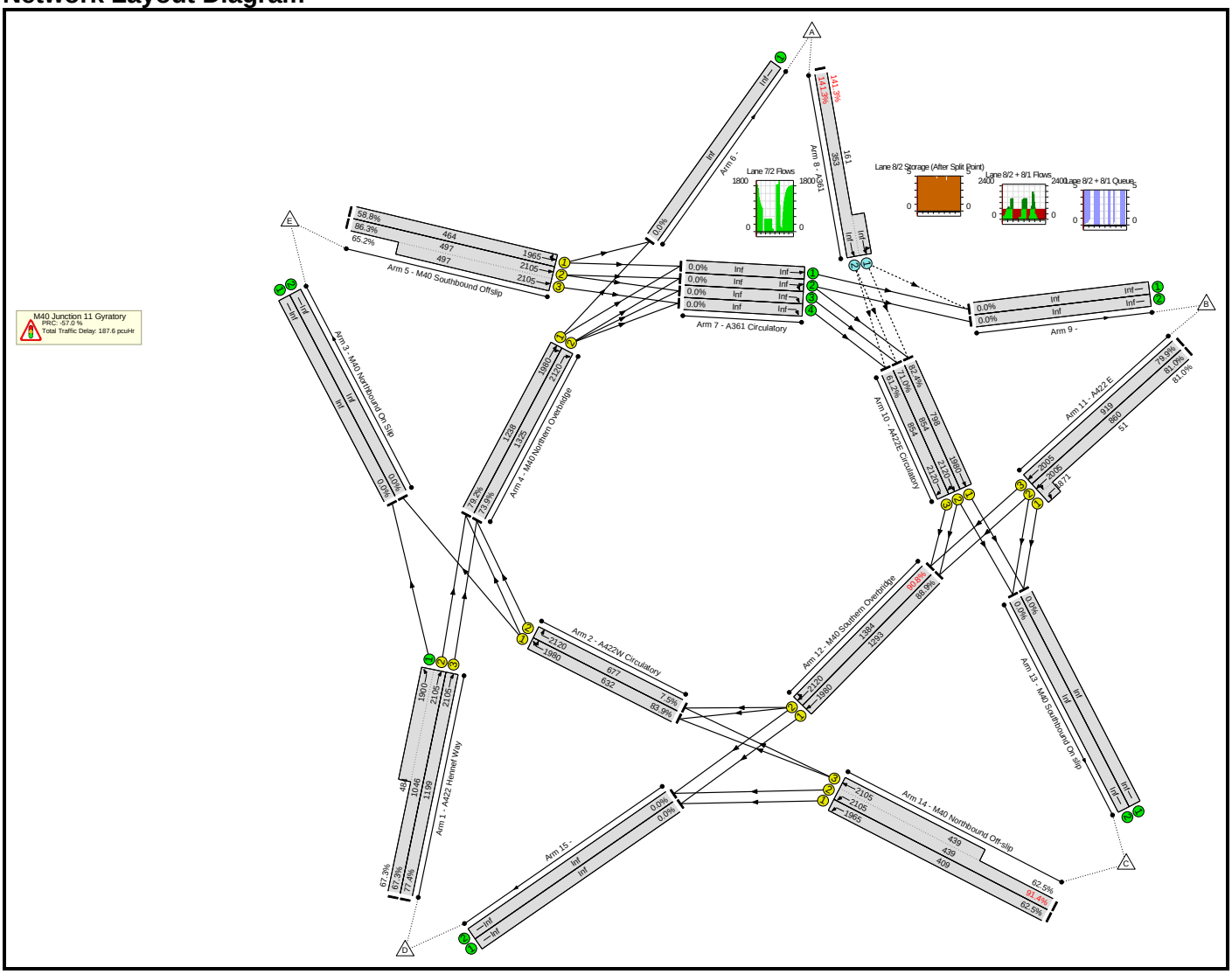
10/2	A422E Circulatory Right Ahead	U	H		1	31	-	795	2120	942	79.7%	-	-	-	4.3	20.4	11.2
10/3	A422E Circulatory Right	U	H		1	31	-	679	2120	942	61.8%	-	-	-	2.5	15.5	4.8
11/2+11/1	A422 E Ahead Left	U	G		1	29	-	655	2005:1871	771+57	79.1 : 79.1%	-	-	-	5.2 (4.8+0.4)	28.5 (28.5:28.3)	13.0
11/3	A422 E Ahead	U	G		1	29	-	624	2005	835	74.7%	-	-	-	4.5	26.2	11.9
12/1	M40 Southern Overbridge Ahead	U	D		1	47	-	1021	1980	1320	74.2%	-	-	-	2.4	8.9	7.6
12/2	M40 Southern Overbridge Right Ahead	U	D		1	47	-	1303	2120	1413	85.4%	-	-	-	4.7	14.0	15.9
14/1	M40 Northbound Off-slip Left	U	C		1	13	-	197	1965	382	51.6%	-	-	-	2.0	35.6	4.0
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	13	-	610	2105:2105	409+409	72.3 : 76.7%	-	-	-	6.1 (2.9+3.1)	35.8 (35.7:36.0)	7.4

C1	Stream: 1 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	18.93	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	15.15	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	16.81	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	12.9	Total Delay for Signalled Lanes (pcuHr):	20.62	Cycle Time (s):	72
	PRC Over All Lanes (%):	-55.0	Total Delay Over All Lanes(pcuHr):	193.16		

