APPENDIX 10

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence Arun 006 (2011 super output area - middle layer)

place of work	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Adur	32	0	0	2	0	0	0	29	1	0	0	0
Arun	1,123	0	0	14	33	2	15	800	74	55	124	6
Ashford	0	0	0	0	0	0	0	0	0	0	0	0
Aylesbury Vale	0	0	0	0	0	0	0	0	0	0	0	0
Basingstoke an	2	0	0	0	0	0	0	2	0	0	0	0
Bracknell Fores	2	0	0	0	0	0	0	2	0	0	0	0
Brighton and H	42	0	0	5	4	0	1	20	4	1	4	0
Canterbury	0	0	0	0	0	0	0	0	0	0	0	0
Cherwell	1	0	0	0	0	0	0	1	0	0	0	0
Chichester	479	0	0	25	7	0	4	409	27	6	0	1
Chiltern	0	0	0	0	0	0	0	0	0	0	0	0
Crawley	33	0	0	7	0	0	0	24	2	0	0	0
Dartford	1	0	0	1	0	0	0	0	0	0	0	0
Dover	0	0	0	0	0	0	0	0	0	0	0	0
East Hampshire	12	0	0	0	0	0	0	11	1	0	0	0
Eastbourne	0	0	0	0	0	0	0	0	0	0	0	0
Eastleigh	7	0	0	1	0	0	0	6	0	0	0	0
Elmbridge	2	0	0	0	0	0	0	2	0	0	0	0
Epsom and Ew	1	0	0	0	0	0	0	1	0	0	0	0
Fareham	10	0	0	0	0	0	0	10	0	0	0	0
Gosport	0	0	0	0	0	0	0	0	0	0	0	0
Gravesham	1	0	0	0	0	0	0	1	0	0	0	0
Guildford	4	0	0	0	0	0	0	4	0	0	0	0
Hart	1	0	0	0	0	0	0	1	0	0	0	0
Hastings	3	0	0	0	0	0	0	3	0	0	0	0
Havant	13	0	0	2	0	0	0	11	0	0	0	0
Horsham	60	0	0	6	1	0	0	49	3	0	1	0
Isle of Wight	0	0	0	0	0	0	0	0	0	0	0	0
Lewes	12	0	0	0	0	0	1	11	0	0	0	0
Maidstone	2	0	0	0	0	0	0	2	0	0	0	0
Medway	1	0	0	0	0	0	0	1	0	0	0	0
Mid Sussex	16	0	0	3	0	0	0	13	0	0	0	0
Milton Keynes	0	0	0	0	0	0	0	0	0	0	0	0
Mole Valley	4	0	0	0	0	0	0	4	0	0	0	0
New Forest	0	0	0	0	0	0	0	0	0	0	0	0
Oxford	0	0	0	0	0	0	0	0	0	0	0	0
Portsmouth	24	0	0	3	0	0	0	21	0	0	0	0
Reading	1	0	0	0	0	0	0	1	0	0	0	0
Reigate and Ba	15	0	0	3	0	0	0	11	0	0	1	0
Rother	0	0	0	0	0	0	0	0	0	0	0	0
Runnymede	2	0	1	0	0	0	0	1	0	0	0	0
Rushmoor	0	0	0	0	0	0	0	0	0	0	0	0
Sevenoaks	1	0	0	0	0	0	0	1	0	0	0	0
Shepway	0	0	0	0	0	0	0	0	0	0	0	0
Slough	1	0	0	0	0	0	0	1	0	0	0	0
South Bucks	1	0	0	1	0	0	0	0	0	0	0	0
South Oxfordsh	0	0	0	0	0	0	0	0	0	0	0	0
Southampton	4	0	0	0	0	0	0	3	0	0	1	0
Spelthorne	0	0	0	0	0	0	0	0	0	0	0	0
Surrey Heath	0	0	0	0	0	0	0	0	0	0	0	0
Swale	0	0	0	0	0	0	0	0	0	0	0	0
Tandridge	3	0	0	0	0	0	0	3	0	0	0	0
Test Valley	1	0	0	0	0	0	0	0	1	0	0	0
Thanet	1	0	0	0	0	0	0	1	0	0	0	0
Tonbridge and I	2	0	0	0	0	0	0	2	0	0	0	0
Tunbridge Well	0	0	0	0	0	0	0	0	0	0	0	0
Vale of White H	0	0	0	0	0	0	0	0	0	0	0	0
Waverley	2	0	0	0	0	0	0	2	0	0	0	0
Wealden	0	0	0	0	0	0	0	0	0	0	0	0
West Berkshire	0	0	0	0	0	0	0	0	0	0	0	0
West Oxfordshi	0	0	0	0	0	0	0	0	0	0	0	0
Winchester	6	0	0	0	0	0	0	5	0	0	1	0
Windsor and Ma	0	0	0	0	0	0	0	0	0	0	0	0
Woking	2	0	0	0	0	0	0	2	0	0	0	0
Wokingham	2	0	0	0	0	0	0	2	0	0	0	0
Worthing	170	0	0	7	6	0	2	134	13	3	5	0
Wycombe	0	0	0	0	0	0	0	0	0	0	0	0
Barking and Da	0	0	0	0	0	0	0	0	0	0	0	0
Barnet	1	0	0	0	0	0	0	1	0	0	0	0
Bexley	0	0	0	0	0	0	0	0	0	0	0	0
Brent	0	0	0	0	0	0	0	0	0	0	0	0
Bromley	0	0	0	0	0	0	0	0	0	0	0	0
Camden	3	0	0	3	0	0	0	0	0	0	0	0
Croydon	7	0	0	4	0	0	0	3	0	0	0	0
Ealing	2	0	0	0	0	0	0	2	0	0	0	0
Enfield	0	0	0	0	0	0	0	0	0	0	0	0
Greenwich	1	0	0	0	0	0	0	1	0	0	0	0
Hackney	0	0	0	0	0	0	0	0	0	0	0	0
Hammersmith a	5	0	0	4	0	0	0	0	0	0	1	0
Haringey	0	0	0	0	0	0	0	0	0	0	0	0
Harrow	0	0	0	0	0	0	0	0	0	0	0	0
Havering	0	0	0	0	0	0	0	0	0	0	0	0
Hillingdon	4	0	0	0	0	0	0	4	0	0	0	0
Hounslow	2	0	0	0	0	0	0	2	0	0	0	0
Islington	4	0	0	2	1	0	0	1	0	0	0	0
Kensington and	5	0	1	3	0	0	1	3	0	0	0	0
Kingston upon	3	0	0	1	0	0	0	2	0	0	0	0
Lambeth	5	0	0	3	0	0	0	1	0	1	0	0
Lewisham	1	0	0	1	0	0	0	0	0	0	0	0
Merton	4	0	0	0	0	0	0	4	0	0	0	0
Newham	2	0	0	1	0	0	0	1	0	0	0	0
Redbridge	0	0	0	0	0	0	0	0	0	0	0	0
Richmond upon	1	0	0	1	0	0	0	0	0	0	0	0
Southwark	3	0	0	1	0	0	0	2	0	0	0	0
Sutton	2	0	0	0	0	0	0	2	0	0	0	0
Tower Hamlets	1	0	0	1	0	0	0	0	0	0	0	0
Waltham Forest	0	0	0	0	0	0	0	0	0	0	0	0
Wandsworth	0	0	0	0	0	0	0	0	0	0	0	0
Westminster,Cit	25	0	0	24	0	0	0	1	0	0	0	0
TOTAL	**2,186**	**0**	**2**	**132**	**52**	**2**	**24**	**1,637**	**126**	**66**	**138**	**7**
Arun 001	93	0	0	1	3	0	1	68	8	5	7	0
Arun 002	18	0	0	0	0	0	0	18	0	0	0	0
Arun 003	137	0	0	2	0	2	2	96	14	13	6	2
Arun 004	93	0	0	0	7	0	3	69	6	7	1	0
Arun 005	34	0	0	0	2	0	0	30	2	0	0	0
Arun 006	285	0	0	6	0	0	4	141	16	14	101	3
Arun 007	40	0	0	0	0	0	1	35	2	1	0	1
Arun 008	9	0	0	0	0	0	0	9	0	0	0	0
Arun 009	53	0	0	0	1	0	0	45	5	1	1	0
Arun 010	22	0	0	0	1	0	0	19	1	1	0	0
Arun 011	84	0	0	4	3	0	1	63	5	6	2	0
Arun 012	22	0	0	0	3	0	2	16	1	0	0	0
Arun 013	24	0	0	0	0	0	0	23	1	0	0	0
Arun 014	52	0	0	1	2	0	0	44	2	2	1	0
Arun 015	28	0	0	0	3	0	0	19	4	1	1	0
Arun 016	8	0	0	0	0	0	0	8	0	0	0	0
Arun 017	104	0	0	0	8	0	1	83	5	3	4	0
Arun 018	9	0	0	0	0	0	0	7	1	1	0	0
Arun 019	8	0	0	0	0	0	0	7	1	0	0	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX 11

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

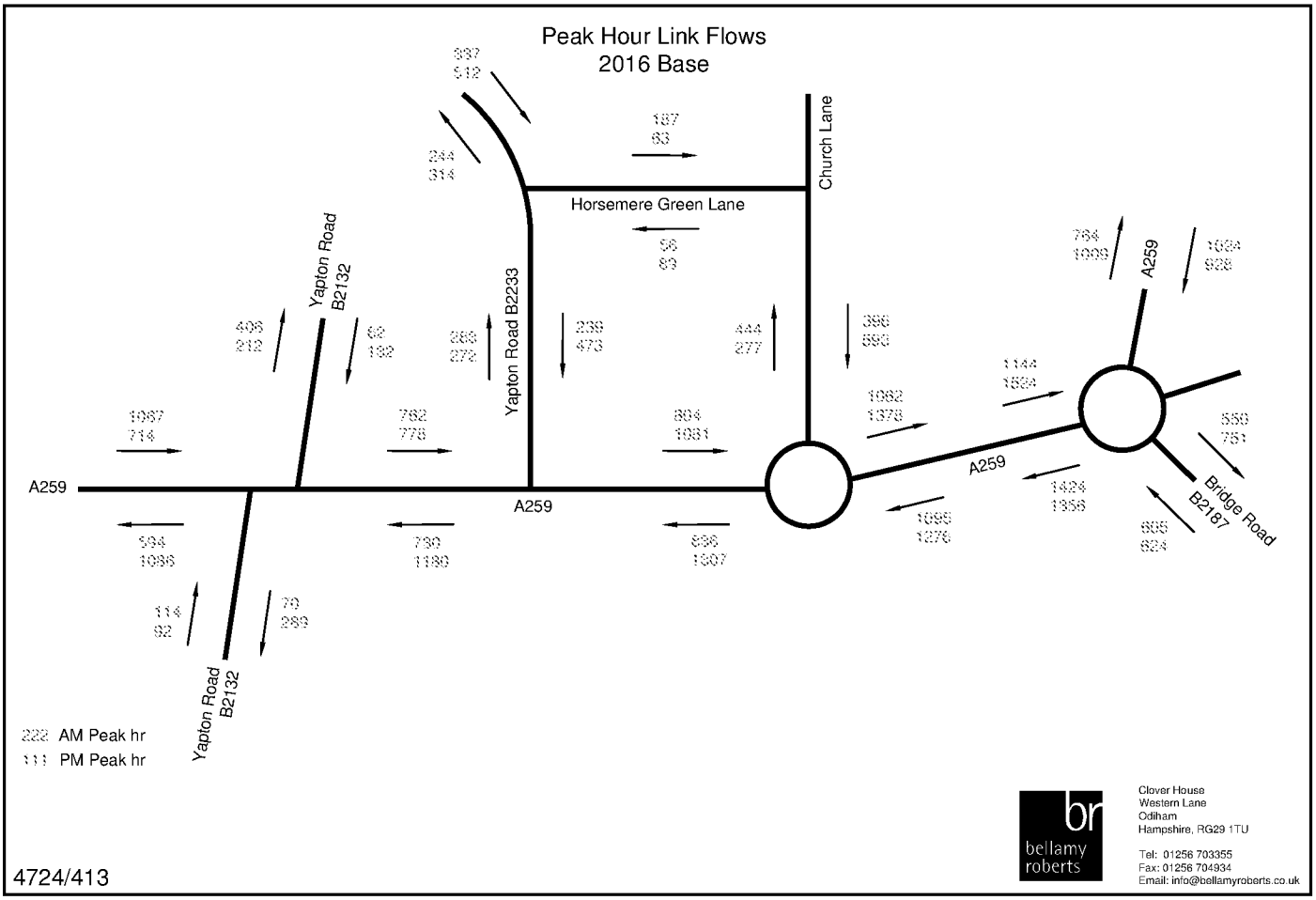
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population: All usual residents aged 16 and over in employment the week before the census
units: Persons
date: 2011
usual residence: Arun 006 (2011 super output area - middle layer)

place of work	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Direction of Travel	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Direction of Travel	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Adur	32	0	0	2	NW	0	0	0	29	E	1	0	0	0
Arun	1,123	0	0	14		33	2	15	800	-	74	55	124	6
Ashford	0	0	0	0		0	0	0	0		0	0	0	0
Aylesbury Vale	0	0	0	0		0	0	0	0		0	0	0	0
Basingstoke and Deane	2	0	0	0		0	0	0	2	W	0	0	0	0
Bracknell Forest	2	0	0	0		0	0	0	2	N	0	0	0	0
Brighton and Hove	42	0	0	8	NW	4	0	1	20	N	4	1	4	0
Canterbury	0	0	0	0		0	0	0	0		0	0	0	0
Cherwell	1	0	0	0		0	0	0	1	N	0	0	0	0
Chichester	479	0	0	25	NW	7	0	4	409	W	27	6	0	1
Chiltern	0	0	0	0		0	0	0	0		0	0	0	0
Crawley	33	0	0	7	NW	0	0	0	24	N	2	0	0	0
Dartford	1	0	0	1	NW	0	0	0	0		0	0	0	0
Dover	0	0	0	0		0	0	0	0		0	0	0	0
East Hampshire	12	0	0	0		0	0	0	11	W	1	0	0	0
Eastbourne	0	0	0	0		0	0	0	0		0	0	0	0
Eastleigh	7	0	0	1		0	0	0	6	N	0	0	0	0
Elmbridge	2	0	0	0		0	0	0	2	N	0	0	0	0
Epsom and Ewell	1	0	0	0		0	0	0	1	N	0	0	0	0
Fareham	10	0	0	0		0	0	0	10	W	0	0	0	0
Gosport	0	0	0	0		0	0	0	0		0	0	0	0
Gravesham	1	0	0	0		0	0	0	1	N	0	0	0	0
Guildford	4	0	0	0		0	0	0	4	N	0	0	0	0
Hart	1	0	0	0		0	0	0	1	W	0	0	0	0
Hastings	3	0	0	0		0	0	0	3	N	0	0	0	0
Havant	13	0	0	2		0	0	0	11	W	0	0	0	0
Horsham	60	0	0	6		1	0	0	49	N	3	0	1	0
Isle of Wight	0	0	0	0		0	0	0	0		0	0	0	0
Lewes	12	0	0	0		0	0	1	11	N	0	0	0	0
Maidstone	2	0	0	0		0	0	0	2	N	0	0	0	0
Medway	1	0	0	0		0	0	0	1	N	0	0	0	0
Mid Sussex	16	0	0	3		0	0	0	13	N	0	0	0	0
Milton Keynes	0	0	0	0		0	0	0	0		0	0	0	0
Mole Valley	4	0	0	0		0	0	0	4	N	0	0	0	0
New Forest	0	0	0	0		0	0	0	0		0	0	0	0
Oxford	0	0	0	0		0	0	0	0		0	0	0	0
Portsmouth	24	0	0	3		0	0	0	21	W	0	0	0	0
Reading	1	0	0	0		0	0	0	1	W	0	0	0	0
Reigate and Banstead	15	0	0	3		0	0	0	11	N	0	0	1	0
Rother	0	0	0	0		0	0	0	0		0	0	0	0
Runnymede	2	0	1	0		0	0	0	1	N	0	0	0	0
Rushmoor	0	0	0	0		0	0	0	0		0	0	0	0
Sevenoaks	1	0	0	0		0	0	0	1	N	0	0	0	0
Shepway	0	0	0	0		0	0	0	0		0	0	0	0
Slough	1	0	0	0		0	0	0	1	N	0	0	0	0
South Bucks	1	0	0	1		0	0	0	0		0	0	0	0
South Oxfordshire	0	0	0	0		0	0	0	0		0	0	0	0
Southampton	4	0	0	0		0	0	0	3	W	0	0	1	0
Spelthorne	0	0	0	0		0	0	0	0		0	0	0	0
Surrey Heath	0	0	0	0		0	0	0	0		0	0	0	0
Swale	0	0	0	0		0	0	0	0		0	0	0	0
Tandridge	3	0	0	0		0	0	0	3	N	0	0	0	0
Test Valley	1	0	0	0		0	0	0	0		1	0	0	0
Thanet	1	0	0	0		0	0	0	1	N	0	0	0	0
Tonbridge and Malling	2	0	0	0		0	0	0	2	N	0	0	0	0
Tunbridge Wells	0	0	0	0		0	0	0	0		0	0	0	0
Vale of White Horse	0	0	0	0		0	0	0	0		0	0	0	0
Waverley	2	0	0	0		0	0	0	2	N	0	0	0	0
Wealden	0	0	0	0		0	0	0	0		0	0	0	0
West Berkshire	0	0	0	0		0	0	0	0		0	0	0	0
West Oxfordshire	0	0	0	0		0	0	0	0		0	0	0	0
Winchester	6	0	0	0		0	0	0	5	W	0	0	1	0
Windsor and Maidenhead	0	0	0	0		0	0	0	0		0	0	0	0
Woking	2	0	0	0		0	0	0	2	N	0	0	0	0
Wokingham	2	0	0	0		0	0	0	2	W	0	0	0	0
Worthing	170	0	0	7		6	0	2	134	E	13	3	5	0
Wycombe	0	0	0	0		0	0	0	0		0	0	0	0
Barking and Dagenham	0	0	0	0		0	0	0	0		0	0	0	0
Barnet	1	0	0	0		0	0	0	1	N	0	0	0	0
Bexley	0	0	0	0		0	0	0	0		0	0	0	0
Brent	0	0	0	0		0	0	0	0		0	0	0	0
Bromley	0	0	0	0		0	0	0	0		0	0	0	0
Camden	3	0	0	3		0	0	0	0		0	0	0	0
Croydon	7	0	0	4		0	0	0	3	N	0	0	0	0
Ealing	2	0	0	0		0	0	0	2	N	0	0	0	0
Enfield	0	0	0	0		0	0	0	0		0	0	0	0
Greenwich	1	0	0	0		0	0	0	1	N	0	0	0	0
Hackney	0	0	0	0		0	0	0	0		0	0	0	0
Hammersmith and Fulham	5	0	0	4		0	0	0	0		0	0	1	0
Haringey	0	0	0	0		0	0	0	0		0	0	0	0
Harrow	0	0	0	0		0	0	0	0		0	0	0	0
Havering	0	0	0	0		0	0	0	0		0	0	0	0
Hillingdon	4	0	0	0		0	0	0	4	N	0	0	0	0
Hounslow	2	0	0	0		0	0	0	2	N	0	0	0	0
Islington	4	0	0	2		1	0	0	1	N	0	0	0	0
Kensington and Chelsea	8	0	1	3		0	0	1	3	N	0	0	0	0
Kingston upon Thames	3	0	0	1		0	0	0	2	N	0	0	0	0
Lambeth	5	0	0	3		0	0	0	1	N	0	1	0	0
Lewisham	1	0	0	1		0	0	0	0		0	0	0	0
Merton	4	0	0	0		0	0	0	4	N	0	0	0	0
Newham	2	0	0	1		0	0	0	1	N	0	0	0	0
Redbridge	0	0	0	0		0	0	0	0		0	0	0	0
Richmond upon Thames	1	0	0	1		0	0	0	0		0	0	0	0
Southwark	3	0	0	1		0	0	0	2	N	0	0	0	0
Sutton	2	0	0	0		0	0	0	2	N	0	0	0	0
Tower Hamlets	1	0	0	1		0	0	0	0		0	0	0	0
Waltham Forest	0	0	0	0		0	0	0	0		0	0	0	0
Wandsworth	0	0	0	0		0	0	0	0		0	0	0	0
Westminster,City of London	25	0	0	24	NW	0	0	0	1	N	0	0	0	0
TOTAL	**2,186**	**0**	**2**	**132**		**52**	**2**	**24**	**1,637**		**126**	**66**	**138**	**7**
Arundel	93	0	0	1	NW	3	0	1	68	N	8	5	7	0
Patching	18	0	0	0		0	0	0	18	N	0	0	0	0
Barnham + Tangmere	137	0	0	2	NW	0	2	2	96	NW	14	13	6	2
North of Littlehampton	93	0	0	0		7	0	3	69		6	7	1	0
Angmering	34	0	0	0		2	0	0	30		2	0	0	0
Horne	255	0	0	6		0	0	4	141		16	14	101	3
North part of Littlehampton	40	0	0	0		0	0	1	35	NW	2	1	0	1
Ferring	9	0	0	0		0	0	0	9		0	0	0	0
Rusting	53	0	0	0		1	0	0	45		5	1	1	0
East Preston	22	0	0	0		1	0	0	19		1	1	0	0
Littlehampton	84	0	0	4		3	0	1	63		5	6	2	0
North Bersted	22	0	0	0		3	0	2	16		1	0	0	0
Middleton	24	0	0	0		0	0	0	23		1	0	0	0
Bognor Regis	52	0	0	1	NW	2	0	0	44		2	2	1	0
Felpham	28	0	0	0		3	0	0	19	W	4	1	1	0
Bognor Regis	8	0	0	0		0	0	0	8		0	0	0	0
Bognor Regis	104	0	0	0		8	0	1	83		5	3	4	0
Rose Green	9	0	0	0		0	0	0	7		1	1	0	0
Pagham	8	0	0	0		0	0	0	7		1	0	0	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX 12


Peak Hour Link Flows
2016 Base
337
512
244
314
187
63
Horsemere Green Lane
56
83
Church Lane
Yapton Road
B2132
Yapton Road B2233
406
212
62
182
288
272
238
473
444
277
386
593
784
1099
A259
1024
928
1144
1524
1982
1378
1967
714
782
778
804
1031
A259
A259
550
751
Bridge Road
B2187
1424
1356
1696
1276
805
824
594
1096
730
1180
936
1507
114
82
79
289
Yapton Road
B2132
222 AM Peak hr
111 PM Peak hr
4724/413
bellamy roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
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APPENDIX 13

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: (Site 1) A259-B2132 Staggered Cross Roads.j9
Path: S:\Admin-Projects\4701-4750\4724\Junctions 9
Report generation date: 27/10/2016 15:07:37

»2016, AM Network Peak Hour - Base Flows
»2016, PM Network Peak Hour - Base Flows
»2016, AM Network Peak Hour - Base Flows Development Traffic
»2016, PM Network Peak Hour - Base Flows Development Traffic
»2021, AM Network Peak Hour - Base Flows
»2021, PM Network Peak Hour - Base Flows
»2021, AM Network Peak Hour - Base Flows + DevT
»2021, PM Network Peak Hour - Base Flows + DevT
»2026, AM Network Peak Hour - Base Flows
»2026, PM Network Peak Hour - Base Flows
»2026, AM Network Peak Hour - Base Flows + DevT
»2026, PM Network Peak Hour - Base Flows + DevT

Summary of junction performance

	AM Network Peak Hour - Base Flows					PM Network Peak Hour - Base Flows					AM Network Peak Hour - Base Flows Development Traffic					PM Network Peak Hour - Base Flows Development Traffic					AM Network Peak Hour - Base Flows + DevT					PM Network Peak Hour - Base Flows + DevT				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2016																														
Stream B-C	0.0	6.73	0.01	A		0.0	6.98	0.01	A		0.0	6.25	0.01	A		0.0	6.42	0.01	A											
Stream B-AD	0.1	8.34	0.06	A		0.1	8.81	0.05	A		0.1	7.72	0.06	A		0.1	8.27	0.05	A											
Stream A-D	0.0	5.82	0.01	A	283 %	0.0	5.66	0.01	A	243 %	0.0	5.29	0.01	A	272 %	0.0	5.25	0.01	A	216 %										
Stream D-A	0.0	6.33	0.01	A	[Stream B-AD]	0.0	6.29	0.01	A	[Stream B-AD]	0.0	5.75	0.01	A	[Stream B-AD]	0.0	5.83	0.01	A	[Stream B-AD]										
Stream D-BC	0.0	7.44	0.03	A		0.1	7.86	0.08	A		0.0	6.81	0.03	A		0.1	7.41	0.08	A											
Stream C-B	0.0	5.37	0.00	A		0.0	5.70	0.02	A		0.0	4.98	0.00	A		0.0	5.25	0.02	A											
2021																														
Stream B-C	0.0	6.17	0.01	A		0.0	6.42	0.02	A												0.0	6.30	0.01	A		0.0	6.50	0.02	A	
Stream B-AD	0.1	7.76	0.06	A		0.1	8.21	0.06	A												0.1	7.88	0.06	A		0.1	8.49	0.06	A	
Stream A-D	0.0	5.36	0.01	A	261 %	0.0	5.20	0.02	A	221 %											0.0	5.36	0.01	A	247 %	0.0	5.30	0.02	A	193 %
Stream D-A	0.0	5.81	0.01	A	[Stream B-AD]	0.0	5.77	0.01	A	[Stream B-AD]											0.0	5.81	0.01	A	[Stream B-AD]	0.0	5.89	0.01	A	[Stream B-AD]
Stream D-BC	0.0	6.90	0.04	A		0.1	7.33	0.09	A												0.0	6.93	0.04	A		0.1	7.61	0.09	A	
Stream C-B	0.0	4.92	0.00	A		0.0	5.26	0.02	A												0.0	5.03	0.00	A		0.0	5.33	0.02	A	
2026																														
Stream B-C	0.0	6.22	0.02	A		0.0	6.50	0.02	A												0.0	6.36	0.02	A		0.0	7.24	0.02	A	
Stream B-AD	0.1	7.95	0.07	A	235 %	0.1	8.41	0.06	A	200 %											0.1	8.06	0.07	A	225 %	0.1	9.57	0.07	A	169 %
Stream A-D	0.0	5.43	0.01	A	[Stream B-AD]	0.0	5.24	0.02	A	[Stream B-AD]											0.0	5.43	0.01	A	[Stream B-AD]	0.0	5.88	0.02	A	[Stream B-AD]
Stream D-A	0.0	5.87	0.01	A		0.0	5.82	0.01	A												0.0	5.87	0.01	A		0.0	5.94	0.01	A	

Stream D-BC	0.0	7.04	0.04	A		0.1	7.51	0.10	A												0.0	7.05	0.04	A		0.1	8.59	0.10	A	
Stream C-B	0.0	4.96	0.00	A		0.0	5.34	0.02	A												0.0	5.07	0.00	A		0.0	5.94	0.02	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

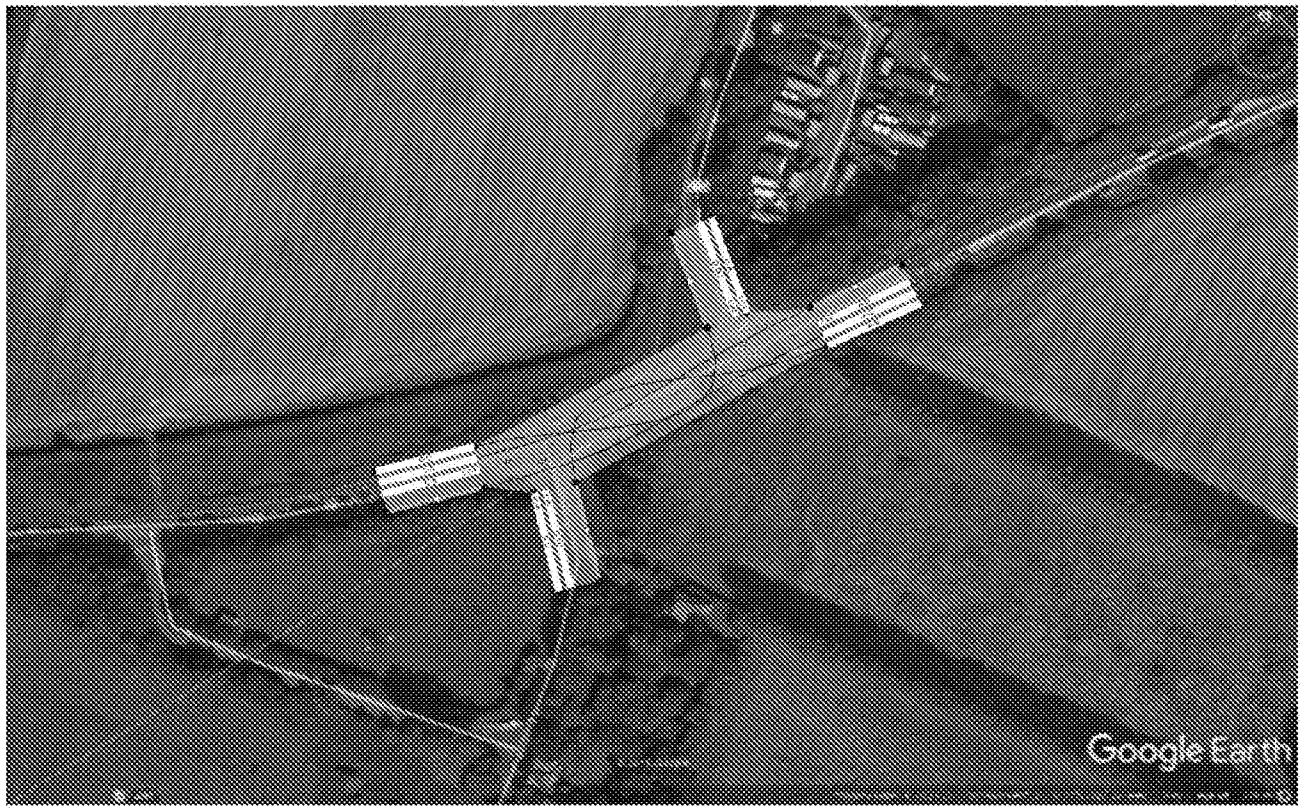
File summary

File Description

Title	A259/B2132 Staggered Cross Roads
Location	
Site number	
Date	26/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4724
Enumerator	BR\matttwinberrow
Description	

Units

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



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

Time Segment: 16:30-16:45

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓		
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓		
D3	2016	AM Development Flows	ONE HOUR	07:45	09:15		15			
D4	2016	PM Development Flows	DIRECT	16:30	18:30	120	15			
D5	2016	AM Network Peak Hour - Base Flows Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3
D6	2016	PM Network Peak Hour - Base Flows Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Growth Factors

ID	Description	Use TEMPRO	NTEM Dataset	NTM Dataset	Base year	Future year	Time period	Region	County	Authority	Zone	Area type	Road type	Growth Factor
G1	2021 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 013 (5084)	Rural	Principal	1.0821
G2	2021 PM Network Peak	✓	6.2	NTM AF09 Dataset	2016	2021	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 013 (5084)	Rural	Principal	1.0875
G3	2026 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 013 (5084)	Rural	Principal	1.1663
G4	2026 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 013 (5084)	Rural	Principal	1.1663

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2016, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.77	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	283	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	A259 (East)		Major
B	B2131 (South)		Minor
C	A259 (West)		Major
D	B2132 (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A259 (East)	6.85		✓	3.60	175.0		-
C - A259 (West)	6.35		✓	3.40	250.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B2131 (South)	One lane plus flare	10.00	10.00	5.97	4.41	3.27	✓	2.00	74	52
D - B2132 (North)	One lane plus flare	10.00	10.00	6.30	4.79	4.10	✓	3.00	55	132

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	778	-	-	-	0.290	0.290	0.290	-	0.290	-	-
1	B-AD	605	0.109	0.275	-	-	-	0.173	0.392	0.173	0.109	0.275
1	B-C	645	0.097	0.246	-	-	-	-	-	-	0.097	0.246
1	C-B	813	0.310	0.310	-	-	-	-	-	-	0.310	0.310

1	D-A	702	-	-	-	0.262	0.104	0.262	-	0.104	-	-
1	D-BC	657	0.183	0.183	0.416	0.291	0.115	0.291	-	0.115	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:30 - 07:45

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	9	169	2
	B - B2131 (South)	5	0	2	23
	C - A259 (West)	233	2	0	71
	D - B2132 (North)	1	3	8	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.05	0.94	0.01
	B - B2131 (South)	0.17	0.00	0.07	0.77
	C - A259 (West)	0.76	0.01	0.00	0.23
	D - B2132 (North)	0.08	0.25	0.67	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	7	164	1
B - B2131 (South)	4	0	5	22
C - A259 (West)	182	2	0	70
D - B2132 (North)	2	4	6	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.04	0.95	0.01
B - B2131 (South)	0.13	0.00	0.16	0.71
C - A259 (West)	0.72	0.01	0.00	0.28
D - B2132 (North)	0.17	0.33	0.50	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	8	107	0
B - B2131 (South)	5	0	2	20
C - A259 (West)	167	1	0	80
D - B2132 (North)	2	9	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.19	0.00	0.07	0.74
C - A259 (West)	0.67	0.00	0.00	0.32
D - B2132 (North)	0.11	0.50	0.39	0.00

08:15 - 08:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	12	113	0
B - B2131 (South)	4	0	4	18
C - A259 (West)	159	1	0	99
D - B2132 (North)	1	12	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.10	0.90	0.00
B - B2131 (South)	0.15	0.00	0.15	0.69
C - A259 (West)	0.61	0.00	0.00	0.38
D - B2132 (North)	0.05	0.60	0.35	0.00

08:30 - 08:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	12	100	0
B - B2131 (South)	1	0	5	17
C - A259 (West)	201	0	0	68
D - B2132 (North)	2	8	3	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.11	0.89	0.00
B - B2131 (South)	0.04	0.00	0.22	0.74
C - A259 (West)	0.75	0.00	0.00	0.25
D - B2132 (North)	0.15	0.62	0.23	0.00

08:45 - 09:00

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	16	184	0
	B - B2131 (South)	1	0	2	21
	C - A259 (West)	147	1	0	57
	D - B2132 (North)	0	10	4	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.08	0.92	0.00
	B - B2131 (South)	0.04	0.00	0.08	0.88
	C - A259 (West)	0.72	0.00	0.00	0.28
	D - B2132 (North)	0.00	0.71	0.29	0.00

09:00 - 09:15

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	22	192	0
	B - B2131 (South)	4	0	4	9
	C - A259 (West)	164	3	0	36
	D - B2132 (North)	5	12	6	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.10	0.90	0.00
	B - B2131 (South)	0.24	0.00	0.24	0.53
	C - A259 (West)	0.81	0.01	0.00	0.18
	D - B2132 (North)	0.22	0.52	0.26	0.00

09:15 - 09:30

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	18	142	5
	B - B2131 (South)	4	0	8	17
	C - A259 (West)	165	1	0	43
	D - B2132 (North)	4	9	7	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.11	0.86	0.03
	B - B2131 (South)	0.14	0.00	0.28	0.59
	C - A259 (West)	0.79	0.00	0.00	0.21
	D - B2132 (North)	0.20	0.45	0.35	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	10	10	10	10
	B - B2131 (South)	10	10	10	10
	C - A259 (West)	10	10	10	10
	D - B2132 (North)	10	10	10	10

Average PCU Per Veh

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.100	1.100	1.100	1.100
	B - B2131 (South)	1.100	1.100	1.100	1.100
	C - A259 (West)	1.100	1.100	1.100	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	180	180
	B - B2131 (South)	30	30
	C - A259 (West)	306	306
	D - B2132 (North)	12	12
07:45-08:00	A - A259 (East)	172	172
	B - B2131 (South)	31	31
	C - A259 (West)	254	254
	D - B2132 (North)	12	12
08:00-08:15	A - A259 (East)	115	115
	B - B2131 (South)	27	27
	C - A259 (West)	248	248
	D - B2132 (North)	18	18
08:15-08:30	A - A259 (East)	125	125
	B - B2131 (South)	26	26
	C - A259 (West)	259	259
	D - B2132 (North)	20	20
08:30-08:45	A - A259 (East)	112	112
	B - B2131 (South)	23	23
	C - A259 (West)	269	269
	D - B2132 (North)	13	13
08:45-09:00	A - A259 (East)	200	200
	B - B2131 (South)	24	24
	C - A259 (West)	205	205
	D - B2132 (North)	14	14
09:00-09:15	A - A259 (East)	214	214
	B - B2131 (South)	17	17
	C - A259 (West)	203	203
	D - B2132 (North)	23	23
09:15-09:30	A - A259 (East)	165	165
	B - B2131 (South)	29	29
	C - A259 (West)	209	209
	D - B2132 (North)	20	20

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.73	0.0	A	4	8
B-AD	0.06	8.34	0.1	A	22	44
A-B					13	26
A-C					146	293
A-D	0.01	5.82	0.0	A	1	2
D-A	0.01	6.33	0.0	A	2	4
D-BC	0.03	7.44	0.0	A	14	29
C-D					66	131
C-A					177	355
C-B	0.00	5.37	0.0	A	1	3

Main Results for each time segment

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)	LOS
B-C	2	0.50	592	0.003	2	0.0	0.0	6.716	A
B-AD	28	7	502	0.056	28	0.0	0.1	8.340	A
A-B	9	2			9				
A-C	169	42			169				
A-D	2	0.50	682	0.003	2	0.0	0.0	5.824	A
D-A	1	0.25	626	0.002	0.99	0.0	0.0	6.330	A
D-BC	11	3	543	0.020	11	0.0	0.0	7.442	A
C-D	71	18			71				
C-A	233	58			233				
C-B	2	0.50	754	0.003	2	0.0	0.0	5.265	A

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)	LOS
B-C	5	1	600	0.008	5	0.0	0.0	6.652	A
B-AD	26	7	510	0.051	26	0.1	0.1	8.189	A
A-B	7	2			7				
A-C	164	41			164				
A-D	1	0.25	697	0.001	1	0.0	0.0	5.685	A
D-A	2	0.50	647	0.003	2	0.0	0.0	6.139	A

D-BC	10	3	562	0.018	10	0.0	0.0	7.167	A
C-D	70	18			70				
C-A	182	46			182				
C-B	2	0.50	756	0.003	2	0.0	0.0	5.248	A

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)	LOS
B-C	2	0.50	608	0.003	2	0.0	0.0	6.536	A
B-AD	25	6	529	0.047	25	0.1	0.1	7.860	A
A-B	8	2			8				
A-C	107	27			107				
A-D	0	0	699	0.000	0.01	0.0	0.0	0.000	A
D-A	2	0.50	644	0.003	2	0.0	0.0	6.168	A
D-BC	16	4	573	0.028	16	0.0	0.0	7.114	A
C-D	80	20			80				
C-A	167	42			167				
C-B	1	0.25	772	0.001	1	0.0	0.0	5.137	A

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)	LOS
B-C	4	1	612	0.007	4	0.0	0.0	6.511	A
B-AD	22	6	521	0.042	22	0.1	0.0	7.930	A
A-B	12	3			12				
A-C	113	28			113				
A-D	0	0	697	0.000	0	0.0	0.0	0.000	A
D-A	1	0.25	639	0.002	1	0.0	0.0	6.206	A
D-BC	19	5	574	0.033	19	0.0	0.0	7.131	A
C-D	99	25			99				
C-A	159	40			159				
C-B	1	0.25	768	0.001	1.00	0.0	0.0	5.162	A

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)	LOS
B-C	5	1	627	0.008	5	0.0	0.0	6.363	A
B-AD	18	5	519	0.035	18	0.0	0.0	7.897	A
A-B	12	3			12				
A-C	100	25			100				
A-D	0	0	695	0.000	0	0.0	0.0	0.000	A
D-A	2	0.50	642	0.003	2	0.0	0.0	6.184	A

D-BC	11	3	571	0.019	11	0.0	0.0	7.076	A
C-D	68	17			68				
C-A	201	50			201				
C-B	0	0	774	0.000	0.01	0.0	0.0	0.000	A

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)	LOS
B-C	2	0.50	591	0.003	2	0.0	0.0	6.728	A
B-AD	22	6	515	0.043	22	0.0	0.0	8.036	A
A-B	16	4			16				
A-C	184	46			184				
A-D	0	0	713	0.000	0	0.0	0.0	0.000	A
D-A	0	0	644	0.000	0.01	0.0	0.0	0.000	A
D-BC	14	4	572	0.024	14	0.0	0.0	7.100	A
C-D	57	14			57				
C-A	147	37			147				
C-B	1	0.25	746	0.001	0.99	0.0	0.0	5.313	A

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)	LOS
B-C	4	1	606	0.007	4	0.0	0.0	6.576	A
B-AD	13	3	501	0.026	13	0.0	0.0	8.111	A
A-B	22	6			22				
A-C	192	48			192				
A-D	0	0	716	0.000	0	0.0	0.0	0.000	A
D-A	5	1	659	0.008	5	0.0	0.0	6.052	A
D-BC	18	5	562	0.032	18	0.0	0.0	7.278	A
C-D	36	9			36				
C-A	164	41			164				
C-B	3	0.75	741	0.004	3	0.0	0.0	5.367	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	624	0.013	8	0.0	0.0	6.432	A
B-AD	21	5	521	0.040	21	0.0	0.0	7.920	A
A-B	18	5			18				
A-C	142	36			142				
A-D	5	1	712	0.007	5	0.0	0.0	5.603	A
D-A	4	1	656	0.006	4	0.0	0.0	6.078	A

D-BC	16	4	570	0.028	16	0.0	0.0	7.153	A
C-D	43	11			43				
C-A	165	41			165				
C-B	1	0.25	758	0.001	1	0.0	0.0	5.230	A

2016, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	1.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	243	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000

D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/hr)

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	58	224	2
	B - B2131 (South)	16	0	3	8
	C - A259 (West)	192	9	0	33
	D - B2132 (North)	0	11	15	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.20	0.79	0.01
	B - B2131 (South)	0.59	0.00	0.11	0.30
	C - A259 (West)	0.82	0.04	0.00	0.14
	D - B2132 (North)	0.00	0.42	0.58	0.00

16:45 - 17:00

Demand (PCU/hr)

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	51	188	8
	B - B2131 (South)	17	0	7	5
	C - A259 (West)	184	13	0	37
	D - B2132 (North)	3	11	24	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.21	0.76	0.03
	B - B2131 (South)	0.59	0.00	0.24	0.17
	C - A259 (West)	0.79	0.06	0.00	0.16
	D - B2132 (North)	0.08	0.29	0.63	0.00

17:00 - 17:15

Demand (PCU/hr)

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	56	281	10
	B - B2131 (South)	7	0	6	6
	C - A259 (West)	184	8	0	38
	D - B2132 (North)	1	6	13	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.16	0.81	0.03
	B - B2131 (South)	0.37	0.00	0.32	0.32
	C - A259 (West)	0.80	0.03	0.00	0.17
	D - B2132 (North)	0.05	0.30	0.65	0.00

17:15 - 17:30

Demand (PCU/hr)

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	62	240	3
	B - B2131 (South)	12	0	9	0
	C - A259 (West)	197	10	0	39
	D - B2132 (North)	4	13	16	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.20	0.79	0.01
	B - B2131 (South)	0.57	0.00	0.43	0.00
	C - A259 (West)	0.80	0.04	0.00	0.16
	D - B2132 (North)	0.12	0.39	0.48	0.00

17:30 - 17:45

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	46	241	6
	B - B2131 (South)	16	0	4	9
	C - A259 (West)	158	14	0	52
	D - B2132 (North)	1	12	21	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.16	0.82	0.02
	B - B2131 (South)	0.55	0.00	0.14	0.31
	C - A259 (West)	0.71	0.06	0.00	0.23
	D - B2132 (North)	0.03	0.35	0.62	0.00

17:45 - 18:00

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	47	216	2
	B - B2131 (South)	13	0	4	6
	C - A259 (West)	175	7	0	41
	D - B2132 (North)	2	8	35	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.18	0.82	0.01
	B - B2131 (South)	0.57	0.00	0.17	0.26
	C - A259 (West)	0.78	0.03	0.00	0.18
	D - B2132 (North)	0.04	0.18	0.78	0.00

18:00 - 18:15

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	40	185	5
	B - B2131 (South)	11	0	3	7
	C - A259 (West)	143	10	0	31
	D - B2132 (North)	1	16	29	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.17	0.80	0.02
	B - B2131 (South)	0.52	0.00	0.14	0.33
	C - A259 (West)	0.78	0.05	0.00	0.17
	D - B2132 (North)	0.02	0.35	0.63	0.00

18:15 - 18:30

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	39	162	2
	B - B2131 (South)	13	0	2	5
	C - A259 (West)	120	8	0	32
	D - B2132 (North)	1	15	30	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.19	0.80	0.01
	B - B2131 (South)	0.65	0.00	0.10	0.25
	C - A259 (West)	0.75	0.05	0.00	0.20
	D - B2132 (North)	0.02	0.33	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	10	10	10	10
	B - B2131 (South)	10	10	10	10
	C - A259 (West)	10	10	10	10
	D - B2132 (North)	10	10	10	10

Average PCU Per Veh

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	1.100	1.100	1.100	1.100
	B - B2131 (South)	1.100	1.100	1.100	1.100
	C - A259 (West)	1.100	1.100	1.100	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	284	284
	B - B2131 (South)	27	27
	C - A259 (West)	234	234
	D - B2132 (North)	26	26
16:45-17:00	A - A259 (East)	247	247
	B - B2131 (South)	29	29
	C - A259 (West)	234	234
	D - B2132 (North)	38	38
17:00-17:15	A - A259 (East)	347	347
	B - B2131 (South)	19	19
	C - A259 (West)	230	230
	D - B2132 (North)	20	20
17:15-17:30	A - A259 (East)	305	305
	B - B2131 (South)	21	21
	C - A259 (West)	246	246
	D - B2132 (North)	33	33
17:30-17:45	A - A259 (East)	293	293
	B - B2131 (South)	29	29
	C - A259 (West)	224	224
	D - B2132 (North)	34	34
17:45-18:00	A - A259 (East)	265	265
	B - B2131 (South)	23	23
	C - A259 (West)	223	223
	D - B2132 (North)	45	45
18:00-18:15	A - A259 (East)	230	230
	B - B2131 (South)	21	21

	C - A259 (West)	184	184
	D - B2132 (North)	46	46
18:15-18:30	A - A259 (East)	203	203
	B - B2131 (South)	20	20
	C - A259 (West)	160	160
	D - B2132 (North)	46	46

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.98	0.0	A	5	10
B-AD	0.05	8.81	0.1	A	19	38
A-B					50	100
A-C					217	434
A-D	0.01	5.66	0.0	A	5	10
D-A	0.01	6.29	0.0	A	2	3
D-BC	0.08	7.86	0.1	A	34	69
C-D					38	76
C-A					169	338
C-B	0.02	5.70	0.0	A	10	20

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.75	575	0.005	3	0.0	0.0	6.924	A
B-AD	24	6	488	0.049	24	0.0	0.1	8.521	A
A-B	58	15			58				
A-C	224	56			224				
A-D	2	0.50	706	0.003	2	0.0	0.0	5.625	A
D-A	0	0	629	0.000	0	0.0	0.0	0.000	A
D-BC	26	7	542	0.048	26	0.0	0.1	7.660	A
C-D	33	8			33				

C-A	192	48			192				
C-B	9	2	717	0.013	9	0.0	0.0	5.591	A

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)	LOS
B-C	7	2	598	0.012	7	0.0	0.0	6.701	A
B-AD	22	6	487	0.045	22	0.1	0.1	8.526	A
A-B	51	13			51				
A-C	188	47			188				
A-D	8	2	708	0.011	8	0.0	0.0	5.659	A
D-A	3	0.75	634	0.005	3	0.0	0.0	6.275	A
D-BC	35	9	546	0.064	35	0.1	0.1	7.743	A
C-D	37	9			37				
C-A	184	46			184				
C-B	13	3	728	0.018	13	0.0	0.0	5.541	A

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)	LOS
B-C	6	2	591	0.010	6	0.0	0.0	6.770	A
B-AD	13	3	468	0.028	13	0.1	0.0	8.701	A
A-B	56	14			56				
A-C	281	70			281				
A-D	10	3	710	0.014	10	0.0	0.0	5.657	A
D-A	1	0.25	639	0.002	1	0.0	0.0	6.212	A
D-BC	19	5	531	0.036	19	0.1	0.0	7.732	A
C-D	38	10			38				
C-A	184	46			184				
C-B	8	2	702	0.011	8	0.0	0.0	5.704	A

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)	LOS
B-C	9	2	617	0.015	9	0.0	0.0	6.516	A
B-AD	12	3	462	0.026	12	0.0	0.0	8.808	A
A-B	62	16			62				
A-C	240	60			240				
A-D	3	0.75	706	0.004	3	0.0	0.0	5.634	A
D-A	4	1	637	0.006	4	0.0	0.0	6.255	A
D-BC	29	7	533	0.054	29	0.0	0.1	7.855	A
C-D	39	10			39				

C-A	197	49			197				
C-B	10	3	710	0.014	10	0.0	0.0	5.657	A

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)	LOS
B-C	4	1	572	0.007	4	0.0	0.0	6.976	A
B-AD	25	6	483	0.052	25	0.0	0.1	8.648	A
A-B	46	12			46				
A-C	241	60			241				
A-D	6	2	710	0.008	6	0.0	0.0	5.624	A
D-A	1	0.25	636	0.002	1	0.0	0.0	6.240	A
D-BC	33	8	546	0.060	33	0.1	0.1	7.716	A
C-D	52	13			52				
C-A	158	40			158				
C-B	14	4	713	0.020	14	0.0	0.0	5.662	A

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)	LOS
B-C	4	1	580	0.007	4	0.0	0.0	6.882	A
B-AD	19	5	486	0.039	19	0.1	0.0	8.483	A
A-B	47	12			47				
A-C	216	54			216				
A-D	2	0.50	710	0.003	2	0.0	0.0	5.593	A
D-A	2	0.50	632	0.003	2	0.0	0.0	6.286	A
D-BC	43	11	549	0.078	43	0.1	0.1	7.822	A
C-D	41	10			41				
C-A	175	44			175				
C-B	7	2	718	0.010	7	0.0	0.0	5.572	A

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)	LOS
B-C	3	0.75	586	0.005	3	0.0	0.0	6.793	A
B-AD	18	5	504	0.036	18	0.0	0.0	8.155	A
A-B	40	10			40				
A-C	185	46			185				
A-D	5	1	722	0.007	5	0.0	0.0	5.519	A
D-A	1	0.25	639	0.002	1	0.0	0.0	6.204	A
D-BC	45	11	567	0.079	45	0.1	0.1	7.587	A
C-D	31	8			31				

C-A	143	36			143				
C-B	10	3	729	0.014	10	0.0	0.0	5.508	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.50	589	0.003	2	0.0	0.0	6.747	A
B-AD	18	5	516	0.035	18	0.0	0.0	7.952	A
A-B	39	10			39				
A-C	162	41			162				
A-D	2	0.50	729	0.003	2	0.0	0.0	5.450	A
D-A	1	0.25	645	0.002	1	0.0	0.0	6.146	A
D-BC	45	11	579	0.078	45	0.1	0.1	7.417	A
C-D	32	8			32				
C-A	120	30			120				
C-B	8	2	736	0.011	8	0.0	0.0	5.439	A

2016, AM Network Peak Hour - Base Flows Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	272	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2016	AM Network Peak Hour - Base Flows Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/hr)

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	9	169	2
	B - B2131 (South)	5	0	2	23
	C - A259 (West)	233	2	0	71
	D - B2132 (North)	1	3	8	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.05	0.94	0.01
	B - B2131 (South)	0.17	0.00	0.07	0.77
	C - A259 (West)	0.76	0.01	0.00	0.23
	D - B2132 (North)	0.08	0.25	0.67	0.00

07:45 - 08:00

Demand (PCU/hr)

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	7	214	1
	B - B2131 (South)	4	0	5	22
	C - A259 (West)	203	2	0	70
	D - B2132 (North)	2	4	6	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.03	0.96	0.00
	B - B2131 (South)	0.13	0.00	0.16	0.71
	C - A259 (West)	0.74	0.01	0.00	0.25
	D - B2132 (North)	0.17	0.33	0.50	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	8	157	0
B - B2131 (South)	5	0	2	20
C - A259 (West)	188	1	0	80
D - B2132 (North)	2	9	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.05	0.95	0.00
B - B2131 (South)	0.19	0.00	0.07	0.74
C - A259 (West)	0.70	0.00	0.00	0.30
D - B2132 (North)	0.11	0.50	0.39	0.00

08:15 - 08:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	12	163	0
B - B2131 (South)	4	0	4	18
C - A259 (West)	180	1	0	99
D - B2132 (North)	1	12	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.15	0.00	0.15	0.69
C - A259 (West)	0.64	0.00	0.00	0.35
D - B2132 (North)	0.05	0.60	0.35	0.00

08:30 - 08:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	12	150	0
B - B2131 (South)	1	0	5	17
C - A259 (West)	222	0	0	68
D - B2132 (North)	2	8	3	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.04	0.00	0.22	0.74
C - A259 (West)	0.77	0.00	0.00	0.23
D - B2132 (North)	0.15	0.62	0.23	0.00

08:45 - 09:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	16	234	0
B - B2131 (South)	1	0	2	21
C - A259 (West)	168	1	0	57
D - B2132 (North)	0	10	4	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.06	0.94	0.00
B - B2131 (South)	0.04	0.00	0.08	0.88
C - A259 (West)	0.74	0.00	0.00	0.25
D - B2132 (North)	0.00	0.71	0.29	0.00

Demand (PCU/hr)

09:00 - 09:15

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	22	242	0
B - B2131 (South)	4	0	4	9
C - A259 (West)	185	3	0	36
D - B2132 (North)	5	12	6	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.08	0.92	0.00
B - B2131 (South)	0.24	0.00	0.24	0.53
C - A259 (West)	0.83	0.01	0.00	0.16
D - B2132 (North)	0.22	0.52	0.26	0.00

Demand (PCU/hr)

09:15 - 09:30

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	18	142	5
B - B2131 (South)	4	0	8	17
C - A259 (West)	165	1	0	43
D - B2132 (North)	4	9	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.11	0.86	0.03
B - B2131 (South)	0.14	0.00	0.28	0.59
C - A259 (West)	0.79	0.00	0.00	0.21
D - B2132 (North)	0.20	0.45	0.35	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	10	10
B - B2131 (South)	10	0	10	10
C - A259 (West)	10	10	0	10
D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.100	1.100
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.100	1.100	1.000	1.100
D - B2132 (North)	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages

07:45 - 08:00

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	7	10
B - B2131 (South)	10	0	10	10
C - A259 (West)	9	10	0	10
D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.075	1.100
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.089	1.100	1.000	1.100
D - B2132 (North)	1.100	1.100	1.100	1.000

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	7	0
B - B2131 (South)	10	0	10	10
C - A259 (West)	9	10	0	10
D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.066	1.000
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.088	1.100	1.000	1.100
D - B2132 (North)	1.100	1.100	1.100	1.000

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	7	0
B - B2131 (South)	10	0	10	10
C - A259 (West)	9	10	0	10
D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.067	1.000
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.087	1.100	1.000	1.100
D - B2132 (North)	1.100	1.100	1.100	1.000

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	6	0
B - B2131 (South)	10	0	10	10
C - A259 (West)	9	0	0	10
D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.065	1.000
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.090	1.000	1.000	1.100
D - B2132 (North)	1.100	1.100	1.100	1.000

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	8	0
B - B2131 (South)	10	0	10	10
C - A259 (West)	9	10	0	10
D - B2132 (North)	0	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.077	1.000
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.086	1.100	1.000	1.100
D - B2132 (North)	1.000	1.100	1.100	1.000

Heavy Vehicle Percentages

09:00 - 09:15

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	10	8	0
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	9	10	0	10
	D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.000	1.100	1.078	1.000
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.088	1.100	1.000	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages

09:15 - 09:30

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	10	10	10
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	10	10	0	10
	D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.000	1.100	1.100	1.100
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.100	1.100	1.000	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	180	180
	B - B2131 (South)	30	30
	C - A259 (West)	306	306
	D - B2132 (North)	12	12
07:45-08:00	A - A259 (East)	222	222
	B - B2131 (South)	31	31
	C - A259 (West)	275	275
	D - B2132 (North)	12	12
08:00-08:15	A - A259 (East)	165	165
	B - B2131 (South)	27	27
	C - A259 (West)	269	269
	D - B2132 (North)	18	18
08:15-08:30	A - A259 (East)	175	175
	B - B2131 (South)	26	26
	C - A259 (West)	280	280
	D - B2132 (North)	20	20
08:30-08:45	A - A259 (East)	162	162

	B - B2131 (South)	23	23
	C - A259 (West)	290	290
	D - B2132 (North)	13	13
08:45-09:00	A - A259 (East)	250	250
	B - B2131 (South)	24	24
	C - A259 (West)	226	226
	D - B2132 (North)	14	14
09:00-09:15	A - A259 (East)	264	264
	B - B2131 (South)	17	17
	C - A259 (West)	224	224
	D - B2132 (North)	23	23
09:15-09:30	A - A259 (East)	165	165
	B - B2131 (South)	29	29
	C - A259 (West)	209	209
	D - B2132 (North)	20	20

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.25	0.0	A	4	8
B-AD	0.06	7.72	0.1	A	22	44
A-B					13	26
A-C					184	368
A-D	0.01	5.29	0.0	A	1	2
D-A	0.01	5.75	0.0	A	2	4
D-BC	0.03	6.81	0.0	A	14	29
C-D					66	131
C-A					193	386
C-B	0.00	4.98	0.0	A	1	3

Main Results for each time segment

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)	LOS
B-C	2	0.50	592	0.003	2	0.0	0.0	6.106	A
B-AD	28	7	502	0.056	28	0.0	0.1	7.583	A
A-B	9	2			9				
A-C	169	42			169				
A-D	2	0.50	682	0.003	2	0.0	0.0	5.295	A
D-A	1	0.25	626	0.002	0.99	0.0	0.0	5.755	A
D-BC	11	3	543	0.020	11	0.0	0.0	6.766	A
C-D	71	18			71				
C-A	233	58			233				
C-B	2	0.50	754	0.003	2	0.0	0.0	4.786	A

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)	LOS
B-C	5	1	588	0.009	5	0.0	0.0	6.177	A
B-AD	26	7	492	0.053	26	0.1	0.1	7.721	A
A-B	7	2			7				
A-C	214	54			214				
A-D	1	0.25	691	0.001	1	0.0	0.0	5.214	A
D-A	2	0.50	641	0.003	2	0.0	0.0	5.630	A
D-BC	10	3	547	0.018	10	0.0	0.0	6.704	A
C-D	70	18			70				
C-A	203	51			203				
C-B	2	0.50	741	0.003	2	0.0	0.0	4.871	A

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)	LOS
B-C	2	0.50	596	0.003	2	0.0	0.0	6.063	A
B-AD	25	6	512	0.049	25	0.1	0.1	7.400	A
A-B	8	2			8				
A-C	157	39			157				
A-D	0	0	693	0.000	0.01	0.0	0.0	0.000	A
D-A	2	0.50	638	0.003	2	0.0	0.0	5.656	A
D-BC	16	4	557	0.029	16	0.0	0.0	6.649	A
C-D	80	20			80				
C-A	188	47			188				
C-B	1	0.25	756	0.001	1	0.0	0.0	4.764	A

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)	LOS
B-C	4	1	600	0.007	4	0.0	0.0	6.043	A
B-AD	22	6	504	0.044	22	0.1	0.0	7.468	A
A-B	12	3			12				
A-C	163	41			163				
A-D	0	0	691	0.000	0	0.0	0.0	0.000	A
D-A	1	0.25	633	0.002	1	0.0	0.0	5.694	A
D-BC	19	5	559	0.034	19	0.0	0.0	6.666	A
C-D	99	25			99				
C-A	180	45			180				
C-B	1	0.25	752	0.001	1	0.0	0.0	4.790	A

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)	LOS
B-C	5	1	615	0.008	5	0.0	0.0	5.905	A
B-AD	18	5	502	0.036	18	0.0	0.0	7.434	A
A-B	12	3			12				
A-C	150	38			150				
A-D	0	0	689	0.000	0	0.0	0.0	0.000	A
D-A	2	0.50	637	0.003	2	0.0	0.0	5.672	A
D-BC	11	3	555	0.020	11	0.0	0.0	6.614	A
C-D	68	17			68				
C-A	222	56			222				
C-B	0	0	759	0.000	0.01	0.0	0.0	0.000	A

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)	LOS
B-C	2	0.50	578	0.003	2	0.0	0.0	6.248	A
B-AD	22	6	497	0.044	22	0.0	0.0	7.571	A
A-B	16	4			16				
A-C	234	59			234				
A-D	0	0	706	0.000	0	0.0	0.0	0.000	A
D-A	0	0	639	0.000	0.01	0.0	0.0	0.000	A
D-BC	14	4	556	0.025	14	0.0	0.0	6.637	A
C-D	57	14			57				
C-A	168	42			168				
C-B	1	0.25	731	0.001	0.99	0.0	0.0	4.932	A

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)	LOS
B-C	4	1	593	0.007	4	0.0	0.0	6.107	A
B-AD	13	3	484	0.027	13	0.0	0.0	7.638	A
A-B	22	6			22				
A-C	242	61			242				
A-D	0	0	710	0.000	0	0.0	0.0	0.000	A
D-A	5	1	654	0.008	5	0.0	0.0	5.550	A
D-BC	18	5	547	0.033	18	0.0	0.0	6.807	A
C-D	36	9			36				
C-A	185	46			185				
C-B	3	0.75	725	0.004	3	0.0	0.0	4.984	A

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)	LOS
B-C	8	2	624	0.013	8	0.0	0.0	5.848	A
B-AD	21	5	521	0.040	21	0.0	0.0	7.201	A
A-B	18	5			18				
A-C	142	36			142				
A-D	5	1	712	0.007	5	0.0	0.0	5.093	A
D-A	4	1	656	0.006	4	0.0	0.0	5.525	A
D-BC	16	4	570	0.028	16	0.0	0.0	6.506	A
C-D	43	11			43				
C-A	165	41			165				
C-B	1	0.25	758	0.001	1	0.0	0.0	4.755	A

2016, PM Network Peak Hour - Base Flows Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	216	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2016	PM Network Peak Hour - Base Flows Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	58	250	2
	B - B2131 (South)	16	0	3	8
	C - A259 (West)	238	9	0	33
	D - B2132 (North)	0	11	15	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.19	0.81	0.01
	B - B2131 (South)	0.59	0.00	0.11	0.30
	C - A259 (West)	0.85	0.03	0.00	0.12
	D - B2132 (North)	0.00	0.42	0.58	0.00

16:45 - 17:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	51	214	8
B - B2131 (South)	17	0	7	5
C - A259 (West)	230	13	0	37
D - B2132 (North)	3	11	24	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.78	0.03
B - B2131 (South)	0.59	0.00	0.24	0.17
C - A259 (West)	0.82	0.05	0.00	0.13
D - B2132 (North)	0.08	0.29	0.63	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	56	307	10
B - B2131 (South)	7	0	6	6
C - A259 (West)	230	8	0	38
D - B2132 (North)	1	6	13	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.15	0.82	0.03
B - B2131 (South)	0.37	0.00	0.32	0.32
C - A259 (West)	0.83	0.03	0.00	0.14
D - B2132 (North)	0.05	0.30	0.65	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	62	266	3
B - B2131 (South)	12	0	9	0
C - A259 (West)	243	10	0	39
D - B2132 (North)	4	13	16	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.80	0.01
B - B2131 (South)	0.57	0.00	0.43	0.00
C - A259 (West)	0.83	0.03	0.00	0.13
D - B2132 (North)	0.12	0.39	0.48	0.00

17:30 - 17:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	46	267	6
B - B2131 (South)	16	0	4	9
C - A259 (West)	204	14	0	52
D - B2132 (North)	1	12	21	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.14	0.84	0.02
B - B2131 (South)	0.55	0.00	0.14	0.31
C - A259 (West)	0.76	0.05	0.00	0.19
D - B2132 (North)	0.03	0.35	0.62	0.00

17:45 - 18:00

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	47	242	2
	B - B2131 (South)	13	0	4	6
	C - A259 (West)	221	7	0	41
	D - B2132 (North)	2	8	35	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.16	0.83	0.01
	B - B2131 (South)	0.57	0.00	0.17	0.26
	C - A259 (West)	0.82	0.03	0.00	0.15
	D - B2132 (North)	0.04	0.18	0.78	0.00

18:00 - 18:15

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	40	211	5
	B - B2131 (South)	11	0	3	7
	C - A259 (West)	189	10	0	31
	D - B2132 (North)	1	16	29	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.16	0.82	0.02
	B - B2131 (South)	0.52	0.00	0.14	0.33
	C - A259 (West)	0.82	0.04	0.00	0.13
	D - B2132 (North)	0.02	0.35	0.63	0.00

18:15 - 18:30

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	39	188	2
	B - B2131 (South)	13	0	2	5
	C - A259 (West)	166	8	0	32
	D - B2132 (North)	1	15	30	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.17	0.82	0.01
	B - B2131 (South)	0.65	0.00	0.10	0.25
	C - A259 (West)	0.81	0.04	0.00	0.16
	D - B2132 (North)	0.02	0.33	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	10	9	10
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	8	10	0	10
	D - B2132 (North)	0	10	10	0

Average PCU Per Veh

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.000	1.100	1.089	1.100
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.079	1.100	1.000	1.100
	D - B2132 (North)	1.000	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	310	310
	B - B2131 (South)	27	27
	C - A259 (West)	280	280
	D - B2132 (North)	26	26
16:45-17:00	A - A259 (East)	273	273
	B - B2131 (South)	29	29
	C - A259 (West)	280	280
	D - B2132 (North)	38	38
17:00-17:15	A - A259 (East)	373	373
	B - B2131 (South)	19	19
	C - A259 (West)	276	276
	D - B2132 (North)	20	20
17:15-17:30	A - A259 (East)	331	331
	B - B2131 (South)	21	21
	C - A259 (West)	292	292
	D - B2132 (North)	33	33
17:30-17:45	A - A259 (East)	319	319
	B - B2131 (South)	29	29
	C - A259 (West)	270	270
	D - B2132 (North)	34	34
17:45-18:00	A - A259 (East)	291	291
	B - B2131 (South)	23	23
	C - A259 (West)	269	269
	D - B2132 (North)	45	45
18:00-18:15	A - A259 (East)	256	256
	B - B2131 (South)	21	21
	C - A259 (West)	230	230
	D - B2132 (North)	46	46
18:15-18:30	A - A259 (East)	229	229
	B - B2131 (South)	20	20
	C - A259 (West)	206	206
	D - B2132 (North)	46	46

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.42	0.0	A	5	10
B-AD	0.05	8.27	0.1	A	19	38
A-B					50	100
A-C					243	486
A-D	0.01	5.25	0.0	A	5	10
D-A	0.01	5.83	0.0	A	2	3
D-BC	0.08	7.41	0.1	A	34	69
C-D					38	76
C-A					215	430
C-B	0.02	5.25	0.0	A	10	20

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.75	568	0.005	3	0.0	0.0	6.368	A
B-AD	24	6	473	0.051	24	0.0	0.1	8.006	A
A-B	58	15			58				
A-C	250	63			250				
A-D	2	0.50	693	0.003	2	0.0	0.0	5.212	A
D-A	0	0	617	0.000	0	0.0	0.0	0.000	A
D-BC	26	7	524	0.050	26	0.0	0.1	7.219	A
C-D	33	8			33				
C-A	238	60			238				
C-B	9	2	709	0.013	9	0.0	0.0	5.141	A

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)	LOS
B-C	7	2	591	0.012	7	0.0	0.0	6.162	A
B-AD	22	6	472	0.047	22	0.1	0.0	8.005	A
A-B	51	13			51				
A-C	214	54			214				
A-D	8	2	694	0.012	8	0.0	0.0	5.245	A
D-A	3	0.75	622	0.005	3	0.0	0.0	5.817	A

D-BC	35	9	528	0.066	35	0.1	0.1	7.299	A
C-D	37	9			37				
C-A	230	58			230				
C-B	13	3	720	0.018	13	0.0	0.0	5.094	A

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)	LOS
B-C	6	2	584	0.010	6	0.0	0.0	6.227	A
B-AD	13	3	453	0.029	13	0.0	0.0	8.176	A
A-B	56	14			56				
A-C	307	77			307				
A-D	10	3	697	0.014	10	0.0	0.0	5.243	A
D-A	1	0.25	627	0.002	1	0.0	0.0	5.756	A
D-BC	19	5	513	0.037	19	0.1	0.0	7.290	A
C-D	38	10			38				
C-A	230	58			230				
C-B	8	2	694	0.012	8	0.0	0.0	5.247	A

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)	LOS
B-C	9	2	610	0.015	9	0.0	0.0	5.992	A
B-AD	12	3	447	0.027	12	0.0	0.0	8.271	A
A-B	62	16			62				
A-C	266	67			266				
A-D	3	0.75	693	0.004	3	0.0	0.0	5.221	A
D-A	4	1	625	0.006	4	0.0	0.0	5.798	A
D-BC	29	7	515	0.056	29	0.0	0.1	7.408	A
C-D	39	10			39				
C-A	243	61			243				
C-B	10	3	702	0.014	10	0.0	0.0	5.202	A

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)	LOS
B-C	4	1	565	0.007	4	0.0	0.0	6.417	A
B-AD	25	6	468	0.053	25	0.0	0.1	8.128	A
A-B	46	12			46				
A-C	267	67			267				
A-D	6	2	697	0.009	6	0.0	0.0	5.212	A
D-A	1	0.25	624	0.002	1	0.0	0.0	5.781	A

D-BC	33	8	528	0.063	33	0.1	0.1	7.272	A
C-D	52	13			52				
C-A	204	51			204				
C-B	14	4	705	0.020	14	0.0	0.0	5.207	A

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)	LOS
B-C	4	1	573	0.007	4	0.0	0.0	6.329	A
B-AD	19	5	471	0.040	19	0.1	0.0	7.968	A
A-B	47	12			47				
A-C	242	61			242				
A-D	2	0.50	697	0.003	2	0.0	0.0	5.183	A
D-A	2	0.50	620	0.003	2	0.0	0.0	5.827	A
D-BC	43	11	531	0.081	43	0.1	0.1	7.377	A
C-D	41	10			41				
C-A	221	55			221				
C-B	7	2	710	0.010	7	0.0	0.0	5.125	A

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)	LOS
B-C	3	0.75	580	0.005	3	0.0	0.0	6.243	A
B-AD	18	5	489	0.037	18	0.0	0.0	7.652	A
A-B	40	10			40				
A-C	211	53			211				
A-D	5	1	709	0.007	5	0.0	0.0	5.112	A
D-A	1	0.25	627	0.002	1	0.0	0.0	5.749	A
D-BC	45	11	549	0.082	45	0.1	0.1	7.147	A
C-D	31	8			31				
C-A	189	47			189				
C-B	10	3	721	0.014	10	0.0	0.0	5.064	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.50	583	0.003	2	0.0	0.0	6.203	A
B-AD	18	5	501	0.036	18	0.0	0.0	7.454	A
A-B	39	10			39				
A-C	188	47			188				
A-D	2	0.50	715	0.003	2	0.0	0.0	5.045	A
D-A	1	0.25	633	0.002	1	0.0	0.0	5.695	A

D-BC	45	11	561	0.080	45	0.1	0.1	6.984	A
C-D	32	8			32				
C-A	166	42			166				
C-B	8	2	728	0.011	8	0.0	0.0	5.000	A

2021, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	261	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000

C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	183	2
B - B2131 (South)	5	0	2	25
C - A259 (West)	252	2	0	77
D - B2132 (North)	1	3	9	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.05	0.94	0.01
B - B2131 (South)	0.17	0.00	0.07	0.77
C - A259 (West)	0.76	0.01	0.00	0.23
D - B2132 (North)	0.08	0.25	0.67	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	8	177	1
B - B2131 (South)	4	0	5	24
C - A259 (West)	197	2	0	76
D - B2132 (North)	2	4	6	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.04	0.95	0.01
B - B2131 (South)	0.13	0.00	0.16	0.71
C - A259 (West)	0.72	0.01	0.00	0.28
D - B2132 (North)	0.17	0.33	0.50	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	9	116	0
B - B2131 (South)	5	0	2	22
C - A259 (West)	181	1	0	87
D - B2132 (North)	2	10	8	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.19	0.00	0.07	0.74
C - A259 (West)	0.67	0.00	0.00	0.32
D - B2132 (North)	0.11	0.50	0.39	0.00

08:15 - 08:30

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	13	122	0
	B - B2131 (South)	4	0	4	19
	C - A259 (West)	172	1	0	107
	D - B2132 (North)	1	13	8	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.10	0.90	0.00
	B - B2131 (South)	0.15	0.00	0.15	0.69
	C - A259 (West)	0.61	0.00	0.00	0.38
	D - B2132 (North)	0.05	0.60	0.35	0.00

08:30 - 08:45

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	13	108	0
	B - B2131 (South)	1	0	5	18
	C - A259 (West)	218	0	0	74
	D - B2132 (North)	2	9	3	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.11	0.89	0.00
	B - B2131 (South)	0.04	0.00	0.22	0.74
	C - A259 (West)	0.75	0.00	0.00	0.25
	D - B2132 (North)	0.15	0.62	0.23	0.00

08:45 - 09:00

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	17	199	0
	B - B2131 (South)	1	0	2	23
	C - A259 (West)	159	1	0	62
	D - B2132 (North)	0	11	4	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.08	0.92	0.00
	B - B2131 (South)	0.04	0.00	0.08	0.88
	C - A259 (West)	0.72	0.00	0.00	0.28
	D - B2132 (North)	0.00	0.71	0.29	0.00

09:00 - 09:15

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	24	208	0
	B - B2131 (South)	4	0	4	10
	C - A259 (West)	177	3	0	39
	D - B2132 (North)	5	13	6	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.10	0.90	0.00
	B - B2131 (South)	0.24	0.00	0.24	0.53
	C - A259 (West)	0.81	0.01	0.00	0.18
	D - B2132 (North)	0.22	0.52	0.26	0.00

Demand (PCU/hr)

09:15 - 09:30

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	19	154	5
	B - B2131 (South)	4	0	9	18
	C - A259 (West)	179	1	0	47
	D - B2132 (North)	4	10	8	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.11	0.86	0.03
	B - B2131 (South)	0.14	0.00	0.28	0.59
	C - A259 (West)	0.79	0.00	0.00	0.21
	D - B2132 (North)	0.20	0.45	0.35	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	10	10	10
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	10	10	0	10
	D - B2132 (North)	10	10	10	0

Average PCU Per Veh

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	1.000	1.100	1.100	1.100
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.100	1.100	1.000	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	195	195
	B - B2131 (South)	32	32
	C - A259 (West)	331	331
	D - B2132 (North)	13	13
07:45-08:00	A - A259 (East)	186	186
	B - B2131 (South)	34	34
	C - A259 (West)	275	275
	D - B2132 (North)	13	13
08:00-08:15	A - A259 (East)	124	124
	B - B2131 (South)	29	29
	C - A259 (West)	268	268
	D - B2132 (North)	19	19
08:15-08:30	A - A259 (East)	135	135
	B - B2131 (South)	28	28

	C - A259 (West)	280	280
	D - B2132 (North)	22	22
08:30-08:45	A - A259 (East)	121	121
	B - B2131 (South)	25	25
	C - A259 (West)	291	291
	D - B2132 (North)	14	14
08:45-09:00	A - A259 (East)	216	216
	B - B2131 (South)	26	26
	C - A259 (West)	222	222
	D - B2132 (North)	15	15
09:00-09:15	A - A259 (East)	232	232
	B - B2131 (South)	18	18
	C - A259 (West)	220	220
	D - B2132 (North)	25	25
09:15-09:30	A - A259 (East)	179	179
	B - B2131 (South)	31	31
	C - A259 (West)	226	226
	D - B2132 (North)	22	22

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.17	0.0	A	4	9
B-AD	0.06	7.76	0.1	A	24	47
A-B					14	28
A-C					158	317
A-D	0.01	5.36	0.0	A	1	2
D-A	0.01	5.81	0.0	A	2	5
D-BC	0.04	6.90	0.0	A	16	31
C-D					71	142
C-A					192	384
C-B	0.00	4.92	0.0	A	1	3

Main Results for each time segment

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)	LOS
B-C	2	0.54	587	0.004	2	0.0	0.0	6.154	A
B-AD	30	8	494	0.061	30	0.0	0.1	7.758	A
A-B	10	2			10				
A-C	183	46			183				
A-D	2	0.54	674	0.003	2	0.0	0.0	5.358	A
D-A	1	0.27	620	0.002	1	0.0	0.0	5.813	A
D-BC	12	3	534	0.022	12	0.0	0.0	6.898	A
C-D	77	19			77				
C-A	252	63			252				
C-B	2	0.54	749	0.003	2	0.0	0.0	4.818	A

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)	LOS
B-C	5	1	596	0.009	5	0.0	0.0	6.095	A
B-AD	28	7	502	0.056	28	0.1	0.1	7.598	A
A-B	8	2			8				
A-C	177	44			177				
A-D	1	0.27	691	0.002	1	0.0	0.0	5.219	A
D-A	2	0.54	642	0.003	2	0.0	0.0	5.627	A
D-BC	11	3	554	0.020	11	0.0	0.0	6.621	A
C-D	76	19			76				
C-A	197	49			197				
C-B	2	0.54	752	0.003	2	0.0	0.0	4.801	A

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)	LOS
B-C	2	0.54	605	0.004	2	0.0	0.0	5.971	A
B-AD	27	7	523	0.052	27	0.1	0.1	7.265	A
A-B	9	2			9				
A-C	116	29			116				
A-D	0	0	693	0.000	0.01	0.0	0.0	0.000	A
D-A	2	0.54	639	0.003	2	0.0	0.0	5.652	A
D-BC	17	4	566	0.031	17	0.0	0.0	6.563	A
C-D	87	22			87				
C-A	181	45			181				
C-B	1	0.27	769	0.001	1	0.0	0.0	4.691	A

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)	LOS
B-C	4	1	609	0.007	4	0.0	0.0	5.954	A
B-AD	24	6	515	0.046	24	0.1	0.0	7.333	A
A-B	13	3			13				
A-C	122	31			122				
A-D	0	0	690	0.000	0	0.0	0.0	0.000	A
D-A	1	0.27	634	0.002	1	0.0	0.0	5.689	A
D-BC	21	5	567	0.036	21	0.0	0.0	6.583	A
C-D	107	27			107				
C-A	172	43			172				
C-B	1	0.27	764	0.001	1	0.0	0.0	4.716	A

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)	LOS
B-C	5	1	624	0.009	5	0.0	0.0	5.815	A
B-AD	19	5	513	0.038	20	0.0	0.0	7.293	A
A-B	13	3			13				
A-C	108	27			108				
A-D	0	0	688	0.000	0	0.0	0.0	0.000	A
D-A	2	0.54	637	0.003	2	0.0	0.0	5.671	A
D-BC	12	3	563	0.021	12	0.0	0.0	6.529	A
C-D	74	18			74				
C-A	218	54			218				
C-B	0	0	771	0.000	0.01	0.0	0.0	0.000	A

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)	LOS
B-C	2	0.54	586	0.004	2	0.0	0.0	6.168	A
B-AD	24	6	507	0.047	24	0.0	0.0	7.444	A
A-B	17	4			17				
A-C	199	50			199				
A-D	0	0	707	0.000	0	0.0	0.0	0.000	A
D-A	0	0	640	0.000	0.01	0.0	0.0	0.000	A
D-BC	15	4	564	0.027	15	0.0	0.0	6.554	A
C-D	62	15			62				
C-A	159	40			159				
C-B	1	0.27	741	0.001	1	0.0	0.0	4.866	A

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)	LOS
B-C	4	1	601	0.007	4	0.0	0.0	6.029	A
B-AD	14	4	494	0.028	14	0.0	0.0	7.505	A
A-B	24	6			24				
A-C	208	52			208				
A-D	0	0	711	0.000	0	0.0	0.0	0.000	A
D-A	5	1	655	0.008	5	0.0	0.0	5.544	A
D-BC	19	5	554	0.035	19	0.0	0.0	6.729	A
C-D	39	10			39				
C-A	177	44			177				
C-B	3	0.81	735	0.004	3	0.0	0.0	4.920	A

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)	LOS
B-C	9	2	620	0.014	9	0.0	0.0	5.891	A
B-AD	23	6	514	0.044	23	0.0	0.0	7.322	A
A-B	19	5			19				
A-C	154	38			154				
A-D	5	1	706	0.008	5	0.0	0.0	5.136	A
D-A	4	1	651	0.007	4	0.0	0.0	5.567	A
D-BC	17	4	562	0.031	17	0.0	0.0	6.607	A
C-D	47	12			47				
C-A	179	45			179				
C-B	1	0.27	754	0.001	1	0.0	0.0	4.784	A

2021, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	221	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	63	244	2
	B - B2131 (South)	17	0	3	9
	C - A259 (West)	209	10	0	36
	D - B2132 (North)	0	12	16	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.20	0.79	0.01
	B - B2131 (South)	0.59	0.00	0.11	0.30
	C - A259 (West)	0.82	0.04	0.00	0.14
	D - B2132 (North)	0.00	0.42	0.58	0.00

16:45 - 17:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	55	204	9
B - B2131 (South)	18	0	8	5
C - A259 (West)	200	14	0	40
D - B2132 (North)	3	12	26	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.21	0.76	0.03
B - B2131 (South)	0.59	0.00	0.24	0.17
C - A259 (West)	0.79	0.06	0.00	0.16
D - B2132 (North)	0.08	0.29	0.63	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	61	306	11
B - B2131 (South)	8	0	7	7
C - A259 (West)	200	9	0	41
D - B2132 (North)	1	7	14	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.16	0.81	0.03
B - B2131 (South)	0.37	0.00	0.32	0.32
C - A259 (West)	0.80	0.03	0.00	0.17
D - B2132 (North)	0.05	0.30	0.65	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	67	261	3
B - B2131 (South)	13	0	10	0
C - A259 (West)	214	11	0	42
D - B2132 (North)	4	14	17	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.20	0.79	0.01
B - B2131 (South)	0.57	0.00	0.43	0.00
C - A259 (West)	0.80	0.04	0.00	0.16
D - B2132 (North)	0.12	0.39	0.48	0.00

17:30 - 17:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	50	262	7
B - B2131 (South)	17	0	4	10
C - A259 (West)	172	15	0	57
D - B2132 (North)	1	13	23	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.16	0.82	0.02
B - B2131 (South)	0.55	0.00	0.14	0.31
C - A259 (West)	0.71	0.06	0.00	0.23
D - B2132 (North)	0.03	0.35	0.62	0.00

17:45 - 18:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	51	235	2
B - B2131 (South)	14	0	4	7
C - A259 (West)	190	8	0	45
D - B2132 (North)	2	9	38	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.18	0.82	0.01
B - B2131 (South)	0.57	0.00	0.17	0.26
C - A259 (West)	0.78	0.03	0.00	0.18
D - B2132 (North)	0.04	0.18	0.78	0.00

18:00 - 18:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	44	201	5
B - B2131 (South)	12	0	3	8
C - A259 (West)	156	11	0	34
D - B2132 (North)	1	17	32	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.17	0.80	0.02
B - B2131 (South)	0.52	0.00	0.14	0.33
C - A259 (West)	0.78	0.05	0.00	0.17
D - B2132 (North)	0.02	0.35	0.63	0.00

18:15 - 18:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	42	176	2
B - B2131 (South)	14	0	2	5
C - A259 (West)	131	9	0	35
D - B2132 (North)	1	16	33	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.80	0.01
B - B2131 (South)	0.65	0.00	0.10	0.25
C - A259 (West)	0.75	0.05	0.00	0.20
D - B2132 (North)	0.02	0.33	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	10	10
B - B2131 (South)	10	0	10	10
C - A259 (West)	10	10	0	10
D - B2132 (North)	0	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.100	1.100
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.100	1.100	1.000	1.100
D - B2132 (North)	1.000	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	309	309
	B - B2131 (South)	29	29
	C - A259 (West)	254	254
	D - B2132 (North)	28	28
16:45-17:00	A - A259 (East)	269	269
	B - B2131 (South)	32	32
	C - A259 (West)	254	254
	D - B2132 (North)	41	41
17:00-17:15	A - A259 (East)	377	377
	B - B2131 (South)	21	21
	C - A259 (West)	250	250
	D - B2132 (North)	22	22
17:15-17:30	A - A259 (East)	332	332
	B - B2131 (South)	23	23
	C - A259 (West)	268	268
	D - B2132 (North)	36	36
17:30-17:45	A - A259 (East)	319	319
	B - B2131 (South)	32	32
	C - A259 (West)	244	244
	D - B2132 (North)	37	37
17:45-18:00	A - A259 (East)	288	288
	B - B2131 (South)	25	25
	C - A259 (West)	243	243
	D - B2132 (North)	49	49
18:00-18:15	A - A259 (East)	250	250
	B - B2131 (South)	23	23
	C - A259 (West)	200	200
	D - B2132 (North)	50	50
18:15-18:30	A - A259 (East)	221	221
	B - B2131 (South)	22	22
	C - A259 (West)	174	174
	D - B2132 (North)	50	50

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.42	0.0	A	5	10
B-AD	0.06	8.21	0.1	A	21	41
A-B					54	108
A-C					236	472
A-D	0.02	5.20	0.0	A	5	10
D-A	0.01	5.77	0.0	A	2	4
D-BC	0.09	7.33	0.1	A	37	75
C-D					41	82
C-A					184	368
C-B	0.02	5.26	0.0	A	11	21

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.82	568	0.006	3	0.0	0.0	6.369	A
B-AD	26	7	478	0.055	26	0.0	0.1	7.954	A
A-B	63	16			63				
A-C	244	61			244				
A-D	2	0.54	700	0.003	2	0.0	0.0	5.161	A
D-A	0	0	623	0.000	0	0.0	0.0	0.000	A
D-BC	28	7	532	0.053	28	0.0	0.1	7.138	A
C-D	36	9			36				
C-A	209	52			209				
C-B	10	2	709	0.014	10	0.0	0.0	5.149	A

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)	LOS
B-C	8	2	592	0.013	8	0.0	0.0	6.160	A
B-AD	24	6	477	0.050	24	0.1	0.1	7.942	A
A-B	55	14			55				
A-C	204	51			204				
A-D	9	2	701	0.012	9	0.0	0.0	5.196	A
D-A	3	0.82	628	0.005	3	0.0	0.0	5.762	A

D-BC	38	10	537	0.071	38	0.1	0.1	7.220	A
C-D	40	10			40				
C-A	200	50			200				
C-B	14	4	720	0.020	14	0.0	0.0	5.098	A

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)	LOS
B-C	7	2	583	0.011	7	0.0	0.0	6.244	A
B-AD	14	4	457	0.031	14	0.1	0.0	8.130	A
A-B	61	15			61				
A-C	306	76			306				
A-D	11	3	704	0.015	11	0.0	0.0	5.193	A
D-A	1	0.27	633	0.002	1	0.0	0.0	5.693	A
D-BC	21	5	520	0.040	21	0.1	0.0	7.208	A
C-D	41	10			41				
C-A	200	50			200				
C-B	9	2	692	0.013	9	0.0	0.0	5.264	A

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)	LOS
B-C	10	2	610	0.016	10	0.0	0.0	6.001	A
B-AD	13	3	451	0.029	13	0.0	0.0	8.215	A
A-B	67	17			67				
A-C	261	65			261				
A-D	3	0.82	700	0.005	3	0.0	0.0	5.168	A
D-A	4	1	631	0.007	4	0.0	0.0	5.744	A
D-BC	32	8	522	0.060	31	0.0	0.1	7.334	A
C-D	42	11			42				
C-A	214	54			214				
C-B	11	3	701	0.016	11	0.0	0.0	5.216	A

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)	LOS
B-C	4	1	565	0.008	4	0.0	0.0	6.424	A
B-AD	27	7	472	0.058	27	0.0	0.1	8.084	A
A-B	50	13			50				
A-C	262	66			262				
A-D	7	2	704	0.009	7	0.0	0.0	5.161	A
D-A	1	0.27	630	0.002	1	0.0	0.0	5.721	A

D-BC	36	9	536	0.067	36	0.1	0.1	7.193	A
C-D	57	14			57				
C-A	172	43			172				
C-B	15	4	705	0.022	15	0.0	0.0	5.221	A

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)	LOS
B-C	4	1	573	0.008	4	0.0	0.0	6.330	A
B-AD	21	5	476	0.043	21	0.1	0.0	7.910	A
A-B	51	13			51				
A-C	235	59			235				
A-D	2	0.54	704	0.003	2	0.0	0.0	5.131	A
D-A	2	0.54	626	0.003	2	0.0	0.0	5.771	A
D-BC	47	12	540	0.087	47	0.1	0.1	7.305	A
C-D	45	11			45				
C-A	190	48			190				
C-B	8	2	709	0.011	8	0.0	0.0	5.130	A

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)	LOS
B-C	3	0.82	580	0.006	3	0.0	0.0	6.238	A
B-AD	20	5	495	0.040	20	0.0	0.0	7.574	A
A-B	44	11			44				
A-C	201	50			201				
A-D	5	1	718	0.008	5	0.0	0.0	5.055	A
D-A	1	0.27	634	0.002	1	0.0	0.0	5.686	A
D-BC	49	12	559	0.088	49	0.1	0.1	7.061	A
C-D	34	8			34				
C-A	156	39			156				
C-B	11	3	721	0.015	11	0.0	0.0	5.065	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.54	584	0.004	2	0.0	0.0	6.190	A
B-AD	20	5	508	0.039	20	0.0	0.0	7.363	A
A-B	42	11			42				
A-C	176	44			176				
A-D	2	0.54	724	0.003	2	0.0	0.0	4.985	A
D-A	1	0.27	641	0.002	1	0.0	0.0	5.630	A

D-BC	49	12	572	0.086	49	0.1	0.1	6.885	A
C-D	35	9			35				
C-A	131	33			131				
C-B	9	2	730	0.012	9	0.0	0.0	4.993	A

2021, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	247	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000

C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	183	2
B - B2131 (South)	5	0	2	25
C - A259 (West)	252	2	0	77
D - B2132 (North)	1	3	9	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.05	0.94	0.01
B - B2131 (South)	0.17	0.00	0.07	0.77
C - A259 (West)	0.76	0.01	0.00	0.23
D - B2132 (North)	0.08	0.25	0.67	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	8	227	1
B - B2131 (South)	4	0	5	24
C - A259 (West)	218	2	0	76
D - B2132 (North)	2	4	6	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.03	0.96	0.00
B - B2131 (South)	0.13	0.00	0.16	0.71
C - A259 (West)	0.74	0.01	0.00	0.26
D - B2132 (North)	0.17	0.33	0.50	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	9	166	0
B - B2131 (South)	5	0	2	22
C - A259 (West)	202	1	0	87
D - B2132 (North)	2	10	8	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.05	0.95	0.00
B - B2131 (South)	0.19	0.00	0.07	0.74
C - A259 (West)	0.70	0.00	0.00	0.30
D - B2132 (North)	0.11	0.50	0.39	0.00

08:15 - 08:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	13	172	0
B - B2131 (South)	4	0	4	19
C - A259 (West)	193	1	0	107
D - B2132 (North)	1	13	8	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.15	0.00	0.15	0.69
C - A259 (West)	0.64	0.00	0.00	0.36
D - B2132 (North)	0.05	0.60	0.35	0.00

08:30 - 08:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	13	158	0
B - B2131 (South)	1	0	5	18
C - A259 (West)	239	0	0	74
D - B2132 (North)	2	9	3	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.08	0.92	0.00
B - B2131 (South)	0.04	0.00	0.22	0.74
C - A259 (West)	0.76	0.00	0.00	0.24
D - B2132 (North)	0.15	0.62	0.23	0.00

08:45 - 09:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	17	249	0
B - B2131 (South)	1	0	2	23
C - A259 (West)	180	1	0	62
D - B2132 (North)	0	11	4	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.06	0.94	0.00
B - B2131 (South)	0.04	0.00	0.08	0.88
C - A259 (West)	0.74	0.00	0.00	0.25
D - B2132 (North)	0.00	0.71	0.29	0.00

09:00 - 09:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	24	258	0
B - B2131 (South)	4	0	4	10
C - A259 (West)	198	3	0	39
D - B2132 (North)	5	13	6	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.08	0.92	0.00
B - B2131 (South)	0.24	0.00	0.24	0.53
C - A259 (West)	0.82	0.01	0.00	0.16
D - B2132 (North)	0.22	0.52	0.26	0.00

Demand (PCU/hr)

09:15 - 09:30

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	19	154	5
	B - B2131 (South)	4	0	9	18
	C - A259 (West)	179	1	0	47
	D - B2132 (North)	4	10	8	0

Proportions

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.11	0.86	0.03
	B - B2131 (South)	0.14	0.00	0.28	0.59
	C - A259 (West)	0.79	0.00	0.00	0.21
	D - B2132 (North)	0.20	0.45	0.35	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	10	10	10
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	10	10	0	10
	D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.000	1.100	1.100	1.100
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.100	1.100	1.000	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	195	195
	B - B2131 (South)	32	32
	C - A259 (West)	331	331
	D - B2132 (North)	13	13
07:45-08:00	A - A259 (East)	236	236
	B - B2131 (South)	34	34
	C - A259 (West)	296	296
	D - B2132 (North)	13	13
08:00-08:15	A - A259 (East)	174	174
	B - B2131 (South)	29	29
	C - A259 (West)	289	289
	D - B2132 (North)	19	19
08:15-08:30	A - A259 (East)	185	185
	B - B2131 (South)	28	28

	C - A259 (West)	301	301
	D - B2132 (North)	22	22
08:30-08:45	A - A259 (East)	171	171
	B - B2131 (South)	25	25
	C - A259 (West)	312	312
	D - B2132 (North)	14	14
08:45-09:00	A - A259 (East)	266	266
	B - B2131 (South)	26	26
	C - A259 (West)	243	243
	D - B2132 (North)	15	15
09:00-09:15	A - A259 (East)	282	282
	B - B2131 (South)	18	18
	C - A259 (West)	241	241
	D - B2132 (North)	25	25
09:15-09:30	A - A259 (East)	179	179
	B - B2131 (South)	31	31
	C - A259 (West)	226	226
	D - B2132 (North)	22	22

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.30	0.0	A	4	9
B-AD	0.06	7.88	0.1	A	24	47
A-B					14	28
A-C					196	392
A-D	0.01	5.36	0.0	A	1	2
D-A	0.01	5.81	0.0	A	2	5
D-BC	0.04	6.93	0.0	A	16	31
C-D					71	142
C-A					208	415
C-B	0.00	5.03	0.0	A	1	3

Main Results for each time segment

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)	LOS
B-C	2	0.54	587	0.004	2	0.0	0.0	6.154	A
B-AD	30	8	494	0.061	30	0.0	0.1	7.758	A
A-B	10	2			10				
A-C	183	46			183				
A-D	2	0.54	674	0.003	2	0.0	0.0	5.358	A
D-A	1	0.27	620	0.002	1	0.0	0.0	5.813	A
D-BC	12	3	534	0.022	12	0.0	0.0	6.898	A
C-D	77	19			77				
C-A	252	63			252				
C-B	2	0.54	749	0.003	2	0.0	0.0	4.818	A

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)	LOS
B-C	5	1	583	0.009	5	0.0	0.0	6.228	A
B-AD	28	7	485	0.058	28	0.1	0.1	7.884	A
A-B	8	2			8				
A-C	227	57			227				
A-D	1	0.27	685	0.002	1	0.0	0.0	5.267	A
D-A	2	0.54	636	0.003	2	0.0	0.0	5.676	A
D-BC	11	3	539	0.020	11	0.0	0.0	6.815	A
C-D	76	19			76				
C-A	218	54			218				
C-B	2	0.54	736	0.003	2	0.0	0.0	4.902	A

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)	LOS
B-C	2	0.54	593	0.004	2	0.0	0.0	6.097	A
B-AD	27	7	505	0.054	27	0.1	0.1	7.529	A
A-B	9	2			9				
A-C	166	41			166				
A-D	0	0	687	0.000	0.01	0.0	0.0	0.000	A
D-A	2	0.54	633	0.003	2	0.0	0.0	5.702	A
D-BC	17	4	551	0.031	17	0.0	0.0	6.750	A
C-D	87	22			87				
C-A	202	50			202				
C-B	1	0.27	753	0.001	1	0.0	0.0	4.788	A

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)	LOS
B-C	4	1	596	0.007	4	0.0	0.0	6.080	A
B-AD	24	6	498	0.048	24	0.1	0.1	7.597	A
A-B	13	3			13				
A-C	172	43			172				
A-D	0	0	684	0.000	0	0.0	0.0	0.000	A
D-A	1	0.27	628	0.002	1	0.0	0.0	5.738	A
D-BC	21	5	552	0.037	21	0.0	0.0	6.772	A
C-D	107	27			107				
C-A	193	48			193				
C-B	1	0.27	749	0.001	1	0.0	0.0	4.814	A

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)	LOS
B-C	5	1	612	0.009	5	0.0	0.0	5.936	A
B-AD	19	5	496	0.039	20	0.1	0.0	7.554	A
A-B	13	3			13				
A-C	158	40			158				
A-D	0	0	682	0.000	0	0.0	0.0	0.000	A
D-A	2	0.54	631	0.003	2	0.0	0.0	5.722	A
D-BC	12	3	548	0.022	12	0.0	0.0	6.716	A
C-D	74	18			74				
C-A	239	60			239				
C-B	0	0	756	0.000	0.01	0.0	0.0	0.000	A

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)	LOS
B-C	2	0.54	574	0.004	2	0.0	0.0	6.302	A
B-AD	24	6	490	0.049	24	0.0	0.1	7.721	A
A-B	17	4			17				
A-C	249	62			249				
A-D	0	0	701	0.000	0	0.0	0.0	0.000	A
D-A	0	0	635	0.000	0.01	0.0	0.0	0.000	A
D-BC	15	4	549	0.028	15	0.0	0.0	6.743	A
C-D	62	15			62				
C-A	180	45			180				
C-B	1	0.27	725	0.001	1	0.0	0.0	4.970	A

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)	LOS
B-C	4	1	589	0.007	4	0.0	0.0	6.161	A
B-AD	14	4	477	0.030	14	0.1	0.0	7.782	A
A-B	24	6			24				
A-C	258	64			258				
A-D	0	0	705	0.000	0	0.0	0.0	0.000	A
D-A	5	1	649	0.008	5	0.0	0.0	5.593	A
D-BC	19	5	539	0.036	19	0.0	0.0	6.926	A
C-D	39	10			39				
C-A	198	50			198				
C-B	3	0.81	719	0.005	3	0.0	0.0	5.027	A

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)	LOS
B-C	9	2	620	0.014	9	0.0	0.0	5.891	A
B-AD	23	6	514	0.044	23	0.0	0.0	7.322	A
A-B	19	5			19				
A-C	154	38			154				
A-D	5	1	706	0.008	5	0.0	0.0	5.136	A
D-A	4	1	651	0.007	4	0.0	0.0	5.567	A
D-BC	17	4	562	0.031	17	0.0	0.0	6.607	A
C-D	47	12			47				
C-A	179	45			179				
C-B	1	0.27	754	0.001	1	0.0	0.0	4.786	A

2021, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	193	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	63	270	2
	B - B2131 (South)	17	0	3	9
	C - A259 (West)	255	10	0	36
	D - B2132 (North)	0	12	16	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.19	0.81	0.01
	B - B2131 (South)	0.59	0.00	0.11	0.30
	C - A259 (West)	0.85	0.03	0.00	0.12
	D - B2132 (North)	0.00	0.42	0.58	0.00

16:45 - 17:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	55	230	9
B - B2131 (South)	18	0	8	5
C - A259 (West)	246	14	0	40
D - B2132 (North)	3	12	26	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.78	0.03
B - B2131 (South)	0.59	0.00	0.24	0.17
C - A259 (West)	0.82	0.05	0.00	0.13
D - B2132 (North)	0.08	0.29	0.63	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	61	332	11
B - B2131 (South)	8	0	7	7
C - A259 (West)	246	9	0	41
D - B2132 (North)	1	7	14	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.15	0.82	0.03
B - B2131 (South)	0.37	0.00	0.32	0.32
C - A259 (West)	0.83	0.03	0.00	0.14
D - B2132 (North)	0.05	0.30	0.65	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	67	287	3
B - B2131 (South)	13	0	10	0
C - A259 (West)	260	11	0	42
D - B2132 (North)	4	14	17	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.80	0.01
B - B2131 (South)	0.57	0.00	0.43	0.00
C - A259 (West)	0.83	0.03	0.00	0.14
D - B2132 (North)	0.12	0.39	0.48	0.00

17:30 - 17:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	50	288	7
B - B2131 (South)	17	0	4	10
C - A259 (West)	218	15	0	57
D - B2132 (North)	1	13	23	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.15	0.84	0.02
B - B2131 (South)	0.55	0.00	0.14	0.31
C - A259 (West)	0.75	0.05	0.00	0.20
D - B2132 (North)	0.03	0.35	0.62	0.00

17:45 - 18:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	51	261	2
B - B2131 (South)	14	0	4	7
C - A259 (West)	236	8	0	45
D - B2132 (North)	2	9	38	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.16	0.83	0.01
B - B2131 (South)	0.57	0.00	0.17	0.26
C - A259 (West)	0.82	0.03	0.00	0.15
D - B2132 (North)	0.04	0.18	0.78	0.00

18:00 - 18:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	44	227	5
B - B2131 (South)	12	0	3	8
C - A259 (West)	202	11	0	34
D - B2132 (North)	1	17	32	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.16	0.82	0.02
B - B2131 (South)	0.52	0.00	0.14	0.33
C - A259 (West)	0.82	0.04	0.00	0.14
D - B2132 (North)	0.02	0.35	0.63	0.00

18:15 - 18:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	42	202	2
B - B2131 (South)	14	0	2	5
C - A259 (West)	177	9	0	35
D - B2132 (North)	1	16	33	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.17	0.82	0.01
B - B2131 (South)	0.65	0.00	0.10	0.25
C - A259 (West)	0.80	0.04	0.00	0.16
D - B2132 (North)	0.02	0.33	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	9	10
B - B2131 (South)	10	0	10	10
C - A259 (West)	8	10	0	10
D - B2132 (North)	0	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.089	1.100
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.080	1.100	1.000	1.100
D - B2132 (North)	1.000	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	335	335
	B - B2131 (South)	29	29
	C - A259 (West)	300	300
	D - B2132 (North)	28	28
16:45-17:00	A - A259 (East)	295	295
	B - B2131 (South)	32	32
	C - A259 (West)	300	300
	D - B2132 (North)	41	41
17:00-17:15	A - A259 (East)	403	403
	B - B2131 (South)	21	21
	C - A259 (West)	296	296
	D - B2132 (North)	22	22
17:15-17:30	A - A259 (East)	358	358
	B - B2131 (South)	23	23
	C - A259 (West)	314	314
	D - B2132 (North)	36	36
17:30-17:45	A - A259 (East)	345	345
	B - B2131 (South)	32	32
	C - A259 (West)	290	290
	D - B2132 (North)	37	37
17:45-18:00	A - A259 (East)	314	314
	B - B2131 (South)	25	25
	C - A259 (West)	289	289
	D - B2132 (North)	49	49
18:00-18:15	A - A259 (East)	276	276
	B - B2131 (South)	23	23
	C - A259 (West)	246	246
	D - B2132 (North)	50	50
18:15-18:30	A - A259 (East)	247	247
	B - B2131 (South)	22	22
	C - A259 (West)	220	220
	D - B2132 (North)	50	50