Basic Results Summary

Scenario 8: '2032 AM Base' (FG17: '2032 Base 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: Junction 11 Gyratory Existing	-	-	-		-	-	-	-	-	-	**141.3%**	**1071**	**0**	**0**	**187.6**	-	-
M40 Junction 11 Gyratory	-	-	-		-	-	-	-	-	-	**141.3%**	**1071**	**0**	**0**	**187.6**	-	-
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	40	-	1030	2105:1900	1046+484	67.3 : 67.3%	-	-	-	3.0 (2.7+0.3)	10.4 (13.6:3.6)	10.0
1/3	A422 Hennef Way Ahead	U	B		1	40	-	928	2105	1199	77.4%	-	-	-	4.8	18.5	15.9
2/1	A422W Circulatory Ahead Right	U	A		1	22	-	557	1980	632	83.9%	-	-	-	4.5	30.6	9.3
2/2	A422W Circulatory Right	U	A		1	22	-	51	2120	677	7.5%	-	-	-	0.1	8.5	0.2
4/1	M40 Northern Overbridge Ahead Right	U	F		1	44	-	980	1980	1238	79.2%	-	-	-	3.2	11.6	10.2
4/2	M40 Northern Overbridge Right	U	F		1	44	-	979	2120	1325	73.9%	-	-	-	2.5	9.1	5.2
5/1	M40 Southbound Offslip Left Ahead	U	E		1	16	-	273	1965	464	58.8%	-	-	-	2.6	33.8	5.5
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	16	-	753	2105:2105	497+497	86.3 : 65.2%	-	-	-	6.9 (4.0+2.9)	33.1 (33.8:32.2)	9.8
8/2+8/1	A361 Left Ahead	O	-		-	-	-	726	Inf : Inf	353+161	141.3 : 141.3%	1071	0	0	115.9 (81.2+34.7)	574.8 (585.7:550.7)	134.0
10/1	A422E Circulatory Ahead	U	H		1	28	-	694	1980	798	82.4%	-	-	-	6.2	34.1	15.4

Basic Results Summary

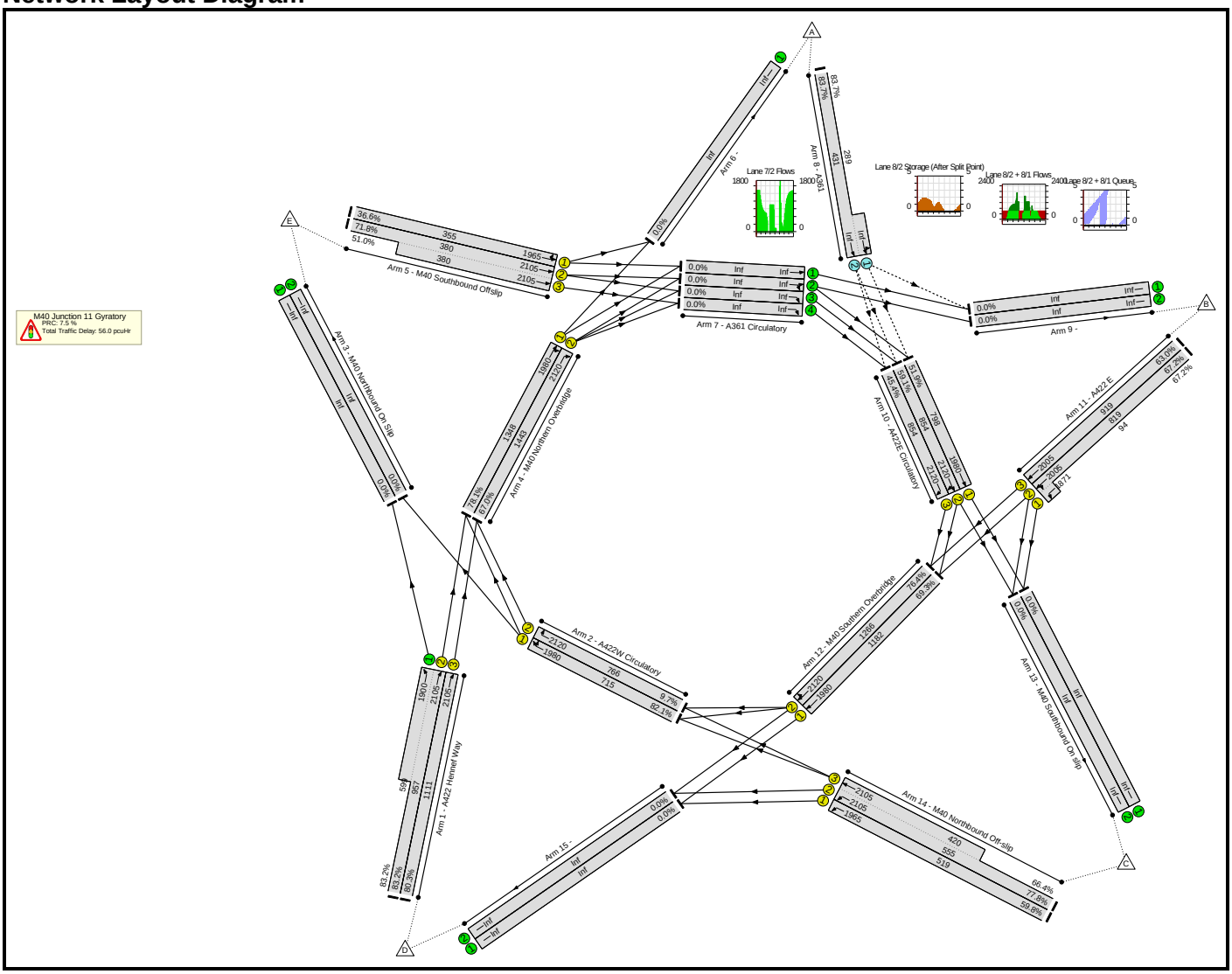
10/2	A422E Circulatory Right Ahead	U	H		1	28	-	670	2120	854	71.0%	-	-	-	3.1	18.4	6.6
10/3	A422E Circulatory Right	U	H		1	28	-	605	2120	854	61.2%	-	-	-	2.2	15.1	4.0
11/2+11/1	A422 E Ahead Left	U	G		1	32	-	737	2005:1871	860+51	81.0 : 81.0%	-	-	-	5.5 (5.2+0.3)	27.0 (27.0:26.8)	14.7
11/3	A422 E Ahead	U	G		1	32	-	734	2005	919	79.9%	-	-	-	5.3	26.2	14.4
12/1	M40 Southern Overbridge Ahead	U	D		1	46	-	1213	1980	1293	88.9%	-	-	-	5.6	17.6	15.5
12/2	M40 Southern Overbridge Right Ahead	U	D		1	46	-	1339	2120	1384	90.8%	-	-	-	6.7	19.3	17.6
14/1	M40 Northbound Off-slip Left	U	C		1	14	-	256	1965	409	62.5%	-	-	-	2.7	37.6	5.4
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	14	-	675	2105:2105	439+439	91.4 : 62.5%	-	-	-	6.7 (4.1+2.6)	35.9 (36.6:34.7)	9.4