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.50	0.0	A	5	10
B-AD	0.06	8.49	0.1	A	21	41
A-B					54	108
A-C					262	524
A-D	0.02	5.30	0.0	A	5	10
D-A	0.01	5.89	0.0	A	2	4
D-BC	0.09	7.61	0.1	A	37	75
C-D					41	82
C-A					230	460
C-B	0.02	5.33	0.0	A	11	21

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.82	562	0.006	3	0.0	0.0	6.445	A
B-AD	26	7	463	0.056	26	0.0	0.1	8.227	A
A-B	63	16			63				
A-C	270	67			270				
A-D	2	0.54	686	0.003	2	0.0	0.0	5.262	A
D-A	0	0	611	0.000	0	0.0	0.0	0.000	A
D-BC	28	7	514	0.055	28	0.0	0.1	7.407	A
C-D	36	9			36				
C-A	255	64			255				
C-B	10	2	701	0.014	10	0.0	0.0	5.210	A

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)	LOS
B-C	8	2	585	0.013	8	0.0	0.0	6.232	A
B-AD	24	6	463	0.052	24	0.1	0.1	8.209	A
A-B	55	14			55				
A-C	230	58			230				
A-D	9	2	688	0.013	9	0.0	0.0	5.298	A
D-A	3	0.82	616	0.005	3	0.0	0.0	5.877	A

D-BC	38	10	518	0.073	38	0.1	0.1	7.493	A
C-D	40	10			40				
C-A	246	62			246				
C-B	14	4	712	0.020	14	0.0	0.0	5.157	A

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)	LOS
B-C	7	2	576	0.011	7	0.0	0.0	6.316	A
B-AD	14	4	442	0.032	14	0.1	0.0	8.410	A
A-B	61	15			61				
A-C	332	83			332				
A-D	11	3	691	0.016	11	0.0	0.0	5.295	A
D-A	1	0.27	621	0.002	1	0.0	0.0	5.805	A
D-BC	21	5	502	0.041	21	0.1	0.0	7.484	A
C-D	41	10			41				
C-A	246	62			246				
C-B	9	2	684	0.013	9	0.0	0.0	5.327	A

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)	LOS
B-C	10	2	603	0.016	10	0.0	0.0	6.072	A
B-AD	13	3	437	0.030	13	0.0	0.0	8.494	A
A-B	67	17			67				
A-C	287	72			287				
A-D	3	0.82	686	0.005	3	0.0	0.0	5.271	A
D-A	4	1	619	0.007	4	0.0	0.0	5.859	A
D-BC	32	8	504	0.063	31	0.0	0.1	7.614	A
C-D	42	11			42				
C-A	260	65			260				
C-B	11	3	693	0.016	11	0.0	0.0	5.277	A

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)	LOS
B-C	4	1	558	0.008	4	0.0	0.0	6.501	A
B-AD	27	7	457	0.059	27	0.0	0.1	8.365	A
A-B	50	13			50				
A-C	288	72			288				
A-D	7	2	691	0.009	7	0.0	0.0	5.262	A
D-A	1	0.27	618	0.002	1	0.0	0.0	5.836	A

D-BC	36	9	518	0.069	36	0.1	0.1	7.466	A
C-D	57	14			57				
C-A	218	54			218				
C-B	15	4	697	0.022	15	0.0	0.0	5.283	A

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)	LOS
B-C	4	1	566	0.008	4	0.0	0.0	6.407	A
B-AD	21	5	461	0.045	21	0.1	0.0	8.179	A
A-B	51	13			51				
A-C	261	65			261				
A-D	2	0.54	691	0.003	2	0.0	0.0	5.229	A
D-A	2	0.54	614	0.004	2	0.0	0.0	5.886	A
D-BC	47	12	521	0.090	47	0.1	0.1	7.582	A
C-D	45	11			45				
C-A	236	59			236				
C-B	8	2	701	0.011	8	0.0	0.0	5.189	A

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)	LOS
B-C	3	0.82	574	0.006	3	0.0	0.0	6.308	A
B-AD	20	5	480	0.041	20	0.0	0.0	7.819	A
A-B	44	11			44				
A-C	227	57			227				
A-D	5	1	704	0.008	5	0.0	0.0	5.151	A
D-A	1	0.27	622	0.002	1	0.0	0.0	5.795	A
D-BC	49	12	540	0.091	49	0.1	0.1	7.323	A
C-D	34	8			34				
C-A	202	50			202				
C-B	11	3	713	0.015	11	0.0	0.0	5.123	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.54	577	0.004	2	0.0	0.0	6.260	A
B-AD	20	5	493	0.040	20	0.0	0.0	7.597	A
A-B	42	11			42				
A-C	202	51			202				
A-D	2	0.54	711	0.003	2	0.0	0.0	5.077	A
D-A	1	0.27	628	0.002	1	0.0	0.0	5.739	A

D-BC	49	12	553	0.088	49	0.1	0.1	7.137	A
C-D	35	9			35				
C-A	177	44			177				
C-B	9	2	721	0.012	9	0.0	0.0	5.052	A

2026, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	235	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000

C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	197	2
B - B2131 (South)	6	0	2	27
C - A259 (West)	272	2	0	83
D - B2132 (North)	1	3	9	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.05	0.94	0.01
B - B2131 (South)	0.17	0.00	0.07	0.77
C - A259 (West)	0.76	0.01	0.00	0.23
D - B2132 (North)	0.08	0.25	0.67	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	8	191	1
B - B2131 (South)	5	0	6	26
C - A259 (West)	212	2	0	82
D - B2132 (North)	2	5	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.04	0.95	0.01
B - B2131 (South)	0.13	0.00	0.16	0.71
C - A259 (West)	0.72	0.01	0.00	0.28
D - B2132 (North)	0.17	0.33	0.50	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	9	125	0
B - B2131 (South)	6	0	2	23
C - A259 (West)	195	1	0	93
D - B2132 (North)	2	10	8	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.19	0.00	0.07	0.74
C - A259 (West)	0.67	0.00	0.00	0.32
D - B2132 (North)	0.11	0.50	0.39	0.00

08:15 - 08:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	14	132	0
B - B2131 (South)	5	0	5	21
C - A259 (West)	185	1	0	115
D - B2132 (North)	1	14	8	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.10	0.90	0.00
B - B2131 (South)	0.15	0.00	0.15	0.69
C - A259 (West)	0.61	0.00	0.00	0.38
D - B2132 (North)	0.05	0.60	0.35	0.00

08:30 - 08:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	14	117	0
B - B2131 (South)	1	0	6	20
C - A259 (West)	234	0	0	79
D - B2132 (North)	2	9	3	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.11	0.89	0.00
B - B2131 (South)	0.04	0.00	0.22	0.74
C - A259 (West)	0.75	0.00	0.00	0.25
D - B2132 (North)	0.15	0.62	0.23	0.00

08:45 - 09:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	19	215	0
B - B2131 (South)	1	0	2	24
C - A259 (West)	171	1	0	66
D - B2132 (North)	0	12	5	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.08	0.92	0.00
B - B2131 (South)	0.04	0.00	0.08	0.88
C - A259 (West)	0.72	0.00	0.00	0.28
D - B2132 (North)	0.00	0.71	0.29	0.00

09:00 - 09:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	26	224	0
B - B2131 (South)	5	0	5	10
C - A259 (West)	191	3	0	42
D - B2132 (North)	6	14	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.10	0.90	0.00
B - B2131 (South)	0.24	0.00	0.24	0.53
C - A259 (West)	0.81	0.01	0.00	0.18
D - B2132 (North)	0.22	0.52	0.26	0.00

Demand (PCU/hr)

09:15 - 09:30

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	21	166	6
	B - B2131 (South)	5	0	9	20
	C - A259 (West)	192	1	0	50
	D - B2132 (North)	5	10	8	0

Proportions

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.11	0.86	0.03
	B - B2131 (South)	0.14	0.00	0.28	0.59
	C - A259 (West)	0.79	0.00	0.00	0.21
	D - B2132 (North)	0.20	0.45	0.35	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	10	10	10
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	10	10	0	10
	D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.000	1.100	1.100	1.100
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.100	1.100	1.000	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	210	210
	B - B2131 (South)	35	35
	C - A259 (West)	357	357
	D - B2132 (North)	14	14
07:45-08:00	A - A259 (East)	201	201
	B - B2131 (South)	36	36
	C - A259 (West)	296	296
	D - B2132 (North)	14	14
08:00-08:15	A - A259 (East)	134	134
	B - B2131 (South)	31	31
	C - A259 (West)	289	289
	D - B2132 (North)	21	21
08:15-08:30	A - A259 (East)	146	146
	B - B2131 (South)	30	30

	C - A259 (West)	302	302
	D - B2132 (North)	23	23
08:30-08:45	A - A259 (East)	131	131
	B - B2131 (South)	27	27
	C - A259 (West)	314	314
	D - B2132 (North)	15	15
08:45-09:00	A - A259 (East)	233	233
	B - B2131 (South)	28	28
	C - A259 (West)	239	239
	D - B2132 (North)	16	16
09:00-09:15	A - A259 (East)	250	250
	B - B2131 (South)	20	20
	C - A259 (West)	237	237
	D - B2132 (North)	27	27
09:15-09:30	A - A259 (East)	192	192
	B - B2131 (South)	34	34
	C - A259 (West)	244	244
	D - B2132 (North)	23	23

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.22	0.0	A	5	9
B-AD	0.07	7.95	0.1	A	26	51
A-B					15	30
A-C					171	341
A-D	0.01	5.43	0.0	A	1	2
D-A	0.01	5.87	0.0	A	2	5
D-BC	0.04	7.04	0.0	A	17	34
C-D					76	153
C-A					207	413
C-B	0.00	4.96	0.0	A	2	3

Main Results for each time segment

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)	LOS
B-C	2	0.58	582	0.004	2	0.0	0.0	6.204	A
B-AD	33	8	485	0.067	32	0.0	0.1	7.946	A
A-B	10	3			10				
A-C	197	49			197				
A-D	2	0.58	666	0.004	2	0.0	0.0	5.425	A
D-A	1	0.29	614	0.002	1	0.0	0.0	5.874	A
D-BC	13	3	524	0.024	13	0.0	0.0	7.040	A
C-D	83	21			83				
C-A	272	68			272				
C-B	2	0.58	744	0.003	2	0.0	0.0	4.851	A

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)	LOS
B-C	6	1	592	0.010	6	0.0	0.0	6.146	A
B-AD	30	8	494	0.061	30	0.1	0.1	7.758	A
A-B	8	2			8				
A-C	191	48			191				
A-D	1	0.29	684	0.002	1	0.0	0.0	5.271	A
D-A	2	0.58	637	0.004	2	0.0	0.0	5.674	A
D-BC	12	3	546	0.021	12	0.0	0.0	6.735	A
C-D	82	20			82				
C-A	212	53			212				
C-B	2	0.58	747	0.003	2	0.0	0.0	4.833	A

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)	LOS
B-C	2	0.58	602	0.004	2	0.0	0.0	6.005	A
B-AD	29	7	516	0.056	29	0.1	0.1	7.390	A
A-B	9	2			9				
A-C	125	31			125				
A-D	0	0	686	0.000	0.01	0.0	0.0	0.000	A
D-A	2	0.58	634	0.004	2	0.0	0.0	5.699	A
D-BC	19	5	559	0.033	19	0.0	0.0	6.663	A
C-D	93	23			93				
C-A	195	49			195				
C-B	1	0.29	765	0.002	1	0.0	0.0	4.711	A

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)	LOS
B-C	5	1	605	0.008	5	0.0	0.0	5.991	A
B-AD	26	6	508	0.050	26	0.1	0.1	7.463	A
A-B	14	3			14				
A-C	132	33			132				
A-D	0	0	683	0.000	0	0.0	0.0	0.000	A
D-A	1	0.29	629	0.002	1	0.0	0.0	5.734	A
D-BC	22	6	560	0.040	22	0.0	0.0	6.689	A
C-D	115	29			115				
C-A	185	46			185				
C-B	1	0.29	760	0.002	1	0.0	0.0	4.740	A

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)	LOS
B-C	6	1	622	0.009	6	0.0	0.0	5.846	A
B-AD	21	5	507	0.041	21	0.1	0.0	7.412	A
A-B	14	3			14				
A-C	117	29			117				
A-D	0	0	681	0.000	0	0.0	0.0	0.000	A
D-A	2	0.58	631	0.004	2	0.0	0.0	5.723	A
D-BC	13	3	556	0.023	13	0.0	0.0	6.634	A
C-D	79	20			79				
C-A	234	59			234				
C-B	0	0	768	0.000	0.01	0.0	0.0	0.000	A

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)	LOS
B-C	2	0.58	581	0.004	2	0.0	0.0	6.218	A
B-AD	26	6	500	0.051	26	0.0	0.1	7.592	A
A-B	19	5			19				
A-C	215	54			215				
A-D	0	0	702	0.000	0	0.0	0.0	0.000	A
D-A	0	0	636	0.000	0.01	0.0	0.0	0.000	A
D-BC	16	4	557	0.029	16	0.0	0.0	6.659	A
C-D	66	17			66				
C-A	171	43			171				
C-B	1	0.29	735	0.002	1	0.0	0.0	4.903	A

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)	LOS
B-C	5	1	596	0.008	5	0.0	0.0	6.083	A
B-AD	15	4	486	0.031	15	0.1	0.0	7.646	A
A-B	26	6			26				
A-C	224	56			224				
A-D	0	0	706	0.000	0	0.0	0.0	0.000	A
D-A	6	1	650	0.009	6	0.0	0.0	5.587	A
D-BC	21	5	547	0.038	21	0.0	0.0	6.849	A
C-D	42	10			42				
C-A	191	48			191				
C-B	3	0.87	729	0.005	3	0.0	0.0	4.963	A

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)	LOS
B-C	9	2	616	0.015	9	0.0	0.0	5.937	A
B-AD	24	6	508	0.048	24	0.0	0.1	7.450	A
A-B	21	5			21				
A-C	166	41			166				
A-D	6	1	701	0.008	6	0.0	0.0	5.180	A
D-A	5	1	646	0.007	5	0.0	0.0	5.611	A
D-BC	19	5	555	0.034	19	0.0	0.0	6.712	A
C-D	50	13			50				
C-A	192	48			192				
C-B	1	0.29	749	0.002	1	0.0	0.0	4.816	A

2026, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.98	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	200	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	68	261	2
	B - B2131 (South)	19	0	3	9
	C - A259 (West)	224	10	0	38
	D - B2132 (North)	0	13	17	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.20	0.79	0.01
	B - B2131 (South)	0.59	0.00	0.11	0.30
	C - A259 (West)	0.82	0.04	0.00	0.14
	D - B2132 (North)	0.00	0.42	0.58	0.00

16:45 - 17:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	59	219	9
B - B2131 (South)	20	0	8	6
C - A259 (West)	215	15	0	43
D - B2132 (North)	3	13	28	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.21	0.76	0.03
B - B2131 (South)	0.59	0.00	0.24	0.17
C - A259 (West)	0.79	0.06	0.00	0.16
D - B2132 (North)	0.08	0.29	0.63	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	65	328	12
B - B2131 (South)	8	0	7	7
C - A259 (West)	215	9	0	44
D - B2132 (North)	1	7	15	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.16	0.81	0.03
B - B2131 (South)	0.37	0.00	0.32	0.32
C - A259 (West)	0.80	0.03	0.00	0.17
D - B2132 (North)	0.05	0.30	0.65	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	72	280	3
B - B2131 (South)	14	0	10	0
C - A259 (West)	230	12	0	45
D - B2132 (North)	5	15	19	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.20	0.79	0.01
B - B2131 (South)	0.57	0.00	0.43	0.00
C - A259 (West)	0.80	0.04	0.00	0.16
D - B2132 (North)	0.12	0.39	0.48	0.00

17:30 - 17:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	54	281	7
B - B2131 (South)	19	0	5	10
C - A259 (West)	184	16	0	61
D - B2132 (North)	1	14	24	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.16	0.82	0.02
B - B2131 (South)	0.55	0.00	0.14	0.31
C - A259 (West)	0.71	0.06	0.00	0.23
D - B2132 (North)	0.03	0.35	0.62	0.00

17:45 - 18:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	55	252	2
B - B2131 (South)	15	0	5	7
C - A259 (West)	204	8	0	48
D - B2132 (North)	2	9	41	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.18	0.82	0.01
B - B2131 (South)	0.57	0.00	0.17	0.26
C - A259 (West)	0.78	0.03	0.00	0.18
D - B2132 (North)	0.04	0.18	0.78	0.00

18:00 - 18:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	47	216	6
B - B2131 (South)	13	0	3	8
C - A259 (West)	167	12	0	36
D - B2132 (North)	1	19	34	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.17	0.80	0.02
B - B2131 (South)	0.52	0.00	0.14	0.33
C - A259 (West)	0.78	0.05	0.00	0.17
D - B2132 (North)	0.02	0.35	0.63	0.00

18:15 - 18:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	45	189	2
B - B2131 (South)	15	0	2	6
C - A259 (West)	140	9	0	37
D - B2132 (North)	1	17	35	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.80	0.01
B - B2131 (South)	0.65	0.00	0.10	0.25
C - A259 (West)	0.75	0.05	0.00	0.20
D - B2132 (North)	0.02	0.33	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	10	10
B - B2131 (South)	10	0	10	10
C - A259 (West)	10	10	0	10
D - B2132 (North)	0	10	10	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	1.000	1.100	1.100	1.100
B - B2131 (South)	1.100	1.000	1.100	1.100
C - A259 (West)	1.100	1.100	1.000	1.100
D - B2132 (North)	1.000	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	331	331
	B - B2131 (South)	31	31
	C - A259 (West)	273	273
	D - B2132 (North)	30	30
16:45-17:00	A - A259 (East)	288	288
	B - B2131 (South)	34	34
	C - A259 (West)	273	273
	D - B2132 (North)	44	44
17:00-17:15	A - A259 (East)	405	405
	B - B2131 (South)	22	22
	C - A259 (West)	268	268
	D - B2132 (North)	23	23
17:15-17:30	A - A259 (East)	356	356
	B - B2131 (South)	24	24
	C - A259 (West)	287	287
	D - B2132 (North)	38	38
17:30-17:45	A - A259 (East)	342	342
	B - B2131 (South)	34	34
	C - A259 (West)	261	261
	D - B2132 (North)	40	40
17:45-18:00	A - A259 (East)	309	309
	B - B2131 (South)	27	27
	C - A259 (West)	260	260
	D - B2132 (North)	52	52
18:00-18:15	A - A259 (East)	268	268
	B - B2131 (South)	24	24
	C - A259 (West)	215	215
	D - B2132 (North)	54	54
18:15-18:30	A - A259 (East)	237	237
	B - B2131 (South)	23	23
	C - A259 (West)	187	187
	D - B2132 (North)	54	54

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.50	0.0	A	6	11
B-AD	0.06	8.41	0.1	A	22	44
A-B					58	116
A-C					253	506
A-D	0.02	5.24	0.0	A	6	11
D-A	0.01	5.82	0.0	A	2	4
D-BC	0.10	7.51	0.1	A	40	80
C-D					44	88
C-A					197	395
C-B	0.02	5.34	0.0	A	12	23

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.87	563	0.006	3	0.0	0.0	6.439	A
B-AD	28	7	469	0.060	28	0.0	0.1	8.151	A
A-B	68	17			68				
A-C	261	65			261				
A-D	2	0.58	694	0.003	2	0.0	0.0	5.205	A
D-A	0	0	618	0.000	0	0.0	0.0	0.000	A
D-BC	30	8	523	0.058	30	0.0	0.1	7.303	A
C-D	38	10			38				
C-A	224	56			224				
C-B	10	3	701	0.015	10	0.0	0.0	5.211	A

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)	LOS
B-C	8	2	587	0.014	8	0.0	0.0	6.223	A
B-AD	26	6	469	0.055	26	0.1	0.1	8.121	A
A-B	59	15			59				
A-C	219	55			219				
A-D	9	2	696	0.013	9	0.0	0.0	5.243	A
D-A	3	0.87	622	0.006	3	0.0	0.0	5.815	A

D-BC	41	10	528	0.077	41	0.1	0.1	7.390	A
C-D	43	11			43				
C-A	215	54			215				
C-B	15	4	713	0.021	15	0.0	0.0	5.154	A

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)	LOS
B-C	7	2	576	0.012	7	0.0	0.0	6.325	A
B-AD	15	4	447	0.034	15	0.1	0.0	8.336	A
A-B	65	16			65				
A-C	328	82			328				
A-D	12	3	699	0.017	12	0.0	0.0	5.240	A
D-A	1	0.29	628	0.002	1	0.0	0.0	5.740	A
D-BC	22	6	510	0.043	22	0.1	0.0	7.379	A
C-D	44	11			44				
C-A	215	54			215				
C-B	9	2	684	0.014	9	0.0	0.0	5.337	A

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)	LOS
B-C	10	3	603	0.017	10	0.0	0.0	6.072	A
B-AD	14	3	442	0.032	14	0.0	0.0	8.411	A
A-B	72	18			72				
A-C	280	70			280				
A-D	3	0.87	694	0.005	4	0.0	0.0	5.214	A
D-A	5	1	625	0.007	5	0.0	0.0	5.798	A
D-BC	34	8	513	0.066	34	0.0	0.1	7.512	A
C-D	45	11			45				
C-A	230	57			230				
C-B	12	3	693	0.017	12	0.0	0.0	5.284	A

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)	LOS
B-C	5	1	558	0.008	5	0.0	0.0	6.501	A
B-AD	29	7	463	0.063	29	0.0	0.1	8.295	A
A-B	54	13			54				
A-C	281	70			281				
A-D	7	2	699	0.010	7	0.0	0.0	5.204	A
D-A	1	0.29	625	0.002	1	0.0	0.0	5.769	A

D-BC	38	10	527	0.073	38	0.1	0.1	7.363	A
C-D	61	15			61				
C-A	184	46			184				
C-B	16	4	697	0.023	16	0.0	0.0	5.289	A

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)	LOS
B-C	5	1	567	0.008	5	0.0	0.0	6.402	A
B-AD	22	6	467	0.047	22	0.1	0.1	8.097	A
A-B	55	14			55				
A-C	252	63			252				
A-D	2	0.58	699	0.003	2	0.0	0.0	5.170	A
D-A	2	0.58	620	0.004	2	0.0	0.0	5.823	A
D-BC	50	13	531	0.094	50	0.1	0.1	7.484	A
C-D	48	12			48				
C-A	204	51			204				
C-B	8	2	702	0.012	8	0.0	0.0	5.191	A

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)	LOS
B-C	3	0.87	575	0.006	4	0.0	0.0	6.294	A
B-AD	21	5	487	0.043	21	0.1	0.0	7.722	A
A-B	47	12			47				
A-C	216	54			216				
A-D	6	1	713	0.008	6	0.0	0.0	5.089	A
D-A	1	0.29	630	0.002	1	0.0	0.0	5.726	A
D-BC	52	13	551	0.095	52	0.1	0.1	7.214	A
C-D	36	9			36				
C-A	167	42			167				
C-B	12	3	715	0.016	12	0.0	0.0	5.119	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.58	579	0.004	2	0.0	0.0	6.241	A
B-AD	21	5	501	0.042	21	0.0	0.0	7.494	A
A-B	45	11			45				
A-C	189	47			189				
A-D	2	0.58	721	0.003	2	0.0	0.0	5.013	A
D-A	1	0.29	636	0.002	1	0.0	0.0	5.666	A

D-BC	52	13	565	0.093	52	0.1	0.1	7.022	A
C-D	37	9			37				
C-A	140	35			140				
C-B	9	2	724	0.013	9	0.0	0.0	5.040	A

2026, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	225	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000

C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	10	197	2
B - B2131 (South)	6	0	2	27
C - A259 (West)	272	2	0	83
D - B2132 (North)	1	3	9	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.05	0.94	0.01
B - B2131 (South)	0.17	0.00	0.07	0.77
C - A259 (West)	0.76	0.01	0.00	0.23
D - B2132 (North)	0.08	0.25	0.67	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	8	241	1
B - B2131 (South)	5	0	6	26
C - A259 (West)	233	2	0	82
D - B2132 (North)	2	5	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.03	0.96	0.00
B - B2131 (South)	0.13	0.00	0.16	0.71
C - A259 (West)	0.74	0.01	0.00	0.26
D - B2132 (North)	0.17	0.33	0.50	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	9	175	0
B - B2131 (South)	6	0	2	23
C - A259 (West)	216	1	0	93
D - B2132 (North)	2	10	8	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.05	0.95	0.00
B - B2131 (South)	0.19	0.00	0.07	0.74
C - A259 (West)	0.70	0.00	0.00	0.30
D - B2132 (North)	0.11	0.50	0.39	0.00

08:15 - 08:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	14	182	0
B - B2131 (South)	5	0	5	21
C - A259 (West)	206	1	0	115
D - B2132 (North)	1	14	8	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.15	0.00	0.15	0.69
C - A259 (West)	0.64	0.00	0.00	0.36
D - B2132 (North)	0.05	0.60	0.35	0.00

08:30 - 08:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	14	167	0
B - B2131 (South)	1	0	6	20
C - A259 (West)	255	0	0	79
D - B2132 (North)	2	9	3	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.08	0.92	0.00
B - B2131 (South)	0.04	0.00	0.22	0.74
C - A259 (West)	0.76	0.00	0.00	0.24
D - B2132 (North)	0.15	0.62	0.23	0.00

08:45 - 09:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	19	265	0
B - B2131 (South)	1	0	2	24
C - A259 (West)	192	1	0	66
D - B2132 (North)	0	12	5	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.07	0.93	0.00
B - B2131 (South)	0.04	0.00	0.08	0.88
C - A259 (West)	0.74	0.00	0.00	0.26
D - B2132 (North)	0.00	0.71	0.29	0.00

09:00 - 09:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	26	274	0
B - B2131 (South)	5	0	5	10
C - A259 (West)	212	3	0	42
D - B2132 (North)	6	14	7	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.09	0.91	0.00
B - B2131 (South)	0.24	0.00	0.24	0.53
C - A259 (West)	0.82	0.01	0.00	0.16
D - B2132 (North)	0.22	0.52	0.26	0.00

Demand (PCU/hr)

09:15 - 09:30

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	21	166	6
	B - B2131 (South)	5	0	9	20
	C - A259 (West)	192	1	0	50
	D - B2132 (North)	5	10	8	0

Proportions

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.11	0.86	0.03
	B - B2131 (South)	0.14	0.00	0.28	0.59
	C - A259 (West)	0.79	0.00	0.00	0.21
	D - B2132 (North)	0.20	0.45	0.35	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	10	10	10
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	10	10	0	10
	D - B2132 (North)	10	10	10	0

Average PCU Per Veh

From	To				
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.000	1.100	1.100	1.100
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.100	1.100	1.000	1.100
	D - B2132 (North)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	210	210
	B - B2131 (South)	35	35
	C - A259 (West)	357	357
	D - B2132 (North)	14	14
07:45-08:00	A - A259 (East)	251	251
	B - B2131 (South)	36	36
	C - A259 (West)	317	317
	D - B2132 (North)	14	14
08:00-08:15	A - A259 (East)	184	184
	B - B2131 (South)	31	31
	C - A259 (West)	310	310
	D - B2132 (North)	21	21
08:15-08:30	A - A259 (East)	196	196
	B - B2131 (South)	30	30

	C - A259 (West)	323	323
	D - B2132 (North)	23	23
08:30-08:45	A - A259 (East)	181	181
	B - B2131 (South)	27	27
	C - A259 (West)	335	335
	D - B2132 (North)	15	15
08:45-09:00	A - A259 (East)	283	283
	B - B2131 (South)	28	28
	C - A259 (West)	260	260
	D - B2132 (North)	16	16
09:00-09:15	A - A259 (East)	300	300
	B - B2131 (South)	20	20
	C - A259 (West)	258	258
	D - B2132 (North)	27	27
09:15-09:30	A - A259 (East)	192	192
	B - B2131 (South)	34	34
	C - A259 (West)	244	244
	D - B2132 (North)	23	23

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.36	0.0	A	5	9
B-AD	0.07	8.06	0.1	A	26	51
A-B					15	30
A-C					208	416
A-D	0.01	5.43	0.0	A	1	2
D-A	0.01	5.87	0.0	A	2	5
D-BC	0.04	7.05	0.0	A	17	34
C-D					76	153
C-A					222	445
C-B	0.00	5.07	0.0	A	2	3

Main Results for each time segment

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)	LOS
B-C	2	0.58	582	0.004	2	0.0	0.0	6.204	A
B-AD	33	8	485	0.067	32	0.0	0.1	7.946	A
A-B	10	3			10				
A-C	197	49			197				
A-D	2	0.58	666	0.004	2	0.0	0.0	5.425	A
D-A	1	0.29	614	0.002	1	0.0	0.0	5.874	A
D-BC	13	3	524	0.024	13	0.0	0.0	7.040	A
C-D	83	21			83				
C-A	272	68			272				
C-B	2	0.58	744	0.003	2	0.0	0.0	4.851	A

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)	LOS
B-C	6	1	579	0.010	6	0.0	0.0	6.280	A
B-AD	30	8	477	0.064	30	0.1	0.1	8.057	A
A-B	8	2			8				
A-C	241	60			241				
A-D	1	0.29	678	0.002	1	0.0	0.0	5.319	A
D-A	2	0.58	631	0.004	2	0.0	0.0	5.725	A
D-BC	12	3	531	0.022	12	0.0	0.0	6.931	A
C-D	82	20			82				
C-A	233	58			233				
C-B	2	0.58	732	0.003	2	0.0	0.0	4.935	A

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)	LOS
B-C	2	0.58	589	0.004	2	0.0	0.0	6.132	A
B-AD	29	7	499	0.058	29	0.1	0.1	7.666	A
A-B	9	2			9				
A-C	175	44			175				
A-D	0	0	680	0.000	0.01	0.0	0.0	0.000	A
D-A	2	0.58	628	0.004	2	0.0	0.0	5.751	A
D-BC	19	5	544	0.034	19	0.0	0.0	6.857	A
C-D	93	23			93				
C-A	216	54			216				
C-B	1	0.29	750	0.002	1	0.0	0.0	4.809	A

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)	LOS
B-C	5	1	593	0.008	5	0.0	0.0	6.118	A
B-AD	26	6	491	0.052	26	0.1	0.1	7.738	A
A-B	14	3			14				
A-C	182	45			182				
A-D	0	0	677	0.000	0	0.0	0.0	0.000	A
D-A	1	0.29	623	0.002	1	0.0	0.0	5.786	A
D-BC	22	6	545	0.041	22	0.0	0.0	6.885	A
C-D	115	29			115				
C-A	206	52			206				
C-B	1	0.29	745	0.002	1	0.0	0.0	4.839	A

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)	LOS
B-C	6	1	609	0.010	6	0.0	0.0	5.969	A
B-AD	21	5	490	0.043	21	0.1	0.0	7.678	A
A-B	14	3			14				
A-C	167	42			167				
A-D	0	0	675	0.000	0	0.0	0.0	0.000	A
D-A	2	0.58	626	0.004	2	0.0	0.0	5.774	A
D-BC	13	3	540	0.024	13	0.0	0.0	6.824	A
C-D	79	20			79				
C-A	255	64			255				
C-B	0	0	753	0.000	0.01	0.0	0.0	0.000	A

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)	LOS
B-C	2	0.58	569	0.004	2	0.0	0.0	6.357	A
B-AD	26	6	482	0.053	26	0.0	0.1	7.881	A
A-B	19	5			19				
A-C	265	66			265				
A-D	0	0	696	0.000	0	0.0	0.0	0.000	A
D-A	0	0	630	0.000	0.01	0.0	0.0	0.000	A
D-BC	16	4	541	0.030	16	0.0	0.0	6.854	A
C-D	66	17			66				
C-A	192	48			192				
C-B	1	0.29	720	0.002	1	0.0	0.0	5.009	A

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)	LOS
B-C	5	1	584	0.008	5	0.0	0.0	6.216	A
B-AD	15	4	469	0.032	15	0.1	0.0	7.933	A
A-B	26	6			26				
A-C	274	68			274				
A-D	0	0	700	0.000	0	0.0	0.0	0.000	A
D-A	6	1	644	0.009	6	0.0	0.0	5.638	A
D-BC	21	5	531	0.040	21	0.0	0.0	7.053	A
C-D	42	10			42				
C-A	212	53			212				
C-B	3	0.87	713	0.005	3	0.0	0.0	5.072	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	616	0.015	9	0.0	0.0	5.937	A
B-AD	24	6	508	0.048	24	0.0	0.1	7.450	A
A-B	21	5			21				
A-C	166	41			166				
A-D	6	1	701	0.008	6	0.0	0.0	5.180	A
D-A	5	1	646	0.007	5	0.0	0.0	5.611	A
D-BC	19	5	555	0.034	19	0.0	0.0	6.715	A
C-D	50	13			50				
C-A	192	48			192				
C-B	1	0.29	749	0.002	1	0.0	0.0	4.816	A

2026, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A259/B2132 Staggered Crossroads	Right-Left Stagger	Two-way	0.99	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	169	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2131 (South)		DIRECT	✓	100.000
C - A259 (West)		DIRECT	✓	100.000
D - B2132 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0	68	287	2
	B - B2131 (South)	19	0	3	9
	C - A259 (West)	270	10	0	38
	D - B2132 (North)	0	13	17	0

Proportions

		To			
		A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
From	A - A259 (East)	0.00	0.19	0.80	0.01
	B - B2131 (South)	0.59	0.00	0.11	0.30
	C - A259 (West)	0.85	0.03	0.00	0.12
	D - B2132 (North)	0.00	0.42	0.58	0.00

16:45 - 17:00

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	59	245	9
B - B2131 (South)	20	0	8	6
C - A259 (West)	261	15	0	43
D - B2132 (North)	3	13	28	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.78	0.03
B - B2131 (South)	0.59	0.00	0.24	0.17
C - A259 (West)	0.82	0.05	0.00	0.14
D - B2132 (North)	0.08	0.29	0.63	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	65	354	12
B - B2131 (South)	8	0	7	7
C - A259 (West)	261	9	0	44
D - B2132 (North)	1	7	15	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.15	0.82	0.03
B - B2131 (South)	0.37	0.00	0.32	0.32
C - A259 (West)	0.83	0.03	0.00	0.14
D - B2132 (North)	0.05	0.30	0.65	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	72	306	3
B - B2131 (South)	14	0	10	0
C - A259 (West)	276	12	0	45
D - B2132 (North)	5	15	19	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.19	0.80	0.01
B - B2131 (South)	0.57	0.00	0.43	0.00
C - A259 (West)	0.83	0.04	0.00	0.14
D - B2132 (North)	0.12	0.39	0.48	0.00

17:30 - 17:45

Demand (PCU/hr)

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0	54	307	7
B - B2131 (South)	19	0	5	10
C - A259 (West)	230	16	0	61
D - B2132 (North)	1	14	24	0

Proportions

From \ To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
A - A259 (East)	0.00	0.15	0.84	0.02
B - B2131 (South)	0.55	0.00	0.14	0.31
C - A259 (West)	0.75	0.05	0.00	0.20
D - B2132 (North)	0.03	0.35	0.62	0.00

17:45 - 18:00

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	55	278	2
	B - B2131 (South)	15	0	5	7
	C - A259 (West)	250	8	0	48
	D - B2132 (North)	2	9	41	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.16	0.83	0.01
	B - B2131 (South)	0.57	0.00	0.17	0.26
	C - A259 (West)	0.82	0.03	0.00	0.16
	D - B2132 (North)	0.04	0.18	0.78	0.00

18:00 - 18:15

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	47	242	6
	B - B2131 (South)	13	0	3	8
	C - A259 (West)	213	12	0	36
	D - B2132 (North)	1	19	34	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.16	0.82	0.02
	B - B2131 (South)	0.52	0.00	0.14	0.33
	C - A259 (West)	0.82	0.04	0.00	0.14
	D - B2132 (North)	0.02	0.35	0.63	0.00

18:15 - 18:30

Demand (PCU/hr)

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	45	215	2
	B - B2131 (South)	15	0	2	6
	C - A259 (West)	186	9	0	37
	D - B2132 (North)	1	17	35	0

Proportions

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0.00	0.17	0.82	0.01
	B - B2131 (South)	0.65	0.00	0.10	0.25
	C - A259 (West)	0.80	0.04	0.00	0.16
	D - B2132 (North)	0.02	0.33	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	0	10	9	10
	B - B2131 (South)	10	0	10	10
	C - A259 (West)	8	10	0	10
	D - B2132 (North)	0	10	10	0

Average PCU Per Veh

From	To	A - A259 (East)	B - B2131 (South)	C - A259 (West)	D - B2132 (North)
	A - A259 (East)	1.000	1.100	1.090	1.100
	B - B2131 (South)	1.100	1.000	1.100	1.100
	C - A259 (West)	1.082	1.100	1.000	1.100
	D - B2132 (North)	1.000	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	357	357
	B - B2131 (South)	31	31
	C - A259 (West)	319	319
	D - B2132 (North)	30	30
16:45-17:00	A - A259 (East)	314	314
	B - B2131 (South)	34	34
	C - A259 (West)	319	319
	D - B2132 (North)	44	44
17:00-17:15	A - A259 (East)	431	431
	B - B2131 (South)	22	22
	C - A259 (West)	314	314
	D - B2132 (North)	23	23
17:15-17:30	A - A259 (East)	382	382
	B - B2131 (South)	24	24
	C - A259 (West)	333	333
	D - B2132 (North)	38	38
17:30-17:45	A - A259 (East)	368	368
	B - B2131 (South)	34	34
	C - A259 (West)	307	307
	D - B2132 (North)	40	40
17:45-18:00	A - A259 (East)	335	335
	B - B2131 (South)	27	27
	C - A259 (West)	306	306
	D - B2132 (North)	52	52
18:00-18:15	A - A259 (East)	294	294
	B - B2131 (South)	24	24
	C - A259 (West)	261	261
	D - B2132 (North)	54	54
18:15-18:30	A - A259 (East)	263	263
	B - B2131 (South)	23	23
	C - A259 (West)	233	233
	D - B2132 (North)	54	54

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.24	0.0	A	6	11
B-AD	0.07	9.57	0.1	A	22	44
A-B					58	116
A-C					279	558
A-D	0.02	5.88	0.0	A	6	11
D-A	0.01	5.94	0.0	A	2	4
D-BC	0.10	8.59	0.1	A	40	80
C-D					44	88
C-A					243	487
C-B	0.02	5.94	0.0	A	12	23

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.87	556	0.006	3	0.0	0.0	7.167	A
B-AD	28	7	454	0.062	28	0.0	0.1	9.281	A
A-B	68	17			68				
A-C	287	72			287				
A-D	2	0.58	681	0.003	2	0.0	0.0	5.838	A
D-A	0	0	606	0.000	0	0.0	0.0	0.000	A
D-BC	30	8	504	0.060	30	0.0	0.1	8.343	A
C-D	38	10			38				
C-A	270	67			270				
C-B	10	3	693	0.015	10	0.0	0.0	5.800	A

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)	LOS
B-C	8	2	580	0.014	8	0.0	0.0	6.927	A
B-AD	26	6	454	0.056	26	0.1	0.1	9.243	A
A-B	59	15			59				
A-C	245	61			245				
A-D	9	2	682	0.014	9	0.0	0.0	5.882	A
D-A	3	0.87	610	0.006	3	0.0	0.0	5.932	A

D-BC	41	10	510	0.080	41	0.1	0.1	8.441	A
C-D	43	11			43				
C-A	261	65			261				
C-B	15	4	705	0.021	15	0.0	0.0	5.736	A

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)	LOS
B-C	7	2	569	0.012	7	0.0	0.0	7.043	A
B-AD	15	4	432	0.035	15	0.1	0.0	9.496	A
A-B	65	16			65				
A-C	354	88			354				
A-D	12	3	685	0.017	12	0.0	0.0	5.878	A
D-A	1	0.29	616	0.002	1	0.0	0.0	5.854	A
D-BC	22	6	492	0.045	22	0.1	0.1	8.434	A
C-D	44	11			44				
C-A	261	65			261				
C-B	9	2	676	0.014	9	0.0	0.0	5.942	A

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)	LOS
B-C	10	3	596	0.018	10	0.0	0.0	6.760	A
B-AD	14	3	428	0.033	14	0.0	0.0	9.573	A
A-B	72	18			72				
A-C	306	76			306				
A-D	3	0.87	681	0.005	4	0.0	0.0	5.846	A
D-A	5	1	613	0.008	5	0.0	0.0	5.915	A
D-BC	34	8	495	0.068	34	0.1	0.1	8.589	A
C-D	45	11			45				
C-A	276	69			276				
C-B	12	3	685	0.017	12	0.0	0.0	5.882	A

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)	LOS
B-C	5	1	552	0.008	5	0.0	0.0	7.241	A
B-AD	29	7	448	0.065	29	0.0	0.1	9.451	A
A-B	54	13			54				
A-C	307	77			307				
A-D	7	2	685	0.010	7	0.0	0.0	5.838	A
D-A	1	0.29	613	0.002	1	0.0	0.0	5.884	A

D-BC	38	10	509	0.076	38	0.1	0.1	8.414	A
C-D	61	15			61				
C-A	230	58			230				
C-B	16	4	689	0.024	16	0.0	0.0	5.888	A

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)	LOS
B-C	5	1	560	0.008	5	0.0	0.0	7.124	A
B-AD	22	6	452	0.049	22	0.1	0.1	9.217	A
A-B	55	14			55				
A-C	278	69			278				
A-D	2	0.58	685	0.003	2	0.0	0.0	5.801	A
D-A	2	0.58	608	0.004	2	0.0	0.0	5.941	A
D-BC	50	13	513	0.098	50	0.1	0.1	8.558	A
C-D	48	12			48				
C-A	250	63			250				
C-B	8	2	694	0.012	8	0.0	0.0	5.778	A

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)	LOS
B-C	3	0.87	569	0.006	4	0.0	0.0	7.005	A
B-AD	21	5	472	0.044	21	0.1	0.1	8.776	A
A-B	47	12			47				
A-C	242	60			242				
A-D	6	1	700	0.008	6	0.0	0.0	5.706	A
D-A	1	0.29	618	0.002	1	0.0	0.0	5.840	A
D-BC	52	13	533	0.098	52	0.1	0.1	8.238	A
C-D	36	9			36				
C-A	213	53			213				
C-B	12	3	707	0.017	12	0.0	0.0	5.696	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.58	573	0.004	2	0.0	0.0	6.941	A
B-AD	21	5	486	0.043	21	0.1	0.1	8.508	A
A-B	45	11			45				
A-C	215	54			215				
A-D	2	0.58	707	0.003	2	0.0	0.0	5.617	A
D-A	1	0.29	624	0.002	1	0.0	0.0	5.779	A

D-BC	52	13	547	0.096	52	0.1	0.1	8.006	A
C-D	37	9			37				
C-A	186	46			186				
C-B	9	2	715	0.013	9	0.0	0.0	5.607	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: (Site 2) Yapton Road-Horsemere Green Lane T-Junction.j9
Path: S:\Admin-Projects\4701-4750\4724\Junctions 9
Report generation date: 27/10/2016 15:18:06

»2016, AM Network Peak Hour - Base Flows 2016
»2016, PM Network Peak Hour - Base Flows 2016
»2016, AM Network Peak Hour - Base Flows + Development Traffic
»2016, PM Network Peak Hour - Base Flows + Development Traffic
»2021, AM Network Peak Hour - Base Flows
»2021, PM Network Peak Hour - Base Flows
»2021, AM Network Peak Hour - Base Flows + DevT
»2021, PM Network Peak Hour - Base Flows + DevT
»2026, AM Network Peak Hour - Base Flows
»2026, PM Network Peak Hour - Base Flows
»2026, AM Network Peak Hour - Base Flows + DevT
»2026, PM Network Peak Hour - Base Flows + DevT

Summary of junction performance

	AM Network Peak Hour - Base Flows 2016					PM Network Peak Hour - Base Flows 2016					AM Network Peak Hour - Base Flows + Development Traffic					PM Network Peak Hour - Base Flows + Development Traffic					AM Network Peak Hour - Base Flows					PM Network Peak Hour - Base Flows					AM Network Peak Hour - Base Flows + DevT					PM Network Peak Hour - Base Flows + DevT				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2016																																						
Stream B-C	0.0	5.52	0.01	A	831 % [Stream B-A]	0.0	5.63	0.01	A	644 % [Stream B-A]	0.0	5.58	0.01	A	607 % [Stream B-A]	0.0	5.63	0.01	A	644 % [Stream B-A]																		
Stream B-A	0.0	6.81	0.03	A		0.0	7.04	0.04	A		0.1	7.03	0.06	A		0.0	7.04	0.04	A																		
Stream C-AB	0.0	5.36	0.03	A		0.0	5.34	0.01	A		0.0	5.37	0.03	A		0.0	5.34	0.01	A																		
2021																																						
Stream B-C																					0.0	5.54	0.01	A	771 % [Stream B-A]	0.0	5.66	0.01	A	596 % [Stream B-A]	0.0	5.59	0.01	A	572 % [Stream B-A]	0.0	5.66	0.01	A	596 % [Stream B-A]
Stream B-A																					0.0	6.86	0.03	A		0.0	7.10	0.04	A		0.1	7.08	0.06	A		0.0	7.10	0.04	A	
Stream C-AB																					0.0	5.38	0.04	A		0.0	5.36	0.01	A		0.0	5.40	0.04	A		0.0	5.36	0.01	A	
2026																																						
Stream B-C																					0.0	5.56	0.01	A	719 % [Stream B-A]	0.0	5.69	0.01	A	555 % [Stream B-A]	0.0	5.61	0.01	A	542 % [Stream B-A]	0.0	5.69	0.01	A	555 % [Stream B-A]
Stream B-A																					0.0	6.90	0.04	A		0.0	7.16	0.04	A		0.1	7.13	0.06	A		0.0	7.16	0.04	A	
Stream C-AB																					0.0	5.41	0.04	A		0.0	5.38	0.01	A		0.0	5.42	0.04	A		0.0	5.38	0.01	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Yapton Road/Horsemere Green Lane T-Junction
Location	
Site number	

Date	26/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4724
Enumerator	BR\matttwinberrow
Description	

Units

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



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

Time Segment: 16:30-16:45

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2016	AM Network Peak Hour - Base Flows 2016	DIRECT	07:30	09:30	120	15	✓		
D2	2016	PM Network Peak Hour - Base Flows 2016	DIRECT	16:30	18:30	120	15	✓		
D3	2016	AM Network Peak Hour - Development Traffic	ONE HOUR	07:45	09:15		15			
D4	2016	PM Network Peak Hour - Development Traffic	ONE HOUR	07:45	09:15		15			
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Growth Factors

ID	Description	Use TEMPRO	NTEM Dataset	NTM Dataset	Base year	Future year	Time period	Region	County	Authority	Zone	Area type	Road type	Growth Factor
G1	2021 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Minor	1.0694
G2	2021 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Minor	1.0681
G3	2026 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Minor	1.1373
G4	2026 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Minor	1.1358

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2016, AM Network Peak Hour - Base Flows 2016

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	1.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	831	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Yapton Road (North)		Major
B	Horsemere Green Lane		Minor
C	Yapton Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Yapton Road (South)	6.10			250.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Horsemere Green Lane	One lane plus flare	10.00	5.91	3.79	3.17	3.16	✓	1.00	19	87

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580	0.105	0.266	0.167	0.380
1	B-C	676	0.103	0.261	-	-
1	C-B	719	0.277	0.277	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2016	AM Network Peak Hour - Base Flows 2016	DIRECT	07:30	09:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	37	48
	B - Horsemere Green Lane	8	0	0
	C - Yapton Road (South)	56	14	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.44	0.56
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.80	0.20	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	38	52
	B - Horsemere Green Lane	8	0	2
	C - Yapton Road (South)	55	15	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.42	0.58
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.79	0.21	0.00

Demand (Veh/hr)

08:00 - 08:15

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	47	54
	B - Horsemere Green Lane	8	0	2
	C - Yapton Road (South)	42	18	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.47	0.53
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.70	0.30	0.00

Demand (Veh/hr)

08:15 - 08:30

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	46	46
	B - Horsemere Green Lane	10	0	2
	C - Yapton Road (South)	32	14	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.70	0.30	0.00

Demand (Veh/hr)

08:30 - 08:45

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	40	46
	B - Horsemere Green Lane	6	0	4
	C - Yapton Road (South)	35	18	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.47	0.53
	B - Horsemere Green Lane	0.60	0.00	0.40
	C - Yapton Road (South)	0.66	0.34	0.00

Demand (Veh/hr)

08:45 - 09:00

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	41	59
	B - Horsemere Green Lane	12	0	1
	C - Yapton Road (South)	59	21	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.41	0.59
	B - Horsemere Green Lane	0.92	0.00	0.08
	C - Yapton Road (South)	0.74	0.26	0.00

Demand (Veh/hr)

09:00 - 09:15

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	9	65
	B - Horsemere Green Lane	14	0	2
	C - Yapton Road (South)	54	24	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.12	0.88
	B - Horsemere Green Lane	0.88	0.00	0.13
	C - Yapton Road (South)	0.69	0.31	0.00

Demand (Veh/hr)

09:15 - 09:30

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0	12	65
	B - Horsemere Green Lane	17	0	0
	C - Yapton Road (South)	47	22	0

Proportions

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0.00	0.16	0.84
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Yapton Road (North)	85	85
	B - Horsemere Green Lane	8	8
	C - Yapton Road (South)	70	70
07:45-08:00	A - Yapton Road (North)	90	90
	B - Horsemere Green Lane	10	10
	C - Yapton Road (South)	70	70
08:00-08:15	A - Yapton Road (North)	101	101
	B - Horsemere Green Lane	10	10
	C - Yapton Road (South)	60	60
08:15-08:30	A - Yapton Road (North)	92	92
	B - Horsemere Green Lane	12	12
	C - Yapton Road (South)	46	46
08:30-08:45	A - Yapton Road (North)	86	86
	B - Horsemere Green Lane	10	10
	C - Yapton Road (South)	53	53

08:45-09:00	A - Yapton Road (North)	100	100
	B - Horsemere Green Lane	13	13
	C - Yapton Road (South)	80	80
09:00-09:15	A - Yapton Road (North)	74	74
	B - Horsemere Green Lane	16	16
	C - Yapton Road (South)	78	78
09:15-09:30	A - Yapton Road (North)	77	77
	B - Horsemere Green Lane	17	17
	C - Yapton Road (South)	69	69

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.52	0.0	A	2	3
B-A	0.03	6.81	0.0	A	10	21
C-AB	0.03	5.36	0.0	A	18	37
C-A					47	95
A-B					34	68
A-C					54	109

Main Results for each time segment

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)	LOS
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	8	2	549	0.015	8	0.0	0.0	6.654	A
C-AB	14	4	696	0.020	14	0.0	0.0	5.275	A
C-A	56	14			56				
A-B	37	9			37				
A-C	48	12			48				

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)	LOS
B-C	2	0.50	665	0.003	2	0.0	0.0	5.432	A
B-A	8	2	545	0.015	8	0.0	0.0	6.704	A
C-AB	15	4	695	0.022	15	0.0	0.0	5.293	A
C-A	55	14			55				
A-B	38	10			38				
A-C	52	13			52				

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)	LOS
B-C	2	0.50	663	0.003	2	0.0	0.0	5.443	A
B-A	8	2	544	0.015	8	0.0	0.0	6.711	A
C-AB	18	5	692	0.026	18	0.0	0.0	5.342	A
C-A	42	10			42				
A-B	47	12			47				
A-C	54	14			54				

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)	LOS
B-C	2	0.50	659	0.003	2	0.0	0.0	5.483	A
B-A	10	3	552	0.018	10	0.0	0.0	6.644	A
C-AB	14	4	694	0.020	14	0.0	0.0	5.297	A
C-A	32	8			32				
A-B	46	12			46				
A-C	46	12			46				

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)	LOS
B-C	4	1	706	0.006	4	0.0	0.0	5.130	A
B-A	6	2	564	0.011	6	0.0	0.0	6.453	A
C-AB	18	5	696	0.026	18	0.0	0.0	5.310	A
C-A	35	9			35				
A-B	40	10			40				
A-C	46	12			46				

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)	LOS
B-C	1	0.25	653	0.002	1	0.0	0.0	5.525	A

B-A	12	3	542	0.022	12	0.0	0.0	6.786	A
C-AB	21	5	693	0.030	21	0.0	0.0	5.358	A
C-A	59	15			59				
A-B	41	10			41				
A-C	59	15			59				

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)	LOS
B-C	2	0.50	654	0.003	2	0.0	0.0	5.524	A
B-A	14	4	544	0.026	14	0.0	0.0	6.793	A
C-AB	24	6	700	0.034	24	0.0	0.0	5.324	A
C-A	54	13			54				
A-B	9	2			9				
A-C	65	16			65				

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)	LOS
B-C	0	0	652	0.000	0.01	0.0	0.0	0.000	A
B-A	17	4	545	0.031	17	0.0	0.0	6.811	A
C-AB	22	6	699	0.032	22	0.0	0.0	5.320	A
C-A	47	12			47				
A-B	12	3			12				
A-C	65	16			65				

2016, PM Network Peak Hour - Base Flows 2016

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	0.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	644	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2016	PM Network Peak Hour - Base Flows 2016	DIRECT	16:30	18:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	16	79
	B - Horsemere Green Lane	12	0	3
	C - Yapton Road (South)	64	1	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.17	0.83
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.98	0.02	0.00

16:45 - 17:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	12	66
	B - Horsemere Green Lane	10	0	2
	C - Yapton Road (South)	53	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.15	0.85
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.93	0.07	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	11	121
	B - Horsemere Green Lane	21	0	5
	C - Yapton Road (South)	42	2	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.08	0.92
	B - Horsemere Green Lane	0.81	0.00	0.19
	C - Yapton Road (South)	0.95	0.05	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	3	111
	B - Horsemere Green Lane	17	0	5
	C - Yapton Road (South)	52	3	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.03	0.97
	B - Horsemere Green Lane	0.77	0.00	0.23
	C - Yapton Road (South)	0.95	0.05	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	19	115
	B - Horsemere Green Lane	14	0	5
	C - Yapton Road (South)	77	8	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.14	0.86
	B - Horsemere Green Lane	0.74	0.00	0.26
	C - Yapton Road (South)	0.91	0.09	0.00

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	13	119
	B - Horsemere Green Lane	18	0	4
	C - Yapton Road (South)	73	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.82	0.00	0.18
	C - Yapton Road (South)	0.95	0.05	0.00

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	14	101
	B - Horsemere Green Lane	11	0	0
	C - Yapton Road (South)	60	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.12	0.88
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.94	0.06	0.00

Demand (Veh/hr)

18:15 - 18:30

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0	7	66
	B - Horsemere Green Lane	9	0	1
	C - Yapton Road (South)	65	4	0

Proportions

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.90	0.00	0.10
	C - Yapton Road (South)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Yapton Road (North)	95	95
	B - Horsemere Green Lane	15	15
	C - Yapton Road (South)	65	65
16:45-17:00	A - Yapton Road (North)	78	78
	B - Horsemere Green Lane	12	12
	C - Yapton Road (South)	57	57
17:00-17:15	A - Yapton Road (North)	132	132
	B - Horsemere Green Lane	26	26
	C - Yapton Road (South)	44	44
17:15-17:30	A - Yapton Road (North)	114	114
	B - Horsemere Green Lane	22	22
	C - Yapton Road (South)	55	55
17:30-17:45	A - Yapton Road (North)	134	134
	B - Horsemere Green Lane	19	19
	C - Yapton Road (South)	85	85

17:45-18:00	A - Yapton Road (North)	132	132
	B - Horsemere Green Lane	22	22
	C - Yapton Road (South)	77	77
18:00-18:15	A - Yapton Road (North)	115	115
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	64	64
18:15-18:30	A - Yapton Road (North)	73	73
	B - Horsemere Green Lane	10	10
	C - Yapton Road (South)	69	69

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.63	0.0	A	3	6
B-A	0.04	7.04	0.0	A	14	28
C-AB	0.01	5.34	0.0	A	4	8
C-A					61	121
A-B					12	24
A-C					97	195

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.75	659	0.005	3	0.0	0.0	5.488	A
B-A	12	3	544	0.022	12	0.0	0.0	6.768	A
C-AB	1	0.25	692	0.001	0.99	0.0	0.0	5.205	A
C-A	64	16			64				
A-B	16	4			16				
A-C	79	20			79				

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)	LOS
B-C	2	0.50	657	0.003	2	0.0	0.0	5.497	A
B-A	10	3	550	0.018	10	0.0	0.0	6.665	A
C-AB	4	1	697	0.006	4	0.0	0.0	5.191	A
C-A	53	13			53				
A-B	12	3			12				
A-C	66	17			66				

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)	LOS
B-C	5	1	644	0.008	5	0.0	0.0	5.633	A
B-A	21	5	537	0.039	21	0.0	0.0	6.977	A
C-AB	2	0.50	682	0.003	2	0.0	0.0	5.293	A
C-A	42	10			42				
A-B	11	3			11				
A-C	121	30			121				

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)	LOS
B-C	5	1	655	0.008	5	0.0	0.0	5.538	A
B-A	17	4	536	0.032	17	0.0	0.0	6.931	A
C-AB	3	0.75	687	0.004	3	0.0	0.0	5.259	A
C-A	52	13			52				
A-B	3	0.75			3				
A-C	111	28			111				

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)	LOS
B-C	5	1	660	0.008	5	0.0	0.0	5.496	A
B-A	14	4	526	0.027	14	0.0	0.0	7.039	A
C-AB	8	2	682	0.012	8	0.0	0.0	5.336	A
C-A	77	19			77				
A-B	19	5			19				
A-C	115	29			115				

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)	LOS
B-C	4	1	643	0.006	4	0.0	0.0	5.631	A

B-A	18	5	532	0.034	18	0.0	0.0	7.004	A
C-AB	4	1	683	0.006	4	0.0	0.0	5.305	A
C-A	73	18			73				
A-B	13	3			13				
A-C	119	30			119				

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)	LOS
B-C	0	0	645	0.000	0.03	0.0	0.0	0.000	A
B-A	11	3	540	0.020	11	0.0	0.0	6.801	A
C-AB	4	1	687	0.006	4	0.0	0.0	5.268	A
C-A	60	15			60				
A-B	14	4			14				
A-C	101	25			101				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.25	655	0.002	0.99	0.0	0.0	5.502	A
B-A	9	2	550	0.016	9	0.0	0.0	6.661	A
C-AB	4	1	699	0.006	4	0.0	0.0	5.182	A
C-A	65	16			65				
A-B	7	2			7				
A-C	66	17			66				

2016, AM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	1.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	607	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	37	48
	B - Horsemere Green Lane	8	0	0
	C - Yapton Road (South)	56	14	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.44	0.56
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.80	0.20	0.00

Demand (Veh/hr)

07:45 - 08:00

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	45	52
	B - Horsemere Green Lane	25	0	2
	C - Yapton Road (South)	55	15	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.46	0.54
	B - Horsemere Green Lane	0.93	0.00	0.07
	C - Yapton Road (South)	0.79	0.21	0.00

Demand (Veh/hr)

08:00 - 08:15

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	54	54
	B - Horsemere Green Lane	25	0	2
	C - Yapton Road (South)	42	18	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.93	0.00	0.07
	C - Yapton Road (South)	0.70	0.30	0.00

Demand (Veh/hr)

08:15 - 08:30

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	53	46
	B - Horsemere Green Lane	27	0	2
	C - Yapton Road (South)	32	14	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.54	0.46
	B - Horsemere Green Lane	0.93	0.00	0.07
	C - Yapton Road (South)	0.70	0.30	0.00

Demand (Veh/hr)

08:30 - 08:45

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	47	46
	B - Horsemere Green Lane	23	0	4
	C - Yapton Road (South)	35	18	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.51	0.49
	B - Horsemere Green Lane	0.85	0.00	0.15
	C - Yapton Road (South)	0.66	0.34	0.00

Demand (Veh/hr)

08:45 - 09:00

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	48	59
	B - Horsemere Green Lane	29	0	1
	C - Yapton Road (South)	59	21	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.45	0.55
	B - Horsemere Green Lane	0.97	0.00	0.03
	C - Yapton Road (South)	0.74	0.26	0.00

Demand (Veh/hr)

09:00 - 09:15

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	16	65
	B - Horsemere Green Lane	31	0	2
	C - Yapton Road (South)	54	24	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.20	0.80
	B - Horsemere Green Lane	0.94	0.00	0.06
	C - Yapton Road (South)	0.69	0.31	0.00

Demand (Veh/hr)

09:15 - 09:30

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0	12	65
	B - Horsemere Green Lane	17	0	0
	C - Yapton Road (South)	47	22	0

Proportions

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0.00	0.16	0.84
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

From	To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Yapton Road (North)	85	85
	B - Horsemere Green Lane	8	8
	C - Yapton Road (South)	70	70
07:45-08:00	A - Yapton Road (North)	97	97
	B - Horsemere Green Lane	27	27
	C - Yapton Road (South)	70	70
08:00-08:15	A - Yapton Road (North)	108	108
	B - Horsemere Green Lane	27	27
	C - Yapton Road (South)	60	60
08:15-08:30	A - Yapton Road (North)	99	99
	B - Horsemere Green Lane	29	29
	C - Yapton Road (South)	46	46
08:30-08:45	A - Yapton Road (North)	93	93
	B - Horsemere Green Lane	27	27
	C - Yapton Road (South)	53	53

08:45-09:00	A - Yapton Road (North)	107	107
	B - Horsemere Green Lane	30	30
	C - Yapton Road (South)	80	80
09:00-09:15	A - Yapton Road (North)	81	81
	B - Horsemere Green Lane	33	33
	C - Yapton Road (South)	78	78
09:15-09:30	A - Yapton Road (North)	77	77
	B - Horsemere Green Lane	17	17
	C - Yapton Road (South)	69	69

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.58	0.0	A	2	3
B-A	0.06	7.03	0.1	A	23	46
C-AB	0.03	5.37	0.0	A	18	37
C-A					47	95
A-B					39	78
A-C					54	109

Main Results for each time segment

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)	LOS
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	8	2	549	0.015	8	0.0	0.0	6.654	A
C-AB	14	4	696	0.020	14	0.0	0.0	5.275	A
C-A	56	14			56				
A-B	37	9			37				
A-C	48	12			48				

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)	LOS
B-C	2	0.50	650	0.003	2	0.0	0.0	5.555	A
B-A	25	6	547	0.046	25	0.0	0.0	6.896	A
C-AB	15	4	693	0.022	15	0.0	0.0	5.309	A
C-A	55	14			55				
A-B	45	11			45				
A-C	52	13			52				

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)	LOS
B-C	2	0.50	649	0.003	2	0.0	0.0	5.567	A
B-A	25	6	546	0.046	25	0.0	0.0	6.904	A
C-AB	18	5	690	0.026	18	0.0	0.0	5.357	A
C-A	42	10			42				
A-B	54	14			54				
A-C	54	14			54				

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)	LOS
B-C	2	0.50	650	0.003	2	0.0	0.0	5.556	A
B-A	27	7	552	0.049	27	0.0	0.1	6.859	A
C-AB	14	4	692	0.020	14	0.0	0.0	5.312	A
C-A	32	8			32				
A-B	53	13			53				
A-C	46	12			46				

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)	LOS
B-C	4	1	652	0.006	4	0.0	0.0	5.555	A
B-A	23	6	550	0.042	23	0.1	0.0	6.829	A
C-AB	18	5	694	0.026	18	0.0	0.0	5.326	A
C-A	35	9			35				
A-B	47	12			47				
A-C	46	12			46				

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)	LOS
B-C	1	0.25	647	0.002	1	0.0	0.0	5.578	A

B-A	29	7	542	0.054	29	0.0	0.1	7.021	A
C-AB	21	5	691	0.030	21	0.0	0.0	5.374	A
C-A	59	15			59				
A-B	48	12			48				
A-C	59	15			59				

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)	LOS
B-C	2	0.50	648	0.003	2	0.0	0.0	5.575	A
B-A	31	8	543	0.057	31	0.1	0.1	7.029	A
C-AB	24	6	698	0.034	24	0.0	0.0	5.340	A
C-A	54	13			54				
A-B	16	4			16				
A-C	65	16			65				

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)	LOS
B-C	0	0	652	0.000	0.01	0.0	0.0	0.000	A
B-A	17	4	545	0.031	17	0.1	0.0	6.817	A
C-AB	22	6	699	0.032	22	0.0	0.0	5.320	A
C-A	47	12			47				
A-B	12	3			12				
A-C	65	16			65				

2016, PM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	0.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	644	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	16	79
	B - Horsemere Green Lane	12	0	3
	C - Yapton Road (South)	64	1	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.17	0.83
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.98	0.02	0.00

16:45 - 17:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	12	66
	B - Horsemere Green Lane	10	0	2
	C - Yapton Road (South)	53	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.15	0.85
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.93	0.07	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	11	121
	B - Horsemere Green Lane	21	0	5
	C - Yapton Road (South)	42	2	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.08	0.92
	B - Horsemere Green Lane	0.81	0.00	0.19
	C - Yapton Road (South)	0.95	0.05	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	3	111
	B - Horsemere Green Lane	17	0	5
	C - Yapton Road (South)	52	3	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.03	0.97
	B - Horsemere Green Lane	0.77	0.00	0.23
	C - Yapton Road (South)	0.95	0.05	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	19	115
	B - Horsemere Green Lane	14	0	5
	C - Yapton Road (South)	77	8	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.14	0.86
	B - Horsemere Green Lane	0.74	0.00	0.26
	C - Yapton Road (South)	0.91	0.09	0.00

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	13	119
	B - Horsemere Green Lane	18	0	4
	C - Yapton Road (South)	73	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.82	0.00	0.18
	C - Yapton Road (South)	0.95	0.05	0.00

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	14	101
	B - Horsemere Green Lane	11	0	0
	C - Yapton Road (South)	60	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.12	0.88
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.94	0.06	0.00

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	7	66
	B - Horsemere Green Lane	9	0	1
	C - Yapton Road (South)	65	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.90	0.00	0.10
	C - Yapton Road (South)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Yapton Road (North)	95	95
	B - Horsemere Green Lane	15	15
	C - Yapton Road (South)	65	65
16:45-17:00	A - Yapton Road (North)	78	78
	B - Horsemere Green Lane	12	12
	C - Yapton Road (South)	57	57
17:00-17:15	A - Yapton Road (North)	132	132
	B - Horsemere Green Lane	26	26
	C - Yapton Road (South)	44	44
17:15-17:30	A - Yapton Road (North)	114	114
	B - Horsemere Green Lane	22	22
	C - Yapton Road (South)	55	55
17:30-17:45	A - Yapton Road (North)	134	134

	B - Horsemere Green Lane	19	19
	C - Yapton Road (South)	85	85
17:45-18:00	A - Yapton Road (North)	132	132
	B - Horsemere Green Lane	22	22
	C - Yapton Road (South)	77	77
18:00-18:15	A - Yapton Road (North)	115	115
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	64	64
18:15-18:30	A - Yapton Road (North)	73	73
	B - Horsemere Green Lane	10	10
	C - Yapton Road (South)	69	69

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.63	0.0	A	3	6
B-A	0.04	7.04	0.0	A	14	28
C-AB	0.01	5.34	0.0	A	4	8
C-A					61	121
A-B					12	24
A-C					97	195

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.75	659	0.005	3	0.0	0.0	5.488	A
B-A	12	3	544	0.022	12	0.0	0.0	6.768	A
C-AB	1	0.25	692	0.001	0.99	0.0	0.0	5.205	A

C-A	64	16			64				
A-B	16	4			16				
A-C	79	20			79				

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)	LOS
B-C	2	0.50	657	0.003	2	0.0	0.0	5.497	A
B-A	10	3	550	0.018	10	0.0	0.0	6.665	A
C-AB	4	1	697	0.006	4	0.0	0.0	5.191	A
C-A	53	13			53				
A-B	12	3			12				
A-C	66	17			66				

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)	LOS
B-C	5	1	644	0.008	5	0.0	0.0	5.633	A
B-A	21	5	537	0.039	21	0.0	0.0	6.977	A
C-AB	2	0.50	682	0.003	2	0.0	0.0	5.293	A
C-A	42	10			42				
A-B	11	3			11				
A-C	121	30			121				

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)	LOS
B-C	5	1	655	0.008	5	0.0	0.0	5.538	A
B-A	17	4	536	0.032	17	0.0	0.0	6.931	A
C-AB	3	0.75	687	0.004	3	0.0	0.0	5.259	A
C-A	52	13			52				
A-B	3	0.75			3				
A-C	111	28			111				

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)	LOS
B-C	5	1	660	0.008	5	0.0	0.0	5.496	A

B-A	14	4	526	0.027	14	0.0	0.0	7.039	A
C-AB	8	2	682	0.012	8	0.0	0.0	5.336	A
C-A	77	19			77				
A-B	19	5			19				
A-C	115	29			115				

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)	LOS
B-C	4	1	643	0.006	4	0.0	0.0	5.631	A
B-A	18	5	532	0.034	18	0.0	0.0	7.004	A
C-AB	4	1	683	0.006	4	0.0	0.0	5.305	A
C-A	73	18			73				
A-B	13	3			13				
A-C	119	30			119				

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)	LOS
B-C	0	0	645	0.000	0.03	0.0	0.0	0.000	A
B-A	11	3	540	0.020	11	0.0	0.0	6.801	A
C-AB	4	1	687	0.006	4	0.0	0.0	5.268	A
C-A	60	15			60				
A-B	14	4			14				
A-C	101	25			101				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.25	655	0.002	0.99	0.0	0.0	5.502	A
B-A	9	2	550	0.016	9	0.0	0.0	6.661	A
C-AB	4	1	699	0.006	4	0.0	0.0	5.182	A
C-A	65	16			65				
A-B	7	2			7				
A-C	66	17			66				

2021, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	1.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	771	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	40	51
	B - Horsemere Green Lane	9	0	0
	C - Yapton Road (South)	60	15	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.44	0.56
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.80	0.20	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	41	56
	B - Horsemere Green Lane	9	0	2
	C - Yapton Road (South)	59	16	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.42	0.58
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.79	0.21	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	50	58
	B - Horsemere Green Lane	9	0	2
	C - Yapton Road (South)	45	19	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.47	0.53
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.70	0.30	0.00

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	49	49
	B - Horsemere Green Lane	11	0	2
	C - Yapton Road (South)	34	15	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.70	0.30	0.00

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	43	49
	B - Horsemere Green Lane	6	0	4
	C - Yapton Road (South)	37	19	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.47	0.53
	B - Horsemere Green Lane	0.60	0.00	0.40
	C - Yapton Road (South)	0.66	0.34	0.00

08:45 - 09:00

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	44	63
B - Horsemere Green Lane	13	0	1
C - Yapton Road (South)	63	22	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.41	0.59
B - Horsemere Green Lane	0.92	0.00	0.08
C - Yapton Road (South)	0.74	0.26	0.00

09:00 - 09:15

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	10	70
B - Horsemere Green Lane	15	0	2
C - Yapton Road (South)	58	26	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.12	0.88
B - Horsemere Green Lane	0.88	0.00	0.13
C - Yapton Road (South)	0.69	0.31	0.00

09:15 - 09:30

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	13	70
B - Horsemere Green Lane	18	0	0
C - Yapton Road (South)	50	24	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.16	0.84
B - Horsemere Green Lane	1.00	0.00	0.00
C - Yapton Road (South)	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	0	0
B - Horsemere Green Lane	0	0	0
C - Yapton Road (South)	0	0	0

Average PCU Per Veh

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	1.000	1.000	1.000
B - Horsemere Green Lane	1.000	1.000	1.000
C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Yapton Road (North)	91	91
	B - Horsemere Green Lane	9	9
	C - Yapton Road (South)	75	75
07:45-08:00	A - Yapton Road (North)	96	96
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	75	75
08:00-08:15	A - Yapton Road (North)	108	108
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	64	64
08:15-08:30	A - Yapton Road (North)	98	98
	B - Horsemere Green Lane	13	13
	C - Yapton Road (South)	49	49
08:30-08:45	A - Yapton Road (North)	92	92
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	57	57
08:45-09:00	A - Yapton Road (North)	107	107
	B - Horsemere Green Lane	14	14
	C - Yapton Road (South)	86	86
09:00-09:15	A - Yapton Road (North)	79	79
	B - Horsemere Green Lane	17	17
	C - Yapton Road (South)	83	83
09:15-09:30	A - Yapton Road (North)	82	82
	B - Horsemere Green Lane	18	18
	C - Yapton Road (South)	74	74

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.54	0.0	A	2	3
B-A	0.03	6.86	0.0	A	11	22
C-AB	0.04	5.38	0.0	A	20	39

C-A					51	102
A-B					36	72
A-C					58	116

Main Results for each time segment

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)	LOS
B-C	0	0	656	0.000	0	0.0	0.0	0.000	A
B-A	9	2	547	0.016	8	0.0	0.0	6.688	A
C-AB	15	4	695	0.022	15	0.0	0.0	5.294	A
C-A	60	15			60				
A-B	40	10			40				
A-C	51	13			51				

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)	LOS
B-C	2	0.53	663	0.003	2	0.0	0.0	5.445	A
B-A	9	2	543	0.016	9	0.0	0.0	6.740	A
C-AB	16	4	693	0.023	16	0.0	0.0	5.314	A
C-A	59	15			59				
A-B	41	10			41				
A-C	56	14			56				

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)	LOS
B-C	2	0.53	662	0.003	2	0.0	0.0	5.456	A
B-A	9	2	542	0.016	9	0.0	0.0	6.746	A
C-AB	19	5	690	0.028	19	0.0	0.0	5.366	A
C-A	45	11			45				
A-B	50	13			50				

A-C	58	14			58				

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)	LOS
B-C	2	0.53	657	0.003	2	0.0	0.0	5.495	A
B-A	11	3	550	0.019	11	0.0	0.0	6.677	A
C-AB	15	4	692	0.022	15	0.0	0.0	5.317	A
C-A	34	9			34				
A-B	49	12			49				
A-C	49	12			49				

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)	LOS
B-C	4	1	704	0.006	4	0.0	0.0	5.142	A
B-A	6	2	562	0.011	6	0.0	0.0	6.484	A
C-AB	19	5	694	0.028	19	0.0	0.0	5.332	A
C-A	37	9			37				
A-B	43	11			43				
A-C	49	12			49				

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)	LOS
B-C	1	0.27	651	0.002	1	0.0	0.0	5.539	A
B-A	13	3	540	0.024	13	0.0	0.0	6.831	A
C-AB	23	6	691	0.033	23	0.0	0.0	5.383	A
C-A	63	16			63				
A-B	44	11			44				
A-C	63	16			63				

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)	LOS
B-C	2	0.53	652	0.003	2	0.0	0.0	5.538	A
B-A	15	4	541	0.028	15	0.0	0.0	6.839	A
C-AB	26	6	699	0.037	26	0.0	0.0	5.347	A

C-A	58	14			58				
A-B	10	2			10				
A-C	70	17			70				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	651	0.000	0.01	0.0	0.0	0.000	A
B-A	18	5	543	0.033	18	0.0	0.0	6.858	A
C-AB	24	6	698	0.034	24	0.0	0.0	5.342	A
C-A	50	13			50				
A-B	13	3			13				
A-C	70	17			70				

2021, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	0.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	596	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	17	84
	B - Horsemere Green Lane	13	0	3
	C - Yapton Road (South)	68	1	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.17	0.83
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.98	0.02	0.00

16:45 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	13	70
	B - Horsemere Green Lane	11	0	2
	C - Yapton Road (South)	57	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.15	0.85
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.93	0.07	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	12	129
	B - Horsemere Green Lane	22	0	5
	C - Yapton Road (South)	45	2	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.08	0.92
	B - Horsemere Green Lane	0.81	0.00	0.19
	C - Yapton Road (South)	0.95	0.05	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	3	119
	B - Horsemere Green Lane	18	0	5
	C - Yapton Road (South)	56	3	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.03	0.97
	B - Horsemere Green Lane	0.77	0.00	0.23
	C - Yapton Road (South)	0.95	0.05	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	20	123
	B - Horsemere Green Lane	15	0	5
	C - Yapton Road (South)	82	9	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.14	0.86
	B - Horsemere Green Lane	0.74	0.00	0.26
	C - Yapton Road (South)	0.91	0.09	0.00

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	14	127
	B - Horsemere Green Lane	19	0	4
	C - Yapton Road (South)	78	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.82	0.00	0.18
	C - Yapton Road (South)	0.95	0.05	0.00

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	15	108
	B - Horsemere Green Lane	12	0	0
	C - Yapton Road (South)	64	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.12	0.88
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.94	0.06	0.00

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	7	70
	B - Horsemere Green Lane	10	0	1
	C - Yapton Road (South)	69	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.90	0.00	0.10
	C - Yapton Road (South)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Yapton Road (North)	101	101
	B - Horsemere Green Lane	16	16
	C - Yapton Road (South)	69	69
16:45-17:00	A - Yapton Road (North)	83	83
	B - Horsemere Green Lane	13	13
	C - Yapton Road (South)	61	61
17:00-17:15	A - Yapton Road (North)	141	141
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	47	47
17:15-17:30	A - Yapton Road (North)	122	122
	B - Horsemere Green Lane	23	23
	C - Yapton Road (South)	59	59
17:30-17:45	A - Yapton Road (North)	143	143

	B - Horsemere Green Lane	20	20
	C - Yapton Road (South)	91	91
17:45-18:00	A - Yapton Road (North)	141	141
	B - Horsemere Green Lane	23	23
	C - Yapton Road (South)	82	82
18:00-18:15	A - Yapton Road (North)	123	123
	B - Horsemere Green Lane	12	12
	C - Yapton Road (South)	68	68
18:15-18:30	A - Yapton Road (North)	78	78
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	74	74

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.66	0.0	A	3	7
B-A	0.04	7.10	0.0	A	15	30
C-AB	0.01	5.36	0.0	A	4	8
C-A					65	130
A-B					13	25
A-C					104	208

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.80	657	0.005	3	0.0	0.0	5.505	A
B-A	13	3	541	0.024	13	0.0	0.0	6.808	A
C-AB	1	0.27	691	0.002	1	0.0	0.0	5.219	A

C-A	68	17			68				
A-B	17	4			17				
A-C	84	21			84				

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)	LOS
B-C	2	0.53	655	0.003	2	0.0	0.0	5.511	A
B-A	11	3	548	0.019	11	0.0	0.0	6.695	A
C-AB	4	1	696	0.006	4	0.0	0.0	5.203	A
C-A	57	14			57				
A-B	13	3			13				
A-C	70	18			70				

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)	LOS
B-C	5	1	641	0.008	5	0.0	0.0	5.660	A
B-A	22	6	534	0.042	22	0.0	0.0	7.034	A
C-AB	2	0.53	680	0.003	2	0.0	0.0	5.312	A
C-A	45	11			45				
A-B	12	3			12				
A-C	129	32			129				

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)	LOS
B-C	5	1	653	0.008	5	0.0	0.0	5.561	A
B-A	18	5	534	0.034	18	0.0	0.0	6.983	A
C-AB	3	0.80	685	0.005	3	0.0	0.0	5.277	A
C-A	56	14			56				
A-B	3	0.80			3				
A-C	119	30			119				

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)	LOS
B-C	5	1	658	0.008	5	0.0	0.0	5.519	A

B-A	15	4	522	0.029	15	0.0	0.0	7.095	A
C-AB	9	2	680	0.013	9	0.0	0.0	5.360	A
C-A	82	21			82				
A-B	20	5			20				
A-C	123	31			123				

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)	LOS
B-C	4	1	641	0.007	4	0.0	0.0	5.659	A
B-A	19	5	529	0.036	19	0.0	0.0	7.065	A
C-AB	4	1	680	0.006	4	0.0	0.0	5.328	A
C-A	78	19			78				
A-B	14	3			14				
A-C	127	32			127				

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)	LOS
B-C	0	0	643	0.000	0.03	0.0	0.0	0.000	A
B-A	12	3	538	0.022	12	0.0	0.0	6.846	A
C-AB	4	1	685	0.006	4	0.0	0.0	5.289	A
C-A	64	16			64				
A-B	15	4			15				
A-C	108	27			108				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.27	654	0.002	1	0.0	0.0	5.515	A
B-A	10	2	547	0.018	10	0.0	0.0	6.695	A
C-AB	4	1	698	0.006	4	0.0	0.0	5.192	A
C-A	69	17			69				
A-B	7	2			7				
A-C	70	18			70				

2021, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	1.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	572	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	40	51
	B - Horsemere Green Lane	9	0	0
	C - Yapton Road (South)	60	15	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.44	0.56
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.80	0.20	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	48	56
	B - Horsemere Green Lane	26	0	2
	C - Yapton Road (South)	59	16	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.46	0.54
	B - Horsemere Green Lane	0.92	0.00	0.08
	C - Yapton Road (South)	0.79	0.21	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	57	58
	B - Horsemere Green Lane	26	0	2
	C - Yapton Road (South)	45	19	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.92	0.00	0.08
	C - Yapton Road (South)	0.70	0.30	0.00

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	56	49
	B - Horsemere Green Lane	28	0	2
	C - Yapton Road (South)	34	15	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.53	0.47
	B - Horsemere Green Lane	0.93	0.00	0.07
	C - Yapton Road (South)	0.70	0.30	0.00

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	50	49
	B - Horsemere Green Lane	23	0	4
	C - Yapton Road (South)	37	19	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.85	0.00	0.15
	C - Yapton Road (South)	0.66	0.34	0.00

08:45 - 09:00

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	51	63
B - Horsemere Green Lane	30	0	1
C - Yapton Road (South)	63	22	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.45	0.55
B - Horsemere Green Lane	0.97	0.00	0.03
C - Yapton Road (South)	0.74	0.26	0.00

09:00 - 09:15

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	17	70
B - Horsemere Green Lane	32	0	2
C - Yapton Road (South)	58	26	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.19	0.81
B - Horsemere Green Lane	0.94	0.00	0.06
C - Yapton Road (South)	0.69	0.31	0.00

09:15 - 09:30

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	13	70
B - Horsemere Green Lane	18	0	0
C - Yapton Road (South)	50	24	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.16	0.84
B - Horsemere Green Lane	1.00	0.00	0.00
C - Yapton Road (South)	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	0	0
B - Horsemere Green Lane	0	0	0
C - Yapton Road (South)	0	0	0

Average PCU Per Veh

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	1.000	1.000	1.000
B - Horsemere Green Lane	1.000	1.000	1.000
C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Yapton Road (North)	91	91
	B - Horsemere Green Lane	9	9
	C - Yapton Road (South)	75	75
07:45-08:00	A - Yapton Road (North)	103	103
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	75	75
08:00-08:15	A - Yapton Road (North)	115	115
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	64	64
08:15-08:30	A - Yapton Road (North)	105	105
	B - Horsemere Green Lane	30	30
	C - Yapton Road (South)	49	49
08:30-08:45	A - Yapton Road (North)	99	99
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	57	57
08:45-09:00	A - Yapton Road (North)	114	114
	B - Horsemere Green Lane	31	31
	C - Yapton Road (South)	86	86
09:00-09:15	A - Yapton Road (North)	86	86
	B - Horsemere Green Lane	34	34
	C - Yapton Road (South)	83	83
09:15-09:30	A - Yapton Road (North)	82	82
	B - Horsemere Green Lane	18	18
	C - Yapton Road (South)	74	74

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.59	0.0	A	2	3
B-A	0.06	7.08	0.1	A	24	48
C-AB	0.04	5.40	0.0	A	20	39

C-A					51	102
A-B					41	83
A-C					58	116

Main Results for each time segment

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)	LOS
B-C	0	0	656	0.000	0	0.0	0.0	0.000	A
B-A	9	2	547	0.016	8	0.0	0.0	6.688	A
C-AB	15	4	695	0.022	15	0.0	0.0	5.294	A
C-A	60	15			60				
A-B	40	10			40				
A-C	51	13			51				

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)	LOS
B-C	2	0.53	649	0.003	2	0.0	0.0	5.568	A
B-A	26	6	544	0.047	25	0.0	0.0	6.933	A
C-AB	16	4	691	0.023	16	0.0	0.0	5.329	A
C-A	59	15			59				
A-B	48	12			48				
A-C	56	14			56				

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)	LOS
B-C	2	0.53	647	0.003	2	0.0	0.0	5.582	A
B-A	26	6	544	0.047	26	0.0	0.0	6.942	A
C-AB	19	5	688	0.028	19	0.0	0.0	5.382	A
C-A	45	11			45				
A-B	57	14			57				

A-C	58	14			58				

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)	LOS
B-C	2	0.53	649	0.003	2	0.0	0.0	5.569	A
B-A	28	7	550	0.050	28	0.0	0.1	6.894	A
C-AB	15	4	690	0.022	15	0.0	0.0	5.331	A
C-A	34	9			34				
A-B	56	14			56				
A-C	49	12			49				

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)	LOS
B-C	4	1	651	0.007	4	0.0	0.0	5.568	A
B-A	23	6	548	0.043	23	0.1	0.0	6.860	A
C-AB	19	5	692	0.028	19	0.0	0.0	5.348	A
C-A	37	9			37				
A-B	50	12			50				
A-C	49	12			49				

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)	LOS
B-C	1	0.27	645	0.002	1	0.0	0.0	5.593	A
B-A	30	7	539	0.055	30	0.0	0.1	7.069	A
C-AB	23	6	689	0.033	23	0.0	0.0	5.399	A
C-A	63	16			63				
A-B	51	13			51				
A-C	63	16			63				

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)	LOS
B-C	2	0.53	646	0.003	2	0.0	0.0	5.590	A
B-A	32	8	541	0.059	32	0.1	0.1	7.077	A
C-AB	26	6	697	0.037	26	0.0	0.0	5.362	A

C-A	58	14			58				
A-B	17	4			17				
A-C	70	17			70				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	651	0.000	0.01	0.0	0.0	0.000	A
B-A	18	5	543	0.033	18	0.1	0.0	6.861	A
C-AB	24	6	698	0.034	24	0.0	0.0	5.342	A
C-A	50	13			50				
A-B	13	3			13				
A-C	70	17			70				

2021, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	0.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	596	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	17	84
	B - Horsemere Green Lane	13	0	3
	C - Yapton Road (South)	68	1	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.17	0.83
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.98	0.02	0.00

16:45 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	13	70
	B - Horsemere Green Lane	11	0	2
	C - Yapton Road (South)	57	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.15	0.85
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.93	0.07	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	12	129
	B - Horsemere Green Lane	22	0	5
	C - Yapton Road (South)	45	2	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.08	0.92
	B - Horsemere Green Lane	0.81	0.00	0.19
	C - Yapton Road (South)	0.95	0.05	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	3	119
	B - Horsemere Green Lane	18	0	5
	C - Yapton Road (South)	56	3	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.03	0.97
	B - Horsemere Green Lane	0.77	0.00	0.23
	C - Yapton Road (South)	0.95	0.05	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	20	123
	B - Horsemere Green Lane	15	0	5
	C - Yapton Road (South)	82	9	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.14	0.86
	B - Horsemere Green Lane	0.74	0.00	0.26
	C - Yapton Road (South)	0.91	0.09	0.00

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	14	127
	B - Horsemere Green Lane	19	0	4
	C - Yapton Road (South)	78	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.82	0.00	0.18
	C - Yapton Road (South)	0.95	0.05	0.00

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	15	108
	B - Horsemere Green Lane	12	0	0
	C - Yapton Road (South)	64	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.12	0.88
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.94	0.06	0.00

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	7	70
	B - Horsemere Green Lane	10	0	1
	C - Yapton Road (South)	69	4	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.90	0.00	0.10
	C - Yapton Road (South)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Yapton Road (North)	101	101
	B - Horsemere Green Lane	16	16
	C - Yapton Road (South)	69	69
16:45-17:00	A - Yapton Road (North)	83	83
	B - Horsemere Green Lane	13	13
	C - Yapton Road (South)	61	61
17:00-17:15	A - Yapton Road (North)	141	141
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	47	47
17:15-17:30	A - Yapton Road (North)	122	122
	B - Horsemere Green Lane	23	23
	C - Yapton Road (South)	59	59
17:30-17:45	A - Yapton Road (North)	143	143

	B - Horsemere Green Lane	20	20
	C - Yapton Road (South)	91	91
17:45-18:00	A - Yapton Road (North)	141	141
	B - Horsemere Green Lane	23	23
	C - Yapton Road (South)	82	82
18:00-18:15	A - Yapton Road (North)	123	123
	B - Horsemere Green Lane	12	12
	C - Yapton Road (South)	68	68
18:15-18:30	A - Yapton Road (North)	78	78
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	74	74

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.66	0.0	A	3	7
B-A	0.04	7.10	0.0	A	15	30
C-AB	0.01	5.36	0.0	A	4	8
C-A					65	130
A-B					13	25
A-C					104	208

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.80	657	0.005	3	0.0	0.0	5.505	A
B-A	13	3	541	0.024	13	0.0	0.0	6.808	A
C-AB	1	0.27	691	0.002	1	0.0	0.0	5.219	A

C-A	68	17			68				
A-B	17	4			17				
A-C	84	21			84				

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)	LOS
B-C	2	0.53	655	0.003	2	0.0	0.0	5.511	A
B-A	11	3	548	0.019	11	0.0	0.0	6.695	A
C-AB	4	1	696	0.006	4	0.0	0.0	5.203	A
C-A	57	14			57				
A-B	13	3			13				
A-C	70	18			70				

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)	LOS
B-C	5	1	641	0.008	5	0.0	0.0	5.660	A
B-A	22	6	534	0.042	22	0.0	0.0	7.034	A
C-AB	2	0.53	680	0.003	2	0.0	0.0	5.312	A
C-A	45	11			45				
A-B	12	3			12				
A-C	129	32			129				

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)	LOS
B-C	5	1	653	0.008	5	0.0	0.0	5.561	A
B-A	18	5	534	0.034	18	0.0	0.0	6.983	A
C-AB	3	0.80	685	0.005	3	0.0	0.0	5.277	A
C-A	56	14			56				
A-B	3	0.80			3				
A-C	119	30			119				

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)	LOS
B-C	5	1	658	0.008	5	0.0	0.0	5.519	A

B-A	15	4	522	0.029	15	0.0	0.0	7.095	A
C-AB	9	2	680	0.013	9	0.0	0.0	5.360	A
C-A	82	21			82				
A-B	20	5			20				
A-C	123	31			123				

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)	LOS
B-C	4	1	641	0.007	4	0.0	0.0	5.659	A
B-A	19	5	529	0.036	19	0.0	0.0	7.065	A
C-AB	4	1	680	0.006	4	0.0	0.0	5.328	A
C-A	78	19			78				
A-B	14	3			14				
A-C	127	32			127				

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)	LOS
B-C	0	0	643	0.000	0.03	0.0	0.0	0.000	A
B-A	12	3	538	0.022	12	0.0	0.0	6.846	A
C-AB	4	1	685	0.006	4	0.0	0.0	5.289	A
C-A	64	16			64				
A-B	15	4			15				
A-C	108	27			108				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.27	654	0.002	1	0.0	0.0	5.515	A
B-A	10	2	547	0.018	10	0.0	0.0	6.695	A
C-AB	4	1	698	0.006	4	0.0	0.0	5.192	A
C-A	69	17			69				
A-B	7	2			7				
A-C	70	18			70				

2026, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	1.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	719	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	42	55
	B - Horsemere Green Lane	9	0	0
	C - Yapton Road (South)	64	16	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.44	0.56
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.80	0.20	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	43	59
	B - Horsemere Green Lane	9	0	2
	C - Yapton Road (South)	63	17	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.42	0.58
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.79	0.21	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	53	61
	B - Horsemere Green Lane	9	0	2
	C - Yapton Road (South)	48	20	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.47	0.53
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.70	0.30	0.00

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	52	52
	B - Horsemere Green Lane	11	0	2
	C - Yapton Road (South)	36	16	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.70	0.30	0.00

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	45	52
	B - Horsemere Green Lane	7	0	5
	C - Yapton Road (South)	40	20	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.47	0.53
	B - Horsemere Green Lane	0.60	0.00	0.40
	C - Yapton Road (South)	0.66	0.34	0.00

08:45 - 09:00

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	47	67
B - Horsemere Green Lane	14	0	1
C - Yapton Road (South)	67	24	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.41	0.59
B - Horsemere Green Lane	0.92	0.00	0.08
C - Yapton Road (South)	0.74	0.26	0.00

09:00 - 09:15

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	10	74
B - Horsemere Green Lane	16	0	2
C - Yapton Road (South)	61	27	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.12	0.88
B - Horsemere Green Lane	0.88	0.00	0.13
C - Yapton Road (South)	0.69	0.31	0.00

09:15 - 09:30

Demand (Veh/hr)

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	14	74
B - Horsemere Green Lane	19	0	0
C - Yapton Road (South)	53	25	0

Proportions

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0.00	0.16	0.84
B - Horsemere Green Lane	1.00	0.00	0.00
C - Yapton Road (South)	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	0	0	0
B - Horsemere Green Lane	0	0	0
C - Yapton Road (South)	0	0	0

Average PCU Per Veh

From \ To	A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
A - Yapton Road (North)	1.000	1.000	1.000
B - Horsemere Green Lane	1.000	1.000	1.000
C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Yapton Road (North)	97	97
	B - Horsemere Green Lane	9	9
	C - Yapton Road (South)	80	80
07:45-08:00	A - Yapton Road (North)	102	102
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	80	80
08:00-08:15	A - Yapton Road (North)	115	115
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	68	68
08:15-08:30	A - Yapton Road (North)	105	105
	B - Horsemere Green Lane	14	14
	C - Yapton Road (South)	52	52
08:30-08:45	A - Yapton Road (North)	98	98
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	60	60
08:45-09:00	A - Yapton Road (North)	114	114
	B - Horsemere Green Lane	15	15
	C - Yapton Road (South)	91	91
09:00-09:15	A - Yapton Road (North)	84	84
	B - Horsemere Green Lane	18	18
	C - Yapton Road (South)	89	89
09:15-09:30	A - Yapton Road (North)	88	88
	B - Horsemere Green Lane	19	19
	C - Yapton Road (South)	78	78

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.56	0.0	A	2	4
B-A	0.04	6.90	0.0	A	12	24
C-AB	0.04	5.41	0.0	A	21	42

C-A					54	108
A-B					38	77
A-C					62	124

Main Results for each time segment

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)	LOS
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	9	2	545	0.017	9	0.0	0.0	6.721	A
C-AB	16	4	693	0.023	16	0.0	0.0	5.313	A
C-A	64	16			64				
A-B	42	11			42				
A-C	55	14			55				

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)	LOS
B-C	2	0.57	662	0.003	2	0.0	0.0	5.457	A
B-A	9	2	540	0.017	9	0.0	0.0	6.775	A
C-AB	17	4	692	0.025	17	0.0	0.0	5.334	A
C-A	63	16			63				
A-B	43	11			43				
A-C	59	15			59				

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)	LOS
B-C	2	0.57	660	0.003	2	0.0	0.0	5.470	A
B-A	9	2	540	0.017	9	0.0	0.0	6.782	A
C-AB	21	5	688	0.030	20	0.0	0.0	5.390	A
C-A	48	12			48				
A-B	53	13			53				

A-C	61	15			61				

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)	LOS
B-C	2	0.57	656	0.003	2	0.0	0.0	5.508	A
B-A	11	3	548	0.021	11	0.0	0.0	6.708	A
C-AB	16	4	691	0.023	16	0.0	0.0	5.338	A
C-A	36	9			36				
A-B	52	13			52				
A-C	52	13			52				

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)	LOS
B-C	5	1	703	0.006	5	0.0	0.0	5.154	A
B-A	7	2	560	0.012	7	0.0	0.0	6.510	A
C-AB	21	5	693	0.030	20	0.0	0.0	5.354	A
C-A	40	10			40				
A-B	45	11			45				
A-C	52	13			52				

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)	LOS
B-C	1	0.28	649	0.002	1	0.0	0.0	5.556	A
B-A	14	3	537	0.025	14	0.0	0.0	6.875	A
C-AB	24	6	690	0.035	24	0.0	0.0	5.408	A
C-A	67	17			67				
A-B	47	12			47				
A-C	67	17			67				

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)	LOS
B-C	2	0.57	651	0.004	2	0.0	0.0	5.552	A
B-A	16	4	539	0.030	16	0.0	0.0	6.883	A
C-AB	27	7	698	0.039	27	0.0	0.0	5.369	A

C-A	61	15			61				
A-B	10	3			10				
A-C	74	18			74				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	649	0.000	0.01	0.0	0.0	0.000	A
B-A	19	5	541	0.036	19	0.0	0.0	6.904	A
C-AB	25	6	696	0.036	25	0.0	0.0	5.362	A
C-A	53	13			53				
A-B	14	3			14				
A-C	74	18			74				

2026, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	0.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	555	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	18	90
	B - Horsemere Green Lane	14	0	3
	C - Yapton Road (South)	73	1	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.17	0.83
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.98	0.02	0.00

16:45 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	14	75
	B - Horsemere Green Lane	11	0	2
	C - Yapton Road (South)	60	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.15	0.85
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.93	0.07	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	12	137
	B - Horsemere Green Lane	24	0	6
	C - Yapton Road (South)	48	2	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.08	0.92
	B - Horsemere Green Lane	0.81	0.00	0.19
	C - Yapton Road (South)	0.95	0.05	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	3	126
	B - Horsemere Green Lane	19	0	6
	C - Yapton Road (South)	59	3	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.03	0.97
	B - Horsemere Green Lane	0.77	0.00	0.23
	C - Yapton Road (South)	0.95	0.05	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	22	131
	B - Horsemere Green Lane	16	0	6
	C - Yapton Road (South)	87	9	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.14	0.86
	B - Horsemere Green Lane	0.74	0.00	0.26
	C - Yapton Road (South)	0.91	0.09	0.00

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	15	135
	B - Horsemere Green Lane	20	0	5
	C - Yapton Road (South)	83	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.82	0.00	0.18
	C - Yapton Road (South)	0.95	0.05	0.00

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	16	115
	B - Horsemere Green Lane	12	0	0
	C - Yapton Road (South)	68	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.12	0.88
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.94	0.06	0.00

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	8	75
	B - Horsemere Green Lane	10	0	1
	C - Yapton Road (South)	74	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.90	0.00	0.10
	C - Yapton Road (South)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Yapton Road (North)	108	108
	B - Horsemere Green Lane	17	17
	C - Yapton Road (South)	74	74
16:45-17:00	A - Yapton Road (North)	89	89
	B - Horsemere Green Lane	14	14
	C - Yapton Road (South)	65	65
17:00-17:15	A - Yapton Road (North)	150	150
	B - Horsemere Green Lane	30	30
	C - Yapton Road (South)	50	50
17:15-17:30	A - Yapton Road (North)	129	129
	B - Horsemere Green Lane	25	25
	C - Yapton Road (South)	62	62
17:30-17:45	A - Yapton Road (North)	152	152

	B - Horsemere Green Lane	22	22
	C - Yapton Road (South)	97	97
17:45-18:00	A - Yapton Road (North)	150	150
	B - Horsemere Green Lane	25	25
	C - Yapton Road (South)	87	87
18:00-18:15	A - Yapton Road (North)	131	131
	B - Horsemere Green Lane	12	12
	C - Yapton Road (South)	73	73
18:15-18:30	A - Yapton Road (North)	83	83
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	78	78

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.69	0.0	A	4	7
B-A	0.04	7.16	0.0	A	16	32
C-AB	0.01	5.38	0.0	A	4	9
C-A					69	138
A-B					13	27
A-C					110	221

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.85	655	0.005	3	0.0	0.0	5.522	A
B-A	14	3	539	0.025	14	0.0	0.0	6.848	A
C-AB	1	0.28	689	0.002	1	0.0	0.0	5.233	A

C-A	73	18			73				
A-B	18	5			18				
A-C	90	22			90				

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)	LOS
B-C	2	0.57	654	0.003	2	0.0	0.0	5.526	A
B-A	11	3	546	0.021	11	0.0	0.0	6.728	A
C-AB	5	1	695	0.007	5	0.0	0.0	5.216	A
C-A	60	15			60				
A-B	14	3			14				
A-C	75	19			75				

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)	LOS
B-C	6	1	639	0.009	6	0.0	0.0	5.687	A
B-A	24	6	531	0.045	24	0.0	0.0	7.089	A
C-AB	2	0.57	677	0.003	2	0.0	0.0	5.332	A
C-A	48	12			48				
A-B	12	3			12				
A-C	137	34			137				

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)	LOS
B-C	6	1	650	0.009	6	0.0	0.0	5.585	A
B-A	19	5	531	0.036	19	0.0	0.0	7.038	A
C-AB	3	0.85	683	0.005	3	0.0	0.0	5.295	A
C-A	59	15			59				
A-B	3	0.85			3				
A-C	126	32			126				

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)	LOS
B-C	6	1	655	0.009	6	0.0	0.0	5.545	A

B-A	16	4	519	0.031	16	0.0	0.0	7.157	A
C-AB	9	2	678	0.013	9	0.0	0.0	5.383	A
C-A	87	22			87				
A-B	22	5			22				
A-C	131	33			131				

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)	LOS
B-C	5	1	638	0.007	5	0.0	0.0	5.682	A
B-A	20	5	526	0.039	20	0.0	0.0	7.126	A
C-AB	5	1	678	0.007	5	0.0	0.0	5.349	A
C-A	83	21			83				
A-B	15	4			15				
A-C	135	34			135				

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)	LOS
B-C	0	0	640	0.000	0.03	0.0	0.0	0.000	A
B-A	12	3	535	0.023	13	0.0	0.0	6.891	A
C-AB	5	1	683	0.007	5	0.0	0.0	5.307	A
C-A	68	17			68				
A-B	16	4			16				
A-C	115	29			115				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.28	652	0.002	1	0.0	0.0	5.527	A
B-A	10	3	545	0.019	10	0.0	0.0	6.726	A
C-AB	5	1	696	0.007	5	0.0	0.0	5.204	A
C-A	74	18			74				
A-B	8	2			8				
A-C	75	19			75				

2026, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	1.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	542	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	42	55
	B - Horsemere Green Lane	9	0	0
	C - Yapton Road (South)	64	16	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.44	0.56
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.80	0.20	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	50	59
	B - Horsemere Green Lane	26	0	2
	C - Yapton Road (South)	63	17	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.46	0.54
	B - Horsemere Green Lane	0.92	0.00	0.08
	C - Yapton Road (South)	0.79	0.21	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	60	61
	B - Horsemere Green Lane	26	0	2
	C - Yapton Road (South)	48	20	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.92	0.00	0.08
	C - Yapton Road (South)	0.70	0.30	0.00

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	59	52
	B - Horsemere Green Lane	28	0	2
	C - Yapton Road (South)	36	16	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.53	0.47
	B - Horsemere Green Lane	0.93	0.00	0.07
	C - Yapton Road (South)	0.70	0.30	0.00

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	52	52
	B - Horsemere Green Lane	24	0	5
	C - Yapton Road (South)	40	20	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.50	0.50
	B - Horsemere Green Lane	0.84	0.00	0.16
	C - Yapton Road (South)	0.66	0.34	0.00

08:45 - 09:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	54	67
	B - Horsemere Green Lane	31	0	1
	C - Yapton Road (South)	67	24	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.44	0.56
	B - Horsemere Green Lane	0.96	0.00	0.04
	C - Yapton Road (South)	0.74	0.26	0.00

09:00 - 09:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	17	74
	B - Horsemere Green Lane	33	0	2
	C - Yapton Road (South)	61	27	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.19	0.81
	B - Horsemere Green Lane	0.94	0.00	0.06
	C - Yapton Road (South)	0.69	0.31	0.00