C1	Stream: 1 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	12.39	Cycle Time (s): 72
C1	Stream: 2 PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	21.77	Cycle Time (s): 72
C1	Stream: 3 PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	15.10	Cycle Time (s): 72
C1	Stream: 4 PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	22.38	Cycle Time (s): 72
	PRC Over All Lanes (%):	-57.0	Total Delay Over All Lanes(pcuHr):	187.56	

Basic Results Summary

Scenario 9: '2032 PM Base' (FG18: '2032 Base 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: Junction 11 Gyratory Existing	-	-	-		-	-	-	-	-	-	**83.7%**	**1206**	**0**	**0**	**56.0**	-	-
M40 Junction 11 Gyratory	-	-	-		-	-	-	-	-	-	**83.7%**	**1206**	**0**	**0**	**56.0**	-	-
1/2+1/1	A422 Hennef Way Ahead Ahead2	U	B -		1	37	-	1294	2105:1900	957+599	83.2 : 83.2%	-	-	-	5.3 (4.4+0.9)	14.7 (19.7:6.8)	14.4
1/3	A422 Hennef Way Ahead	U	B		1	37	-	892	2105	1111	80.3%	-	-	-	5.5	22.0	16.6
2/1	A422W Circulatory Ahead Right	U	A		1	25	-	587	1980	715	82.1%	-	-	-	4.4	27.1	10.6
2/2	A422W Circulatory Right	U	A		1	25	-	74	2120	766	9.7%	-	-	-	0.2	11.0	0.3
4/1	M40 Northern Overbridge Ahead Right	U	F		1	48	-	1052	1980	1348	78.1%	-	-	-	2.5	8.5	8.9
4/2	M40 Northern Overbridge Right	U	F		1	48	-	966	2120	1443	67.0%	-	-	-	1.3	4.7	2.4
5/1	M40 Southbound Offslip Left Ahead	U	E		1	12	-	130	1965	355	36.6%	-	-	-	1.2	33.9	2.6
5/2+5/3	M40 Southbound Offslip Ahead	U	E		1	12	-	467	2105:2105	380+380	71.8 : 51.0%	-	-	-	4.3 (2.6+1.8)	33.4 (33.9:32.7)	5.9
8/2+8/1	A361 Left Ahead	O	-		-	-	-	603	Inf : Inf	431+289	83.7 : 83.7%	1206	0	0	3.8 (2.4+1.4)	22.4 (23.8:20.3)	8.3
10/1	A422E Circulatory Ahead	U	H		1	28	-	414	1980	798	51.9%	-	-	-	2.3	20.1	8.0

Basic Results Summary

10/2	A422E Circulatory Right Ahead	U	H		1	28	-	505	2120	854	59.1%	-	-	-	2.5	17.6	6.9
10/3	A422E Circulatory Right	U	H		1	28	-	388	2120	854	45.4%	-	-	-	1.4	12.7	2.5
11/2+11/1	A422 E Ahead Left	U	G		1	32	-	614	2005:1871	819+94	67.2 : 67.2%	-	-	-	3.6 (3.2+0.4)	21.2 (21.2:21.0)	10.3
11/3	A422 E Ahead	U	G		1	32	-	579	2005	919	63.0%	-	-	-	3.2	20.1	9.5
12/1	M40 Southern Overbridge Ahead	U	D		1	42	-	820	1980	1182	69.3%	-	-	-	2.5	10.9	8.5
12/2	M40 Southern Overbridge Right Ahead	U	D		1	42	-	967	2120	1266	76.4%	-	-	-	3.3	12.3	11.3
14/1	M40 Northbound Off-slip Left	U	C		1	18	-	310	1965	519	59.8%	-	-	-	2.7	31.7	6.1
14/2+14/3	M40 Northbound Off-slip Ahead Left	U	C		1	18	-	711	2105:2105	555+420	77.8 : 66.4%	-	-	-	6.0 (3.8+2.3)	30.5 (31.3:29.2)	9.3

C1	Stream: 1 PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	15.37	Cycle Time (s): 72
C1	Stream: 2 PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	14.54	Cycle Time (s): 72
C1	Stream: 3 PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	9.29	Cycle Time (s): 72
C1	Stream: 4 PRC for Signalled Lanes (%):	33.8	Total Delay for Signalled Lanes (pcuHr):	13.00	Cycle Time (s): 72
	PRC Over All Lanes (%):	7.5	Total Delay Over All Lanes(pcuHr):	55.96	

Basic Results Summary

User and Project Details

Project:	**Land East of M40 Junction 11**
Title:	**Junction 11 Gyratory Proposed A361 Entry Signals**
Location:	
Client:	Greystoke
Additional detail:	
File name:	M40 Junction 11 PROPOSED+.lsg3x
Author:	RM
Company:	David Tucker Asssoiates
Address:	Henley in Arden

Basic Results Summary

Network Results

Scenario 1: '2022 Base PreAM' (FG10: '2022 Base PreAM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**80.4%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**80.4%**	**-**
1/2+1/1	N/A	B -	63.7 : 63.7%	8.9
1/3	N/A	B	67.3%	12.3
2/1	N/A	A	66.7%	8.3
2/2	N/A	A	60.6%	2.0
4/1	N/A	F	80.4%	12.5
4/2	N/A	F	67.0%	5.6
5/2+5/1	N/A	E	65.0 : 77.4%	7.5
5/3	N/A	E	69.0%	7.0
6/1	N/A	I	46.7%	7.3
6/2	N/A	I	48.2%	5.9
6/3	N/A	I	35.7%	7.1
6/4	N/A	I	22.4%	6.2
7/2+7/1	N/A	J	78.2 : 64.5%	6.4
7/3	N/A	J	75.9%	6.5
9/1	N/A	H	63.0%	9.4
9/2	N/A	H	76.3%	5.9
9/3	N/A	H	56.9%	1.3
10/2+10/1	N/A	G	77.1 : 77.1%	11.5
10/3	N/A	G	79.7%	12.6
11/1	N/A	D	72.4%	7.9
11/2+11/3	N/A	D	74.0 : 74.0%	5.3
13/2+13/1	N/A	C	57.2 : 57.1%	4.9
13/3	N/A	C	73.5%	7.0
J2: Site Access Roundabout	**-**	**-**	**34.9%**	**-**
1/1	N/A	-	14.7%	0.1

Basic Results Summary

2/1	N/A	-	27.6%	0.2
5/1+5/2	N/A	-	34.9 : 34.9%	0.3

C1	Stream: 1 PRC for Signalled Lanes (%):	33.7	Total Delay for Signalled Lanes (pcuHr):	10.91	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	21.6	Total Delay for Signalled Lanes (pcuHr):	12.19	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	15.11	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	13.0	Total Delay for Signalled Lanes (pcuHr):	16.02	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):	12.95	Cycle Time (s):	72
	PRC Over All Lanes (%):	11.9	Total Delay Over All Lanes(pcuHr):	67.73		

Basic Results Summary

Scenario 2: '2022 AM Base' (FG11: '2022 Base AM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**82.3%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**82.3%**	**-**
1/2+1/1	N/A	B -	55.2 : 55.2%	6.8
1/3	N/A	B	62.5%	10.9
2/1	N/A	A	56.0%	5.8
2/2	N/A	A	62.7%	2.5
4/1	N/A	F	72.0%	15.7
4/2	N/A	F	66.7%	4.7
5/2+5/1	N/A	E	72.7 : 67.6%	7.4
5/3	N/A	E	65.6%	6.5
6/1	N/A	I	48.5%	6.8
6/2	N/A	I	55.0%	5.3
6/3	N/A	I	32.8%	6.7
6/4	N/A	I	21.7%	5.8
7/2+7/1	N/A	J	66.6 : 63.5%	5.6
7/3	N/A	J	68.4%	5.8
9/1	N/A	H	65.0%	9.3
9/2	N/A	H	80.9%	10.1
9/3	N/A	H	63.8%	2.7
10/2+10/1	N/A	G	74.7 : 74.7%	12.1
10/3	N/A	G	77.4%	13.2
11/1	N/A	D	81.1%	13.2
11/2+11/3	N/A	D	80.7 : 80.7%	8.7
13/2+13/1	N/A	C	82.1 : 82.3%	8.2
13/3	N/A	C	68.9%	6.0
J2: Site Access Roundabout	**-**	**-**	**47.8%**	**-**
1/1	N/A	-	0.0%	0.0