09:15 - 09:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	14	74
	B - Horsemere Green Lane	19	0	0
	C - Yapton Road (South)	53	25	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.16	0.84
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - Yapton Road (North)	97	97
	B - Horsemere Green Lane	9	9
	C - Yapton Road (South)	80	80
07:45-08:00	A - Yapton Road (North)	109	109
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	80	80
08:00-08:15	A - Yapton Road (North)	122	122
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	68	68
08:15-08:30	A - Yapton Road (North)	112	112
	B - Horsemere Green Lane	31	31
	C - Yapton Road (South)	52	52
08:30-08:45	A - Yapton Road (North)	105	105
	B - Horsemere Green Lane	28	28
	C - Yapton Road (South)	60	60
08:45-09:00	A - Yapton Road (North)	121	121
	B - Horsemere Green Lane	32	32
	C - Yapton Road (South)	91	91
09:00-09:15	A - Yapton Road (North)	91	91
	B - Horsemere Green Lane	35	35
	C - Yapton Road (South)	89	89
09:15-09:30	A - Yapton Road (North)	88	88
	B - Horsemere Green Lane	19	19
	C - Yapton Road (South)	78	78

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.61	0.0	A	2	4
B-A	0.06	7.13	0.1	A	25	49
C-AB	0.04	5.42	0.0	A	21	42

C-A					54	108
A-B					44	87
A-C					62	124

Main Results for each time segment

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)	LOS
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	9	2	545	0.017	9	0.0	0.0	6.721	A
C-AB	16	4	693	0.023	16	0.0	0.0	5.313	A
C-A	64	16			64				
A-B	42	11			42				
A-C	55	14			55				

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)	LOS
B-C	2	0.57	647	0.004	2	0.0	0.0	5.581	A
B-A	26	7	542	0.048	26	0.0	0.1	6.970	A
C-AB	17	4	690	0.025	17	0.0	0.0	5.349	A
C-A	63	16			63				
A-B	50	13			50				
A-C	59	15			59				

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)	LOS
B-C	2	0.57	646	0.004	2	0.0	0.0	5.595	A
B-A	26	7	542	0.048	26	0.1	0.1	6.980	A
C-AB	21	5	686	0.030	20	0.0	0.0	5.405	A
C-A	48	12			48				
A-B	60	15			60				

A-C	61	15			61				

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)	LOS
B-C	2	0.57	647	0.004	2	0.0	0.0	5.579	A
B-A	28	7	548	0.052	28	0.1	0.1	6.928	A
C-AB	16	4	689	0.023	16	0.0	0.0	5.353	A
C-A	36	9			36				
A-B	59	15			59				
A-C	52	13			52				

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)	LOS
B-C	5	1	651	0.007	5	0.0	0.0	5.572	A
B-A	24	6	546	0.044	24	0.1	0.0	6.896	A
C-AB	21	5	691	0.030	20	0.0	0.0	5.369	A
C-A	40	10			40				
A-B	52	13			52				
A-C	52	13			52				

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)	LOS
B-C	1	0.28	643	0.002	1	0.0	0.0	5.606	A
B-A	31	8	536	0.057	31	0.0	0.1	7.116	A
C-AB	24	6	688	0.035	24	0.0	0.0	5.424	A
C-A	67	17			67				
A-B	54	13			54				
A-C	67	17			67				

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)	LOS
B-C	2	0.57	644	0.004	2	0.0	0.0	5.604	A
B-A	33	8	538	0.061	33	0.1	0.1	7.125	A
C-AB	27	7	696	0.039	27	0.0	0.0	5.384	A

C-A	61	15			61				
A-B	17	4			17				
A-C	74	18			74				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	649	0.000	0.01	0.0	0.0	0.000	A
B-A	19	5	541	0.036	19	0.1	0.0	6.907	A
C-AB	25	6	696	0.036	25	0.0	0.0	5.364	A
C-A	53	13			53				
A-B	14	3			14				
A-C	74	18			74				

2026, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Yapton Road/Horsemere Green Lane T-Junction	T-Junction	Two-way	0.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	555	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Yapton Road (North)		DIRECT	✓	100.000
B - Horsemere Green Lane		DIRECT	✓	100.000
C - Yapton Road (South)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	18	90
	B - Horsemere Green Lane	14	0	3
	C - Yapton Road (South)	73	1	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.17	0.83
	B - Horsemere Green Lane	0.80	0.00	0.20
	C - Yapton Road (South)	0.98	0.02	0.00

16:45 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	14	75
	B - Horsemere Green Lane	11	0	2
	C - Yapton Road (South)	60	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.15	0.85
	B - Horsemere Green Lane	0.83	0.00	0.17
	C - Yapton Road (South)	0.93	0.07	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	12	137
	B - Horsemere Green Lane	24	0	6
	C - Yapton Road (South)	48	2	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.08	0.92
	B - Horsemere Green Lane	0.81	0.00	0.19
	C - Yapton Road (South)	0.95	0.05	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	3	126
	B - Horsemere Green Lane	19	0	6
	C - Yapton Road (South)	59	3	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.03	0.97
	B - Horsemere Green Lane	0.77	0.00	0.23
	C - Yapton Road (South)	0.95	0.05	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	22	131
	B - Horsemere Green Lane	16	0	6
	C - Yapton Road (South)	87	9	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.14	0.86
	B - Horsemere Green Lane	0.74	0.00	0.26
	C - Yapton Road (South)	0.91	0.09	0.00

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	15	135
	B - Horsemere Green Lane	20	0	5
	C - Yapton Road (South)	83	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.82	0.00	0.18
	C - Yapton Road (South)	0.95	0.05	0.00

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	16	115
	B - Horsemere Green Lane	12	0	0
	C - Yapton Road (South)	68	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.12	0.88
	B - Horsemere Green Lane	1.00	0.00	0.00
	C - Yapton Road (South)	0.94	0.06	0.00

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	8	75
	B - Horsemere Green Lane	10	0	1
	C - Yapton Road (South)	74	5	0

Proportions

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0.00	0.10	0.90
	B - Horsemere Green Lane	0.90	0.00	0.10
	C - Yapton Road (South)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	0	0	0
	B - Horsemere Green Lane	0	0	0
	C - Yapton Road (South)	0	0	0

Average PCU Per Veh

		To		
		A - Yapton Road (North)	B - Horsemere Green Lane	C - Yapton Road (South)
From	A - Yapton Road (North)	1.000	1.000	1.000
	B - Horsemere Green Lane	1.000	1.000	1.000
	C - Yapton Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Yapton Road (North)	108	108
	B - Horsemere Green Lane	17	17
	C - Yapton Road (South)	74	74
16:45-17:00	A - Yapton Road (North)	89	89
	B - Horsemere Green Lane	14	14
	C - Yapton Road (South)	65	65
17:00-17:15	A - Yapton Road (North)	150	150
	B - Horsemere Green Lane	30	30
	C - Yapton Road (South)	50	50
17:15-17:30	A - Yapton Road (North)	129	129
	B - Horsemere Green Lane	25	25
	C - Yapton Road (South)	62	62
17:30-17:45	A - Yapton Road (North)	152	152

	B - Horsemere Green Lane	22	22
	C - Yapton Road (South)	97	97
17:45-18:00	A - Yapton Road (North)	150	150
	B - Horsemere Green Lane	25	25
	C - Yapton Road (South)	87	87
18:00-18:15	A - Yapton Road (North)	131	131
	B - Horsemere Green Lane	12	12
	C - Yapton Road (South)	73	73
18:15-18:30	A - Yapton Road (North)	83	83
	B - Horsemere Green Lane	11	11
	C - Yapton Road (South)	78	78

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.69	0.0	A	4	7
B-A	0.04	7.16	0.0	A	16	32
C-AB	0.01	5.38	0.0	A	4	9
C-A					69	138
A-B					13	27
A-C					110	221

Main Results for each time segment

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.85	655	0.005	3	0.0	0.0	5.522	A
B-A	14	3	539	0.025	14	0.0	0.0	6.848	A
C-AB	1	0.28	689	0.002	1	0.0	0.0	5.233	A

C-A	73	18			73				
A-B	18	5			18				
A-C	90	22			90				

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)	LOS
B-C	2	0.57	654	0.003	2	0.0	0.0	5.526	A
B-A	11	3	546	0.021	11	0.0	0.0	6.728	A
C-AB	5	1	695	0.007	5	0.0	0.0	5.216	A
C-A	60	15			60				
A-B	14	3			14				
A-C	75	19			75				

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)	LOS
B-C	6	1	639	0.009	6	0.0	0.0	5.687	A
B-A	24	6	531	0.045	24	0.0	0.0	7.089	A
C-AB	2	0.57	677	0.003	2	0.0	0.0	5.332	A
C-A	48	12			48				
A-B	12	3			12				
A-C	137	34			137				

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)	LOS
B-C	6	1	650	0.009	6	0.0	0.0	5.585	A
B-A	19	5	531	0.036	19	0.0	0.0	7.038	A
C-AB	3	0.85	683	0.005	3	0.0	0.0	5.295	A
C-A	59	15			59				
A-B	3	0.85			3				
A-C	126	32			126				

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)	LOS
B-C	6	1	655	0.009	6	0.0	0.0	5.545	A

B-A	16	4	519	0.031	16	0.0	0.0	7.157	A
C-AB	9	2	678	0.013	9	0.0	0.0	5.383	A
C-A	87	22			87				
A-B	22	5			22				
A-C	131	33			131				

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)	LOS
B-C	5	1	638	0.007	5	0.0	0.0	5.682	A
B-A	20	5	526	0.039	20	0.0	0.0	7.126	A
C-AB	5	1	678	0.007	5	0.0	0.0	5.349	A
C-A	83	21			83				
A-B	15	4			15				
A-C	135	34			135				

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)	LOS
B-C	0	0	640	0.000	0.03	0.0	0.0	0.000	A
B-A	12	3	535	0.023	13	0.0	0.0	6.891	A
C-AB	5	1	683	0.007	5	0.0	0.0	5.307	A
C-A	68	17			68				
A-B	16	4			16				
A-C	115	29			115				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.28	652	0.002	1	0.0	0.0	5.527	A
B-A	10	3	545	0.019	10	0.0	0.0	6.726	A
C-AB	5	1	696	0.007	5	0.0	0.0	5.204	A
C-A	74	18			74				
A-B	8	2			8				
A-C	75	19			75				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: (Site 3) B2233-A259 T-Junction.j9
Path: S:\Admin-Projects\4701-4750\4724\Junctions 9
Report generation date: 27/10/2016 15:20:17

»2016, AM Network Peak Hour - Base Flows 2016
»2016, PM Network Peak Hour - Base Flows 2016
»2016, AM Network Peak Hour - Base Flows + Development Traffic
»2016, PM Network Peak Hour - Base Flows + Development Traffic
»2021, AM Network Peak Hour - Base Flows 2016
»2021, PM Network Peak Hour - Base Flows 2016
»2021, AM Network Peak Hour - Base Flows + DevT
»2021, PM Network Peak Hour - Base Flows + DevT
»2026, AM Network Peak Hour - Base Flows
»2026, PM Network Peak Hour - Base Flows
»2026, AM Network Peak Hour - Base Flows + DevT
»2026, PM Network Peak Hour - Base Flows 2026 + DevT

Summary of junction performance

	AM Network Peak Hour - Base Flows 2016					PM Network Peak Hour - Base Flows 2016					AM Network Peak Hour - Base Flows + Development Traffic					PM Network Peak Hour - Base Flows + Development Traffic					AM Network Peak Hour - Base Flows + DevT					PM Network Peak Hour - Base Flows + DevT					AM Network Peak Hour - Base Flows					PM Network Peak Hour - Base Flows					PM Network Peak Hour - Base Flows 2026 + DevT				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2016																																												
Stream B-C	0.1	5.87	0.10	A	319% [Stream B-A]	0.2	6.36	0.17	A	227% [Stream B-A]	0.1	5.87	0.10	A	276% [Stream B-A]	0.2	6.51	0.17	A	198% [Stream B-A]																								
Stream B-A	0.0	7.68	0.02	A		0.0	7.99	0.03	A		0.0	7.91	0.02	A		0.0	8.29	0.03	A																								
Stream C-B	0.1	5.85	0.08	A		0.1	5.93	0.11	A		0.1	5.90	0.08	A		0.1	6.06	0.11	A																								
2021																																												
Stream B-C	0.1	5.95	0.11	A	292% [Stream B-A]	0.2	6.49	0.18	A	206% [Stream B-A]											0.1	5.95	0.11	A	254% [Stream B-A]	0.2	6.49	0.18	A	206% [Stream B-A]												
Stream B-A	0.0	7.81	0.03	A		0.0	8.16	0.03	A												0.0	8.05	0.03	A		0.0	8.16	0.03	A												
Stream C-B	0.1	5.93	0.09	A		0.1	6.01	0.12	A												0.1	5.98	0.09	A		0.1	6.01	0.12	A												
2026																																												
Stream B-C																					0.1	6.03	0.12	A	234% [Stream B-A]						0.1	6.03	0.12	A	268% [Stream B-A]	0.2	6.63	0.19	A	187% [Stream B-A]	0.2	6.79	0.20	A	165% [Stream B-A]
Stream B-A																					0.0	8.19	0.03	A							0.0	7.95	0.03	A		0.0	8.35	0.03	A		0.0	8.68	0.03	A	
Stream C-B																					0.1	6.07	0.10	A							0.1	6.01	0.10	A		0.1	6.10	0.12	A		0.1	6.24	0.13	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B223/A259 T-Junction
Location	
Site number	
Date	25/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4724
Enumerator	BR\matttwinberrow
Description	

Units

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



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

Time Segment: 16:30-16:45

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2016	AM Network Peak Hour - Base Flows 2016	DIRECT	07:30	09:30	120	15	✓		
D2	2016	PM Network Peak Hour - Base Flows 2016	DIRECT	16:30	18:30	120	15	✓		
D3	2016	AM Network Peak Hour - Development Traffic	ONE HOUR	07:45	09:15		15			
D4	2016	PM Network Peak Hour - Development Traffic	ONE HOUR	16:45	18:15		15			
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4
D7	2021	AM Network Peak Hour - Base Flows 2016	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1
D8	2021	PM Network Peak Hour - Base Flows 2016	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D3
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3
D14	2026	PM Network Peak Hour - Base Flows 2026 + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Growth Factors

ID	Description	Use TEMPRO	NTEM Dataset	NTM Dataset	Base year	Future year	Time period	Region	County	Authority	Zone	Area type	Road type	Growth Factor
G1	2021 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.0685
G2	2021 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.0671
G3	2026 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.1390
G4	2026 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.1375

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2016, AM Network Peak Hour - Base Flows 2016

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	319	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A259 (East)		Major
B	B2233 Yapton Road		Minor
C	A259 (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 (East)	6.59		✓	3.04	170.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B2233 Yapton Road	One lane plus flare	10.00	10.00	4.65	3.00	3.00	✓	1.00	150	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	584	0.104	0.262	0.165	0.374
1	B-C	736	0.110	0.278	-	-
1	C-B	734	0.277	0.277	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2016	AM Network Peak Hour - Base Flows 2016	DIRECT	07:30	09:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	13	195
	B - B2233 Yapton Road	3	0	46
	C - A259 (East)	182	54	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.06	0.94
	B - B2233 Yapton Road	0.06	0.00	0.94
	C - A259 (East)	0.77	0.23	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	22	178
	B - B2233 Yapton Road	8	0	46
	C - A259 (East)	155	52	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.11	0.89
	B - B2233 Yapton Road	0.15	0.00	0.85
	C - A259 (East)	0.75	0.25	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	21	178
	B - B2233 Yapton Road	12	0	49
	C - A259 (East)	108	35	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.11	0.89
	B - B2233 Yapton Road	0.20	0.00	0.80
	C - A259 (East)	0.76	0.24	0.00

08:15 - 08:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	14	166
B - B2233 Yapton Road	4	0	46
C - A259 (East)	117	29	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.08	0.92
B - B2233 Yapton Road	0.08	0.00	0.92
C - A259 (East)	0.80	0.20	0.00

08:30 - 08:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	20	131
B - B2233 Yapton Road	6	0	43
C - A259 (East)	127	30	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.13	0.87
B - B2233 Yapton Road	0.12	0.00	0.88
C - A259 (East)	0.81	0.19	0.00

08:45 - 09:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	27	199
B - B2233 Yapton Road	2	0	51
C - A259 (East)	212	56	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.12	0.88
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.79	0.21	0.00

09:00 - 09:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	28	127
B - B2233 Yapton Road	1	0	71
C - A259 (East)	227	54	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.18	0.82
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.81	0.19	0.00

09:15 - 09:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	24	206
B - B2233 Yapton Road	6	0	59
C - A259 (East)	149	44	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
	A - A259 (East)	0	0	0
	B - B2233 Yapton Road	0	0	0
	C - A259 (East)	0	0	0

Average PCU Per Veh

From	To			
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
	A - A259 (East)	1.000	1.000	1.000
	B - B2233 Yapton Road	1.000	1.000	1.000
	C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	208	208
	B - B2233 Yapton Road	49	49
	C - A259 (East)	236	236
07:45-08:00	A - A259 (East)	200	200
	B - B2233 Yapton Road	54	54
	C - A259 (East)	207	207
08:00-08:15	A - A259 (East)	199	199
	B - B2233 Yapton Road	61	61
	C - A259 (East)	143	143
08:15-08:30	A - A259 (East)	180	180
	B - B2233 Yapton Road	50	50
	C - A259 (East)	146	146
08:30-08:45	A - A259 (East)	151	151
	B - B2233 Yapton Road	49	49
	C - A259 (East)	157	157
08:45-09:00	A - A259 (East)	226	226
	B - B2233 Yapton Road	53	53
	C - A259 (East)	268	268
09:00-09:15	A - A259 (East)	155	155
	B - B2233 Yapton Road	72	72
	C - A259 (East)	281	281
09:15-09:30	A - A259 (East)	230	230
	B - B2233 Yapton Road	65	65
	C - A259 (East)	193	193

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	5.87	0.1	A	51	103
B-A	0.02	7.68	0.0	A	5	11
C-A					160	319
C-B	0.08	5.85	0.1	A	44	89
A-B					21	42
A-C					173	345

Main Results for each time segment

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)	LOS
B-C	46	12	680	0.068	46	0.0	0.1	5.676	A
B-A	3	0.75	481	0.006	3	0.0	0.0	7.532	A
C-A	182	46			182				
C-B	54	14	676	0.080	54	0.0	0.1	5.780	A
A-B	13	3			13				
A-C	195	49			195				

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)	LOS
B-C	46	12	677	0.068	46	0.1	0.1	5.707	A
B-A	8	2	496	0.016	8	0.0	0.0	7.380	A
C-A	155	39			155				
C-B	52	13	678	0.077	52	0.1	0.1	5.746	A
A-B	22	6			22				
A-C	178	45			178				

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)	LOS
B-C	49	12	673	0.073	49	0.1	0.1	5.771	A
B-A	12	3	514	0.023	12	0.0	0.0	7.173	A
C-A	108	27			108				

C-B	35	9	679	0.052	35	0.1	0.1	5.595	A
A-B	21	5			21				
A-C	178	45			178				

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)	LOS
B-C	46	12	686	0.067	46	0.1	0.1	5.624	A
B-A	4	1	510	0.008	4	0.0	0.0	7.120	A
C-A	117	29			117				
C-B	29	7	684	0.042	29	0.1	0.0	5.496	A
A-B	14	4			14				
A-C	166	42			166				

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)	LOS
B-C	43	11	692	0.062	43	0.1	0.1	5.548	A
B-A	6	2	520	0.012	6	0.0	0.0	7.009	A
C-A	127	32			127				
C-B	30	8	692	0.043	30	0.0	0.0	5.437	A
A-B	20	5			20				
A-C	131	33			131				

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)	LOS
B-C	51	13	679	0.075	51	0.1	0.1	5.735	A
B-A	2	0.50	471	0.004	2	0.0	0.0	7.679	A
C-A	212	53			212				
C-B	56	14	671	0.083	56	0.0	0.1	5.848	A
A-B	27	7			27				
A-C	199	50			199				

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)	LOS
B-C	71	18	700	0.101	71	0.1	0.1	5.717	A
B-A	1	0.25	486	0.002	1	0.0	0.0	7.428	A
C-A	227	57			227				
C-B	54	14	691	0.078	54	0.1	0.1	5.651	A
A-B	28	7			28				
A-C	127	32			127				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	59	15	673	0.088	59	0.1	0.1	5.867	A
B-A	6	2	488	0.012	6	0.0	0.0	7.469	A
C-A	149	37			149				
C-B	44	11	670	0.066	44	0.1	0.1	5.752	A
A-B	24	6			24				
A-C	206	52			206				

2016, PM Network Peak Hour - Base Flows 2016

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.64	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	227	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2016	PM Network Peak Hour - Base Flows 2016	DIRECT	16:30	18:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	7	193
	B - B2233 Yapton Road	9	0	76
	C - A259 (East)	269	60	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.97
	B - B2233 Yapton Road	0.11	0.00	0.89
	C - A259 (East)	0.82	0.18	0.00

16:45 - 17:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	10	216
	B - B2233 Yapton Road	1	0	69
	C - A259 (East)	262	47	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.01	0.00	0.99
	C - A259 (East)	0.85	0.15	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	6	186
	B - B2233 Yapton Road	11	0	113
	C - A259 (East)	327	43	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.03	0.97
	B - B2233 Yapton Road	0.09	0.00	0.91
	C - A259 (East)	0.88	0.12	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	9	198
	B - B2233 Yapton Road	12	0	97
	C - A259 (East)	288	47	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.11	0.00	0.89
	C - A259 (East)	0.86	0.14	0.00

17:30 - 17:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	11	184
B - B2233 Yapton Road	10	0	108
C - A259 (East)	281	73	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.06	0.94
B - B2233 Yapton Road	0.08	0.00	0.92
C - A259 (East)	0.79	0.21	0.00

17:45 - 18:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	10	174
B - B2233 Yapton Road	7	0	115
C - A259 (East)	244	73	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.06	0.00	0.94
C - A259 (East)	0.77	0.23	0.00

18:00 - 18:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	8	155
B - B2233 Yapton Road	5	0	102
C - A259 (East)	206	53	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.05	0.00	0.95
C - A259 (East)	0.80	0.20	0.00

18:15 - 18:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	7	131
B - B2233 Yapton Road	3	0	65
C - A259 (East)	212	67	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	200	200
	B - B2233 Yapton Road	85	85
	C - A259 (East)	329	329
16:45-17:00	A - A259 (East)	226	226
	B - B2233 Yapton Road	70	70
	C - A259 (East)	309	309
17:00-17:15	A - A259 (East)	192	192
	B - B2233 Yapton Road	124	124
	C - A259 (East)	370	370
17:15-17:30	A - A259 (East)	207	207
	B - B2233 Yapton Road	109	109
	C - A259 (East)	335	335
17:30-17:45	A - A259 (East)	195	195
	B - B2233 Yapton Road	118	118
	C - A259 (East)	354	354
17:45-18:00	A - A259 (East)	184	184
	B - B2233 Yapton Road	122	122
	C - A259 (East)	317	317
18:00-18:15	A - A259 (East)	163	163
	B - B2233 Yapton Road	107	107
	C - A259 (East)	259	259
18:15-18:30	A - A259 (East)	138	138
	B - B2233 Yapton Road	68	68
	C - A259 (East)	279	279

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	6.36	0.2	A	93	186
B-A	0.03	7.99	0.0	A	7	15
C-A					261	522
C-B	0.11	5.93	0.1	A	58	116
A-B					9	17

A-C					180	359

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	676	0.112	75	0.0	0.1	5.989	A
B-A	9	2	468	0.019	9	0.0	0.0	7.840	A
C-A	269	67			269				
C-B	60	15	678	0.088	60	0.0	0.1	5.813	A
A-B	7	2			7				
A-C	193	48			193				

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)	LOS
B-C	69	17	677	0.102	69	0.1	0.1	5.920	A
B-A	1	0.25	461	0.002	1	0.0	0.0	7.820	A
C-A	262	66			262				
C-B	47	12	671	0.070	47	0.1	0.1	5.769	A
A-B	10	3			10				
A-C	216	54			216				

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)	LOS
B-C	113	28	678	0.167	113	0.1	0.2	6.360	A
B-A	11	3	464	0.024	11	0.0	0.0	7.944	A
C-A	327	82			327				
C-B	43	11	681	0.063	43	0.1	0.1	5.647	A
A-B	6	2			6				
A-C	186	47			186				

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)	LOS
B-C	97	24	673	0.144	97	0.2	0.2	6.253	A
B-A	12	3	468	0.026	12	0.0	0.0	7.898	A

C-A	288	72			288				
C-B	47	12	677	0.069	47	0.1	0.1	5.717	A
A-B	9	2			9				
A-C	198	50			198				

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)	LOS
B-C	108	27	679	0.159	108	0.2	0.2	6.306	A
B-A	10	3	460	0.022	10	0.0	0.0	7.991	A
C-A	281	70			281				
C-B	73	18	680	0.107	73	0.1	0.1	5.929	A
A-B	11	3			11				
A-C	184	46			184				

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)	LOS
B-C	115	29	684	0.168	115	0.2	0.2	6.321	A
B-A	7	2	467	0.015	7	0.0	0.0	7.827	A
C-A	244	61			244				
C-B	73	18	683	0.107	73	0.1	0.1	5.901	A
A-B	10	3			10				
A-C	174	44			174				

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)	LOS
B-C	102	26	691	0.148	102	0.2	0.2	6.112	A
B-A	5	1	486	0.010	5	0.0	0.0	7.492	A
C-A	206	52			206				
C-B	53	13	689	0.077	53	0.1	0.1	5.666	A
A-B	8	2			8				
A-C	155	39			155				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	65	16	699	0.093	65	0.2	0.1	5.684	A
B-A	3	0.75	487	0.006	3	0.0	0.0	7.443	A
C-A	212	53			212				
C-B	67	17	696	0.096	67	0.1	0.1	5.725	A
A-B	7	2			7				

A-C	131	33			131				

2016, AM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.19	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	276	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	13	195
	B - B2233 Yapton Road	3	0	46
	C - A259 (East)	182	54	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.06	0.94
	B - B2233 Yapton Road	0.06	0.00	0.94
	C - A259 (East)	0.77	0.23	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	22	199
	B - B2233 Yapton Road	8	0	46
	C - A259 (East)	205	52	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.10	0.90
	B - B2233 Yapton Road	0.15	0.00	0.85
	C - A259 (East)	0.80	0.20	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	21	199
	B - B2233 Yapton Road	12	0	49
	C - A259 (East)	158	35	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.10	0.90
	B - B2233 Yapton Road	0.20	0.00	0.80
	C - A259 (East)	0.82	0.18	0.00

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	14	187
	B - B2233 Yapton Road	4	0	46
	C - A259 (East)	167	29	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.08	0.00	0.92
	C - A259 (East)	0.85	0.15	0.00

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	20	152
	B - B2233 Yapton Road	6	0	43
	C - A259 (East)	177	30	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.12	0.88
	B - B2233 Yapton Road	0.12	0.00	0.88
	C - A259 (East)	0.86	0.14	0.00

Demand (Veh/hr)

08:45 - 09:00

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	27	220
B - B2233 Yapton Road	2	0	51
C - A259 (East)	262	56	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.11	0.89
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.82	0.18	0.00

Demand (Veh/hr)

09:00 - 09:15

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	28	148
B - B2233 Yapton Road	1	0	71
C - A259 (East)	277	54	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.16	0.84
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.84	0.16	0.00

Demand (Veh/hr)

09:15 - 09:30

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	24	206
B - B2233 Yapton Road	6	0	59
C - A259 (East)	149	44	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	208	208

	B - B2233 Yapton Road	49	49
	C - A259 (East)	236	236
07:45-08:00	A - A259 (East)	221	221
	B - B2233 Yapton Road	54	54
	C - A259 (East)	257	257
08:00-08:15	A - A259 (East)	220	220
	B - B2233 Yapton Road	61	61
	C - A259 (East)	193	193
08:15-08:30	A - A259 (East)	201	201
	B - B2233 Yapton Road	50	50
	C - A259 (East)	196	196
08:30-08:45	A - A259 (East)	172	172
	B - B2233 Yapton Road	49	49
	C - A259 (East)	207	207
08:45-09:00	A - A259 (East)	247	247
	B - B2233 Yapton Road	53	53
	C - A259 (East)	318	318
09:00-09:15	A - A259 (East)	176	176
	B - B2233 Yapton Road	72	72
	C - A259 (East)	331	331
09:15-09:30	A - A259 (East)	230	230
	B - B2233 Yapton Road	65	65
	C - A259 (East)	193	193

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	5.87	0.1	A	51	103
B-A	0.02	7.91	0.0	A	5	11
C-A					197	394
C-B	0.08	5.90	0.1	A	44	89
A-B					21	42
A-C					188	377

Main Results for each time segment

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)	LOS
B-C	46	12	680	0.068	46	0.0	0.1	5.676	A
B-A	3	0.75	481	0.006	3	0.0	0.0	7.532	A
C-A	182	46			182				
C-B	54	14	676	0.080	54	0.0	0.1	5.780	A
A-B	13	3			13				
A-C	195	49			195				

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)	LOS
B-C	46	12	671	0.069	46	0.1	0.1	5.761	A
B-A	8	2	482	0.017	8	0.0	0.0	7.596	A
C-A	205	51			205				
C-B	52	13	673	0.077	52	0.1	0.1	5.799	A
A-B	22	6			22				
A-C	199	50			199				

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)	LOS
B-C	49	12	667	0.073	49	0.1	0.1	5.825	A
B-A	12	3	500	0.024	12	0.0	0.0	7.379	A
C-A	158	40			158				
C-B	35	9	673	0.052	35	0.1	0.1	5.644	A
A-B	21	5			21				
A-C	199	50			199				

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)	LOS
B-C	46	12	680	0.068	46	0.1	0.1	5.678	A
B-A	4	1	496	0.008	4	0.0	0.0	7.320	A
C-A	167	42			167				
C-B	29	7	678	0.043	29	0.1	0.0	5.547	A
A-B	14	4			14				
A-C	187	47			187				

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)	LOS
B-C	43	11	686	0.063	43	0.1	0.1	5.596	A
B-A	6	2	506	0.012	6	0.0	0.0	7.203	A
C-A	177	44			177				
C-B	30	8	686	0.044	30	0.0	0.0	5.485	A
A-B	20	5			20				
A-C	152	38			152				

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)	LOS
B-C	51	13	673	0.076	51	0.1	0.1	5.789	A
B-A	2	0.50	457	0.004	2	0.0	0.0	7.909	A
C-A	262	66			262				
C-B	56	14	665	0.084	56	0.0	0.1	5.903	A
A-B	27	7			27				
A-C	220	55			220				

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)	LOS
B-C	71	18	694	0.102	71	0.1	0.1	5.771	A
B-A	1	0.25	472	0.002	1	0.0	0.0	7.643	A
C-A	277	69			277				
C-B	54	14	685	0.079	54	0.1	0.1	5.706	A
A-B	28	7			28				
A-C	148	37			148				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	59	15	673	0.088	59	0.1	0.1	5.867	A
B-A	6	2	488	0.012	6	0.0	0.0	7.469	A
C-A	149	37			149				
C-B	44	11	670	0.066	44	0.1	0.1	5.752	A
A-B	24	6			24				
A-C	206	52			206				

2016, PM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.54	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	198	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	7	193
B - B2233 Yapton Road	9	0	76
C - A259 (East)	269	60	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.97
B - B2233 Yapton Road	0.11	0.00	0.89
C - A259 (East)	0.82	0.18	0.00

16:45 - 17:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	10	262
B - B2233 Yapton Road	1	0	69
C - A259 (East)	288	47	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.86	0.14	0.00

17:00 - 17:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	6	232
B - B2233 Yapton Road	11	0	113
C - A259 (East)	353	43	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.03	0.97
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.89	0.11	0.00

17:15 - 17:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	9	244
B - B2233 Yapton Road	12	0	97
C - A259 (East)	314	47	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.11	0.00	0.89
C - A259 (East)	0.87	0.13	0.00

17:30 - 17:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	11	230
B - B2233 Yapton Road	10	0	108
C - A259 (East)	307	73	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.08	0.00	0.92
C - A259 (East)	0.81	0.19	0.00

17:45 - 18:00

Demand (Veh/hr)

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	10	220
B - B2233 Yapton Road	7	0	115
C - A259 (East)	270	73	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.06	0.00	0.94
C - A259 (East)	0.79	0.21	0.00

18:00 - 18:15

Demand (Veh/hr)

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	8	201
B - B2233 Yapton Road	5	0	102
C - A259 (East)	232	53	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.05	0.00	0.95
C - A259 (East)	0.81	0.19	0.00

18:15 - 18:30

Demand (Veh/hr)

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	7	131
B - B2233 Yapton Road	3	0	65
C - A259 (East)	212	67	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	200	200

	B - B2233 Yapton Road	85	85
	C - A259 (East)	329	329
16:45-17:00	A - A259 (East)	272	272
	B - B2233 Yapton Road	70	70
	C - A259 (East)	335	335
17:00-17:15	A - A259 (East)	238	238
	B - B2233 Yapton Road	124	124
	C - A259 (East)	396	396
17:15-17:30	A - A259 (East)	253	253
	B - B2233 Yapton Road	109	109
	C - A259 (East)	361	361
17:30-17:45	A - A259 (East)	241	241
	B - B2233 Yapton Road	118	118
	C - A259 (East)	380	380
17:45-18:00	A - A259 (East)	230	230
	B - B2233 Yapton Road	122	122
	C - A259 (East)	343	343
18:00-18:15	A - A259 (East)	209	209
	B - B2233 Yapton Road	107	107
	C - A259 (East)	285	285
18:15-18:30	A - A259 (East)	138	138
	B - B2233 Yapton Road	68	68
	C - A259 (East)	279	279

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	6.51	0.2	A	93	186
B-A	0.03	8.29	0.0	A	7	15
C-A					281	561
C-B	0.11	6.06	0.1	A	58	116
A-B					9	17
A-C					214	428

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	676	0.112	75	0.0	0.1	5.989	A
B-A	9	2	468	0.019	9	0.0	0.0	7.840	A
C-A	269	67			269				
C-B	60	15	678	0.088	60	0.0	0.1	5.813	A
A-B	7	2			7				
A-C	193	48			193				

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)	LOS
B-C	69	17	665	0.104	69	0.1	0.1	6.047	A
B-A	1	0.25	445	0.002	1	0.0	0.0	8.107	A
C-A	288	72			288				
C-B	47	12	659	0.071	47	0.1	0.1	5.887	A
A-B	10	3			10				
A-C	262	66			262				

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)	LOS
B-C	113	28	665	0.170	113	0.1	0.2	6.508	A
B-A	11	3	448	0.025	11	0.0	0.0	8.240	A
C-A	353	88			353				
C-B	43	11	668	0.064	43	0.1	0.1	5.762	A
A-B	6	2			6				
A-C	232	58			232				

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)	LOS
B-C	97	24	660	0.147	97	0.2	0.2	6.393	A
B-A	12	3	451	0.027	12	0.0	0.0	8.194	A
C-A	314	79			314				
C-B	47	12	664	0.071	47	0.1	0.1	5.836	A
A-B	9	2			9				
A-C	244	61			244				

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)	LOS
B-C	108	27	666	0.162	108	0.2	0.2	6.451	A
B-A	10	3	444	0.023	10	0.0	0.0	8.294	A
C-A	307	77			307				
C-B	73	18	667	0.109	73	0.1	0.1	6.056	A
A-B	11	3			11				
A-C	230	58			230				

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)	LOS
B-C	115	29	672	0.171	115	0.2	0.2	6.467	A
B-A	7	2	451	0.016	7	0.0	0.0	8.116	A
C-A	270	68			270				
C-B	73	18	670	0.109	73	0.1	0.1	6.027	A
A-B	10	3			10				
A-C	220	55			220				

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)	LOS
B-C	102	26	679	0.150	102	0.2	0.2	6.248	A
B-A	5	1	469	0.011	5	0.0	0.0	7.753	A
C-A	232	58			232				
C-B	53	13	676	0.078	53	0.1	0.1	5.780	A
A-B	8	2			8				
A-C	201	50			201				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	65	16	699	0.093	65	0.2	0.1	5.685	A
B-A	3	0.75	487	0.006	3	0.0	0.0	7.440	A
C-A	212	53			212				
C-B	67	17	696	0.096	67	0.1	0.1	5.725	A
A-B	7	2			7				
A-C	131	33			131				

2021, AM Network Peak Hour - Base Flows 2016

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	292	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2021	AM Network Peak Hour - Base Flows 2016	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	14	208
	B - B2233 Yapton Road	3	0	49
	C - A259 (East)	194	58	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.06	0.94
	B - B2233 Yapton Road	0.06	0.00	0.94
	C - A259 (East)	0.77	0.23	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	24	190
	B - B2233 Yapton Road	9	0	49
	C - A259 (East)	166	56	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.11	0.89
	B - B2233 Yapton Road	0.15	0.00	0.85
	C - A259 (East)	0.75	0.25	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	22	190
	B - B2233 Yapton Road	13	0	52
	C - A259 (East)	115	37	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.11	0.89
	B - B2233 Yapton Road	0.20	0.00	0.80
	C - A259 (East)	0.76	0.24	0.00

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	15	177
	B - B2233 Yapton Road	4	0	49
	C - A259 (East)	125	31	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.08	0.92
	B - B2233 Yapton Road	0.08	0.00	0.92
	C - A259 (East)	0.80	0.20	0.00

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	21	140
	B - B2233 Yapton Road	6	0	46
	C - A259 (East)	136	32	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.13	0.87
	B - B2233 Yapton Road	0.12	0.00	0.88
	C - A259 (East)	0.81	0.19	0.00

Demand (Veh/hr)

08:45 - 09:00

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	29	213
B - B2233 Yapton Road	2	0	54
C - A259 (East)	227	60	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.12	0.88
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.79	0.21	0.00

Demand (Veh/hr)

09:00 - 09:15

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	30	136
B - B2233 Yapton Road	1	0	76
C - A259 (East)	243	58	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.18	0.82
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.81	0.19	0.00

Demand (Veh/hr)

09:15 - 09:30

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	26	220
B - B2233 Yapton Road	6	0	63
C - A259 (East)	159	47	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	222	222

	B - B2233 Yapton Road	52	52
	C - A259 (East)	252	252
07:45-08:00	A - A259 (East)	214	214
	B - B2233 Yapton Road	58	58
	C - A259 (East)	221	221
08:00-08:15	A - A259 (East)	213	213
	B - B2233 Yapton Road	65	65
	C - A259 (East)	153	153
08:15-08:30	A - A259 (East)	192	192
	B - B2233 Yapton Road	53	53
	C - A259 (East)	156	156
08:30-08:45	A - A259 (East)	161	161
	B - B2233 Yapton Road	52	52
	C - A259 (East)	168	168
08:45-09:00	A - A259 (East)	241	241
	B - B2233 Yapton Road	57	57
	C - A259 (East)	286	286
09:00-09:15	A - A259 (East)	166	166
	B - B2233 Yapton Road	77	77
	C - A259 (East)	300	300
09:15-09:30	A - A259 (East)	246	246
	B - B2233 Yapton Road	69	69
	C - A259 (East)	206	206

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	5.95	0.1	A	55	110
B-A	0.03	7.81	0.0	A	6	11
C-A					171	341
C-B	0.09	5.93	0.1	A	47	95
A-B					23	45
A-C					184	369

Main Results for each time segment

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)	LOS
B-C	49	12	676	0.073	49	0.0	0.1	5.740	A
B-A	3	0.80	474	0.007	3	0.0	0.0	7.648	A
C-A	194	49			194				
C-B	58	14	672	0.086	57	0.0	0.1	5.849	A
A-B	14	3			14				
A-C	208	52			208				

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)	LOS
B-C	49	12	673	0.073	49	0.1	0.1	5.770	A
B-A	9	2	489	0.017	9	0.0	0.0	7.489	A
C-A	166	41			166				
C-B	56	14	675	0.082	56	0.1	0.1	5.814	A
A-B	24	6			24				
A-C	190	48			190				

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)	LOS
B-C	52	13	669	0.078	52	0.1	0.1	5.838	A
B-A	13	3	508	0.025	13	0.0	0.0	7.267	A
C-A	115	29			115				
C-B	37	9	675	0.055	38	0.1	0.1	5.647	A
A-B	22	6			22				
A-C	190	48			190				

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)	LOS
B-C	49	12	683	0.072	49	0.1	0.1	5.682	A
B-A	4	1	505	0.008	4	0.0	0.0	7.195	A
C-A	125	31			125				
C-B	31	8	681	0.046	31	0.1	0.0	5.541	A
A-B	15	4			15				
A-C	177	44			177				

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)	LOS
B-C	46	11	689	0.067	46	0.1	0.1	5.595	A
B-A	6	2	515	0.012	6	0.0	0.0	7.080	A
C-A	136	34			136				
C-B	32	8	689	0.047	32	0.0	0.0	5.477	A
A-B	21	5			21				
A-C	140	35			140				

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)	LOS
B-C	54	14	675	0.081	54	0.1	0.1	5.805	A
B-A	2	0.53	463	0.005	2	0.0	0.0	7.808	A
C-A	227	57			227				
C-B	60	15	667	0.090	60	0.0	0.1	5.926	A
A-B	29	7			29				
A-C	213	53			213				

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)	LOS
B-C	76	19	698	0.109	76	0.1	0.1	5.787	A
B-A	1	0.27	479	0.002	1	0.0	0.0	7.530	A
C-A	243	61			243				
C-B	58	14	688	0.084	58	0.1	0.1	5.713	A
A-B	30	7			30				
A-C	136	34			136				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	668	0.094	63	0.1	0.1	5.948	A
B-A	6	2	481	0.013	6	0.0	0.0	7.582	A
C-A	159	40			159				
C-B	47	12	666	0.071	47	0.1	0.1	5.820	A
A-B	26	6			26				
A-C	220	55			220				

2021, PM Network Peak Hour - Base Flows 2016

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	206	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2021	PM Network Peak Hour - Base Flows 2016	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	7	206
	B - B2233 Yapton Road	10	0	81
	C - A259 (East)	287	64	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.97
	B - B2233 Yapton Road	0.11	0.00	0.89
	C - A259 (East)	0.82	0.18	0.00

16:45 - 17:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	11	230
	B - B2233 Yapton Road	1	0	74
	C - A259 (East)	280	50	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.01	0.00	0.99
	C - A259 (East)	0.85	0.15	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	6	198
	B - B2233 Yapton Road	12	0	121
	C - A259 (East)	349	46	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.03	0.97
	B - B2233 Yapton Road	0.09	0.00	0.91
	C - A259 (East)	0.88	0.12	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	10	211
	B - B2233 Yapton Road	13	0	104
	C - A259 (East)	307	50	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.11	0.00	0.89
	C - A259 (East)	0.86	0.14	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	12	196
	B - B2233 Yapton Road	11	0	115
	C - A259 (East)	300	78	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.06	0.94
	B - B2233 Yapton Road	0.08	0.00	0.92
	C - A259 (East)	0.79	0.21	0.00

17:45 - 18:00

Demand (Veh/hr)

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	11	186
B - B2233 Yapton Road	7	0	123
C - A259 (East)	260	78	0

Proportions

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.06	0.00	0.94
C - A259 (East)	0.77	0.23	0.00

18:00 - 18:15

Demand (Veh/hr)

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	9	165
B - B2233 Yapton Road	5	0	109
C - A259 (East)	220	57	0

Proportions

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.05	0.00	0.95
C - A259 (East)	0.80	0.20	0.00

18:15 - 18:30

Demand (Veh/hr)

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	7	140
B - B2233 Yapton Road	3	0	69
C - A259 (East)	226	71	0

Proportions

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	213	213

	B - B2233 Yapton Road	91	91
	C - A259 (East)	351	351
16:45-17:00	A - A259 (East)	241	241
	B - B2233 Yapton Road	75	75
	C - A259 (East)	330	330
17:00-17:15	A - A259 (East)	205	205
	B - B2233 Yapton Road	132	132
	C - A259 (East)	395	395
17:15-17:30	A - A259 (East)	221	221
	B - B2233 Yapton Road	116	116
	C - A259 (East)	357	357
17:30-17:45	A - A259 (East)	208	208
	B - B2233 Yapton Road	126	126
	C - A259 (East)	378	378
17:45-18:00	A - A259 (East)	196	196
	B - B2233 Yapton Road	130	130
	C - A259 (East)	338	338
18:00-18:15	A - A259 (East)	174	174
	B - B2233 Yapton Road	114	114
	C - A259 (East)	276	276
18:15-18:30	A - A259 (East)	147	147
	B - B2233 Yapton Road	73	73
	C - A259 (East)	298	298

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	6.49	0.2	A	99	199
B-A	0.03	8.16	0.0	A	8	15
C-A					279	557
C-B	0.12	6.01	0.1	A	62	124
A-B					9	18
A-C					192	383

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	81	20	672	0.121	81	0.0	0.1	6.080	A
B-A	10	2	460	0.021	10	0.0	0.0	7.992	A
C-A	287	72			287				
C-B	64	16	675	0.095	64	0.0	0.1	5.887	A
A-B	7	2			7				
A-C	206	51			206				

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)	LOS
B-C	74	18	673	0.109	74	0.1	0.1	6.006	A
B-A	1	0.27	453	0.002	1	0.0	0.0	7.961	A
C-A	280	70			280				
C-B	50	13	667	0.075	50	0.1	0.1	5.838	A
A-B	11	3			11				
A-C	230	58			230				

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)	LOS
B-C	121	30	674	0.179	120	0.1	0.2	6.491	A
B-A	12	3	456	0.026	12	0.0	0.0	8.106	A
C-A	349	87			349				
C-B	46	11	677	0.068	46	0.1	0.1	5.705	A
A-B	6	2			6				
A-C	198	50			198				

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)	LOS
B-C	104	26	669	0.155	104	0.2	0.2	6.369	A
B-A	13	3	460	0.028	13	0.0	0.0	8.058	A
C-A	307	77			307				
C-B	50	13	673	0.075	50	0.1	0.1	5.782	A
A-B	10	2			10				
A-C	211	53			211				

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)	LOS
B-C	115	29	675	0.171	115	0.2	0.2	6.431	A
B-A	11	3	452	0.024	11	0.0	0.0	8.160	A
C-A	300	75			300				
C-B	78	19	676	0.115	78	0.1	0.1	6.013	A
A-B	12	3			12				
A-C	196	49			196				

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)	LOS
B-C	123	31	681	0.180	123	0.2	0.2	6.449	A
B-A	7	2	459	0.016	8	0.0	0.0	7.976	A
C-A	260	65			260				
C-B	78	19	679	0.115	78	0.1	0.1	5.983	A
A-B	11	3			11				
A-C	186	46			186				

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)	LOS
B-C	109	27	688	0.158	109	0.2	0.2	6.215	A
B-A	5	1	479	0.011	5	0.0	0.0	7.603	A
C-A	220	55			220				
C-B	57	14	686	0.082	57	0.1	0.1	5.724	A
A-B	9	2			9				
A-C	165	41			165				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	69	17	696	0.100	70	0.2	0.1	5.748	A
B-A	3	0.80	480	0.007	3	0.0	0.0	7.547	A
C-A	226	57			226				
C-B	71	18	693	0.103	71	0.1	0.1	5.790	A
A-B	7	2			7				
A-C	140	35			140				

2021, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	254	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	14	208
B - B2233 Yapton Road	3	0	49
C - A259 (East)	194	58	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.06	0.94
B - B2233 Yapton Road	0.06	0.00	0.94
C - A259 (East)	0.77	0.23	0.00

07:45 - 08:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	24	211
B - B2233 Yapton Road	9	0	49
C - A259 (East)	216	56	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.15	0.00	0.85
C - A259 (East)	0.80	0.20	0.00

08:00 - 08:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	22	211
B - B2233 Yapton Road	13	0	52
C - A259 (East)	165	37	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.20	0.00	0.80
C - A259 (East)	0.82	0.18	0.00

08:15 - 08:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	15	198
B - B2233 Yapton Road	4	0	49
C - A259 (East)	175	31	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.07	0.93
B - B2233 Yapton Road	0.08	0.00	0.92
C - A259 (East)	0.85	0.15	0.00

08:30 - 08:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	21	161
B - B2233 Yapton Road	6	0	46
C - A259 (East)	186	32	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.12	0.88
B - B2233 Yapton Road	0.12	0.00	0.88
C - A259 (East)	0.85	0.15	0.00

Demand (Veh/hr)

08:45 - 09:00

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	29	234
B - B2233 Yapton Road	2	0	54
C - A259 (East)	277	60	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.11	0.89
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.82	0.18	0.00

Demand (Veh/hr)

09:00 - 09:15

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	30	157
B - B2233 Yapton Road	1	0	76
C - A259 (East)	293	58	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.16	0.84
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.84	0.16	0.00

Demand (Veh/hr)

09:15 - 09:30

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	26	220
B - B2233 Yapton Road	6	0	63
C - A259 (East)	159	47	0

Proportions

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From	To		
	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	222	222

	B - B2233 Yapton Road	52	52
	C - A259 (East)	252	252
07:45-08:00	A - A259 (East)	235	235
	B - B2233 Yapton Road	58	58
	C - A259 (East)	271	271
08:00-08:15	A - A259 (East)	234	234
	B - B2233 Yapton Road	65	65
	C - A259 (East)	203	203
08:15-08:30	A - A259 (East)	213	213
	B - B2233 Yapton Road	53	53
	C - A259 (East)	206	206
08:30-08:45	A - A259 (East)	182	182
	B - B2233 Yapton Road	52	52
	C - A259 (East)	218	218
08:45-09:00	A - A259 (East)	262	262
	B - B2233 Yapton Road	57	57
	C - A259 (East)	336	336
09:00-09:15	A - A259 (East)	187	187
	B - B2233 Yapton Road	77	77
	C - A259 (East)	350	350
09:15-09:30	A - A259 (East)	246	246
	B - B2233 Yapton Road	69	69
	C - A259 (East)	206	206

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	5.95	0.1	A	55	110
B-A	0.03	8.05	0.0	A	6	11
C-A					208	416
C-B	0.09	5.98	0.1	A	47	95
A-B					23	45
A-C					200	400

Main Results for each time segment

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)	LOS
B-C	49	12	676	0.073	49	0.0	0.1	5.740	A
B-A	3	0.80	474	0.007	3	0.0	0.0	7.648	A
C-A	194	49			194				
C-B	58	14	672	0.086	57	0.0	0.1	5.849	A
A-B	14	3			14				
A-C	208	52			208				

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)	LOS
B-C	49	12	667	0.074	49	0.1	0.1	5.825	A
B-A	9	2	475	0.018	9	0.0	0.0	7.713	A
C-A	216	54			216				
C-B	56	14	669	0.083	56	0.1	0.1	5.869	A
A-B	24	6			24				
A-C	211	53			211				

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)	LOS
B-C	52	13	663	0.079	52	0.1	0.1	5.894	A
B-A	13	3	494	0.026	13	0.0	0.0	7.478	A
C-A	165	41			165				
C-B	37	9	669	0.056	38	0.1	0.1	5.702	A
A-B	22	6			22				
A-C	211	53			211				

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)	LOS
B-C	49	12	677	0.073	49	0.1	0.1	5.735	A
B-A	4	1	491	0.009	4	0.0	0.0	7.399	A
C-A	175	44			175				
C-B	31	8	675	0.046	31	0.1	0.0	5.592	A
A-B	15	4			15				
A-C	198	50			198				

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)	LOS
B-C	46	11	683	0.067	46	0.1	0.1	5.649	A
B-A	6	2	501	0.013	6	0.0	0.0	7.278	A
C-A	186	46			186				
C-B	32	8	683	0.047	32	0.0	0.0	5.526	A
A-B	21	5			21				
A-C	161	40			161				

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)	LOS
B-C	54	14	669	0.082	54	0.1	0.1	5.861	A
B-A	2	0.53	450	0.005	2	0.0	0.0	8.046	A
C-A	277	69			277				
C-B	60	15	661	0.091	60	0.0	0.1	5.983	A
A-B	29	7			29				
A-C	234	58			234				