Basic Results Summary

2/1	N/A	-	31.7%	0.2
5/1+5/2	N/A	-	47.8 : 0.0%	8.0

C1	Stream: 1 PRC for Signalled Lanes (%):	43.5	Total Delay for Signalled Lanes (pcuHr):	8.50	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	16.80	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	23.8	Total Delay for Signalled Lanes (pcuHr):	13.76	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	17.28	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):	10.75	Cycle Time (s):	72
	PRC Over All Lanes (%):	9.4	Total Delay Over All Lanes(pcuHr):	68.03		

Basic Results Summary

Scenario 3: '2022 PM Base' (FG12: '2022 Base PM ', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**71.4%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**71.4%**	**-**
1/2+1/1	N/A	B -	67.0 : 67.0%	9.0
1/3	N/A	B	60.7%	10.3
2/1	N/A	A	61.4%	2.7
2/2	N/A	A	58.7%	6.5
4/1	N/A	F	71.4%	9.2
4/2	N/A	F	54.9%	3.4
5/2+5/1	N/A	E	67.7 : 70.0%	4.8
5/3	N/A	E	54.4%	3.6
6/1	N/A	I	47.3%	5.7
6/2	N/A	I	52.0%	4.7
6/3	N/A	I	21.3%	3.7
6/4	N/A	I	11.2%	3.2
7/2+7/1	N/A	J	50.3 : 55.7%	4.1
7/3	N/A	J	48.7%	3.7
9/1	N/A	H	48.7%	6.1
9/2	N/A	H	59.6%	6.7
9/3	N/A	H	41.5%	3.9
10/2+10/1	N/A	G	54.9 : 54.9%	7.7
10/3	N/A	G	61.2%	9.3
11/1	N/A	D	62.9%	9.4
11/2+11/3	N/A	D	63.6 : 63.6%	6.4
13/2+13/1	N/A	C	60.2 : 60.3%	6.8
13/3	N/A	C	45.0%	4.7
J2: Site Access Roundabout	**-**	**-**	**49.6%**	**-**
1/1	N/A	-	0.0%	0.0

Basic Results Summary

2/1	N/A	-	26.6%	0.2
5/1+5/2	N/A	-	49.6 : 0.0%	7.1

C1	Stream: 1 PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	9.19	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	41.4	Total Delay for Signalled Lanes (pcuHr):	11.85	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	9.78	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	47.2	Total Delay for Signalled Lanes (pcuHr):	10.29	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	61.7	Total Delay for Signalled Lanes (pcuHr):	8.44	Cycle Time (s):	72
	PRC Over All Lanes (%):	26.1	Total Delay Over All Lanes(pcuHr):	50.35		

Basic Results Summary

Scenario 4: '2022 Pre AM Design' (FG13: '2022 Design Pre_AM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**91.7%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**91.7%**	**-**
1/2+1/1	N/A	B -	72.3 : 72.3%	11.4
1/3	N/A	B	80.5%	16.9
2/1	N/A	A	68.5%	10.1
2/2	N/A	A	71.7%	4.3
4/1	N/A	F	91.7%	27.8
4/2	N/A	F	69.6%	2.8
5/2+5/1	N/A	E	82.3 : 91.6%	9.9
5/3	N/A	E	80.6%	8.2
6/1	N/A	I	45.3%	9.4
6/2	N/A	I	63.0%	10.7
6/3	N/A	I	45.7%	9.3
6/4	N/A	I	27.2%	6.0
7/2+7/1	N/A	J	83.0 : 83.0%	10.2
7/3	N/A	J	73.6%	9.0
9/1	N/A	H	75.1%	11.1
9/2	N/A	H	85.9%	12.4
9/3	N/A	H	73.3%	9.8
10/2+10/1	N/A	G	85.7 : 85.7%	14.4
10/3	N/A	G	79.7%	12.6
11/1	N/A	D	81.3%	12.1
11/2+11/3	N/A	D	84.4 : 84.4%	9.3
13/2+13/1	N/A	C	50.0 : 49.9%	4.6
13/3	N/A	C	82.7%	9.6
J2: Site Access Roundabout	**-**	**-**	**53.8%**	**-**
1/1	N/A	-	48.5%	0.5

Basic Results Summary

2/1	N/A	-	32.2%	0.2
5/1+5/2	N/A	-	53.8 : 53.8%	6.9

C1	Stream: 1	PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	15.84	Cycle Time (s):	72
C1	Stream: 2	PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	17.60	Cycle Time (s):	72
C1	Stream: 3	PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	22.65	Cycle Time (s):	72
C1	Stream: 4	PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	21.41	Cycle Time (s):	72
C1	Stream: 5	PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	20.04	Cycle Time (s):	72
		PRC Over All Lanes (%):	-1.9	Total Delay Over All Lanes(pcuHr):	98.91		

Basic Results Summary

Scenario 5: '2022 AM Design' (FG14: '2022 Design AM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**89.0%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**89.0%**	**-**
1/2+1/1	N/A	B -	64.2 : 64.2%	9.3
1/3	N/A	B	75.1%	15.0
2/1	N/A	A	50.0%	3.4
2/2	N/A	A	66.6%	9.4
4/1	N/A	F	85.3%	14.4
4/2	N/A	F	69.9%	7.2
5/2+5/1	N/A	E	65.6 : 88.4%	9.0
5/3	N/A	E	62.6%	6.1
6/1	N/A	I	59.7%	6.8
6/2	N/A	I	61.4%	13.1
6/3	N/A	I	47.1%	5.7
6/4	N/A	I	25.4%	5.4
7/2+7/1	N/A	J	67.2 : 67.2%	7.3
7/3	N/A	J	61.4%	7.4
9/1	N/A	H	71.7%	8.6
9/2	N/A	H	83.3%	17.2
9/3	N/A	H	74.8%	7.5
10/2+10/1	N/A	G	81.5 : 81.5%	14.2
10/3	N/A	G	81.6%	14.5
11/1	N/A	D	85.8%	17.0
11/2+11/3	N/A	D	89.0 : 89.0%	14.4
13/2+13/1	N/A	C	76.2 : 76.4%	7.5
13/3	N/A	C	84.8%	9.2
J2: Site Access Roundabout	**-**	**-**	**48.0%**	**-**
1/1	N/A	-	24.2%	0.2

Basic Results Summary

2/1	N/A	-	35.2%	0.3
5/1+5/2	N/A	-	48.0 : 48.0%	5.2

C1	Stream: 1 PRC for Signalled Lanes (%):	19.9	Total Delay for Signalled Lanes (pcuHr):	11.27	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	22.92	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	17.20	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	8.1	Total Delay for Signalled Lanes (pcuHr):	22.83	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	34.0	Total Delay for Signalled Lanes (pcuHr):	13.28	Cycle Time (s):	72
	PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes(pcuHr):	88.44		

Basic Results Summary

Scenario 6: '2022 PM Design' (FG15: '2022 Design PM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**81.5%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**81.5%**	**-**
1/2+1/1	N/A	B -	76.4 : 76.4%	12.2
1/3	N/A	B	74.8%	14.6
2/1	N/A	A	52.9%	7.5
2/2	N/A	A	62.1%	3.5
4/1	N/A	F	81.5%	10.0
4/2	N/A	F	59.4%	4.6
5/2+5/1	N/A	E	72.2 : 75.5%	5.4
5/3	N/A	E	58.5%	3.9
6/1	N/A	I	48.0%	3.3
6/2	N/A	I	64.5%	7.4
6/3	N/A	I	30.1%	1.3
6/4	N/A	I	14.4%	3.0
7/2+7/1	N/A	J	59.7 : 59.7%	6.0
7/3	N/A	J	52.3%	5.8
9/1	N/A	H	45.2%	5.1
9/2	N/A	H	66.2%	8.4
9/3	N/A	H	55.2%	1.8
10/2+10/1	N/A	G	62.6 : 62.6%	9.1
10/3	N/A	G	66.2%	10.2
11/1	N/A	D	65.8%	8.3
11/2+11/3	N/A	D	70.2 : 70.2%	6.8
13/2+13/1	N/A	C	66.9 : 67.0%	7.3
13/3	N/A	C	65.2%	7.0
J2: Site Access Roundabout	**-**	**-**	**49.8%**	**-**
1/1	N/A	-	22.9%	0.1

Basic Results Summary

2/1	N/A	-	29.5%	0.2
5/1+5/2	N/A	-	49.8 : 49.8%	0.8

C1	Stream: 1 PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	12.59	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	13.29	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	11.63	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	12.49	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	10.07	Cycle Time (s):	72
	PRC Over All Lanes (%):	10.4	Total Delay Over All Lanes(pcuHr):	60.93		

Basic Results Summary

Scenario 7: '2032 Pre AM Base' (FG16: '2032 Base Pre_AM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**83.2%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**83.2%**	**-**
1/2+1/1	N/A	B -	63.9 : 63.9%	8.8
1/3	N/A	B	78.3%	16.6
2/1	N/A	A	71.5%	7.1
2/2	N/A	A	63.3%	8.3
4/1	N/A	F	82.7%	13.9
4/2	N/A	F	79.4%	8.4
5/2+5/1	N/A	E	62.2 : 83.2%	8.6
5/3	N/A	E	71.2%	7.7
6/1	N/A	I	51.0%	10.0
6/2	N/A	I	60.2%	9.9
6/3	N/A	I	40.1%	8.7
6/4	N/A	I	26.1%	6.6
7/2+7/1	N/A	J	65.1 : 65.1%	6.0
7/3	N/A	J	67.8%	6.4
9/1	N/A	H	71.3%	8.9
9/2	N/A	H	82.5%	10.3
9/3	N/A	H	64.7%	6.6
10/2+10/1	N/A	G	81.8 : 81.8%	13.3
10/3	N/A	G	83.0%	13.9
11/1	N/A	D	78.0%	15.5
11/2+11/3	N/A	D	81.2 : 81.2%	9.0
13/2+13/1	N/A	C	62.3 : 62.3%	5.4
13/3	N/A	C	76.7%	7.5
J2: Site Access Roundabout	**-**	**-**	**38.0%**	**-**
1/1	N/A	-	15.0%	0.1

Basic Results Summary

2/1	N/A	-	30.2%	0.2
5/1+5/2	N/A	-	38.0 : 38.0%	0.3

C1	Stream: 1 PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.46	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	10.9	Total Delay for Signalled Lanes (pcuHr):	16.63	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	18.05	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	19.84	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	32.7	Total Delay for Signalled Lanes (pcuHr):	14.68	Cycle Time (s):	72
	PRC Over All Lanes (%):	8.2	Total Delay Over All Lanes(pcuHr):	82.25		