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)	LOS
B-C	76	19	692	0.110	76	0.1	0.1	5.842	A
B-A	1	0.27	466	0.002	1	0.0	0.0	7.749	A
C-A	293	73			293				
C-B	58	14	682	0.085	58	0.1	0.1	5.766	A
A-B	30	7			30				
A-C	157	39			157				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	668	0.094	63	0.1	0.1	5.948	A
B-A	6	2	481	0.013	6	0.0	0.0	7.582	A
C-A	159	40			159				
C-B	47	12	666	0.071	47	0.1	0.1	5.820	A
A-B	26	6			26				
A-C	220	55			220				

2021, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	206	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	7	206
B - B2233 Yapton Road	10	0	81
C - A259 (East)	287	64	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.97
B - B2233 Yapton Road	0.11	0.00	0.89
C - A259 (East)	0.82	0.18	0.00

16:45 - 17:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	11	230
B - B2233 Yapton Road	1	0	74
C - A259 (East)	280	50	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.85	0.15	0.00

17:00 - 17:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	6	198
B - B2233 Yapton Road	12	0	121
C - A259 (East)	349	46	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.03	0.97
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.88	0.12	0.00

17:15 - 17:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	10	211
B - B2233 Yapton Road	13	0	104
C - A259 (East)	307	50	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.11	0.00	0.89
C - A259 (East)	0.86	0.14	0.00

17:30 - 17:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	12	196
B - B2233 Yapton Road	11	0	115
C - A259 (East)	300	78	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.06	0.94
B - B2233 Yapton Road	0.08	0.00	0.92
C - A259 (East)	0.79	0.21	0.00

17:45 - 18:00

Demand (Veh/hr)

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	11	186
B - B2233 Yapton Road	7	0	123
C - A259 (East)	260	78	0

Proportions

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.06	0.00	0.94
C - A259 (East)	0.77	0.23	0.00

18:00 - 18:15

Demand (Veh/hr)

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	9	165
B - B2233 Yapton Road	5	0	109
C - A259 (East)	220	57	0

Proportions

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.05	0.00	0.95
C - A259 (East)	0.80	0.20	0.00

18:15 - 18:30

Demand (Veh/hr)

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	7	140
B - B2233 Yapton Road	3	0	69
C - A259 (East)	226	71	0

Proportions

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From	To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	213	213

	B - B2233 Yapton Road	91	91
	C - A259 (East)	351	351
16:45-17:00	A - A259 (East)	241	241
	B - B2233 Yapton Road	75	75
	C - A259 (East)	330	330
17:00-17:15	A - A259 (East)	205	205
	B - B2233 Yapton Road	132	132
	C - A259 (East)	395	395
17:15-17:30	A - A259 (East)	221	221
	B - B2233 Yapton Road	116	116
	C - A259 (East)	357	357
17:30-17:45	A - A259 (East)	208	208
	B - B2233 Yapton Road	126	126
	C - A259 (East)	378	378
17:45-18:00	A - A259 (East)	196	196
	B - B2233 Yapton Road	130	130
	C - A259 (East)	338	338
18:00-18:15	A - A259 (East)	174	174
	B - B2233 Yapton Road	114	114
	C - A259 (East)	276	276
18:15-18:30	A - A259 (East)	147	147
	B - B2233 Yapton Road	73	73
	C - A259 (East)	298	298

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	6.49	0.2	A	99	199
B-A	0.03	8.16	0.0	A	8	15
C-A					279	557
C-B	0.12	6.01	0.1	A	62	124
A-B					9	18
A-C					192	383

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	81	20	672	0.121	81	0.0	0.1	6.080	A
B-A	10	2	460	0.021	10	0.0	0.0	7.992	A
C-A	287	72			287				
C-B	64	16	675	0.095	64	0.0	0.1	5.887	A
A-B	7	2			7				
A-C	206	51			206				

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)	LOS
B-C	74	18	673	0.109	74	0.1	0.1	6.006	A
B-A	1	0.27	453	0.002	1	0.0	0.0	7.961	A
C-A	280	70			280				
C-B	50	13	667	0.075	50	0.1	0.1	5.838	A
A-B	11	3			11				
A-C	230	58			230				

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)	LOS
B-C	121	30	674	0.179	120	0.1	0.2	6.491	A
B-A	12	3	456	0.026	12	0.0	0.0	8.106	A
C-A	349	87			349				
C-B	46	11	677	0.068	46	0.1	0.1	5.705	A
A-B	6	2			6				
A-C	198	50			198				

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)	LOS
B-C	104	26	669	0.155	104	0.2	0.2	6.369	A
B-A	13	3	460	0.028	13	0.0	0.0	8.058	A
C-A	307	77			307				
C-B	50	13	673	0.075	50	0.1	0.1	5.782	A
A-B	10	2			10				
A-C	211	53			211				

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)	LOS
B-C	115	29	675	0.171	115	0.2	0.2	6.431	A
B-A	11	3	452	0.024	11	0.0	0.0	8.160	A
C-A	300	75			300				
C-B	78	19	676	0.115	78	0.1	0.1	6.013	A
A-B	12	3			12				
A-C	196	49			196				

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)	LOS
B-C	123	31	681	0.180	123	0.2	0.2	6.449	A
B-A	7	2	459	0.016	8	0.0	0.0	7.976	A
C-A	260	65			260				
C-B	78	19	679	0.115	78	0.1	0.1	5.983	A
A-B	11	3			11				
A-C	186	46			186				

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)	LOS
B-C	109	27	688	0.158	109	0.2	0.2	6.215	A
B-A	5	1	479	0.011	5	0.0	0.0	7.603	A
C-A	220	55			220				
C-B	57	14	686	0.082	57	0.1	0.1	5.724	A
A-B	9	2			9				
A-C	165	41			165				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	69	17	696	0.100	70	0.2	0.1	5.748	A
B-A	3	0.80	480	0.007	3	0.0	0.0	7.547	A
C-A	226	57			226				
C-B	71	18	693	0.103	71	0.1	0.1	5.790	A
A-B	7	2			7				
A-C	140	35			140				

2026, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	268	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	15	222
B - B2233 Yapton Road	3	0	52
C - A259 (East)	207	62	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.06	0.94
B - B2233 Yapton Road	0.06	0.00	0.94
C - A259 (East)	0.77	0.23	0.00

07:45 - 08:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	25	203
B - B2233 Yapton Road	9	0	52
C - A259 (East)	177	59	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.11	0.89
B - B2233 Yapton Road	0.15	0.00	0.85
C - A259 (East)	0.75	0.25	0.00

08:00 - 08:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	24	203
B - B2233 Yapton Road	14	0	56
C - A259 (East)	123	40	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.11	0.89
B - B2233 Yapton Road	0.20	0.00	0.80
C - A259 (East)	0.76	0.24	0.00

08:15 - 08:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	16	189
B - B2233 Yapton Road	5	0	52
C - A259 (East)	133	33	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.08	0.92
B - B2233 Yapton Road	0.08	0.00	0.92
C - A259 (East)	0.80	0.20	0.00

08:30 - 08:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	23	149
B - B2233 Yapton Road	7	0	49
C - A259 (East)	145	34	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.13	0.87
B - B2233 Yapton Road	0.12	0.00	0.88
C - A259 (East)	0.81	0.19	0.00

08:45 - 09:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	31	227
B - B2233 Yapton Road	2	0	58
C - A259 (East)	241	64	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.12	0.88
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.79	0.21	0.00

09:00 - 09:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	32	145
B - B2233 Yapton Road	1	0	81
C - A259 (East)	259	62	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.18	0.82
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.81	0.19	0.00

09:15 - 09:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	27	235
B - B2233 Yapton Road	7	0	67
C - A259 (East)	170	50	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	237	237
	B - B2233 Yapton Road	56	56

	C - A259 (East)	269	269
07:45-08:00	A - A259 (East)	228	228
	B - B2233 Yapton Road	62	62
	C - A259 (East)	236	236
08:00-08:15	A - A259 (East)	227	227
	B - B2233 Yapton Road	69	69
	C - A259 (East)	163	163
08:15-08:30	A - A259 (East)	205	205
	B - B2233 Yapton Road	57	57
	C - A259 (East)	166	166
08:30-08:45	A - A259 (East)	172	172
	B - B2233 Yapton Road	56	56
	C - A259 (East)	179	179
08:45-09:00	A - A259 (East)	257	257
	B - B2233 Yapton Road	60	60
	C - A259 (East)	305	305
09:00-09:15	A - A259 (East)	177	177
	B - B2233 Yapton Road	82	82
	C - A259 (East)	320	320
09:15-09:30	A - A259 (East)	262	262
	B - B2233 Yapton Road	74	74
	C - A259 (East)	220	220

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.03	0.1	A	59	117
B-A	0.03	7.95	0.0	A	6	12
C-A					182	364
C-B	0.10	6.01	0.1	A	50	101
A-B					24	48
A-C					196	393

Main Results for each time segment

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)	LOS
B-C	52	13	672	0.078	52	0.0	0.1	5.807	A
B-A	3	0.85	467	0.007	3	0.0	0.0	7.773	A
C-A	207	52			207				
C-B	62	15	668	0.092	61	0.0	0.1	5.925	A
A-B	15	4			15				
A-C	222	56			222				

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)	LOS
B-C	52	13	669	0.078	52	0.1	0.1	5.837	A
B-A	9	2	482	0.019	9	0.0	0.0	7.604	A
C-A	177	44			177				
C-B	59	15	671	0.088	59	0.1	0.1	5.886	A
A-B	25	6			25				
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)	LOS
B-C	56	14	665	0.084	56	0.1	0.1	5.909	A
B-A	14	3	502	0.027	14	0.0	0.0	7.365	A
C-A	123	31			123				
C-B	40	10	671	0.059	40	0.1	0.1	5.707	A
A-B	24	6			24				
A-C	203	51			203				

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)	LOS
B-C	52	13	679	0.077	52	0.1	0.1	5.745	A
B-A	5	1	499	0.009	5	0.0	0.0	7.278	A
C-A	133	33			133				
C-B	33	8	677	0.049	33	0.1	0.1	5.592	A
A-B	16	4			16				
A-C	189	47			189				

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)	LOS
B-C	49	12	686	0.071	49	0.1	0.1	5.647	A
B-A	7	2	510	0.013	7	0.0	0.0	7.155	A
C-A	145	36			145				
C-B	34	9	686	0.050	34	0.1	0.1	5.520	A
A-B	23	6			23				
A-C	149	37			149				

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)	LOS
B-C	58	15	670	0.087	58	0.1	0.1	5.879	A
B-A	2	0.57	455	0.005	2	0.0	0.0	7.945	A
C-A	241	60			241				
C-B	64	16	663	0.096	64	0.1	0.1	6.009	A
A-B	31	8			31				
A-C	227	57			227				

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)	LOS
B-C	81	20	695	0.116	81	0.1	0.1	5.860	A
B-A	1	0.28	473	0.002	1	0.0	0.0	7.638	A
C-A	259	65			259				
C-B	62	15	685	0.090	62	0.1	0.1	5.776	A
A-B	32	8			32				
A-C	145	36			145				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	67	17	664	0.101	67	0.1	0.1	6.033	A
B-A	7	2	474	0.014	7	0.0	0.0	7.701	A
C-A	170	42			170				
C-B	50	13	661	0.076	50	0.1	0.1	5.893	A
A-B	27	7			27				
A-C	235	59			235				

2026, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.70	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	187	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	8	220
	B - B2233 Yapton Road	10	0	86
	C - A259 (East)	306	68	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.97
	B - B2233 Yapton Road	0.11	0.00	0.89
	C - A259 (East)	0.82	0.18	0.00

16:45 - 17:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	11	246
	B - B2233 Yapton Road	1	0	78
	C - A259 (East)	298	53	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.01	0.00	0.99
	C - A259 (East)	0.85	0.15	0.00

17:00 - 17:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	7	212
	B - B2233 Yapton Road	13	0	129
	C - A259 (East)	372	49	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.03	0.97
	B - B2233 Yapton Road	0.09	0.00	0.91
	C - A259 (East)	0.88	0.12	0.00

17:15 - 17:30

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	10	225
	B - B2233 Yapton Road	14	0	110
	C - A259 (East)	328	53	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.11	0.00	0.89
	C - A259 (East)	0.86	0.14	0.00

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	13	209
	B - B2233 Yapton Road	11	0	123
	C - A259 (East)	320	83	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.06	0.94
	B - B2233 Yapton Road	0.08	0.00	0.92
	C - A259 (East)	0.79	0.21	0.00

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	11	198
	B - B2233 Yapton Road	8	0	131
	C - A259 (East)	278	83	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.05	0.95
	B - B2233 Yapton Road	0.06	0.00	0.94
	C - A259 (East)	0.77	0.23	0.00

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	9	176
	B - B2233 Yapton Road	6	0	116
	C - A259 (East)	234	60	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.05	0.95
	B - B2233 Yapton Road	0.05	0.00	0.95
	C - A259 (East)	0.80	0.20	0.00

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	8	149
	B - B2233 Yapton Road	3	0	74
	C - A259 (East)	241	76	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.05	0.95
	B - B2233 Yapton Road	0.04	0.00	0.96
	C - A259 (East)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	0	0
	B - B2233 Yapton Road	0	0	0
	C - A259 (East)	0	0	0

Average PCU Per Veh

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	1.000	1.000	1.000
	B - B2233 Yapton Road	1.000	1.000	1.000
	C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	228	228
	B - B2233 Yapton Road	97	97
	C - A259 (East)	374	374
16:45-17:00	A - A259 (East)	257	257
	B - B2233 Yapton Road	80	80
	C - A259 (East)	351	351
17:00-17:15	A - A259 (East)	218	218
	B - B2233 Yapton Road	141	141
	C - A259 (East)	421	421
17:15-17:30	A - A259 (East)	235	235
	B - B2233 Yapton Road	124	124
	C - A259 (East)	381	381
17:30-17:45	A - A259 (East)	222	222
	B - B2233 Yapton Road	134	134
	C - A259 (East)	403	403
17:45-18:00	A - A259 (East)	209	209
	B - B2233 Yapton Road	139	139
	C - A259 (East)	361	361
18:00-18:15	A - A259 (East)	185	185
	B - B2233 Yapton Road	122	122
	C - A259 (East)	295	295
18:15-18:30	A - A259 (East)	157	157
	B - B2233 Yapton Road	77	77

	C - A259 (East)	317	317

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	6.63	0.2	A	106	212
B-A	0.03	8.35	0.0	A	8	16
C-A					297	594
C-B	0.12	6.10	0.1	A	66	132
A-B					10	19
A-C					204	409

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	86	22	668	0.129	86	0.0	0.1	6.177	A
B-A	10	3	451	0.023	10	0.0	0.0	8.155	A
C-A	306	76			306				
C-B	68	17	671	0.102	68	0.0	0.1	5.966	A
A-B	8	2			8				
A-C	220	55			220				

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)	LOS
B-C	78	20	669	0.117	79	0.1	0.1	6.098	A
B-A	1	0.28	445	0.003	1	0.0	0.0	8.112	A
C-A	298	75			298				
C-B	53	13	663	0.081	54	0.1	0.1	5.910	A

A-B	11	3			11				
A-C	246	61			246				

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)	LOS
B-C	129	32	670	0.192	128	0.1	0.2	6.635	A
B-A	13	3	447	0.028	12	0.0	0.0	8.288	A
C-A	372	93			372				
C-B	49	12	673	0.073	49	0.1	0.1	5.765	A
A-B	7	2			7				
A-C	212	53			212				

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)	LOS
B-C	110	28	665	0.166	110	0.2	0.2	6.500	A
B-A	14	3	451	0.030	14	0.0	0.0	8.234	A
C-A	328	82			328				
C-B	53	13	669	0.080	53	0.1	0.1	5.851	A
A-B	10	3			10				
A-C	225	56			225				

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)	LOS
B-C	123	31	671	0.183	123	0.2	0.2	6.567	A
B-A	11	3	443	0.026	11	0.0	0.0	8.348	A
C-A	320	80			320				
C-B	83	21	672	0.123	83	0.1	0.1	6.104	A
A-B	13	3			13				
A-C	209	52			209				

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)	LOS
B-C	131	33	677	0.193	131	0.2	0.2	6.588	A
B-A	8	2	450	0.018	8	0.0	0.0	8.140	A

C-A	278	69			278				
C-B	83	21	676	0.123	83	0.1	0.1	6.071	A
A-B	11	3			11				
A-C	198	49			198				

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)	LOS
B-C	116	29	685	0.169	116	0.2	0.2	6.331	A
B-A	6	1	472	0.012	6	0.0	0.0	7.724	A
C-A	234	59			234				
C-B	60	15	683	0.088	60	0.1	0.1	5.790	A
A-B	9	2			9				
A-C	176	44			176				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	74	18	694	0.107	74	0.2	0.1	5.814	A
B-A	3	0.85	474	0.007	3	0.0	0.0	7.659	A
C-A	241	60			241				
C-B	76	19	690	0.110	76	0.1	0.1	5.860	A
A-B	8	2			8				
A-C	149	37			149				

2026, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	234	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000
B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	15	222
	B - B2233 Yapton Road	3	0	52
	C - A259 (East)	207	62	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.06	0.94
	B - B2233 Yapton Road	0.06	0.00	0.94
	C - A259 (East)	0.77	0.23	0.00

07:45 - 08:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	25	224
	B - B2233 Yapton Road	9	0	52
	C - A259 (East)	227	59	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.10	0.90
	B - B2233 Yapton Road	0.15	0.00	0.85
	C - A259 (East)	0.79	0.21	0.00

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	24	224
	B - B2233 Yapton Road	14	0	56
	C - A259 (East)	173	40	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.10	0.90
	B - B2233 Yapton Road	0.20	0.00	0.80
	C - A259 (East)	0.81	0.19	0.00

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	16	210
	B - B2233 Yapton Road	5	0	52
	C - A259 (East)	183	33	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.08	0.00	0.92
	C - A259 (East)	0.85	0.15	0.00

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	23	170
	B - B2233 Yapton Road	7	0	49
	C - A259 (East)	195	34	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.12	0.88
	B - B2233 Yapton Road	0.12	0.00	0.88
	C - A259 (East)	0.85	0.15	0.00

08:45 - 09:00

Demand (Veh/hr)

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0	31	248
	B - B2233 Yapton Road	2	0	58
	C - A259 (East)	291	64	0

Proportions

		To		
		A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
From	A - A259 (East)	0.00	0.11	0.89
	B - B2233 Yapton Road	0.04	0.00	0.96
	C - A259 (East)	0.82	0.18	0.00

08:00 - 08:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	32	166
B - B2233 Yapton Road	1	0	81
C - A259 (East)	309	62	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.16	0.84
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.83	0.17	0.00

08:15 - 08:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	27	235
B - B2233 Yapton Road	7	0	67
C - A259 (East)	170	50	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.10	0.90
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A259 (East)	237	237
	B - B2233 Yapton Road	56	56
	C - A259 (East)	269	269
07:45-08:00	A - A259 (East)	249	249
	B - B2233 Yapton Road	62	62
	C - A259 (East)	286	286
08:00-08:15	A - A259 (East)	248	248
	B - B2233 Yapton Road	69	69

	C - A259 (East)	213	213
08:15-08:30	A - A259 (East)	226	226
	B - B2233 Yapton Road	57	57
	C - A259 (East)	216	216
08:30-08:45	A - A259 (East)	193	193
	B - B2233 Yapton Road	56	56
	C - A259 (East)	229	229
08:45-09:00	A - A259 (East)	278	278
	B - B2233 Yapton Road	60	60
	C - A259 (East)	355	355
09:00-09:15	A - A259 (East)	198	198
	B - B2233 Yapton Road	82	82
	C - A259 (East)	370	370
09:15-09:30	A - A259 (East)	262	262
	B - B2233 Yapton Road	74	74
	C - A259 (East)	220	220

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.03	0.1	A	59	117
B-A	0.03	8.19	0.0	A	6	12
C-A					219	439
C-B	0.10	6.07	0.1	A	50	101
A-B					24	48
A-C					212	424

Main Results for each time segment

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)	LOS
B-C	52	13	672	0.078	52	0.0	0.1	5.807	A
B-A	3	0.85	467	0.007	3	0.0	0.0	7.773	A
C-A	207	52			207				
C-B	62	15	668	0.092	61	0.0	0.1	5.925	A
A-B	15	4			15				
A-C	222	56			222				

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)	LOS
B-C	52	13	663	0.079	52	0.1	0.1	5.893	A
B-A	9	2	469	0.019	9	0.0	0.0	7.834	A
C-A	227	57			227				
C-B	59	15	665	0.089	59	0.1	0.1	5.942	A
A-B	25	6			25				
A-C	224	56			224				

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)	LOS
B-C	56	14	659	0.085	56	0.1	0.1	5.966	A
B-A	14	3	488	0.028	14	0.0	0.0	7.583	A
C-A	173	43			173				
C-B	40	10	665	0.060	40	0.1	0.1	5.758	A
A-B	24	6			24				
A-C	224	56			224				

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)	LOS
B-C	52	13	673	0.078	52	0.1	0.1	5.797	A
B-A	5	1	486	0.009	5	0.0	0.0	7.489	A
C-A	183	46			183				
C-B	33	8	671	0.049	33	0.1	0.1	5.640	A
A-B	16	4			16				
A-C	210	53			210				

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)	LOS
B-C	49	12	681	0.072	49	0.1	0.1	5.699	A
B-A	7	2	496	0.014	7	0.0	0.0	7.358	A
C-A	195	49			195				
C-B	34	9	680	0.050	34	0.1	0.1	5.570	A
A-B	23	6			23				
A-C	170	43			170				

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)	LOS
B-C	58	15	664	0.087	58	0.1	0.1	5.936	A
B-A	2	0.57	442	0.005	2	0.0	0.0	8.193	A
C-A	291	73			291				
C-B	64	16	657	0.097	64	0.1	0.1	6.068	A
A-B	31	8			31				
A-C	248	62			248				

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)	LOS
B-C	81	20	689	0.117	81	0.1	0.1	5.916	A
B-A	1	0.28	459	0.002	1	0.0	0.0	7.864	A
C-A	309	77			309				
C-B	62	15	679	0.091	62	0.1	0.1	5.828	A
A-B	32	8			32				
A-C	166	41			166				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	67	17	664	0.101	67	0.1	0.1	6.033	A
B-A	7	2	474	0.014	7	0.0	0.0	7.701	A
C-A	170	42			170				
C-B	50	13	661	0.076	50	0.1	0.1	5.890	A
A-B	27	7			27				

A-C	235	59			235				

2026, PM Network Peak Hour - Base Flows 2026 + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	B2233/A259 T-Junction	T-Junction	Two-way	1.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	165	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2026	PM Network Peak Hour - Base Flows 2026 + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259 (East)		DIRECT	✓	100.000

B - B2233 Yapton Road		DIRECT	✓	100.000
C - A259 (East)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	8	220
B - B2233 Yapton Road	10	0	86
C - A259 (East)	306	68	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.97
B - B2233 Yapton Road	0.11	0.00	0.89
C - A259 (East)	0.82	0.18	0.00

16:45 - 17:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	11	292
B - B2233 Yapton Road	1	0	78
C - A259 (East)	324	53	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.01	0.00	0.99
C - A259 (East)	0.86	0.14	0.00

17:00 - 17:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	7	258
B - B2233 Yapton Road	13	0	129
C - A259 (East)	398	49	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.03	0.97
B - B2233 Yapton Road	0.09	0.00	0.91
C - A259 (East)	0.89	0.11	0.00

17:15 - 17:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	10	271
B - B2233 Yapton Road	14	0	110
C - A259 (East)	354	53	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.11	0.00	0.89
C - A259 (East)	0.87	0.13	0.00

17:30 - 17:45

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	13	255
B - B2233 Yapton Road	11	0	123
C - A259 (East)	346	83	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.08	0.00	0.92
C - A259 (East)	0.81	0.19	0.00

17:45 - 18:00

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	11	244
B - B2233 Yapton Road	8	0	131
C - A259 (East)	304	83	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.06	0.00	0.94
C - A259 (East)	0.79	0.21	0.00

18:00 - 18:15

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	9	222
B - B2233 Yapton Road	6	0	116
C - A259 (East)	260	60	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.04	0.96
B - B2233 Yapton Road	0.05	0.00	0.95
C - A259 (East)	0.81	0.19	0.00

18:15 - 18:30

Demand (Veh/hr)

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	8	149
B - B2233 Yapton Road	3	0	74
C - A259 (East)	241	76	0

Proportions

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0.00	0.05	0.95
B - B2233 Yapton Road	0.04	0.00	0.96
C - A259 (East)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	0	0	0
B - B2233 Yapton Road	0	0	0
C - A259 (East)	0	0	0

Average PCU Per Veh

From \ To	A - A259 (East)	B - B2233 Yapton Road	C - A259 (East)
A - A259 (East)	1.000	1.000	1.000
B - B2233 Yapton Road	1.000	1.000	1.000
C - A259 (East)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A259 (East)	228	228
	B - B2233 Yapton Road	97	97
	C - A259 (East)	374	374
16:45-17:00	A - A259 (East)	303	303
	B - B2233 Yapton Road	80	80
	C - A259 (East)	377	377
17:00-17:15	A - A259 (East)	264	264
	B - B2233 Yapton Road	141	141
	C - A259 (East)	447	447
17:15-17:30	A - A259 (East)	281	281
	B - B2233 Yapton Road	124	124
	C - A259 (East)	407	407
17:30-17:45	A - A259 (East)	268	268
	B - B2233 Yapton Road	134	134
	C - A259 (East)	429	429
17:45-18:00	A - A259 (East)	255	255
	B - B2233 Yapton Road	139	139
	C - A259 (East)	387	387
18:00-18:15	A - A259 (East)	231	231
	B - B2233 Yapton Road	122	122
	C - A259 (East)	321	321
18:15-18:30	A - A259 (East)	157	157
	B - B2233 Yapton Road	77	77
	C - A259 (East)	317	317

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)

B-C	0.20	6.79	0.2	A	106	212
B-A	0.03	8.68	0.0	A	8	16
C-A					317	633
C-B	0.13	6.24	0.1	A	66	132
A-B					10	19
A-C					239	478

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	86	22	668	0.129	86	0.0	0.1	6.177	A
B-A	10	3	451	0.023	10	0.0	0.0	8.155	A
C-A	306	76			306				
C-B	68	17	671	0.102	68	0.0	0.1	5.966	A
A-B	8	2			8				
A-C	220	55			220				

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)	LOS
B-C	78	20	656	0.120	79	0.1	0.1	6.233	A
B-A	1	0.28	429	0.003	1	0.0	0.0	8.422	A
C-A	324	81			324				
C-B	53	13	650	0.082	54	0.1	0.1	6.039	A
A-B	11	3			11				
A-C	292	73			292				

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)	LOS
B-C	129	32	658	0.195	128	0.1	0.2	6.789	A
B-A	13	3	430	0.029	12	0.0	0.0	8.614	A

C-A	398	99			398				
C-B	49	12	661	0.074	49	0.1	0.1	5.885	A
A-B	7	2			7				
A-C	258	64			258				

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)	LOS
B-C	110	28	652	0.169	110	0.2	0.2	6.654	A
B-A	14	3	434	0.031	14	0.0	0.0	8.556	A
C-A	354	88			354				
C-B	53	13	656	0.082	53	0.1	0.1	5.975	A
A-B	10	3			10				
A-C	271	68			271				

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)	LOS
B-C	123	31	658	0.187	123	0.2	0.2	6.725	A
B-A	11	3	426	0.027	11	0.0	0.0	8.679	A
C-A	346	86			346				
C-B	83	21	660	0.126	83	0.1	0.1	6.241	A
A-B	13	3			13				
A-C	255	64			255				

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)	LOS
B-C	131	33	664	0.197	131	0.2	0.2	6.747	A
B-A	8	2	434	0.018	8	0.0	0.0	8.453	A
C-A	304	76			304				
C-B	83	21	663	0.125	83	0.1	0.1	6.204	A
A-B	11	3			11				
A-C	244	61			244				

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)	LOS

B-C	116	29	672	0.173	116	0.2	0.2	6.475	A
B-A	6	1	456	0.012	6	0.0	0.0	8.003	A
C-A	260	65			260				
C-B	60	15	670	0.090	60	0.1	0.1	5.911	A
A-B	9	2			9				
A-C	222	56			222				

18:18 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	74	18	694	0.107	74	0.2	0.1	5.817	A
B-A	3	0.85	474	0.007	3	0.0	0.0	7.659	A
C-A	241	60			241				
C-B	76	19	690	0.110	76	0.1	0.1	5.860	A
A-B	8	2			8				
A-C	149	37			149				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: (Site 4) Church Lane-A259 Rbt.j9
Path: S:\Admin-Projects\4701-4750\4724\Junctions 9
Report generation date: 27/10/2016 15:22:48

»2016, AM Network Peak Hour - Base Flows
»2016, PM Network Peak Hour - Base Flows
»2016, AM Network Peak Hour - Base Flows + Development Traffic
»2016, PM Network Peak Hour - Base Flows + Development Traffic
»2021, AM Network Peak Hour - Base Flows
»2021, PM Network Peak Hour - Base Flows
»2021, AM Network Peak Hour - Base Flows + DevT
»2021, PM Network Peak Hour - Base Flows + DevT
»2026, AM Network Peak Hour - Base Flows
»2026, PM Network Peak Hour - Base Flows
»2026, AM Network Peak Hour - Base Flows + DevT
»2026, PM Network Peak Hour - Base Flows + DevT

Summary of junction performance

	AM Network Peak Hour - Base Flows					PM Network Peak Hour - Base Flows					AM Network Peak Hour - Base Flows + Development Traffic					PM Network Peak Hour - Base Flows + Development Traffic					AM Network Peak Hour - Base Flows + DevT					PM Network Peak Hour - Base Flows + DevT				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
[Lane Simulation] - 2016																														
1 - Church Lane	2.4	15.57		C		8.2	31.10		D		16.1	53.90		F		24.8	70.83		F											
2 - A259 (East)	38.1	67.84		F	%	335.4	662.63		F	%	77.5	135.61		F	%	428.7	1065.19		F	%										
3 - Crookthorn Lane	0.9	17.51		C	[]	0.5	39.03		E	[]	2.1	40.23		E	[]	0.5	42.94		E	[]										
4 - A259 (West)	675.1	2237.83		F		1001.3	3156.08		F		745.9	2346.27		F		1215.9	3343.23		F											
[Lane Simulation] - 2021																														
1 - Church Lane	2.7	17.96		C		11.6	38.69		E												21.2	69.60		F		36.6	93.21		F	
2 - A259 (East)	69.5	111.47		F	%	493.2	1296.37		F	%											125.2	211.69		F	%	564.2	1485.00		F	%
3 - Crookthorn Lane	1.1	21.17		C	[]	0.7	46.65		E	[]											2.5	51.32		F	[]	0.7	50.97		F	[]
4 - A259 (West)	823.0	2539.65		F		1151.5	3394.09		F												908.1	2704.19		F		1374.1	3511.82		F	
[Lane Simulation] - 2026																														
1 - Church Lane	3.9	21.14		C		14.8	45.01		E												28.3	87.62		F		47.9	115.75		F	
2 - A259 (East)	110.5	180.26		F	%	663.7	1729.36		F	%											160.0	327.23		F	%	803.6	1893.39		F	%
3 - Crookthorn Lane	1.4	29.14		D	[]	0.6	45.76		E	[]											2.9	55.36		F	[]	0.7	48.79		E	[]
4 - A259 (West)	976.7	2949.71		F		1317.5	3561.10		F												1068.9	3082.84		F		1539.2	3605.24		F	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Clymping Roundabout Model
Location	
Site number	
Date	03/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4724
Enumerator	BR\matttwinberrow
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	763003259	538	163.75

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓		
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓		
D3	2016	AM Development Traffic	ONE HOUR	07:45	09:15		15			
D4	2016	PM Development Traffic	ONE HOUR	16:45	18:15		15			
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Growth Factors

ID	Description	Use TEMPRO	NTEM Dataset	NTM Dataset	Base year	Future year	Time period	Region	County	Authority	Zone	Area type	Road type	Growth Factor
G1	2016 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.0685
G2	PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.0671
G3	2026 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.1390
G4	2026 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 006 (5077)	Rural	Principal	1.1375

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2016, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	884.64	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Church Lane	
2	A259 (East)	
3	Crookthorn Lane	
4	A259 (West)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Church Lane	3.50	6.50	18.5	25.0	33.5	27.0	
2 - A259 (East)	3.00	8.75	51.0	15.0	33.5	18.0	
3 - Crookthorn Lane	2.50	6.50	13.0	35.0	33.5	12.0	
4 - A259 (West)	3.00	7.00	9.0	20.0	33.5	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)

1 - Church Lane	0.658	423.112
2 - A259 (East)	0.772	561.201
3 - Crookthorn Lane	0.635	370.582
4 - A259 (West)	0.595	352.342

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1 - Church Lane	Evenly split	10.00
2 - A259 (East)	Evenly split	10.00
3 - Crookthorn Lane	Evenly split	10.00
4 - A259 (West)	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/TS)	Maximum capacity (PCU/TS)
1 - Church Lane	**1 [Give-way line]**	**1**	2	✓	3.00	0.00	24999.75
		2	1,3,4	✓	3.00	0.00	24999.75
	2	**1**	(1,2,3,4)		Infinity		
2 - A259 (East)	**1 [Give-way line]**	**1**	3,4	✓	8.00	0.00	24999.75
		2	1,2	✓	8.00	0.00	24999.75
	2	**1**	(1,2,3,4)		Infinity		
3 - Crookthorn Lane	**1 [Give-way line]**	**1**	1,2,3,4		Infinity	0.00	24999.75
4 - A259 (West)	**1 [Give-way line]**	**1**	1	✓	3.00	0.00	24999.75
		2	2,3,4	✓	3.00	0.00	24999.75
	2	**1**	(1,2,3,4)		Infinity		

Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/TS)
1 - Church Lane	**1 [Give-way line]**	**1**	0.329	211.556
		2	0.329	211.556
2 - A259 (East)	**1 [Give-way line]**	**1**	0.386	280.601
		2	0.386	280.601
3 - Crookthorn Lane	**1 [Give-way line]**	**1**	0.635	370.582
4 - A259 (West)	**1 [Give-way line]**	**1**	0.297	176.171
		2	0.297	176.171

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			Church Lane	**A259 (East)**	**Crookthorn Lane**	**A259 (West)**
1 - Church Lane	**1 [Give-way line]**	**1**		✓		

		2	✓		✓	✓
	2	1	✓	✓	✓	✓
2 - A259 (East)	1 [Give-way line]	1			✓	✓
		2	✓	✓		
	2	1	✓	✓	✓	✓
3 - Crookthorn Lane	1 [Give-way line]	1	✓	✓	✓	✓
4 - A259 (West)	1 [Give-way line]	1	✓			
		2		✓	✓	✓
	2	1	✓	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

		To			
From		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	57.00	4.00	14.00
	2 - A259 (East)	139.00	1.00	4.00	213.00
	3 - Crookthorn Lane	0.00	2.00	0.00	0.00
	4 - A259 (West)	19.00	213.00	0.00	0.00

Proportions

		To			
From		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.76	0.05	0.19
	2 - A259 (East)	0.39	0.00	0.01	0.60
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.08	0.92	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	72.00	1.00	26.00
2 - A259 (East)	136.00	1.00	0.00	180.00
3 - Crookthorn Lane	2.00	0.00	0.00	0.00
4 - A259 (West)	22.00	209.00	1.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.73	0.01	0.26
2 - A259 (East)	0.43	0.00	0.00	0.57
3 - Crookthorn Lane	1.00	0.00	0.00	0.00
4 - A259 (West)	0.09	0.90	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	79.00	2.00	20.00
2 - A259 (East)	59.00	0.00	0.00	110.00
3 - Crookthorn Lane	3.00	5.00	0.00	2.00
4 - A259 (West)	15.00	184.00	4.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.78	0.02	0.20
2 - A259 (East)	0.35	0.00	0.00	0.65
3 - Crookthorn Lane	0.30	0.50	0.00	0.20
4 - A259 (West)	0.07	0.91	0.02	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	71.00	1.00	21.00
2 - A259 (East)	55.00	2.00	0.00	114.00
3 - Crookthorn Lane	1.00	4.00	0.00	2.00
4 - A259 (West)	16.00	176.00	1.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.01	0.23
2 - A259 (East)	0.32	0.01	0.00	0.67
3 - Crookthorn Lane	0.14	0.57	0.00	0.29
4 - A259 (West)	0.08	0.91	0.01	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	89.00	9.00	19.00
2 - A259 (East)	57.00	4.00	0.00	143.00
3 - Crookthorn Lane	6.00	4.00	1.00	0.00
4 - A259 (West)	16.00	175.00	2.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.08	0.16
2 - A259 (East)	0.28	0.02	0.00	0.70
3 - Crookthorn Lane	0.55	0.36	0.09	0.00
4 - A259 (West)	0.08	0.91	0.01	0.00

08:45 - 09:00

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	71.00	3.00	23.00
2 - A259 (East)		122.00	4.00	2.00	225.00
3 - Crookthorn Lane		10.00	4.00	0.00	6.00
4 - A259 (West)		25.00	181.00	8.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.73	0.03	0.24
2 - A259 (East)		0.35	0.01	0.01	0.64
3 - Crookthorn Lane		0.50	0.20	0.00	0.30
4 - A259 (West)		0.12	0.85	0.04	0.00

09:00 - 09:15

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	63.00	1.00	25.00
2 - A259 (East)		116.00	1.00	0.00	250.00
3 - Crookthorn Lane		6.00	25.00	0.00	8.00
4 - A259 (West)		14.00	188.00	2.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.71	0.01	0.28
2 - A259 (East)		0.32	0.00	0.00	0.68
3 - Crookthorn Lane		0.15	0.64	0.00	0.21
4 - A259 (West)		0.07	0.92	0.01	0.00

09:15 - 09:30

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	50.00	1.00	14.00
2 - A259 (East)		69.00	2.00	0.00	173.00
3 - Crookthorn Lane		4.00	1.00	0.00	2.00
4 - A259 (West)		22.00	247.00	2.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.77	0.02	0.22
2 - A259 (East)		0.28	0.01	0.00	0.71
3 - Crookthorn Lane		0.57	0.14	0.00	0.29
4 - A259 (West)		0.08	0.91	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		10	10	10	10
2 - A259 (East)		10	10	10	10
3 - Crookthorn Lane		10	10	10	10
4 - A259 (West)		10	10	10	10

Average PCU Per Veh

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		1.100	1.100	1.100	1.100
2 - A259 (East)		1.100	1.100	1.100	1.100
3 - Crookthorn Lane		1.100	1.100	1.100	1.100
4 - A259 (West)		1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:30-07:45	1 - Church Lane	75.00	82.50
	2 - A259 (East)	357.00	392.70
	3 - Crookthorn Lane	2.00	2.20
	4 - A259 (West)	232.00	255.20
07:45-08:00	1 - Church Lane	99.00	108.90
	2 - A259 (East)	317.00	348.70
	3 - Crookthorn Lane	2.00	2.20
	4 - A259 (West)	232.00	255.20
08:00-08:15	1 - Church Lane	101.00	111.10
	2 - A259 (East)	169.00	185.90
	3 - Crookthorn Lane	10.00	11.00
	4 - A259 (West)	203.00	223.30
08:15-08:30	1 - Church Lane	93.00	102.30
	2 - A259 (East)	171.00	188.10
	3 - Crookthorn Lane	7.00	7.70
	4 - A259 (West)	193.00	212.30
08:30-08:45	1 - Church Lane	117.00	128.70
	2 - A259 (East)	204.00	224.40
	3 - Crookthorn Lane	11.00	12.10
	4 - A259 (West)	193.00	212.30
08:45-09:00	1 - Church Lane	97.00	106.70
	2 - A259 (East)	353.00	388.30
	3 - Crookthorn Lane	20.00	22.00
	4 - A259 (West)	214.00	235.40
09:00-09:15	1 - Church Lane	89.00	97.90
	2 - A259 (East)	367.00	403.70
	3 - Crookthorn Lane	39.00	42.90
	4 - A259 (West)	204.00	224.40
09:15-09:30	1 - Church Lane	65.00	71.50
	2 - A259 (East)	244.00	268.40
	3 - Crookthorn Lane	7.00	7.70
	4 - A259 (West)	271.00	298.10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	15.57	2.4	C	101.47	811.77
2 - A259 (East)	67.84	38.1	F	299.09	2392.69
3 - Crookthorn Lane	17.51	0.9	C	13.35	106.83
4 - A259 (West)	2237.83	675.1	F	239.76	1918.12

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	81.83	81.83	133.95	81.92	163.52	0.0	0.9	8.952	A
2 - A259 (East)	390.35	390.35	19.69	387.96	196.17	0.0	12.0	21.452	C
3 - Crookthorn Lane	2.14	2.14	398.60	2.11	9.07	0.0	0.0	6.757	A
4 - A259 (West)	256.63	256.63	154.86	142.59	245.85	0.0	107.7	336.394	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	109.02	109.02	133.12	109.15	163.27	0.9	1.4	10.712	B
2 - A259 (East)	345.11	345.11	29.52	346.46	212.74	12.0	4.9	15.545	C
3 - Crookthorn Lane	2.14	2.14	374.60	2.13	1.38	0.0	0.0	8.272	A
4 - A259 (West)	255.64	255.64	151.72	144.67	225.01	107.7	221.2	663.289	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	112.23	112.23	160.20	112.21	84.09	1.4	1.8	12.924	B
2 - A259 (East)	185.72	185.72	24.94	185.78	247.47	4.9	1.3	6.342	A
3 - Crookthorn Lane	9.61	9.61	207.67	9.63	3.04	0.0	0.0	4.711	A
4 - A259 (West)	224.11	224.11	72.20	172.10	145.08	221.2	276.0	1342.175	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	102.70	102.70	161.59	102.49	73.71	1.8	1.4	12.066	B
2 - A259 (East)	189.10	189.10	27.65	188.93	236.43	1.3	1.4	6.426	A
3 - Crookthorn Lane	7.76	7.76	212.34	7.75	4.23	0.0	0.0	4.497	A
4 - A259 (West)	210.71	210.71	68.24	167.07	151.83	278.0	330.3	1656.769	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	129.32	129.32	161.75	128.99	82.80	1.4	2.4	15.570	C
2 - A259 (East)	222.99	222.99	33.51	223.20	257.22	1.4	2.0	8.070	A
3 - Crookthorn Lane	12.06	12.06	244.34	12.03	12.38	0.0	0.1	4.890	A
4 - A259 (West)	212.25	212.25	79.22	165.34	177.17	330.3	367.3	2062.458	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	105.55	105.55	139.61	105.31	155.83	2.4	1.5	11.615	B
2 - A259 (East)	388.29	388.29	29.03	380.85	215.87	2.0	15.7	28.375	D
3 - Crookthorn Lane	21.72	21.72	403.72	21.84	6.17	0.1	0.3	10.071	B
4 - A259 (West)	235.51	235.51	152.85	142.61	272.71	367.3	456.4	2237.827	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	98.29	98.29	157.69	98.09	140.61	1.5	1.3	10.790	B
2 - A259 (East)	402.24	402.24	30.13	385.37	225.63	15.7	38.1	67.839	F
3 - Crookthorn Lane	43.48	43.48	412.82	43.34	2.68	0.3	0.9	17.505	C
4 - A259 (West)	225.05	225.05	157.88	140.40	298.28	456.4	538.7	1787.910	F

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	72.83	72.83	152.28	72.99	100.52	1.3	0.8	8.977	A
2 - A259 (East)	268.90	268.90	22.87	275.33	202.39	38.1	4.2	33.902	D
3 - Crookthorn Lane	7.92	7.92	291.33	7.86	6.84	0.9	0.0	8.188	A
4 - A259 (West)	298.23	298.23	84.97	167.83	214.23	538.7	675.1	899.773	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	62.05	167.46	0.371	62.22	0.0	0.6	8.433	A
			2	1,3,4	19.72	167.46	0.118	19.69	0.0	0.2	6.524	A
		2	1	(1,2,3,4)	81.83			81.77	0.0	0.1	0.966	A
	Exit	1	1		163.52			163.52	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	235.15	272.99	0.861	235.21	0.0	4.6	15.729	C
			2	1,2	153.05	272.99	0.561	152.75	0.0	1.6	8.628	A
		2	1	(1,2,3,4)	390.35			388.20	0.0	5.7	8.444	A
	Exit	1	1		196.17			196.17	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.14	117.39	0.018	2.11	0.0	0.0	6.757	A
	Exit	1	1		9.07			9.07	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.86	130.13	0.091	11.76	0.0	0.1	8.211	A
			2	2,3,4	130.80	130.13	1.005	130.84	0.0	2.9	18.628	C
		2	1	(1,2,3,4)	256.63			142.66	0.0	104.7	318.053	F
	Exit	1	1		245.85			245.85	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	79.76	167.73	0.476	79.97	0.6	0.9	9.438	A
			2	1,3,4	29.30	167.73	0.175	29.16	0.2	0.3	7.115	A
		2	1	(1,2,3,4)	109.02			109.07	0.1	0.2	1.907	A
	Exit	1	1		163.27			163.27	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	196.55	269.20	0.730	196.87	4.6	2.7	13.269	B
			2	1,2	149.53	269.20	0.555	149.59	1.6	1.4	8.748	A
		2	1	(1,2,3,4)	345.11			346.07	5.7	0.8	4.333	A
	Exit	1	1		212.74			212.74	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.14	132.64	0.016	2.13	0.0	0.0	8.272	A
	Exit	1	1		1.38			1.38	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	13.15	131.06	0.100	13.07	0.1	0.2	8.794	A
			2	2,3,4	131.46	131.06	1.003	131.61	2.9	2.9	20.072	C
		2	1	(1,2,3,4)	255.64			144.62	104.7	218.2	348.679	F
	Exit	1	1		225.01			225.01	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	Entry	1	1	2	88.04	158.81	0.554	88.16	0.9	1.1	10.550	B
			2	1,3,4	23.96	158.81	0.151	24.07	0.3	0.2	7.242	A
		2	1	(1,2,3,4)	112.23			112.01	0.2	0.6	3.074	A
	Exit	1	1		84.09			84.09	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	121.57	270.97	0.449	121.44	2.7	1.0	6.931	A
			2	1,2	64.10	270.97	0.237	64.28	1.4	0.3	4.983	A
		2	1	(1,2,3,4)	185.72			185.68	0.8	0.0	0.136	A
	Exit	1	1		247.47			247.47	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	9.61	238.67	0.040	9.63	0.0	0.0	4.711	A
	Exit	1	1		3.04			3.04	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	16.40	154.70	0.106	16.55	0.2	0.1	7.764	A
			2	2,3,4	155.63	154.70	1.006	155.54	2.9	2.9	17.196	C
		2	1	(1,2,3,4)	224.11			172.05	216.2	274.9	1326.050	F
	Exit	1	1		145.08			145.08	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	78.02	158.36	0.493	77.97	1.1	0.9	10.405	B
			2	1,3,4	24.38	158.36	0.154	24.52	0.2	0.2	7.325	A
		2	1	(1,2,3,4)	102.70			102.40	0.6	0.3	2.407	A
	Exit	1	1		73.71			73.71	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	126.40	269.92	0.468	126.35	1.0	1.0	7.097	A
			2	1,2	62.65	269.92	0.232	62.59	0.3	0.3	4.844	A
		2	1	(1,2,3,4)	189.10			189.06	0.0	0.0	0.073	A
	Exit	1	1		236.43			236.43	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.76	235.70	0.033	7.75	0.0	0.0	4.497	A
	Exit	1	1		4.23			4.23	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.99	155.88	0.077	11.98	0.1	0.1	7.365	A
			2	2,3,4	155.11	155.88	0.995	155.08	2.9	2.9	16.763	C
		2	1	(1,2,3,4)	210.71			167.11	274.9	317.3	1638.993	F
	Exit	1	1		151.83			151.83	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	98.08	158.30	0.620	97.93	0.9	1.3	11.422	B
			2	1,3,4	31.03	158.30	0.196	31.06	0.2	0.3	7.836	A
		2	1	(1,2,3,4)	129.32			129.13	0.3	0.8	5.004	A
	Exit	1	1		82.80			82.80	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	155.84	267.65	0.582	156.01	1.0	1.6	8.985	A
			2	1,2	67.20	267.65	0.251	67.19	0.3	0.4	5.015	A
		2	1	(1,2,3,4)	222.99			223.04	0.0	0.1	0.270	A

	Exit	1	1		257.22			257.22	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	12.06	215.38	0.056	12.03	0.0	0.1	4.890	A
	Exit	1	1		12.38			12.38	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	13.43	152.62	0.088	13.39	0.1	0.1	7.538	A
			2	2,3,4	151.93	152.62	0.996	151.96	2.9	2.9	16.992	C
		2	1	(1,2,3,4)	212.25			165.36	317.3	384.3	2044.074	F
	Exit	1	1		177.17			177.17	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	77.42	165.59	0.468	77.25	1.3	0.9	9.971	A
			2	1,3,4	28.10	165.59	0.170	28.04	0.3	0.3	7.345	A
		2	1	(1,2,3,4)	105.55			105.53	0.8	0.2	2.366	A
	Exit	1	1		155.83			155.83	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	244.61	269.39	0.908	243.66	1.6	5.4	18.280	C
			2	1,2	137.04	269.39	0.509	137.20	0.4	1.3	8.236	A
		2	1	(1,2,3,4)	388.29			381.65	0.1	9.0	13.594	B
	Exit	1	1		215.87			215.87	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	21.72	114.15	0.190	21.84	0.1	0.3	10.071	B
	Exit	1	1		6.17			6.17	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.80	130.73	0.090	11.83	0.1	0.1	8.413	A
			2	2,3,4	130.77	130.73	1.000	130.78	2.9	2.9	19.296	C
		2	1	(1,2,3,4)	235.51			142.56	384.3	453.3	2226.341	F
	Exit	1	1		272.71			272.71	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	69.55	159.65	0.436	69.56	0.9	0.8	9.772	A
			2	1,3,4	28.66	159.65	0.180	28.53	0.3	0.3	7.475	A
		2	1	(1,2,3,4)	98.29			98.21	0.2	0.2	1.700	A
	Exit	1	1		140.61			140.61	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	262.45	268.97	0.976	262.10	5.4	7.0	22.850	C
			2	1,2	123.36	268.97	0.459	123.28	1.3	1.1	7.998	A
		2	1	(1,2,3,4)	402.24			385.80	9.0	30.0	49.632	E
	Exit	1	1		225.63			225.63	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	43.48	108.36	0.401	43.34	0.3	0.9	17.505	C
	Exit	1	1		2.68			2.68	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.56	129.23	0.089	11.74	0.1	0.1	8.733	A
			2	2,3,4	128.69	129.23	0.996	128.65	2.9	2.9	20.047	C
		2	1	(1,2,3,4)	225.05			140.26	453.3	535.7	1765.772	F
	Exit	1	1		298.28			298.28	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	55.71	161.42	0.345	55.84	0.8	0.5	8.602	A
			2	1,3,4	17.17	161.42	0.106	17.15	0.3	0.1	6.794	A
		2	1	(1,2,3,4)	72.83			72.90	0.2	0.1	0.808	A
	Exit	1	1		100.52			100.52	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	195.08	271.77	0.718	195.75	7.0	2.6	16.142	C
			2	1,2	79.58	271.77	0.293	79.56	1.1	0.5	6.113	A
		2	1	(1,2,3,4)	268.90			274.67	30.0	1.2	21.315	C
	Exit	1	1		202.39			202.39	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.92	185.53	0.043	7.86	0.9	0.0	8.188	A
	Exit	1	1		6.84			6.84	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	18.92	150.91	0.125	18.87	0.1	0.2	8.264	A
			2	2,3,4	148.85	150.91	0.986	148.98	2.9	2.9	17.935	C
		2	1	(1,2,3,4)	298.23			167.77	535.7	872.0	899.773	F
	Exit	1	1		214.23			214.23	0.0	0.0	0.000	A