Basic Results Summary

Scenario 8: '2032 AM Base' (FG17: '2032 Base AM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**89.7%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**89.7%**	**-**
1/2+1/1	N/A	B -	64.0 : 64.0%	8.8
1/3	N/A	B	64.2%	11.4
2/1	N/A	A	60.1%	6.3
2/2	N/A	A	65.3%	2.4
4/1	N/A	F	81.1%	12.6
4/2	N/A	F	68.9%	6.6
5/2+5/1	N/A	E	78.7 : 72.4%	8.4
5/3	N/A	E	73.1%	7.6
6/1	N/A	I	57.8%	9.0
6/2	N/A	I	59.1%	7.6
6/3	N/A	I	34.8%	7.8
6/4	N/A	I	24.7%	6.7
7/2+7/1	N/A	J	64.0 : 64.0%	5.6
7/3	N/A	J	70.5%	6.5
9/1	N/A	H	72.8%	9.7
9/2	N/A	H	83.9%	10.1
9/3	N/A	H	71.0%	7.1
10/2+10/1	N/A	G	82.3 : 82.3%	14.8
10/3	N/A	G	83.6%	15.5
11/1	N/A	D	87.6%	15.2
11/2+11/3	N/A	D	88.5 : 88.5%	15.6
13/2+13/1	N/A	C	89.7 : 89.6%	10.6
13/3	N/A	C	71.6%	6.3
J2: Site Access Roundabout	**-**	**-**	**50.1%**	**-**
1/1	N/A	-	0.0%	0.0

Basic Results Summary

2/1	N/A	-	34.0%	0.3
5/1+5/2	N/A	-	50.1 : 0.0%	7.9

C1	Stream: 1 PRC for Signalled Lanes (%):	37.8	Total Delay for Signalled Lanes (pcuHr):	9.51	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	22.95	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	16.57	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	21.17	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	13.40	Cycle Time (s):	72
	PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	84.61		

Basic Results Summary

Scenario 9: '2032 PM Base' (FG18: '2032 Base PM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**76.4%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**76.4%**	**-**
1/2+1/1	N/A	B -	75.7 : 75.7%	11.6
1/3	N/A	B	68.7%	12.9
2/1	N/A	A	60.2%	7.4
2/2	N/A	A	56.0%	2.4
4/1	N/A	F	76.4%	10.4
4/2	N/A	F	60.5%	2.7
5/2+5/1	N/A	E	73.9 : 70.4%	5.4
5/3	N/A	E	64.6%	4.5
6/1	N/A	I	48.5%	6.2
6/2	N/A	I	55.5%	5.9
6/3	N/A	I	23.6%	3.2
6/4	N/A	I	13.1%	3.6
7/2+7/1	N/A	J	53.7 : 65.9%	4.7
7/3	N/A	J	58.8%	4.4
9/1	N/A	H	45.4%	4.9
9/2	N/A	H	57.7%	3.8
9/3	N/A	H	43.1%	0.9
10/2+10/1	N/A	G	67.0 : 67.0%	9.9
10/3	N/A	G	71.6%	11.4
11/1	N/A	D	67.2%	7.7
11/2+11/3	N/A	D	70.0 : 70.0%	5.9
13/2+13/1	N/A	C	65.7 : 65.6%	7.7
13/3	N/A	C	47.7%	5.0
J2: Site Access Roundabout	**-**	**-**	**53.2%**	**-**
1/1	N/A	-	0.0%	0.0

Basic Results Summary

2/1	N/A	-	28.3%	0.2
5/1+5/2	N/A	-	53.2 : 0.0%	8.9

C1	Stream: 1 PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	11.08	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	28.5	Total Delay for Signalled Lanes (pcuHr):	12.50	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	10.80	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	25.7	Total Delay for Signalled Lanes (pcuHr):	11.21	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	9.33	Cycle Time (s):	72
	PRC Over All Lanes (%):	17.9	Total Delay Over All Lanes(pcuHr):	55.90		

Basic Results Summary

Scenario 10: '2032 Pre AM Design' (FG19: '2032 Design Pre_AM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**95.9%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**95.9%**	**-**
1/2+1/1	N/A	B -	67.8 : 67.8%	10.0
1/3	N/A	B	86.9%	21.4
2/1	N/A	A	75.2%	10.0
2/2	N/A	A	81.5%	12.2
4/1	N/A	F	95.9%	31.9
4/2	N/A	F	85.9%	6.6
5/2+5/1	N/A	E	67.7 : 94.2%	10.6
5/3	N/A	E	73.2%	8.0
6/1	N/A	I	56.1%	6.6
6/2	N/A	I	78.6%	15.9
6/3	N/A	I	55.9%	11.2
6/4	N/A	I	34.1%	6.7
7/2+7/1	N/A	J	80.5 : 80.5%	10.4
7/3	N/A	J	61.6%	8.1
9/1	N/A	H	84.9%	12.7
9/2	N/A	H	87.3%	20.7
9/3	N/A	H	78.5%	10.1
10/2+10/1	N/A	G	94.5 : 94.5%	19.9
10/3	N/A	G	85.0%	14.4
11/1	N/A	D	90.3%	26.0
11/2+11/3	N/A	D	92.4 : 92.4%	38.6
13/2+13/1	N/A	C	51.3 : 51.3%	4.9
13/3	N/A	C	80.5%	9.4
J2: Site Access Roundabout	**-**	**-**	**53.2%**	**-**
1/1	N/A	-	49.6%	0.5