2016, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	1537.23	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	1.00	100.00	0.00	53.00
	2 - A259 (East)	277.00	2.00	1.00	277.00
	3 - Crookthorn Lane	0.00	2.00	0.00	5.00
	4 - A259 (West)	20.00	236.00	1.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.01	0.65	0.00	0.34
	2 - A259 (East)	0.50	0.00	0.00	0.50
	3 - Crookthorn Lane	0.00	0.29	0.00	0.71
	4 - A259 (West)	0.08	0.92	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	90.00	1.00	52.00
	2 - A259 (East)	52.00	2.00	2.00	236.00
	3 - Crookthorn Lane	1.00	4.00	0.00	1.00
	4 - A259 (West)	21.00	250.00	2.00	1.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.63	0.01	0.36
	2 - A259 (East)	0.18	0.01	0.01	0.81
	3 - Crookthorn Lane	0.17	0.67	0.00	0.17
	4 - A259 (West)	0.08	0.91	0.01	0.00

17:00 - 17:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	100.00	1.00	80.00
2 - A259 (East)	41.00	5.00	2.00	276.00
3 - Crookthorn Lane	1.00	1.00	0.00	9.00
4 - A259 (West)	16.00	250.00	1.00	1.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.55	0.01	0.44
2 - A259 (East)	0.13	0.02	0.01	0.85
3 - Crookthorn Lane	0.09	0.09	0.00	0.82
4 - A259 (West)	0.06	0.93	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	65.00	1.00	50.00
2 - A259 (East)	59.00	3.00	3.00	267.00
3 - Crookthorn Lane	1.00	3.00	0.00	1.00
4 - A259 (West)	17.00	265.00	0.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.56	0.01	0.43
2 - A259 (East)	0.18	0.01	0.01	0.80
3 - Crookthorn Lane	0.20	0.60	0.00	0.20
4 - A259 (West)	0.06	0.94	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	60.00	0.00	46.00
2 - A259 (East)	51.00	5.00	1.00	278.00
3 - Crookthorn Lane	0.00	5.00	0.00	0.00
4 - A259 (West)	23.00	253.00	0.00	1.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.57	0.00	0.43
2 - A259 (East)	0.15	0.01	0.00	0.83
3 - Crookthorn Lane	0.00	1.00	0.00	0.00
4 - A259 (West)	0.08	0.91	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	59.00	0.00	39.00
2 - A259 (East)	58.00	3.00	3.00	260.00
3 - Crookthorn Lane	0.00	0.00	0.00	0.00
4 - A259 (West)	24.00	239.00	0.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.60	0.00	0.40
2 - A259 (East)	0.18	0.01	0.01	0.80
3 - Crookthorn Lane	0.25	0.25	0.25	0.25
4 - A259 (West)	0.09	0.91	0.00	0.00

Demand (Veh/TS)

18:00 - 18:15

From	To				
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	61.00	0.00	37.00
	2 - A259 (East)	47.00	1.00	1.00	208.00
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	22.00	240.00	0.00	1.00

Proportions

From	To				
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.62	0.00	0.38
	2 - A259 (East)	0.18	0.00	0.00	0.81
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.08	0.91	0.00	0.00

Demand (Veh/TS)

18:15 - 18:30

From	To				
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	104.00	0.00	33.00
	2 - A259 (East)	21.00	3.00	2.00	246.00
	3 - Crookthorn Lane	0.00	2.00	0.00	1.00
	4 - A259 (West)	9.00	186.00	0.00	2.00

Proportions

From	To				
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.76	0.00	0.24
	2 - A259 (East)	0.08	0.01	0.01	0.90
	3 - Crookthorn Lane	0.00	0.67	0.00	0.33
	4 - A259 (West)	0.05	0.94	0.00	0.01

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	10	10	10	10
	2 - A259 (East)	10	10	10	10
	3 - Crookthorn Lane	10	10	10	10
	4 - A259 (West)	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	1.100	1.100	1.100	1.100
	2 - A259 (East)	1.100	1.100	1.100	1.100
	3 - Crookthorn Lane	1.100	1.100	1.100	1.100
	4 - A259 (West)	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
16:30-16:45	1 - Church Lane	154.00	169.40
	2 - A259 (East)	557.00	612.70
	3 - Crookthorn Lane	7.00	7.70
	4 - A259 (West)	257.00	282.70

16:45-17:00	1 - Church Lane	143.00	157.30
	2 - A259 (East)	292.00	321.20
	3 - Crookthorn Lane	6.00	6.60
	4 - A259 (West)	274.00	301.40
17:00-17:15	1 - Church Lane	181.00	199.10
	2 - A259 (East)	324.00	356.40
	3 - Crookthorn Lane	11.00	12.10
	4 - A259 (West)	268.00	294.80
17:15-17:30	1 - Church Lane	116.00	127.60
	2 - A259 (East)	332.00	365.20
	3 - Crookthorn Lane	5.00	5.50
	4 - A259 (West)	282.00	310.20
17:30-17:45	1 - Church Lane	106.00	116.60
	2 - A259 (East)	335.00	368.50
	3 - Crookthorn Lane	5.00	5.50
	4 - A259 (West)	277.00	304.70
17:45-18:00	1 - Church Lane	98.00	107.80
	2 - A259 (East)	324.00	356.40
	3 - Crookthorn Lane	0.00	0.00
	4 - A259 (West)	263.00	289.30
18:00-18:15	1 - Church Lane	98.00	107.80
	2 - A259 (East)	257.00	282.70
	3 - Crookthorn Lane	1.00	1.10
	4 - A259 (West)	263.00	289.30
18:15-18:30	1 - Church Lane	137.00	150.70
	2 - A259 (East)	272.00	299.20
	3 - Crookthorn Lane	3.00	3.30
	4 - A259 (West)	197.00	216.70

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	31.10	8.2	D	142.37	1138.95
2 - A259 (East)	882.63	335.4	F	370.55	2964.43
3 - Crookthorn Lane	33.03	0.5	E	5.14	41.12
4 - A259 (West)	3156.08	1001.3	F	287.04	2296.33

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	170.43	170.43	112.66	170.54	234.26	0.0	3.3	15.596	C
2 - A259 (East)	612.76	612.76	59.95	450.52	223.24	0.0	159.1	180.037	F
3 - Crookthorn Lane	8.13	8.13	509.31	8.08	1.16	0.0	0.5	33.032	E
4 - A259 (West)	283.89	283.89	229.23	117.69	288.21	0.0	157.5	539.595	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	157.39	157.39	161.15	157.79	69.90	3.3	2.8	15.356	C
2 - A259 (East)	323.59	323.59	58.83	313.76	260.11	159.1	118.4	330.289	F
3 - Crookthorn Lane	6.20	6.20	368.49	6.15	4.07	0.5	0.1	25.503	D
4 - A259 (West)	302.77	302.77	62.46	168.61	312.18	157.5	316.7	1316.518	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	200.45	200.45	166.81	199.05	49.90	2.8	8.2	31.097	D
2 - A259 (East)	357.25	357.25	89.71	287.90	276.15	118.4	181.2	458.224	F
3 - Crookthorn Lane	12.34	12.34	373.26	12.50	4.32	0.1	0.1	9.181	A
4 - A259 (West)	295.31	295.31	42.37	174.34	343.43	316.7	438.5	1981.452	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	127.04	127.04	165.89	126.58	66.74	8.2	1.8	15.052	C
2 - A259 (East)	365.30	365.30	58.38	316.89	234.09	181.2	244.4	627.631	F
3 - Crookthorn Lane	5.51	5.51	370.39	5.41	4.88	0.1	0.1	7.496	A
4 - A259 (West)	313.25	313.25	61.28	171.36	314.53	438.5	576.0	2697.120	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	118.04	118.04	168.24	117.75	61.40	1.8	1.7	11.848	B
2 - A259 (East)	366.72	366.72	51.98	316.03	234.03	244.4	295.0	769.933	F
3 - Crookthorn Lane	5.63	5.63	365.57	5.54	2.43	0.1	0.1	8.185	A
4 - A259 (West)	306.32	306.32	60.69	168.96	310.43	578.0	713.4	3156.075	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	108.07	108.07	164.15	108.45	63.76	1.7	1.2	11.046	B
2 - A259 (East)	358.50	358.50	42.57	320.42	230.04	295.0	335.4	882.625	F
3 - Crookthorn Lane	0.05	0.05	361.16	0.05	1.83	0.1	0.0	7.549	A
4 - A259 (West)	288.92	288.92	57.27	170.64	303.94	713.4	832.1	2899.843	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	107.70	107.70	159.14	107.28	70.42	1.2	1.4	10.806	B
2 - A259 (East)	281.30	281.30	40.29	326.67	226.14	335.4	289.7	858.036	F
3 - Crookthorn Lane	1.08	1.08	364.54	1.12	2.41	0.0	0.0	7.070	A
4 - A259 (West)	289.41	289.41	62.36	167.21	303.33	832.1	953.9	1799.736	F

18:15 - 18:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	149.82	149.82	162.33	147.70	58.38	1.4	4.6	21.312	C
2 - A259 (East)	298.99	298.99	36.68	313.24	273.34	289.7	268.3	864.423	F
3 - Crookthorn Lane	2.18	2.18	348.08	2.26	1.76	0.0	0.0	7.347	A
4 - A259 (West)	216.46	216.46	47.70	173.01	302.64	953.9	1001.3	899.797	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	110.94	174.47	0.636	111.08	0.0	1.3	10.374	B
			2	1,3,4	59.35	174.47	0.340	59.46	0.0	0.6	7.972	A
		2	1	(1,2,3,4)	170.43			170.29	0.0	1.4	6.046	A
	Exit	1	1		234.26			234.26	0.0	0.0	0.000	A

2 - A259 (East)	Entry	1	1	3,4	225.81	257.45	0.877	224.72	0.0	5.2	18.539	C
			2	1,2	225.75	257.45	0.877	225.80	0.0	4.8	18.840	C
		2	1	(1,2,3,4)	612.76			451.50	0.0	149.1	141.114	F
	Exit	1	1		223.24			223.24	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	8.13	46.84	0.173	8.08	0.0	0.5	39.032	E
	Exit	1	1		1.16			1.16	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	9.05	108.02	0.084	9.17	0.0	0.1	9.880	A
			2	2,3,4	108.51	108.02	1.005	108.52	0.0	2.9	21.796	C
		2	1	(1,2,3,4)	283.89			117.57	0.0	154.5	519.927	F
	Exit	1	1		288.21			288.21	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	99.64	158.50	0.629	99.68	1.3	1.3	10.549	B
			2	1,3,4	57.89	158.50	0.365	58.11	0.6	0.6	8.703	A
		2	1	(1,2,3,4)	157.39			157.56	1.4	0.9	5.483	A
	Exit	1	1		69.90			69.90	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	256.34	257.88	0.994	256.38	5.2	7.8	24.832	C
			2	1,2	57.60	257.88	0.223	57.34	4.8	0.4	15.164	C
		2	1	(1,2,3,4)	323.59			313.93	149.1	110.2	306.839	F
	Exit	1	1		260.11			260.11	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.20	136.52	0.045	6.15	0.5	0.1	25.503	D
	Exit	1	1		4.07			4.07	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	13.59	157.60	0.086	13.61	0.1	0.1	8.636	A
			2	2,3,4	155.02	157.60	0.984	155.01	2.9	2.9	19.822	C
		2	1	(1,2,3,4)	302.77			168.63	154.5	313.7	1300.989	F
	Exit	1	1		312.18			312.18	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	111.56	156.64	0.712	111.46	1.3	1.7	12.795	B
			2	1,3,4	88.15	156.64	0.563	87.59	0.6	1.2	11.354	B
		2	1	(1,2,3,4)	200.45			199.71	0.9	5.3	18.906	C
	Exit	1	1		49.90			49.90	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	247.53	245.96	1.006	247.63	7.8	7.9	28.498	D
			2	1,2	40.24	245.96	0.164	40.29	0.4	0.2	5.617	A
		2	1	(1,2,3,4)	357.25			287.77	110.2	173.1	433.650	F
	Exit	1	1		276.15			276.15	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	12.34	133.47	0.092	12.50	0.1	0.1	9.181	A
	Exit	1	1		4.32			4.32	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	13.12	163.58	0.080	13.11	0.1	0.1	7.220	A

			2	2,3,4	161.19	163.58	0.985	161.24	2.9	2.9	16.263	C
		2	1	(1,2,3,4)	295.31			174.31	313.7	435.5	1965.585	F
	Exit	1	1		343.43			343.43	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	70.03	156.94	0.446	69.76	1.7	0.8	10.534	B
			2	1,3,4	56.97	156.94	0.363	56.81	1.2	0.6	9.485	A
		2	1	(1,2,3,4)	127.04			127.00	5.3	0.3	5.135	A
	Exit	1	1		66.74			66.74	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	259.87	258.05	1.007	259.90	7.9	7.8	27.726	D
			2	1,2	57.20	258.05	0.222	56.96	0.2	0.4	5.315	A
		2	1	(1,2,3,4)	365.30			317.03	173.1	236.3	603.953	F
	Exit	1	1		234.09			234.09	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	5.51	135.31	0.041	5.41	0.1	0.1	7.496	A
	Exit	1	1		4.88			4.88	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.78	157.95	0.075	11.79	0.1	0.1	7.047	A
			2	2,3,4	159.62	157.95	1.011	159.58	2.9	2.9	16.185	C
		2	1	(1,2,3,4)	313.25			171.40	435.5	572.9	2681.281	F
	Exit	1	1		314.53			314.53	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	67.51	156.17	0.432	66.97	0.8	0.9	9.914	A
			2	1,3,4	50.63	156.17	0.324	50.78	0.6	0.5	9.030	A
		2	1	(1,2,3,4)	118.04			118.14	0.3	0.3	2.321	A
	Exit	1	1		61.40			61.40	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	260.93	260.53	1.002	260.85	7.8	7.8	26.991	D
			2	1,2	54.98	260.53	0.211	55.18	0.4	0.3	5.521	A
		2	1	(1,2,3,4)	366.72			315.94	236.3	288.9	748.846	F
	Exit	1	1		234.03			234.03	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	5.63	138.37	0.041	5.54	0.1	0.1	8.185	A
	Exit	1	1		2.43			2.43	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.45	158.13	0.066	10.43	0.1	0.1	7.067	A
			2	2,3,4	158.53	158.13	1.003	158.52	2.9	2.9	16.555	C
		2	1	(1,2,3,4)	306.32			169.04	572.9	710.4	3148.736	F
	Exit	1	1		310.43			310.43	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	65.84	157.52	0.418	66.12	0.9	0.6	9.845	A

			2	1,3,4	42.48	157.52	0.270	42.31	0.5	0.4	8.504	A
		2	1	(1,2,3,4)	108.07			108.33	0.3	0.2	1.736	A
	Exit	1	1		63.76			63.76	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	263.18	264.16	0.996	263.20	7.8	7.8	26.851	D
			2	1,2	57.31	264.16	0.217	57.24	0.3	0.4	5.326	A
		2	1	(1,2,3,4)	358.50			320.50	286.9	327.2	860.080	F
	Exit	1	1		230.04			230.04	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	0.05	141.17	0.000	0.05	0.1	0.0	7.549	A
	Exit	1	1		1.83			1.83	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.69	159.14	0.067	10.76	0.1	0.0	6.956	A
			2	2,3,4	159.80	159.14	1.004	159.88	2.9	2.9	16.325	C
		2	1	(1,2,3,4)	288.92			170.49	710.4	829.2	2699.843	F
	Exit	1	1		303.94			303.94	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	67.09	159.16	0.421	67.00	0.6	0.7	9.672	A
			2	1,3,4	40.35	159.16	0.253	40.28	0.4	0.4	7.934	A
		2	1	(1,2,3,4)	107.70			107.42	0.2	0.2	1.781	A
	Exit	1	1		70.42			70.42	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	265.26	265.04	1.001	265.45	7.8	7.8	26.532	D
			2	1,2	61.11	265.04	0.231	61.23	0.4	0.4	5.654	A
		2	1	(1,2,3,4)	281.30			326.35	327.2	281.5	838.720	F
	Exit	1	1		226.14			226.14	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	1.08	139.01	0.008	1.12	0.0	0.0	7.070	A
	Exit	1	1		2.41			2.41	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.52	157.63	0.067	10.60	0.0	0.1	6.840	A
			2	2,3,4	156.70	157.63	0.994	156.61	2.9	2.9	16.589	C
		2	1	(1,2,3,4)	289.41			167.22	829.2	951.6	1799.736	F
	Exit	1	1		303.33			303.33	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	112.17	158.12	0.709	111.68	0.7	1.8	12.618	B
			2	1,3,4	36.09	158.12	0.228	36.02	0.4	0.4	7.954	A
		2	1	(1,2,3,4)	149.82			148.21	0.2	2.4	9.910	A
	Exit	1	1		58.38			58.38	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	267.35	266.44	1.003	267.22	7.8	7.9	26.415	D
			2	1,2	45.59	266.44	0.171	45.97	0.4	0.2	5.387	A
		2	1	(1,2,3,4)	298.99			312.95	281.5	260.3	848.014	F
	Exit	1	1		273.34			273.34	0.0	0.0	0.000	A

3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.18	149.48	0.015	2.26	0.0	0.0	7.347	A
	Exit	1	1		1.76			1.76	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	14.03	161.99	0.087	14.05	0.1	0.1	7.122	A
			2	2,3,4	159.02	161.99	0.982	158.95	2.9	2.9	16.485	C
		2	1	(1,2,3,4)	216.46			173.05	981.0	998.3	899.797	F
	Exit	1	1		302.64			302.64	0.0	0.0	0.000	A

2016, AM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	871.18	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	57.00	4.00	14.00
	2 - A259 (East)	139.00	1.00	4.00	213.00
	3 - Crookthorn Lane	0.00	2.00	0.00	0.00
	4 - A259 (West)	19.00	213.00	0.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.76	0.05	0.19
	2 - A259 (East)	0.39	0.00	0.01	0.60
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.08	0.92	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	106.00	1.00	76.00
	2 - A259 (East)	150.00	1.00	0.00	180.00
	3 - Crookthorn Lane	2.00	0.00	0.00	0.00
	4 - A259 (West)	43.00	209.00	1.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.58	0.01	0.42
	2 - A259 (East)	0.45	0.00	0.00	0.54
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.17	0.83	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	113.00	2.00	70.00
	2 - A259 (East)	73.00	0.00	0.00	110.00
	3 - Crookthorn Lane	3.00	5.00	0.00	2.00
	4 - A259 (West)	36.00	184.00	4.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.61	0.01	0.38
	2 - A259 (East)	0.40	0.00	0.00	0.60
	3 - Crookthorn Lane	0.30	0.50	0.00	0.20
	4 - A259 (West)	0.16	0.82	0.02	0.00

Demand (Veh/TS)

08:15 - 08:30

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	105.00	1.00	71.00
	2 - A259 (East)	69.00	2.00	0.00	114.00
	3 - Crookthorn Lane	1.00	4.00	0.00	2.00
	4 - A259 (West)	37.00	176.00	1.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.59	0.01	0.40
	2 - A259 (East)	0.37	0.01	0.00	0.62
	3 - Crookthorn Lane	0.14	0.57	0.00	0.29
	4 - A259 (West)	0.17	0.82	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	123.00	9.00	69.00
	2 - A259 (East)	71.00	4.00	0.00	143.00
	3 - Crookthorn Lane	6.00	4.00	1.00	0.00
	4 - A259 (West)	37.00	175.00	2.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.61	0.04	0.34
	2 - A259 (East)	0.33	0.02	0.00	0.66
	3 - Crookthorn Lane	0.55	0.36	0.09	0.00
	4 - A259 (West)	0.17	0.82	0.01	0.00

Demand (Veh/TS)

08:45 - 09:00

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	105.00	3.00	73.00
	2 - A259 (East)	136.00	4.00	2.00	225.00
	3 - Crookthorn Lane	10.00	4.00	0.00	6.00
	4 - A259 (West)	46.00	181.00	8.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.58	0.02	0.40
	2 - A259 (East)	0.37	0.01	0.01	0.61
	3 - Crookthorn Lane	0.50	0.20	0.00	0.30
	4 - A259 (West)	0.20	0.77	0.03	0.00

Demand (Veh/TS)

09:00 - 09:15

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	97.00	1.00	75.00
	2 - A259 (East)	130.00	1.00	0.00	250.00
	3 - Crookthorn Lane	6.00	25.00	0.00	8.00
	4 - A259 (West)	35.00	188.00	2.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.56	0.01	0.43
	2 - A259 (East)	0.34	0.00	0.00	0.66
	3 - Crookthorn Lane	0.15	0.64	0.00	0.21
	4 - A259 (West)	0.16	0.84	0.01	0.00

Demand (Veh/TS)

09:15 - 09:30

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	50.00	1.00	14.00
2 - A259 (East)	69.00	2.00	0.00	173.00
3 - Crookthorn Lane	4.00	1.00	0.00	2.00
4 - A259 (West)	22.00	247.00	2.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.77	0.02	0.22
2 - A259 (East)	0.28	0.01	0.00	0.71
3 - Crookthorn Lane	0.57	0.14	0.00	0.29
4 - A259 (West)	0.08	0.91	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0	10	10	10
2 - A259 (East)	10	10	10	10
3 - Crookthorn Lane	0	10	0	0
4 - A259 (West)	10	10	0	0

Average PCU Per Veh

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.000	1.100	1.100	1.100
2 - A259 (East)	1.100	1.100	1.100	1.100
3 - Crookthorn Lane	1.000	1.100	1.000	1.000
4 - A259 (West)	1.100	1.100	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:30-07:45	1 - Church Lane	75.00	82.50
	2 - A259 (East)	357.00	392.70
	3 - Crookthorn Lane	2.00	2.20
	4 - A259 (West)	232.00	255.20
07:45-08:00	1 - Church Lane	183.00	201.30
	2 - A259 (East)	331.00	364.10
	3 - Crookthorn Lane	2.00	2.00
	4 - A259 (West)	253.00	278.20
08:00-08:15	1 - Church Lane	185.00	203.50
	2 - A259 (East)	183.00	201.30
	3 - Crookthorn Lane	10.00	10.50
	4 - A259 (West)	224.00	246.00
08:15-08:30	1 - Church Lane	177.00	194.70

	2 - A259 (East)	185.00	203.50
	3 - Crookthorn Lane	7.00	7.40
	4 - A259 (West)	214.00	235.30
08:30-08:45	1 - Church Lane	201.00	221.10
	2 - A259 (East)	218.00	239.80
	3 - Crookthorn Lane	11.00	11.40
	4 - A259 (West)	214.00	235.20
08:45-09:00	1 - Church Lane	181.00	199.10
	2 - A259 (East)	367.00	403.70
	3 - Crookthorn Lane	20.00	20.40
	4 - A259 (West)	235.00	257.70
09:00-09:15	1 - Church Lane	173.00	190.30
	2 - A259 (East)	381.00	419.10
	3 - Crookthorn Lane	39.00	41.50
	4 - A259 (West)	225.00	247.30
09:15-09:30	1 - Church Lane	65.00	71.50
	2 - A259 (East)	244.00	268.40
	3 - Crookthorn Lane	7.00	7.10
	4 - A259 (West)	271.00	297.90

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	53.99	16.1	F	169.33	1354.68
2 - A259 (East)	135.81	77.5	F	311.37	2490.97
3 - Crookthorn Lane	40.23	2.1	E	12.45	99.62
4 - A259 (West)	2346.27	745.9	F	256.06	2048.47

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	81.35	81.35	134.16	80.88	164.06	0.0	0.9	8.680	A
2 - A259 (East)	393.37	393.37	19.89	390.20	195.18	0.0	12.6	22.998	C
3 - Crookthorn Lane	2.13	2.13	401.15	2.15	8.94	0.0	0.0	7.470	A
4 - A259 (West)	253.68	253.68	155.32	142.89	247.96	0.0	105.5	333.531	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	199.57	199.57	129.27	199.31	187.02	0.9	5.9	23.687	C
2 - A259 (East)	362.43	362.43	84.43	363.93	244.15	12.6	9.1	23.091	C
3 - Crookthorn Lane	2.18	2.18	446.92	2.18	1.44	0.0	0.0	13.061	B
4 - A259 (West)	278.44	278.44	167.63	148.64	281.48	105.5	242.0	990.388	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	201.48	201.48	154.17	201.50	113.84	5.9	8.4	33.056	D
2 - A259 (East)	200.35	200.35	78.10	200.89	277.54	9.1	1.6	8.222	A
3 - Crookthorn Lane	9.07	9.07	276.28	9.00	2.68	0.0	0.1	5.699	A
4 - A259 (West)	242.79	242.79	87.11	180.89	198.18	242.0	311.9	1405.987	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	193.74	193.74	157.96	196.09	105.97	8.4	6.7	34.009	D
2 - A259 (East)	204.79	204.79	82.67	204.82	271.37	1.6	1.9	7.592	A
3 - Crookthorn Lane	7.14	7.14	283.40	7.19	4.11	0.1	0.0	5.378	A
4 - A259 (West)	234.91	234.91	83.82	180.10	206.77	311.9	366.2	1767.764	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	221.48	221.48	156.92	216.90	112.52	6.7	16.1	53.902	F
2 - A259 (East)	238.31	238.31	86.80	238.44	287.02	1.9	2.6	9.723	A
3 - Crookthorn Lane	11.19	11.19	312.70	11.19	12.55	0.0	0.1	5.908	A
4 - A259 (West)	234.81	234.81	93.02	176.42	230.86	366.2	425.1	2215.090	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	196.36	196.36	135.93	202.76	177.09	16.1	7.7	48.079	E
2 - A259 (East)	404.51	404.51	85.89	380.03	252.79	2.6	34.9	51.412	F
3 - Crookthorn Lane	20.44	20.44	459.88	20.41	6.04	0.1	0.5	18.303	C
4 - A259 (West)	257.27	257.27	159.51	153.50	320.74	425.1	524.5	2348.272	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	189.81	189.81	156.01	188.39	160.70	7.7	6.0	27.511	D
2 - A259 (East)	418.39	418.39	83.94	372.92	260.46	34.9	77.5	135.812	F
3 - Crookthorn Lane	40.83	40.83	454.44	40.61	2.44	0.5	2.1	40.232	E
4 - A259 (West)	248.02	248.02	161.38	155.34	333.67	524.5	618.3	1799.315	F

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	70.91	70.91	150.22	71.03	123.95	6.0	0.8	10.190	B
2 - A259 (East)	268.82	268.82	20.58	301.33	200.67	77.5	9.9	86.637	F
3 - Crookthorn Lane	6.65	6.65	316.58	6.71	5.33	2.1	0.0	13.282	B
4 - A259 (West)	298.55	298.55	92.66	181.50	230.63	618.3	745.9	899.741	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	61.20	167.39	0.366	61.01	0.0	0.6	8.206	A
			2	1,3,4	19.97	167.39	0.119	19.89	0.0	0.2	6.747	A
		2	1	(1,2,3,4)	81.35			81.18	0.0	0.1	0.825	A
	Exit	1	1		164.06			164.06	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	237.46	272.92	0.870	237.01	0.0	4.8	16.349	C
			2	1,2	153.87	272.92	0.564	153.19	0.0	1.7	8.618	A
		2	1	(1,2,3,4)	393.37			391.33	0.0	6.1	9.591	A
	Exit	1	1		195.18			195.18	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.13	115.77	0.018	2.15	0.0	0.0	7.470	A
	Exit	1	1		8.94			8.94	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.80	129.98	0.091	11.87	0.0	0.1	8.513	A
			2	2,3,4	131.02	129.98	1.008	131.03	0.0	2.9	18.592	C

		2	1	(1,2,3,4)	253.68			142.81	0.0	102.8	315.026	F
	Exit	1	1		247.96			247.96	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	115.25	169.00	0.682	115.19	0.6	1.6	11.685	B
			2	1,3,4	83.78	169.00	0.496	84.12	0.2	0.8	10.007	B
		2	1	(1,2,3,4)	199.57			199.02	0.1	3.5	12.679	B
	Exit	1	1		187.02			187.02	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	198.54	248.00	0.801	198.48	4.8	3.8	15.905	C
			2	1,2	165.18	248.00	0.666	165.46	1.7	2.2	11.612	B
		2	1	(1,2,3,4)	362.43			363.71	6.1	3.1	9.180	A
	Exit	1	1		244.15			244.15	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.18	86.70	0.025	2.18	0.0	0.0	13.061	B
	Exit	1	1		1.44			1.44	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	21.10	126.32	0.167	20.78	0.1	0.3	9.714	A
			2	2,3,4	127.61	126.32	1.010	127.86	2.9	2.8	20.451	C
		2	1	(1,2,3,4)	278.44			148.71	102.8	238.8	973.944	F
	Exit	1	1		281.48			281.48	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	123.29	160.80	0.767	124.00	1.6	1.7	12.785	B
			2	1,3,4	77.68	160.80	0.483	77.47	0.8	1.0	10.269	B
		2	1	(1,2,3,4)	201.48			200.96	3.5	5.7	21.199	C
	Exit	1	1		113.84			113.84	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	121.05	250.44	0.483	121.00	3.8	1.1	8.593	A
			2	1,2	79.38	250.44	0.317	79.88	2.2	0.5	6.638	A
		2	1	(1,2,3,4)	200.35			200.43	3.1	0.0	0.584	A
	Exit	1	1		277.54			277.54	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	9.07	195.09	0.046	9.00	0.0	0.1	5.699	A
	Exit	1	1		2.68			2.68	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	31.35	150.27	0.209	31.01	0.3	0.4	8.978	A
			2	2,3,4	149.76	150.27	0.997	149.87	2.8	2.8	17.735	C
		2	1	(1,2,3,4)	242.79			181.12	238.8	308.7	1390.119	F
	Exit	1	1		198.18			198.18	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	115.88	159.55	0.726	116.32	1.7	1.6	12.975	B
			2	1,3,4	79.72	159.55	0.500	79.77	1.0	1.0	10.893	B

		2	1	(1,2,3,4)	193.74			195.60	5.7	4.1	21.915	C
	Exit	1	1		105.97			105.97	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	126.49	248.67	0.509	126.40	1.1	1.3	8.370	A
			2	1,2	78.35	248.67	0.315	78.42	0.5	0.6	5.977	A
		2	1	(1,2,3,4)	204.79			204.89	0.0	0.0	0.137	A
	Exit	1	1		271.37			271.37	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.14	190.57	0.037	7.19	0.1	0.0	5.378	A
	Exit	1	1		4.11			4.11	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	28.73	151.25	0.190	28.66	0.4	0.3	8.902	A
			2	2,3,4	151.46	151.25	1.001	151.47	2.8	2.9	17.032	C
		2	1	(1,2,3,4)	234.91			180.15	308.7	363.0	1750.029	F
	Exit	1	1		206.77			206.77	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	133.07	159.89	0.832	132.93	1.6	2.1	13.781	B
			2	1,3,4	83.87	159.89	0.525	83.99	1.0	1.1	11.193	B
		2	1	(1,2,3,4)	221.48			216.93	4.1	12.9	41.682	E
	Exit	1	1		112.52			112.52	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	156.38	247.08	0.633	156.60	1.3	1.8	10.742	B
			2	1,2	81.96	247.08	0.332	81.84	0.6	0.7	6.190	A
		2	1	(1,2,3,4)	238.31			238.34	0.0	0.1	0.552	A
	Exit	1	1		287.02			287.02	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	11.19	171.96	0.065	11.19	0.0	0.1	5.908	A
	Exit	1	1		12.55			12.55	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	29.30	148.51	0.197	29.44	0.3	0.3	9.011	A
			2	2,3,4	147.03	148.51	0.990	146.99	2.9	2.9	17.404	C
		2	1	(1,2,3,4)	234.81			176.33	363.0	422.0	2197.692	F
	Exit	1	1		230.86			230.86	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	117.17	166.81	0.702	117.60	2.1	1.5	12.719	B
			2	1,3,4	85.29	166.81	0.511	85.15	1.1	1.1	11.017	B
		2	1	(1,2,3,4)	196.36			202.46	12.9	5.1	38.161	E
	Exit	1	1		177.09			177.09	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	235.62	247.43	0.952	235.09	1.8	6.6	22.760	C
			2	1,2	144.86	247.43	0.585	144.93	0.7	1.9	10.771	B
		2	1	(1,2,3,4)	404.51			380.48	0.1	25.5	33.037	D
	Exit	1	1		252.79			252.79	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	20.44	78.48	0.260	20.41	0.1	0.5	18.303	C

	Exit	1	1		6.04			6.04	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	26.05	128.74	0.202	26.08	0.3	0.3	10.209	B
			2	2,3,4	127.18	128.74	0.988	127.42	2.9	2.8	19.647	C
		2	1	(1,2,3,4)	257.27			153.23	422.0	521.4	2336.051	F
	Exit	1	1		320.74			320.74	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	105.84	160.19	0.661	105.73	1.5	1.5	12.021	B
			2	1,3,4	82.64	160.19	0.516	82.68	1.1	1.0	10.549	B
		2	1	(1,2,3,4)	189.81			188.46	5.1	3.5	16.114	C
	Exit	1	1		160.70			160.70	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	244.27	248.18	0.984	244.38	6.6	7.2	26.354	D
			2	1,2	128.77	248.18	0.519	128.53	1.9	1.7	10.615	B
		2	1	(1,2,3,4)	418.39			373.04	25.5	88.8	114.941	F
	Exit	1	1		260.46			260.46	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	40.83	82.09	0.497	40.61	0.5	2.1	49.232	E
	Exit	1	1		2.44			2.44	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	27.04	128.19	0.211	27.27	0.3	0.3	10.737	B
			2	2,3,4	128.06	128.19	0.999	128.07	2.8	2.9	20.196	C
		2	1	(1,2,3,4)	248.02			155.08	521.4	615.2	1799.315	F
	Exit	1	1		333.67			333.67	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	54.51	162.10	0.336	54.59	1.5	0.6	8.917	A
			2	1,3,4	16.42	162.10	0.101	16.44	1.0	0.1	7.339	A
		2	1	(1,2,3,4)	70.91			70.94	3.5	0.1	1.922	A
	Exit	1	1		123.95			123.95	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	209.88	272.65	0.770	213.51	7.2	3.5	21.103	C
			2	1,2	87.23	272.65	0.320	87.81	1.7	0.6	7.582	A
		2	1	(1,2,3,4)	268.82			297.10	88.8	5.9	70.188	F
	Exit	1	1		200.67			200.67	0.0	0.0	0.000	A

3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.65	169.49	0.039	6.71	2.1	0.0	13.282	B
	Exit	1	1		5.33			5.33	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	35.16	148.62	0.237	35.01	0.3	0.4	9.801	A
			2	2,3,4	146.44	148.62	0.985	146.50	2.9	2.8	18.346	C
		2	1	(1,2,3,4)	298.55			181.60	616.2	742.7	899.741	F
	Exit	1	1		230.63			230.63	0.0	0.0	0.000	A

2016, PM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	1681.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship

D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	1.00	100.00	0.00	53.00
	2 - A259 (East)	277.00	2.00	1.00	277.00
	3 - Crookthorn Lane	0.00	2.00	0.00	5.00
	4 - A259 (West)	20.00	236.00	1.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.01	0.65	0.00	0.34
	2 - A259 (East)	0.50	0.00	0.00	0.50
	3 - Crookthorn Lane	0.00	0.29	0.00	0.71
	4 - A259 (West)	0.08	0.92	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	108.00	1.00	78.00
	2 - A259 (East)	83.00	2.00	2.00	236.00
	3 - Crookthorn Lane	1.00	4.00	0.00	1.00
	4 - A259 (West)	67.00	250.00	2.00	1.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.58	0.01	0.42
	2 - A259 (East)	0.26	0.01	0.01	0.73
	3 - Crookthorn Lane	0.17	0.67	0.00	0.17
	4 - A259 (West)	0.21	0.78	0.01	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	118.00	1.00	106.00
	2 - A259 (East)	72.00	5.00	2.00	276.00
	3 - Crookthorn Lane	1.00	1.00	0.00	9.00
	4 - A259 (West)	62.00	250.00	1.00	1.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.52	0.00	0.47
	2 - A259 (East)	0.20	0.01	0.01	0.78
	3 - Crookthorn Lane	0.09	0.09	0.00	0.82
	4 - A259 (West)	0.20	0.80	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	83.00	1.00	76.00
	2 - A259 (East)	90.00	3.00	3.00	267.00
	3 - Crookthorn Lane	1.00	3.00	0.00	1.00
	4 - A259 (West)	63.00	265.00	0.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.52	0.01	0.48
	2 - A259 (East)	0.25	0.01	0.01	0.74
	3 - Crookthorn Lane	0.20	0.60	0.00	0.20
	4 - A259 (West)	0.19	0.81	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	78.00	0.00	72.00
	2 - A259 (East)	82.00	5.00	1.00	278.00
	3 - Crookthorn Lane	0.00	5.00	0.00	0.00
	4 - A259 (West)	69.00	253.00	0.00	1.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.52	0.00	0.48
	2 - A259 (East)	0.22	0.01	0.00	0.76
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.21	0.78	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	77.00	0.00	65.00
	2 - A259 (East)	89.00	3.00	3.00	260.00
	3 - Crookthorn Lane	0.00	0.00	0.00	0.00
	4 - A259 (West)	70.00	239.00	0.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.54	0.00	0.46
	2 - A259 (East)	0.25	0.01	0.01	0.73
	3 - Crookthorn Lane	0.25	0.25	0.25	0.25
	4 - A259 (West)	0.23	0.77	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	79.00	0.00	63.00
	2 - A259 (East)	78.00	1.00	1.00	208.00
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	68.00	240.00	0.00	1.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.56	0.00	0.44
	2 - A259 (East)	0.27	0.00	0.00	0.72
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.22	0.78	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	104.00	0.00	33.00
	2 - A259 (East)	21.00	3.00	2.00	246.00
	3 - Crookthorn Lane	0.00	2.00	0.00	1.00
	4 - A259 (West)	9.00	186.00	0.00	2.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.76	0.00	0.24
	2 - A259 (East)	0.08	0.01	0.01	0.90
	3 - Crookthorn Lane	0.00	0.67	0.00	0.33
	4 - A259 (West)	0.05	0.94	0.00	0.01

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	10	10	0	10
	2 - A259 (East)	10	10	10	10
	3 - Crookthorn Lane	0	10	0	10
	4 - A259 (West)	10	10	10	0

Average PCU Per Veh

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	1.100	1.100	1.000	1.100
	2 - A259 (East)	1.100	1.100	1.100	1.100
	3 - Crookthorn Lane	1.000	1.100	1.000	1.100
	4 - A259 (West)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
16:30-16:45	1 - Church Lane	154.00	169.40
	2 - A259 (East)	557.00	612.70
	3 - Crookthorn Lane	7.00	7.70

	4 - A259 (West)	257.00	282.70
16:45-17:00	1 - Church Lane	187.00	205.60
	2 - A259 (East)	323.00	355.30
	3 - Crookthorn Lane	6.00	6.50
	4 - A259 (West)	320.00	351.90
17:00-17:15	1 - Church Lane	225.00	247.40
	2 - A259 (East)	355.00	390.50
	3 - Crookthorn Lane	11.00	12.00
	4 - A259 (West)	314.00	345.30
17:15-17:30	1 - Church Lane	160.00	175.90
	2 - A259 (East)	363.00	399.30
	3 - Crookthorn Lane	5.00	5.40
	4 - A259 (West)	328.00	360.80
17:30-17:45	1 - Church Lane	150.00	165.00
	2 - A259 (East)	366.00	402.60
	3 - Crookthorn Lane	5.00	5.50
	4 - A259 (West)	323.00	355.20
17:45-18:00	1 - Church Lane	142.00	156.20
	2 - A259 (East)	355.00	390.50
	3 - Crookthorn Lane	0.00	0.00
	4 - A259 (West)	309.00	339.90
18:00-18:15	1 - Church Lane	142.00	156.20
	2 - A259 (East)	288.00	316.80
	3 - Crookthorn Lane	1.00	1.00
	4 - A259 (West)	309.00	339.80
18:15-18:30	1 - Church Lane	137.00	150.70
	2 - A259 (East)	272.00	299.20
	3 - Crookthorn Lane	3.00	3.30
	4 - A259 (West)	197.00	216.50

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	70.83	24.8	F	177.55	1420.38
2 - A259 (East)	1065.19	425.7	F	394.65	3157.23
3 - Crookthorn Lane	42.94	0.5	E	5.12	40.92
4 - A259 (West)	3343.23	1216.9	F	323.76	2590.08

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	167.59	167.59	110.41	168.46	234.76	0.0	3.1	15.679	C
2 - A259 (East)	611.13	611.13	58.51	450.66	220.36	0.0	160.6	163.461	F
3 - Crookthorn Lane	7.45	7.45	507.96	7.28	1.22	0.0	0.5	42.944	E
4 - A259 (West)	284.63	284.63	229.21	115.95	286.03	0.0	157.9	845.684	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	208.84	208.84	152.58	201.77	100.90	3.1	7.9	24.451	C
2 - A259 (East)	352.30	352.30	86.00	335.81	268.34	160.6	137.9	349.716	F
3 - Crookthorn Lane	7.26	7.26	418.33	7.41	3.46	0.5	0.1	29.855	D
4 - A259 (West)	350.71	350.71	93.49	159.99	332.35	157.9	371.1	1399.314	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	245.45	245.45	158.38	233.82	98.90	7.9	24.8	70.832	F
2 - A259 (East)	390.02	390.02	113.93	299.36	278.28	137.9	215.3	509.331	F
3 - Crookthorn Lane	11.93	11.93	409.40	12.16	3.89	0.1	0.1	12.890	B
4 - A259 (West)	343.21	343.21	65.02	192.26	356.54	371.1	529.8	2184.115	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	175.88	175.88	155.76	183.80	117.93	24.8	5.7	49.958	E
2 - A259 (East)	394.59	394.59	91.46	327.26	248.08	215.3	297.1	721.841	F
3 - Crookthorn Lane	5.29	5.29	413.62	5.36	5.10	0.1	0.1	9.818	A
4 - A259 (West)	363.58	363.58	85.56	188.10	333.41	529.6	699.3	2977.157	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	163.84	163.84	156.74	165.36	113.59	5.7	2.7	18.520	C
2 - A259 (East)	403.54	403.54	80.39	330.23	241.72	297.1	368.0	908.925	F
3 - Crookthorn Lane	5.41	5.41	407.81	5.17	2.82	0.1	0.1	10.948	B
4 - A259 (West)	354.19	354.19	85.92	184.41	327.05	699.3	869.9	3343.234	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	153.44	153.44	155.60	152.72	113.01	2.7	3.0	15.237	C
2 - A259 (East)	389.70	389.70	69.67	334.87	238.66	368.0	425.7	1065.187	F
3 - Crookthorn Lane	0.05	0.05	403.11	0.05	1.42	0.1	0.0	9.914	A
4 - A259 (West)	341.83	341.83	81.13	187.48	322.03	869.9	1024.5	2699.808	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	152.86	152.86	148.23	152.10	123.85	3.0	2.8	15.144	C
2 - A259 (East)	315.18	315.18	67.08	342.98	233.27	425.7	402.6	1043.463	F
3 - Crookthorn Lane	1.12	1.12	407.38	1.10	2.66	0.0	0.0	7.795	A
4 - A259 (West)	337.11	337.11	91.58	180.49	316.92	1024.5	1182.4	1799.724	F

18:15 - 18:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	152.47	152.47	151.25	151.94	124.53	2.8	3.8	20.451	C

2 - A259 (East)	300.78	300.78	36.85	352.83	266.29	402.6	346.7	792.724	F
3 - Crookthorn Lane	2.43	2.43	388.29	2.47	1.40	0.0	0.0	10.157	B
4 - A259 (West)	214.82	214.82	90.66	185.11	300.09	1162.4	1215.9	899.926	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	**Entry**	**1**	**1**	2	110.43	175.21	0.630	110.46	0.0	1.4	10.481	B
			2	1,3,4	57.70	175.21	0.329	58.01	0.0	0.4	7.915	A
		2	**1**	(1,2,3,4)	167.59			168.14	0.0	1.2	6.073	A
	Exit	**1**	**1**		234.76			234.76	0.0	0.0	0.000	A
2 - A259 (East)	**Entry**	**1**	**1**	3,4	225.40	258.01	0.874	224.37	0.0	5.1	18.681	C
			2	1,2	225.00	258.01	0.872	226.30	0.0	4.8	18.554	C
		2	**1**	(1,2,3,4)	611.13			450.40	0.0	160.7	144.476	F
	Exit	**1**	**1**		220.36			220.36	0.0	0.0	0.000	A
3 - Crookthorn Lane	**Entry**	**1**	**1**	1,2,3,4	7.45	48.41	0.154	7.28	0.0	0.5	42.944	E
	Exit	**1**	**1**		1.22			1.22	0.0	0.0	0.000	A
4 - A259 (West)	**Entry**	**1**	**1**	1	8.76	108.02	0.081	8.87	0.0	0.1	9.840	A
			2	2,3,4	107.18	108.02	0.992	107.08	0.0	2.9	21.767	C
		2	**1**	(1,2,3,4)	284.63			115.93	0.0	154.9	525.765	F
	Exit	**1**	**1**		286.03			286.03	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	**Entry**	**1**	**1**	2	116.75	161.32	0.724	116.46	1.4	1.6	11.676	B
			2	1,3,4	85.85	161.32	0.532	85.30	0.4	1.1	9.942	A
		2	**1**	(1,2,3,4)	208.84			202.57	1.2	5.2	13.443	B
	Exit	**1**	**1**		100.90			100.90	0.0	0.0	0.000	A
2 - A259 (East)	**Entry**	**1**	**1**	3,4	248.24	247.39	1.003	248.44	5.1	7.7	25.374	D
			2	1,2	87.44	247.39	0.353	87.39	4.8	0.8	15.220	C
		2	**1**	(1,2,3,4)	352.30			335.69	160.7	129.4	328.698	F
	Exit	**1**	**1**		268.34			268.34	0.0	0.0	0.000	A

3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.26	104.86	0.069	7.41	0.5	0.1	29.855	D
	Exit	1	1		3.46			3.46	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	14.51	148.37	0.098	14.30	0.1	0.2	8.710	A
			2	2,3,4	145.75	148.37	0.982	145.69	2.9	2.9	20.326	C
		2	1	(1,2,3,4)	350.71			160.26	154.9	368.6	1384.655	F
	Exit	1	1		332.35			332.35	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	122.21	159.41	0.767	121.62	1.6	2.0	13.384	B
			2	1,3,4	111.79	159.41	0.701	112.20	1.1	1.5	12.554	B
		2	1	(1,2,3,4)	245.45			234.04	5.2	21.3	97.814	F
	Exit	1	1		98.90			98.90	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	236.63	236.60	1.000	236.56	7.7	7.9	29.031	D
			2	1,2	62.67	236.60	0.265	62.80	0.8	0.5	7.221	A
		2	1	(1,2,3,4)	390.02			299.30	129.4	267.6	484.871	F
	Exit	1	1		278.28			278.28	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	11.93	110.53	0.108	12.16	0.1	0.1	12.890	B
	Exit	1	1		3.89			3.89	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	39.40	156.84	0.251	39.40	0.2	0.4	9.284	A
			2	2,3,4	152.94	156.84	0.975	152.88	2.9	2.9	16.975	C
		2	1	(1,2,3,4)	343.21			192.34	368.0	526.3	2148.538	F
	Exit	1	1		356.54			356.54	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	93.69	160.28	0.585	94.06	2.0	1.2	12.328	B
			2	1,3,4	89.20	160.28	0.557	89.76	1.5	1.0	11.804	B
		2	1	(1,2,3,4)	175.88			182.89	21.3	3.4	38.804	E
	Exit	1	1		117.93			117.93	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	245.75	245.28	1.002	246.00	7.9	7.7	28.873	C
			2	1,2	81.98	245.28	0.334	81.28	0.5	0.7	6.977	A
		2	1	(1,2,3,4)	394.59			327.72	267.0	288.7	698.789	F
	Exit	1	1		248.08			248.08	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	5.29	107.85	0.049	5.36	0.1	0.1	9.818	A

	Exit	1	1		5.10			5.10	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	38.36	150.73	0.254	38.52	0.4	0.4	9.287	A
			2	2,3,4	149.68	150.73	0.993	149.59	2.9	2.8	16.633	C
		2	1	(1,2,3,4)	363.58			188.06	526.3	696.1	2961.348	F
	Exit	1	1		333.41			333.41	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	85.99	159.95	0.538	85.99	1.2	1.0	10.591	B
			2	1,3,4	78.87	159.95	0.493	79.37	1.0	0.7	10.140	B
		2	1	(1,2,3,4)	163.84			164.85	3.4	1.0	8.208	A
	Exit	1	1		113.59			113.59	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	249.66	249.56	1.000	249.41	7.7	7.8	28.115	D
			2	1,2	80.81	249.56	0.324	80.82	0.7	0.7	7.257	A
		2	1	(1,2,3,4)	403.54			330.45	288.7	359.5	888.073	F
	Exit	1	1		241.72			241.72	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	5.41	111.54	0.048	5.17	0.1	0.1	10.948	B
	Exit	1	1		2.82			2.82	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	36.05	150.62	0.239	35.99	0.4	0.4	9.651	A
			2	2,3,4	148.34	150.62	0.985	148.44	2.8	2.8	17.220	C
		2	1	(1,2,3,4)	354.19			184.39	696.1	866.7	3336.515	F
	Exit	1	1		327.05			327.05	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	83.66	160.33	0.522	83.70	1.0	1.0	10.686	B
			2	1,3,4	69.08	160.33	0.431	69.02	0.7	0.9	9.936	A
		2	1	(1,2,3,4)	153.44			152.75	1.0	1.0	4.885	A
	Exit	1	1		113.01			113.01	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	253.62	253.70	1.000	253.81	7.8	7.7	27.701	D
			2	1,2	81.47	253.70	0.321	81.08	0.7	0.7	6.889	A
		2	1	(1,2,3,4)	389.70			335.09	359.5	417.2	1043.081	F
	Exit	1	1		238.66			238.66	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	0.05	114.53	0.000	0.05	0.1	0.0	9.914	A
	Exit	1	1		1.42			1.42	0.0	0.0	0.000	A

4 - A259 (West)	Entry	1	1	1	36.22	152.05	0.238	36.39	0.4	0.4	9.144	A
			2	2,3,4	151.01	152.05	0.993	151.09	2.8	2.8	16.983	C
		2	1	(1,2,3,4)	341.83			187.23	888.7	1021.3	2699.808	F
	Exit	1	1		322.03			322.03	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	85.42	162.76	0.525	85.03	1.0	1.1	10.616	B
			2	1,3,4	67.03	162.76	0.412	67.08	0.9	0.8	9.790	A
		2	1	(1,2,3,4)	152.86			152.45	1.0	0.9	4.911	A
	Exit	1	1		123.85			123.85	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	252.58	254.70	0.992	252.49	7.7	7.7	27.522	D
			2	1,2	90.58	254.70	0.356	90.52	0.7	0.8	7.330	A
		2	1	(1,2,3,4)	315.18			343.16	417.2	394.1	1024.297	F
	Exit	1	1		233.27			233.27	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	1.12	111.82	0.010	1.10	0.0	0.0	7.795	A
	Exit	1	1		2.66			2.66	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	34.82	148.94	0.234	34.95	0.4	0.4	9.444	A
			2	2,3,4	145.68	148.94	0.978	145.54	2.8	2.9	17.272	C
		2	1	(1,2,3,4)	337.11			180.50	1021.3	1179.2	1796.724	F
	Exit	1	1		316.92			316.92	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	114.98	161.76	0.711	115.36	1.1	1.6	12.246	B
			2	1,3,4	36.74	161.76	0.227	36.55	0.8	0.4	7.855	A
		2	1	(1,2,3,4)	152.47			151.72	0.9	1.8	9.319	A
	Exit	1	1		124.53			124.53	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	264.11	266.37	0.992	263.98	7.7	7.8	26.297	D
			2	1,2	88.02	266.37	0.330	88.85	0.8	0.5	7.182	A
		2	1	(1,2,3,4)	300.78			352.16	334.1	338.4	761.712	F
	Exit	1	1		266.29			266.29	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.43	123.94	0.020	2.47	0.0	0.0	10.157	B
	Exit	1	1		1.40			1.40	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	36.73	149.21	0.246	36.70	0.4	0.4	9.557	A