Basic Results Summary

2/1	N/A	-	34.9%	0.3
5/1+5/2	N/A	-	53.2 : 52.6%	6.8

C1	Stream: 1 PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	19.65	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	30.84	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	-6.6	Total Delay for Signalled Lanes (pcuHr):	28.35	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	-5.0	Total Delay for Signalled Lanes (pcuHr):	34.79	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	20.47	Cycle Time (s):	72
	PRC Over All Lanes (%):	-6.6	Total Delay Over All Lanes(pcuHr):	135.50		

Basic Results Summary

Scenario 11: '2032 AM Design' (FG20: '2032 Design AM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**93.9%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**93.9%**	**-**
1/2+1/1	N/A	B -	61.5 : 61.5%	8.5
1/3	N/A	B	80.2%	17.5
2/1	N/A	A	60.9%	4.2
2/2	N/A	A	78.8%	10.5
4/1	N/A	F	86.0%	22.3
4/2	N/A	F	80.0%	8.8
5/2+5/1	N/A	E	68.6 : 92.1%	9.8
5/3	N/A	E	74.2%	7.9
6/1	N/A	I	54.0%	6.0
6/2	N/A	I	74.7%	15.4
6/3	N/A	I	35.7%	2.0
6/4	N/A	I	27.3%	6.6
7/2+7/1	N/A	J	68.2 : 68.2%	7.0
7/3	N/A	J	70.2%	7.8
9/1	N/A	H	83.5%	12.7
9/2	N/A	H	85.9%	12.8
9/3	N/A	H	78.0%	9.8
10/2+10/1	N/A	G	88.3 : 88.3%	17.2
10/3	N/A	G	89.0%	17.8
11/1	N/A	D	92.3%	25.0
11/2+11/3	N/A	D	93.4 : 93.4%	24.2
13/2+13/1	N/A	C	89.7 : 89.6%	10.6
13/3	N/A	C	93.9%	12.3
J2: Site Access Roundabout	**-**	**-**	**50.3%**	**-**
1/1	N/A	-	24.8%	0.2

Basic Results Summary

2/1	N/A	-	37.7%	0.3
5/1+5/2	N/A	-	50.3 : 50.3%	5.9

C1	Stream: 1 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	13.74	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	34.44	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	-2.3	Total Delay for Signalled Lanes (pcuHr):	20.27	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	31.22	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	20.4	Total Delay for Signalled Lanes (pcuHr):	16.38	Cycle Time (s):	72
	PRC Over All Lanes (%):	-4.4	Total Delay Over All Lanes(pcuHr):	117.08		

Basic Results Summary

Scenario 12: '2032 PM Design' (FG21: '2032 Design PM', Plan 1: 'Network Control Plan 1')

Item	Position In Filtered Route	Full Phase	Deg Sat (%)	Mean Max Queue (pcu)
Network: Junction 11 Gyratory Proposed A361 Entry Signals	**-**	**-**	**85.5%**	**-**
J1: M40 Junction 11 Gyratory	**-**	**-**	**85.5%**	**-**
1/2+1/1	N/A	B -	77.5 : 77.5%	12.3
1/3	N/A	B	82.9%	18.4
2/1	N/A	A	59.4%	8.2
2/2	N/A	A	67.6%	4.3
4/1	N/A	F	85.5%	13.1
4/2	N/A	F	71.7%	5.8
5/2+5/1	N/A	E	51.3 : 84.6%	6.3
5/3	N/A	E	51.3%	3.8
6/1	N/A	I	50.2%	4.8
6/2	N/A	I	66.8%	9.8
6/3	N/A	I	35.1%	1.7
6/4	N/A	I	14.8%	3.0
7/2+7/1	N/A	J	69.8 : 69.8%	7.5
7/3	N/A	J	62.7%	7.1
9/1	N/A	H	50.2%	5.1
9/2	N/A	H	70.6%	10.1
9/3	N/A	H	63.5%	2.4
10/2+10/1	N/A	G	63.3 : 63.3%	9.3
10/3	N/A	G	72.1%	12.0
11/1	N/A	D	68.3%	9.4
11/2+11/3	N/A	D	81.0 : 81.0%	13.4
13/2+13/1	N/A	C	69.1 : 69.0%	7.9
13/3	N/A	C	64.6%	7.2
J2: Site Access Roundabout	**-**	**-**	**53.4%**	**-**
1/1	N/A	-	23.3%	0.2

Basic Results Summary

2/1	N/A	-	31.4%	0.2
5/1+5/2	N/A	-	53.4 : 53.4%	3.6

C1	Stream: 1 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	15.03	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	15.49	Cycle Time (s):	72
C1	Stream: 3 PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	13.14	Cycle Time (s):	72
C1	Stream: 4 PRC for Signalled Lanes (%):	24.7	Total Delay for Signalled Lanes (pcuHr):	14.47	Cycle Time (s):	72
C1	Stream: 5 PRC for Signalled Lanes (%):	28.9	Total Delay for Signalled Lanes (pcuHr):	12.14	Cycle Time (s):	72
	PRC Over All Lanes (%):	5.2	Total Delay Over All Lanes(pcuHr):	71.24		

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