			2	2,3,4	148.17	149.21	0.993	148.41	2.9	2.8	17.077	C
		2	1	(1,2,3,4)	214.82			184.90	1179.2	1212.8	899.926	F
	Exit	1	1		300.09			300.09	0.0	0.0	0.000	A

2021, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	983.17	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time

✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	60.90	4.27	14.96
	2 - A259 (East)	148.52	1.07	4.27	227.59
	3 - Crookthorn Lane	0.00	2.14	0.00	0.00
	4 - A259 (West)	20.30	227.59	0.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.76	0.05	0.19
	2 - A259 (East)	0.39	0.00	0.01	0.60
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.08	0.92	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	76.93	1.07	27.78
	2 - A259 (East)	145.32	1.07	0.00	192.33
	3 - Crookthorn Lane	2.14	0.00	0.00	0.00
	4 - A259 (West)	23.51	223.32	1.07	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.73	0.01	0.26
	2 - A259 (East)	0.43	0.00	0.00	0.57
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.09	0.90	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	84.41	2.14	21.37
	2 - A259 (East)	63.04	0.00	0.00	117.54
	3 - Crookthorn Lane	3.21	5.34	0.00	2.14
	4 - A259 (West)	16.03	196.60	4.27	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.78	0.02	0.20
	2 - A259 (East)	0.35	0.00	0.00	0.65
	3 - Crookthorn Lane	0.30	0.50	0.00	0.20
	4 - A259 (West)	0.07	0.91	0.02	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	75.86	1.07	22.44
2 - A259 (East)	58.77	2.14	0.00	121.81
3 - Crookthorn Lane	1.07	4.27	0.00	2.14
4 - A259 (West)	17.10	188.06	1.07	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.01	0.23
2 - A259 (East)	0.32	0.01	0.00	0.67
3 - Crookthorn Lane	0.14	0.57	0.00	0.29
4 - A259 (West)	0.08	0.91	0.01	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	95.10	9.62	20.30
2 - A259 (East)	60.90	4.27	0.00	152.80
3 - Crookthorn Lane	6.41	4.27	1.07	0.00
4 - A259 (West)	17.10	186.99	2.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.08	0.16
2 - A259 (East)	0.28	0.02	0.00	0.70
3 - Crookthorn Lane	0.55	0.36	0.09	0.00
4 - A259 (West)	0.08	0.91	0.01	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	75.86	3.21	24.58
2 - A259 (East)	130.36	4.27	2.14	240.41
3 - Crookthorn Lane	10.69	4.27	0.00	6.41
4 - A259 (West)	26.71	193.40	8.55	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.73	0.03	0.24
2 - A259 (East)	0.35	0.01	0.01	0.64
3 - Crookthorn Lane	0.50	0.20	0.00	0.30
4 - A259 (West)	0.12	0.85	0.04	0.00

09:00 - 09:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	67.32	1.07	26.71
2 - A259 (East)	123.95	1.07	0.00	267.13
3 - Crookthorn Lane	6.41	26.71	0.00	8.55
4 - A259 (West)	14.96	200.88	2.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.71	0.01	0.28
2 - A259 (East)	0.32	0.00	0.00	0.68
3 - Crookthorn Lane	0.15	0.64	0.00	0.21
4 - A259 (West)	0.07	0.92	0.01	0.00

Demand (Veh/TS)

09:15 - 09:30

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	53.43	1.07	14.96
2 - A259 (East)	73.73	2.14	0.00	184.85
3 - Crookthorn Lane	4.27	1.07	0.00	2.14
4 - A259 (West)	23.51	263.92	2.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.77	0.02	0.22
2 - A259 (East)	0.28	0.01	0.00	0.71
3 - Crookthorn Lane	0.57	0.14	0.00	0.29
4 - A259 (West)	0.08	0.91	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0	10	10	10
2 - A259 (East)	10	10	10	10
3 - Crookthorn Lane	0	10	0	0
4 - A259 (West)	10	10	0	0

Average PCU Per Veh

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.000	1.100	1.100	1.100
2 - A259 (East)	1.100	1.100	1.100	1.100
3 - Crookthorn Lane	1.000	1.100	1.000	1.000
4 - A259 (West)	1.100	1.100	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:30-07:45	1 - Church Lane	80.14	88.15
	2 - A259 (East)	381.45	419.60
	3 - Crookthorn Lane	2.14	2.35
	4 - A259 (West)	247.89	272.68
07:45-08:00	1 - Church Lane	105.78	116.36
	2 - A259 (East)	338.71	372.59
	3 - Crookthorn Lane	2.14	2.14
	4 - A259 (West)	247.89	272.57
08:00-08:15	1 - Church Lane	107.92	118.71
	2 - A259 (East)	180.58	198.63
	3 - Crookthorn Lane	10.69	11.22

	4 - A259 (West)	216.91	238.17
08:15-08:30	1 - Church Lane	99.37	109.31
	2 - A259 (East)	182.71	200.98
	3 - Crookthorn Lane	7.48	7.91
	4 - A259 (West)	206.22	226.74
08:30-08:45	1 - Church Lane	125.01	137.52
	2 - A259 (East)	217.97	239.77
	3 - Crookthorn Lane	11.75	12.18
	4 - A259 (West)	206.22	226.63
08:45-09:00	1 - Church Lane	103.64	114.01
	2 - A259 (East)	377.18	414.90
	3 - Crookthorn Lane	21.37	21.80
	4 - A259 (West)	228.66	250.67
09:00-09:15	1 - Church Lane	95.10	104.61
	2 - A259 (East)	392.14	431.35
	3 - Crookthorn Lane	41.67	44.34
	4 - A259 (West)	217.97	239.56
09:15-09:30	1 - Church Lane	69.45	76.40
	2 - A259 (East)	260.71	286.79
	3 - Crookthorn Lane	7.48	7.59
	4 - A259 (West)	289.56	318.31

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	17.96	2.7	C	108.18	865.40
2 - A259 (East)	111.47	69.5	F	321.06	2568.47
3 - Crookthorn Lane	21.17	1.1	C	13.56	108.50
4 - A259 (West)	2539.65	823.0	F	255.27	2042.16

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	89.42	89.42	133.41	89.52	171.14	0.0	1.0	9.126	A
2 - A259 (East)	421.89	421.89	21.57	409.76	201.36	0.0	21.6	32.630	D
3 - Crookthorn Lane	2.61	2.61	421.47	2.62	9.86	0.0	0.0	7.533	A
4 - A259 (West)	270.88	270.88	163.83	140.72	260.26	0.0	125.9	402.381	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	115.45	115.45	128.87	115.47	176.57	1.0	1.4	10.762	B
2 - A259 (East)	372.13	372.13	31.10	377.64	213.24	21.6	8.3	27.072	D
3 - Crookthorn Lane	2.28	2.28	407.51	2.28	1.22	0.0	0.0	9.885	A
4 - A259 (West)	269.48	269.48	166.44	138.97	243.33	125.9	259.4	1138.195	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	118.56	118.56	158.66	118.26	88.50	1.4	2.1	13.852	B
2 - A259 (East)	199.84	199.84	25.85	200.30	251.09	8.3	1.4	7.337	A
3 - Crookthorn Lane	9.81	9.81	223.08	9.72	3.04	0.0	0.1	4.626	A
4 - A259 (West)	236.25	236.25	77.49	169.66	155.32	259.4	332.3	1608.417	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	109.05	109.05	161.40	108.69	78.88	2.1	1.6	12.639	B
2 - A259 (East)	201.68	201.68	28.88	200.99	241.21	1.4	1.7	6.728	A
3 - Crookthorn Lane	7.99	7.99	225.92	8.03	3.98	0.1	0.0	4.233	A
4 - A259 (West)	226.62	226.62	73.61	166.66	160.34	332.3	389.1	2054.434	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	139.34	139.34	160.34	140.05	85.73	1.6	2.7	17.964	C
2 - A259 (East)	240.70	240.70	37.46	240.72	262.92	1.7	2.5	8.933	A
3 - Crookthorn Lane	11.92	11.92	263.92	11.91	14.26	0.0	0.1	4.765	A
4 - A259 (West)	225.79	225.79	84.14	161.90	191.67	389.1	451.5	2539.652	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	114.04	114.04	138.31	114.24	160.06	2.7	1.5	12.265	B
2 - A259 (East)	412.46	412.46	31.02	398.40	221.53	2.5	26.7	41.926	E
3 - Crookthorn Lane	22.14	22.14	423.23	21.93	6.19	0.1	0.4	11.550	B
4 - A259 (West)	252.54	252.54	158.32	140.05	286.85	451.5	558.2	2529.174	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	104.06	104.06	158.99	104.62	138.95	1.5	1.3	11.115	B
2 - A259 (East)	432.18	432.18	30.84	384.26	232.80	26.7	69.5	111.471	F
3 - Crookthorn Lane	44.27	44.27	412.96	44.41	2.09	0.4	1.1	21.169	C
4 - A259 (West)	241.62	241.62	157.48	140.49	299.93	558.2	659.0	1798.659	F

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	75.48	75.48	148.06	75.65	105.94	1.3	0.8	9.219	A
2 - A259 (East)	287.58	287.58	20.09	314.79	203.61	69.5	11.9	79.167	F
3 - Crookthorn Lane	7.49	7.49	331.30	7.52	3.59	1.1	0.1	9.323	A
4 - A259 (West)	318.97	318.97	94.82	159.29	244.00	659.0	823.0	899.456	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	67.78	167.63	0.404	67.95	0.0	0.7	8.477	A
			2	1,3,4	21.73	167.63	0.130	21.57	0.0	0.2	6.603	A
		2	1	(1,2,3,4)	89.42			89.48	0.0	0.1	1.090	A
	Exit	1	1		171.14			171.14	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	249.63	272.27	0.917	248.55	0.0	5.6	18.093	C
			2	1,2	161.67	272.27	0.594	161.21	0.0	1.9	9.307	A
		2	1	(1,2,3,4)	421.89			411.31	0.0	14.1	17.853	C
	Exit	1	1		201.36			201.36	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.61	102.86	0.025	2.62	0.0	0.0	7.533	A
	Exit	1	1		9.86			9.86	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.01	127.46	0.086	11.03	0.0	0.1	8.480	A
			2	2,3,4	129.68	127.46	1.017	129.68	0.0	2.9	18.731	C
		2	1	(1,2,3,4)	270.88			140.71	0.0	122.9	383.598	F
	Exit	1	1		260.26			260.26	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	84.35	169.13	0.499	84.56	0.7	0.9	9.412	A
			2	1,3,4	30.96	169.13	0.183	30.91	0.2	0.3	7.175	A
		2	1	(1,2,3,4)	115.45			115.31	0.1	0.3	1.956	A
	Exit	1	1		176.57			176.57	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	213.37	268.59	0.794	213.45	5.6	3.4	15.790	C
			2	1,2	163.17	268.59	0.608	164.18	1.9	1.9	10.516	B
		2	1	(1,2,3,4)	372.13			376.51	14.1	3.0	13.708	B
	Exit	1	1		213.24			213.24	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.28	111.75	0.020	2.28	0.0	0.0	9.885	A
	Exit	1	1		1.22			1.22	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.84	126.68	0.093	11.80	0.1	0.1	9.489	A
			2	2,3,4	127.16	126.68	1.004	127.17	2.9	2.9	20.734	C
		2	1	(1,2,3,4)	269.48			139.00	122.9	266.3	1121.668	F
	Exit	1	1		243.33			243.33	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	Entry	1	1	2	93.12	159.32	0.584	93.14	0.9	1.2	10.791	B
			2	1,3,4	25.14	159.32	0.158	25.14	0.3	0.2	7.248	A
		2	1	(1,2,3,4)	118.56			118.27	0.3	0.7	3.821	A
	Exit	1	1		88.50			88.50	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	129.95	270.62	0.480	130.39	3.4	1.0	7.794	A
			2	1,2	69.86	270.62	0.258	69.91	1.9	0.4	5.343	A
		2	1	(1,2,3,4)	199.84			199.81	3.0	0.0	0.565	A
	Exit	1	1		251.09			251.09	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	9.81	228.87	0.043	9.72	0.0	0.1	4.626	A
	Exit	1	1		3.04			3.04	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	16.15	153.13	0.105	15.98	0.1	0.2	7.909	A
			2	2,3,4	153.68	153.13	1.004	153.68	2.9	2.9	17.415	C
		2	1	(1,2,3,4)	236.25			169.86	256.3	329.2	1891.947	F
	Exit	1	1		155.32			155.32	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	82.78	158.42	0.523	82.67	1.2	1.0	10.526	B
			2	1,3,4	25.97	158.42	0.164	26.01	0.2	0.2	7.476	A
		2	1	(1,2,3,4)	109.05			108.72	0.7	0.4	2.845	A
	Exit	1	1		78.88			78.88	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	133.52	269.44	0.496	133.33	1.0	1.1	7.423	A
			2	1,2	68.19	269.44	0.253	67.67	0.4	0.5	5.082	A
		2	1	(1,2,3,4)	201.68			201.71	0.0	0.0	0.085	A
	Exit	1	1		241.21			241.21	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.99	227.08	0.035	8.03	0.1	0.0	4.233	A
	Exit	1	1		3.98			3.98	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	12.43	154.28	0.081	12.61	0.2	0.1	7.533	A
			2	2,3,4	153.94	154.28	0.998	154.04	2.9	2.8	16.960	C
		2	1	(1,2,3,4)	226.62			166.34	329.2	386.2	2035.551	F
	Exit	1	1		160.34			160.34	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	106.00	158.77	0.668	106.03	1.0	1.4	12.026	B

			2	1,3,4	33.96	158.77	0.214	34.00	0.2	0.3	8.046	A
		2	1	(1,2,3,4)	139.34			139.96	0.4	1.0	6.884	A
	Exit	1	1		85.73			85.73	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	168.62	266.13	0.634	168.47	1.1	1.9	9.796	A
			2	1,2	72.32	266.13	0.272	72.27	0.5	0.5	5.246	A
		2	1	(1,2,3,4)	240.70			240.93	0.0	0.1	0.494	A
	Exit	1	1		262.92			262.92	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	11.92	202.94	0.059	11.91	0.0	0.1	4.765	A
	Exit	1	1		14.26			14.26	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.90	151.15	0.079	11.98	0.1	0.1	7.283	A
			2	2,3,4	149.90	151.15	0.992	149.92	2.8	2.9	17.181	C
		2	1	(1,2,3,4)	225.79			161.80	386.2	448.6	2623.744	F
	Exit	1	1		191.67			191.67	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	83.59	166.02	0.504	83.75	1.4	1.0	10.185	B
			2	1,3,4	30.58	166.02	0.184	30.49	0.3	0.3	7.558	A
		2	1	(1,2,3,4)	114.04			114.15	1.0	0.3	2.804	A
	Exit	1	1		160.06			160.06	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	256.41	268.62	0.955	255.66	1.9	6.4	20.251	C
			2	1,2	143.25	268.62	0.533	142.74	0.5	1.5	8.792	A
		2	1	(1,2,3,4)	412.46			399.68	0.1	18.8	25.636	D
	Exit	1	1		221.53			221.53	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	22.14	101.74	0.218	21.93	0.1	0.4	11.550	B
	Exit	1	1		6.19			6.19	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.49	129.10	0.089	11.41	0.1	0.1	8.836	A
			2	2,3,4	128.54	129.10	0.996	128.66	2.9	2.9	19.580	C
		2	1	(1,2,3,4)	252.54			140.04	448.6	555.2	3522.660	F
	Exit	1	1		286.85			286.85	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	74.70	159.20	0.469	74.82	1.0	0.8	9.810	A
			2	1,3,4	29.83	159.20	0.187	29.82	0.3	0.3	7.469	A

		2	1	(1,2,3,4)	104.06			104.52	0.3	0.2	1.982	A
	Exit	1	1		138.95			138.95	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	262.79	268.69	0.978	262.69	6.4	7.4	24.340	C
			2	1,2	121.79	268.69	0.453	121.56	1.5	1.3	8.748	A
		2	1	(1,2,3,4)	432.18			384.57	18.8	60.9	92.082	F
	Exit	1	1		232.80			232.80	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	44.27	108.24	0.409	44.41	0.4	1.1	21.169	C
	Exit	1	1		2.09			2.09	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.87	129.35	0.092	11.91	0.1	0.1	8.856	A
			2	2,3,4	128.63	129.35	0.994	128.58	2.9	2.9	20.387	C
		2	1	(1,2,3,4)	241.62			140.50	555.2	656.0	1798.659	F
	Exit	1	1		299.93			299.93	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	57.74	162.81	0.355	58.07	0.8	0.6	8.802	A
			2	1,3,4	17.57	162.81	0.108	17.59	0.3	0.1	6.916	A
		2	1	(1,2,3,4)	75.48			75.32	0.2	0.1	0.874	A
	Exit	1	1		105.94			105.94	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	222.68	272.84	0.816	225.36	7.4	3.9	20.632	C
			2	1,2	89.38	272.84	0.328	89.44	1.3	0.6	7.025	A
		2	1	(1,2,3,4)	287.58			312.05	60.9	7.3	82.853	F
	Exit	1	1		203.61			203.61	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.49	160.14	0.047	7.52	1.1	0.1	9.323	A
	Exit	1	1		3.59			3.59	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	14.96	147.98	0.101	14.86	0.1	0.2	8.100	A
			2	2,3,4	144.49	147.98	0.976	144.38	2.9	2.9	18.447	C
		2	1	(1,2,3,4)	318.97			159.45	656.0	619.9	899.458	F
	Exit	1	1		244.00			244.00	0.0	0.0	0.000	A

2021, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description

Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	1813.04	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		1.07	106.71	0.00	56.56
2 - A259 (East)		295.59	2.13	1.07	295.59
3 - Crookthorn Lane		0.00	2.13	0.00	5.34
4 - A259 (West)		21.34	251.84	1.07	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.01	0.65	0.00	0.34
2 - A259 (East)		0.50	0.00	0.00	0.50
3 - Crookthorn Lane		0.00	0.29	0.00	0.71
4 - A259 (West)		0.08	0.92	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	96.04	1.07	55.49
2 - A259 (East)		55.49	2.13	2.13	251.84
3 - Crookthorn Lane		1.07	4.27	0.00	1.07
4 - A259 (West)		22.41	266.78	2.13	1.07

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.63	0.01	0.36
2 - A259 (East)		0.18	0.01	0.01	0.81
3 - Crookthorn Lane		0.17	0.67	0.00	0.17
4 - A259 (West)		0.08	0.91	0.01	0.00

17:00 - 17:15

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	106.71	1.07	85.37
2 - A259 (East)		43.75	5.34	2.13	294.52
3 - Crookthorn Lane		1.07	1.07	0.00	9.60
4 - A259 (West)		17.07	266.78	1.07	1.07

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.55	0.01	0.44
2 - A259 (East)		0.13	0.02	0.01	0.85
3 - Crookthorn Lane		0.09	0.09	0.00	0.82
4 - A259 (West)		0.06	0.93	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	69.36	1.07	53.36
2 - A259 (East)		62.96	3.20	3.20	284.92
3 - Crookthorn Lane		1.07	3.20	0.00	1.07
4 - A259 (West)		18.14	282.78	0.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.56	0.01	0.43
2 - A259 (East)		0.18	0.01	0.01	0.80
3 - Crookthorn Lane		0.20	0.60	0.00	0.20
4 - A259 (West)		0.06	0.94	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	64.03	0.00	49.09
	2 - A259 (East)	54.42	5.34	1.07	296.65
	3 - Crookthorn Lane	0.00	5.34	0.00	0.00
	4 - A259 (West)	24.54	269.98	0.00	1.07

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.57	0.00	0.43
	2 - A259 (East)	0.15	0.01	0.00	0.83
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.08	0.91	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	62.96	0.00	41.62
	2 - A259 (East)	61.89	3.20	3.20	277.45
	3 - Crookthorn Lane	0.00	0.00	0.00	0.00
	4 - A259 (West)	25.61	255.04	0.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.60	0.00	0.40
	2 - A259 (East)	0.18	0.01	0.01	0.80
	3 - Crookthorn Lane	0.25	0.25	0.25	0.25
	4 - A259 (West)	0.09	0.91	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	65.09	0.00	39.48
	2 - A259 (East)	50.15	1.07	1.07	221.96
	3 - Crookthorn Lane	1.07	0.00	0.00	0.00
	4 - A259 (West)	23.48	256.10	0.00	1.07

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.62	0.00	0.38
	2 - A259 (East)	0.18	0.00	0.00	0.81
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.08	0.91	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	110.98	0.00	35.21
	2 - A259 (East)	22.41	3.20	2.13	262.51
	3 - Crookthorn Lane	0.00	2.13	0.00	1.07
	4 - A259 (West)	9.60	198.48	0.00	2.13

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.76	0.00	0.24
	2 - A259 (East)	0.08	0.01	0.01	0.90
	3 - Crookthorn Lane	0.00	0.67	0.00	0.33
	4 - A259 (West)	0.05	0.94	0.00	0.01

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	10	10	0	10
	2 - A259 (East)	10	10	10	10
	3 - Crookthorn Lane	0	10	0	10
	4 - A259 (West)	10	10	10	0

Average PCU Per Veh

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	1.100	1.100	1.000	1.100
	2 - A259 (East)	1.100	1.100	1.100	1.100
	3 - Crookthorn Lane	1.000	1.100	1.000	1.100
	4 - A259 (West)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
16:30-16:45	1 - Church Lane	164.33	180.77
	2 - A259 (East)	594.37	653.81
	3 - Crookthorn Lane	7.47	8.22
	4 - A259 (West)	274.24	301.67
16:45-17:00	1 - Church Lane	152.60	167.75
	2 - A259 (East)	311.59	342.75
	3 - Crookthorn Lane	6.40	6.94
	4 - A259 (West)	292.39	321.52
17:00-17:15	1 - Church Lane	193.15	212.35
	2 - A259 (East)	345.74	380.31
	3 - Crookthorn Lane	11.74	12.81
	4 - A259 (West)	285.98	314.47
17:15-17:30	1 - Church Lane	123.78	136.06
	2 - A259 (East)	354.28	389.70
	3 - Crookthorn Lane	5.34	5.76
	4 - A259 (West)	300.92	331.01
17:30-17:45	1 - Church Lane	113.11	124.42
	2 - A259 (East)	357.48	393.23
	3 - Crookthorn Lane	5.34	5.87
	4 - A259 (West)	295.59	325.04
17:45-18:00	1 - Church Lane	104.58	115.03
	2 - A259 (East)	345.74	380.31

	3 - Crookthorn Lane	0.00	0.00
	4 - A259 (West)	280.65	308.71
18:00-18:15	1 - Church Lane	104.58	115.03
	2 - A259 (East)	274.24	301.67
	3 - Crookthorn Lane	1.07	1.07
	4 - A259 (West)	280.65	308.61
18:15-18:30	1 - Church Lane	146.19	160.81
	2 - A259 (East)	290.25	319.28
	3 - Crookthorn Lane	3.20	3.52
	4 - A259 (West)	210.22	231.03

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	38.09	11.6	E	151.62	1212.98
2 - A259 (East)	1296.37	493.2	F	394.58	3156.63
3 - Crookthorn Lane	46.85	0.7	E	5.46	43.70
4 - A259 (West)	3394.09	1151.5	F	305.26	2442.11

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	183.09	183.09	111.68	182.27	238.93	0.0	4.0	18.284	C
2 - A259 (East)	648.49	648.49	64.15	454.39	229.80	0.0	201.5	204.688	F
3 - Crookthorn Lane	8.05	8.05	517.32	7.39	1.22	0.0	0.7	46.850	E
4 - A259 (West)	303.83	303.83	233.47	117.17	291.24	0.0	174.8	596.335	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	167.60	167.60	159.40	166.24	68.20	4.0	3.5	15.885	C
2 - A259 (East)	344.96	344.96	62.30	313.82	263.33	201.5	170.4	451.577	F
3 - Crookthorn Lane	7.11	7.11	372.73	7.18	3.40	0.7	0.1	28.052	D
4 - A259 (West)	318.01	318.01	62.97	164.66	316.96	174.8	356.5	1469.436	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	212.52	212.52	168.06	208.59	50.73	3.5	11.6	38.088	E
2 - A259 (East)	382.41	382.41	94.59	285.61	282.03	170.4	257.0	855.341	F
3 - Crookthorn Lane	13.58	13.58	376.02	13.45	4.12	0.1	0.1	9.290	A
4 - A259 (West)	313.27	313.27	43.37	175.45	346.11	356.5	497.1	2237.217	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	137.50	137.50	167.39	136.69	58.78	11.6	2.2	17.666	C
2 - A259 (East)	388.76	388.76	60.67	303.50	243.41	257.0	348.6	892.051	F
3 - Crookthorn Lane	5.37	5.37	359.77	5.42	4.46	0.1	0.0	7.283	A
4 - A259 (West)	334.32	334.32	51.70	174.44	313.42	497.1	658.4	3053.795	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	122.50	122.50	166.46	122.46	66.81	2.2	1.6	12.237	B
2 - A259 (East)	395.30	395.30	54.28	320.86	234.64	348.6	427.2	1110.224	F
3 - Crookthorn Lane	6.33	6.33	371.63	6.20	3.52	0.0	0.1	7.672	A
4 - A259 (West)	325.14	325.14	66.45	166.82	311.37	658.4	810.9	3394.068	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	115.64	115.64	165.20	116.05	56.43	1.6	1.4	11.458	B

2 - A259 (East)	379.52	379.52	47.57	312.18	233.69	427.2	493.2	1236.369	F
3 - Crookthorn Lane	0.07	0.07	358.48	0.09	1.28	0.1	0.0	8.850	A
4 - A259 (West)	306.70	306.70	51.44	170.17	307.12	810.9	947.6	2699.652	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	114.74	114.74	161.55	115.24	67.78	1.4	1.4	11.380	B
2 - A259 (East)	299.15	299.15	44.25	321.51	232.54	493.2	473.6	1273.513	F
3 - Crookthorn Lane	0.91	0.91	362.46	0.88	3.30	0.0	0.0	7.527	A
4 - A259 (West)	310.39	310.39	60.67	168.65	302.67	947.6	1086.1	1799.520	F

18:15 - 18:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	159.40	159.40	159.33	161.06	72.71	1.4	4.7	25.280	D
2 - A259 (East)	318.04	318.04	38.80	326.83	281.59	473.6	464.6	866.110	F
3 - Crookthorn Lane	2.27	2.27	364.02	2.20	1.61	0.0	0.0	8.268	A
4 - A259 (West)	230.45	230.45	63.51	168.53	302.72	1086.1	1151.5	899.691	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction

Lanes: Main Results for each time segment

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	119.40	174.78	0.683	118.54	0.0	1.6	10.868	B
			2	1,3,4	63.62	174.78	0.364	63.74	0.0	0.6	8.419	A
		2	1	(1,2,3,4)	183.09			183.03	0.0	1.8	8.246	A
	Exit	1	1		238.93			238.93	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	222.94	255.83	0.871	224.19	0.0	4.6	18.707	C
			2	1,2	230.90	255.83	0.903	230.20	0.0	5.2	18.951	C
		2	1	(1,2,3,4)	648.49			453.85	0.0	191.7	185.634	F
	Exit	1	1		229.80			229.80	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	8.05	42.14	0.191	7.39	0.0	0.7	49.650	E

	Exit	1	1		1.22			1.22	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	9.24	106.75	0.087	9.18	0.0	0.2	9.703	A
			2	2,3,4	107.93	106.75	1.011	107.99	0.0	2.9	21.592	C
		2	1	(1,2,3,4)	303.83			117.17	0.0	171.8	576.687	F
	Exit	1	1		291.24			291.24	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	105.00	159.08	0.660	104.56	1.6	1.4	10.617	B
			2	1,3,4	61.64	159.08	0.387	61.68	0.6	0.7	8.437	A
		2	1	(1,2,3,4)	167.60			166.64	1.8	1.5	6.069	A
	Exit	1	1		68.20			68.20	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	257.10	256.54	1.002	256.85	4.6	7.9	24.131	C
			2	1,2	56.64	256.54	0.221	56.97	5.2	0.4	16.107	C
		2	1	(1,2,3,4)	344.96			313.72	191.7	162.1	427.849	F
	Exit	1	1		263.33			263.33	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.11	133.83	0.053	7.18	0.7	0.1	28.052	D
	Exit	1	1		3.40			3.40	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	12.38	157.46	0.079	12.40	0.2	0.1	9.143	A
			2	2,3,4	152.35	157.46	0.968	152.31	2.9	3.0	20.475	C
		2	1	(1,2,3,4)	318.01			164.70	171.8	353.4	1454.042	F
	Exit	1	1		316.96			316.96	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	116.26	156.23	0.744	115.99	1.4	1.9	13.070	B
			2	1,3,4	92.49	156.23	0.592	92.60	0.7	1.2	11.734	B
		2	1	(1,2,3,4)	212.52			208.75	1.5	8.5	25.581	D
	Exit	1	1		50.73			50.73	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	244.89	244.07	1.003	244.92	7.9	7.9	28.696	D
			2	1,2	40.86	244.07	0.167	40.62	0.4	0.3	5.756	A
		2	1	(1,2,3,4)	382.41			285.75	162.1	248.8	630.276	F
	Exit	1	1		282.03			282.03	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	13.58	131.73	0.103	13.45	0.1	0.1	9.290	A
	Exit	1	1		4.12			4.12	0.0	0.0	0.000	A

4 - A259 (West)	Entry	1	1	1	13.27	163.28	0.081	13.37	0.1	0.1	7.129	A
			2	2,3,4	162.18	163.28	0.993	162.09	3.0	2.9	16.279	C
		2	1	(1,2,3,4)	313.27			175.45	353.4	494.1	2221.222	F
	Exit	1	1		346.11			346.11	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	78.18	156.45	0.500	77.73	1.9	1.0	11.273	B
			2	1,3,4	58.77	156.45	0.376	58.96	1.2	0.6	9.865	A
		2	1	(1,2,3,4)	137.50			136.89	8.5	0.6	7.175	A
	Exit	1	1		58.78			58.78	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	256.15	257.17	0.996	256.09	7.9	7.9	27.868	D
			2	1,2	47.60	257.17	0.185	47.40	0.3	0.3	5.194	A
		2	1	(1,2,3,4)	388.76			303.75	248.8	340.4	868.846	F
	Exit	1	1		243.41			243.41	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	5.37	142.10	0.038	5.42	0.1	0.0	7.283	A
	Exit	1	1		4.46			4.46	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	13.46	160.80	0.084	13.51	0.1	0.1	7.004	A
			2	2,3,4	160.89	160.80	1.001	160.95	2.9	2.9	16.057	C
		2	1	(1,2,3,4)	334.32			174.33	494.1	650.4	3038.549	F
	Exit	1	1		313.42			313.42	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	69.31	156.75	0.442	69.28	1.0	0.7	10.185	B
			2	1,3,4	52.98	156.75	0.338	53.17	0.6	0.5	8.959	A
		2	1	(1,2,3,4)	122.50			122.25	0.6	0.4	2.586	A
	Exit	1	1		66.81			66.81	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	260.47	259.64	1.003	260.55	7.9	7.8	27.262	D
			2	1,2	60.10	259.64	0.231	60.26	0.3	0.4	5.729	A
		2	1	(1,2,3,4)	395.30			320.56	340.4	419.6	1087.022	F
	Exit	1	1		234.64			234.64	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.33	134.52	0.047	6.20	0.0	0.1	7.672	A
	Exit	1	1		3.52			3.52	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	9.58	156.41	0.061	9.47	0.1	0.2	6.966	A

			2	2,3,4	157.25	156.41	1.005	157.35	2.9	2.9	16.605	C
		2	1	(1,2,3,4)	325.14			166.83	650.4	807.8	3386.797	F
	Exit	1	1		311.37			311.37	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	68.64	157.17	0.437	69.13	0.7	0.7	9.918	A
			2	1,3,4	46.96	157.17	0.299	46.87	0.5	0.4	8.770	A
		2	1	(1,2,3,4)	115.64			115.64	0.4	0.3	2.003	A
	Exit	1	1		56.43			56.43	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	260.77	262.23	0.994	260.86	7.8	7.8	26.870	D
			2	1,2	51.36	262.23	0.196	51.33	0.4	0.3	5.149	A
		2	1	(1,2,3,4)	379.52			312.06	419.0	485.1	1273.867	F
	Exit	1	1		233.69			233.69	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	0.07	142.88	0.001	0.09	0.1	0.0	8.850	A
	Exit	1	1		1.28			1.28	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	9.61	160.88	0.060	9.54	0.2	0.1	6.806	A
			2	2,3,4	160.71	160.88	0.999	160.66	2.9	2.9	16.412	C
		2	1	(1,2,3,4)	306.70			170.29	807.8	944.6	2699.652	F
	Exit	1	1		307.12			307.12	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	71.15	158.37	0.449	70.99	0.7	0.8	9.897	A
			2	1,3,4	43.82	158.37	0.277	44.25	0.4	0.4	8.418	A
		2	1	(1,2,3,4)	114.74			115.01	0.3	0.3	2.044	A
	Exit	1	1		67.78			67.78	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	261.71	263.51	0.993	261.73	7.8	7.8	26.630	D
			2	1,2	59.64	263.51	0.226	59.79	0.3	0.4	5.484	A
		2	1	(1,2,3,4)	299.15			321.37	485.1	465.6	1253.859	F
	Exit	1	1		232.54			232.54	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	0.91	140.35	0.006	0.88	0.0	0.0	7.527	A
	Exit	1	1		3.30			3.30	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.44	158.13	0.066	10.33	0.1	0.1	7.147	A
			2	2,3,4	158.22	158.13	1.001	158.33	2.9	2.9	16.388	C

		2	1	(1,2,3,4)	310.39			168.64	944.6	1083.1	1799.520	F
	Exit	1	1		302.67			302.67	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	122.22	159.10	0.768	122.47	0.8	1.8	12.883	B
			2	1,3,4	38.82	159.10	0.244	38.59	0.4	0.4	8.368	A
		2	1	(1,2,3,4)	159.40			161.03	0.3	2.5	13.516	B
	Exit	1	1		72.71			72.71	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	265.07	265.62	0.998	265.02	7.8	7.8	26.181	D
			2	1,2	61.89	265.62	0.233	61.81	0.4	0.5	5.490	A
		2	1	(1,2,3,4)	318.04			326.96	466.6	456.5	861.305	F
	Exit	1	1		281.59			281.59	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.27	139.35	0.016	2.20	0.0	0.0	8.268	A
	Exit	1	1		1.61			1.61	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.99	157.29	0.076	11.98	0.1	0.1	7.338	A
			2	2,3,4	156.38	157.29	0.994	156.55	2.9	2.9	16.704	C
		2	1	(1,2,3,4)	230.45			168.37	1083.1	1148.8	899.891	F
	Exit	1	1		302.72			302.72	0.0	0.0	0.000	A

2021, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	1031.24	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	60.90	4.27	14.96
	2 - A259 (East)	148.52	1.07	4.27	227.59
	3 - Crookthorn Lane	0.00	2.14	0.00	0.00
	4 - A259 (West)	20.30	227.59	0.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.76	0.05	0.19
	2 - A259 (East)	0.39	0.00	0.01	0.60
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.08	0.92	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	110.93	1.07	77.78
2 - A259 (East)	159.32	1.07	0.00	192.33
3 - Crookthorn Lane	2.14	0.00	0.00	0.00
4 - A259 (West)	44.51	223.32	1.07	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.58	0.01	0.41
2 - A259 (East)	0.45	0.00	0.00	0.55
3 - Crookthorn Lane	1.00	0.00	0.00	0.00
4 - A259 (West)	0.17	0.83	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	118.41	2.14	71.37
2 - A259 (East)	77.04	0.00	0.00	117.54
3 - Crookthorn Lane	3.21	5.34	0.00	2.14
4 - A259 (West)	37.03	196.60	4.27	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.62	0.01	0.37
2 - A259 (East)	0.40	0.00	0.00	0.60
3 - Crookthorn Lane	0.30	0.50	0.00	0.20
4 - A259 (West)	0.16	0.83	0.02	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	109.86	1.07	72.44
2 - A259 (East)	72.77	2.14	0.00	121.81
3 - Crookthorn Lane	1.07	4.27	0.00	2.14
4 - A259 (West)	38.10	188.06	1.07	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.60	0.01	0.40
2 - A259 (East)	0.37	0.01	0.00	0.62
3 - Crookthorn Lane	0.14	0.57	0.00	0.29
4 - A259 (West)	0.17	0.83	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	129.10	9.62	70.30
2 - A259 (East)	74.90	4.27	0.00	152.80
3 - Crookthorn Lane	6.41	4.27	1.07	0.00
4 - A259 (West)	38.10	186.99	2.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.62	0.05	0.34
2 - A259 (East)	0.32	0.02	0.00	0.66
3 - Crookthorn Lane	0.55	0.36	0.09	0.00
4 - A259 (West)	0.17	0.82	0.01	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	109.86	3.21	74.58
2 - A259 (East)	144.36	4.27	2.14	240.41
3 - Crookthorn Lane	10.69	4.27	0.00	6.41
4 - A259 (West)	47.71	193.40	8.55	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.59	0.02	0.40
2 - A259 (East)	0.37	0.01	0.01	0.61
3 - Crookthorn Lane	0.50	0.20	0.00	0.30
4 - A259 (West)	0.19	0.77	0.03	0.00

09:00 - 09:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	101.32	1.07	76.71
2 - A259 (East)	137.95	1.07	0.00	267.13
3 - Crookthorn Lane	6.41	26.71	0.00	8.55
4 - A259 (West)	35.96	200.88	2.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.57	0.01	0.43
2 - A259 (East)	0.34	0.00	0.00	0.66
3 - Crookthorn Lane	0.15	0.64	0.00	0.21
4 - A259 (West)	0.15	0.84	0.01	0.00

09:15 - 09:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	53.43	1.07	14.96
2 - A259 (East)	73.73	2.14	0.00	184.85
3 - Crookthorn Lane	4.27	1.07	0.00	2.14
4 - A259 (West)	23.51	263.92	2.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.77	0.02	0.22
2 - A259 (East)	0.28	0.01	0.00	0.71
3 - Crookthorn Lane	0.57	0.14	0.00	0.29
4 - A259 (West)	0.08	0.91	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0	10	10	10
2 - A259 (East)	10	10	10	10
3 - Crookthorn Lane	0	10	0	0
4 - A259 (West)	10	10	0	0

Average PCU Per Veh

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.000	1.100	1.100	1.100
2 - A259 (East)	1.100	1.100	1.100	1.100
3 - Crookthorn Lane	1.000	1.100	1.000	1.000
4 - A259 (West)	1.100	1.100	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:30-07:45	1 - Church Lane	80.14	88.15
	2 - A259 (East)	381.45	419.60
	3 - Crookthorn Lane	2.14	2.35
	4 - A259 (West)	247.89	272.68
07:45-08:00	1 - Church Lane	189.78	208.76
	2 - A259 (East)	352.71	387.99
	3 - Crookthorn Lane	2.14	2.14
	4 - A259 (West)	268.89	295.67
08:00-08:15	1 - Church Lane	191.92	211.11
	2 - A259 (East)	194.58	214.03
	3 - Crookthorn Lane	10.69	11.22
	4 - A259 (West)	237.91	261.27
08:15-08:30	1 - Church Lane	183.37	201.71
	2 - A259 (East)	196.71	216.38
	3 - Crookthorn Lane	7.48	7.91
	4 - A259 (West)	227.22	249.84
08:30-08:45	1 - Church Lane	209.01	229.92
	2 - A259 (East)	231.97	255.17
	3 - Crookthorn Lane	11.75	12.18
	4 - A259 (West)	227.22	249.73
08:45-09:00	1 - Church Lane	187.64	206.41
	2 - A259 (East)	391.18	430.30
	3 - Crookthorn Lane	21.37	21.80
	4 - A259 (West)	249.66	273.77
09:00-09:15	1 - Church Lane	179.10	197.01
	2 - A259 (East)	406.14	446.75
	3 - Crookthorn Lane	41.67	44.34
	4 - A259 (West)	238.97	262.66
09:15-09:30	1 - Church Lane	69.45	76.40
	2 - A259 (East)	260.71	286.79
	3 - Crookthorn Lane	7.48	7.59

	4 - A259 (West)	289.56	318.31

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	69.50	21.2	F	177.55	1420.42
2 - A259 (East)	211.89	126.2	F	331.89	2655.11
3 - Crookthorn Lane	51.32	2.5	F	13.53	108.24
4 - A259 (West)	2704.19	308.1	F	272.54	2180.34

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	88.23	88.23	132.19	88.26	171.53	0.0	1.1	9.071	A
2 - A259 (East)	418.12	418.12	21.12	410.53	199.31	0.0	18.8	30.175	D
3 - Crookthorn Lane	2.31	2.31	422.35	2.39	9.28	0.0	0.0	7.959	A
4 - A259 (West)	271.01	271.01	163.61	140.12	261.12	0.0	127.7	419.484	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	212.07	212.07	124.50	208.15	189.08	1.1	8.2	27.380	D
2 - A259 (East)	386.61	386.61	86.51	385.75	246.16	18.8	16.3	36.868	E
3 - Crookthorn Lane	2.20	2.20	470.96	2.20	1.30	0.0	0.0	16.769	C
4 - A259 (West)	295.05	295.05	175.03	138.57	298.14	127.7	287.9	1191.581	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	211.29	211.29	153.79	206.13	116.98	8.2	10.9	41.353	E
2 - A259 (East)	215.20	215.20	78.77	214.28	281.15	16.3	2.0	10.553	B
3 - Crookthorn Lane	9.91	9.91	290.24	9.87	2.87	0.0	0.1	6.818	A
4 - A259 (West)	261.07	261.07	92.61	178.16	207.50	287.9	377.9	1712.978	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	201.57	201.57	157.30	201.83	108.98	10.9	10.0	44.381	E
2 - A259 (East)	216.18	216.18	83.63	216.15	275.51	2.0	1.9	8.048	A
3 - Crookthorn Lane	7.67	7.67	296.61	7.92	3.17	0.1	0.0	5.583	A
4 - A259 (West)	250.12	250.12	87.23	179.01	217.30	377.9	450.8	2240.110	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	229.61	229.61	156.04	222.37	115.85	10.0	21.2	69.501	F
2 - A259 (East)	255.98	255.98	87.56	255.75	290.87	1.9	3.2	10.816	B
3 - Crookthorn Lane	12.44	12.44	329.98	12.32	13.30	0.0	0.1	6.250	A
4 - A259 (West)	249.81	249.81	100.20	171.70	242.12	450.8	526.3	2704.193	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	206.80	206.80	133.93	214.27	181.51	21.2	10.9	63.642	F
2 - A259 (East)	427.39	427.39	88.40	388.28	259.79	3.2	51.5	72.551	F
3 - Crookthorn Lane	21.91	21.91	470.19	21.39	6.50	0.1	0.7	22.303	C
4 - A259 (West)	271.15	271.15	164.45	151.07	327.16	526.3	645.2	2598.629	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	195.95	195.95	157.28	197.53	158.91	10.9	7.4	36.122	E

2 - A259 (East)	448.99	448.99	86.80	372.44	267.98	51.5	125.2	211.886	F
3 - Crookthorn Lane	44.03	44.03	457.18	44.42	2.07	0.7	2.5	51.324	F
4 - A259 (West)	261.43	261.43	162.98	153.21	338.63	845.2	754.0	1799.613	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	74.91	74.91	147.16	75.42	134.51	7.4	0.8	10.986	B
2 - A259 (East)	286.64	286.64	19.31	357.83	203.25	125.2	41.2	189.588	F
3 - Crookthorn Lane	7.78	7.78	373.98	7.74	3.19	2.5	0.1	14.988	B
4 - A259 (West)	320.70	320.70	107.90	173.79	273.83	754.0	908.1	899.876	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	67.10	168.04	0.399	67.14	0.0	0.8	8.450	A
			2	1,3,4	21.04	168.04	0.125	21.12	0.0	0.2	6.435	A
		2	1	(1,2,3,4)	88.23			88.14	0.0	0.1	1.095	A
	Exit	1	1		171.53			171.53	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	249.56	272.45	0.916	249.30	0.0	5.5	17.629	C
			2	1,2	161.83	272.45	0.594	161.23	0.0	1.9	9.322	A
		2	1	(1,2,3,4)	418.12			411.39	0.0	11.4	15.694	C
	Exit	1	1		199.31			199.31	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.31	102.30	0.023	2.39	0.0	0.0	7.959	A
	Exit	1	1		9.28			9.28	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.43	127.53	0.090	11.45	0.0	0.1	8.419	A
			2	2,3,4	128.58	127.53	1.008	128.64	0.0	2.9	18.917	C
		2	1	(1,2,3,4)	271.01			140.01	0.0	124.7	391.836	F
	Exit	1	1		261.12			261.12	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	Entry	1	1	2	121.79	170.56	0.714	121.84	0.8	1.7	11.902	B
			2	1,3,4	86.46	170.56	0.507	86.32	0.2	1.0	10.061	B
		2	1	(1,2,3,4)	212.07			208.24	0.1	5.5	16.192	C
	Exit	1	1		189.08			189.08	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	212.08	247.19	0.858	212.92	5.5	4.2	18.326	C
			2	1,2	173.61	247.19	0.702	172.86	1.9	2.8	12.928	B
		2	1	(1,2,3,4)	386.61			385.69	11.4	9.2	20.742	C
	Exit	1	1		246.16			246.16	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.20	71.70	0.031	2.20	0.0	0.0	16.769	C
	Exit	1	1		1.30			1.30	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	16.14	124.13	0.130	15.56	0.1	0.3	9.371	A
			2	2,3,4	123.14	124.13	0.992	123.00	2.9	2.9	21.020	C
		2	1	(1,2,3,4)	295.05			139.25	124.7	284.7	1175.247	F
	Exit	1	1		298.14			298.14	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	128.28	160.93	0.797	127.97	1.7	1.9	13.062	B
			2	1,3,4	77.74	160.93	0.483	78.16	1.0	0.8	10.536	B
		2	1	(1,2,3,4)	211.29			206.02	5.5	8.1	29.209	D
	Exit	1	1		116.98			116.98	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	130.45	250.18	0.521	129.77	4.2	1.4	9.985	A
			2	1,2	84.69	250.18	0.339	84.53	2.8	0.6	7.287	A
		2	1	(1,2,3,4)	215.20			215.13	9.2	0.1	2.126	A
	Exit	1	1		281.15			281.15	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	9.91	186.14	0.053	9.87	0.0	0.1	6.818	A
	Exit	1	1		2.87			2.87	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	29.42	148.64	0.198	29.46	0.3	0.3	9.188	A
			2	2,3,4	148.80	148.64	1.001	148.70	2.9	2.9	17.891	C
		2	1	(1,2,3,4)	261.07			178.22	284.7	374.8	1696.617	F
	Exit	1	1		207.50			207.50	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	120.61	159.77	0.755	120.41	1.9	1.9	13.130	B

			2	1,3,4	81.36	159.77	0.509	81.42	0.8	1.0	11.070	B
		2	1	(1,2,3,4)	201.57			201.98	8.1	7.1	32.115	D
	Exit	1	1		108.98			108.98	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	134.89	248.31	0.543	134.63	1.4	1.3	8.994	A
			2	1,2	81.22	248.31	0.327	81.50	0.6	0.5	5.946	A
		2	1	(1,2,3,4)	216.18			216.12	0.1	0.0	0.201	A
	Exit	1	1		275.51			275.51	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.67	182.18	0.042	7.92	0.1	0.0	5.583	A
	Exit	1	1		3.17			3.17	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	28.68	150.23	0.191	28.65	0.3	0.3	8.864	A
			2	2,3,4	150.49	150.23	1.002	150.43	2.9	2.9	17.188	C
		2	1	(1,2,3,4)	250.12			179.14	374.8	447.4	2221.636	F
	Exit	1	1		217.30			217.30	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	138.13	160.19	0.862	138.24	1.9	2.2	14.281	B
			2	1,3,4	84.52	160.19	0.528	84.13	1.0	1.2	11.015	B
		2	1	(1,2,3,4)	229.61			222.64	7.1	17.9	86.382	F
	Exit	1	1		115.85			115.85	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	168.09	246.79	0.681	167.88	1.3	2.2	11.758	B
			2	1,2	87.80	246.79	0.356	87.87	0.5	0.7	6.375	A
		2	1	(1,2,3,4)	255.98			255.87	0.0	0.3	0.886	A
	Exit	1	1		290.87			290.87	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	12.44	160.98	0.077	12.32	0.0	0.1	6.250	A
	Exit	1	1		13.30			13.30	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	26.30	146.38	0.180	26.53	0.3	0.2	8.892	A
			2	2,3,4	145.20	146.38	0.992	145.18	2.9	2.9	17.624	C
		2	1	(1,2,3,4)	249.81			171.48	447.4	523.2	3690.958	F
	Exit	1	1		242.12			242.12	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	125.75	167.46	0.751	126.59	2.2	1.6	13.082	B
			2	1,3,4	87.37	167.46	0.522	87.66	1.2	1.0	10.993	B

		2	1	(1,2,3,4)	206.80			213.12	17.9	8.3	51.445	F
	Exit	1	1		181.51			181.51	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	239.75	246.46	0.973	239.17	2.2	6.9	23.849	C
			2	1,2	148.07	246.46	0.601	149.11	0.7	1.8	11.707	B
		2	1	(1,2,3,4)	427.39			387.82	0.3	42.7	53.179	F
	Exit	1	1		259.79			259.79	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	21.91	71.96	0.304	21.39	0.1	0.7	22.303	C
	Exit	1	1		6.50			6.50	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	26.41	127.28	0.208	26.42	0.2	0.3	10.215	B
			2	2,3,4	124.67	127.28	0.979	124.58	2.9	2.9	20.013	C
		2	1	(1,2,3,4)	271.15			151.07	523.2	642.1	2593.978	F
	Exit	1	1		327.16			327.16	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	111.51	159.78	0.698	111.72	1.6	1.5	12.395	B
			2	1,3,4	85.99	159.78	0.538	85.81	1.0	1.1	10.867	B
		2	1	(1,2,3,4)	195.95			197.50	8.3	4.7	24.411	C
	Exit	1	1		158.91			158.91	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	244.38	247.08	0.989	244.82	6.9	7.4	27.061	C
			2	1,2	128.15	247.08	0.519	127.62	1.8	1.6	10.928	B
		2	1	(1,2,3,4)	448.99			372.54	42.7	116.2	190.817	F
	Exit	1	1		267.98			267.98	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	44.03	80.12	0.550	44.42	0.7	2.5	51.324	F
	Exit	1	1		2.07			2.07	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	26.03	127.71	0.204	26.08	0.3	0.3	10.611	B
			2	2,3,4	127.20	127.71	0.996	127.16	2.9	2.9	20.295	C
		2	1	(1,2,3,4)	261.43			153.22	642.1	750.8	1799.613	F
	Exit	1	1		338.63			338.63	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	57.90	163.10	0.355	58.18	1.5	0.6	9.052	A
			2	1,3,4	17.21	163.10	0.106	17.24	1.1	0.1	7.528	A
		2	1	(1,2,3,4)	74.91			75.10	4.7	0.1	2.583	A

	Exit	1	1		134.51			134.51	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	253.72	273.14	0.923	255.63	7.4	6.1	24.196	C
			2	1,2	102.11	273.14	0.374	102.20	1.6	0.8	8.435	A
		2	1	(1,2,3,4)	286.64			355.84	118.2	34.3	169.721	F
	Exit	1	1		203.25			203.25	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.78	133.03	0.059	7.74	2.5	0.1	14.988	B
	Exit	1	1		3.19			3.19	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	30.26	144.09	0.210	30.55	0.3	0.3	9.817	A
			2	2,3,4	143.22	144.09	0.994	143.24	2.9	2.9	18.786	C
		2	1	(1,2,3,4)	320.70			173.49	750.8	904.9	899.876	F
	Exit	1	1		273.83			273.83	0.0	0.0	0.000	A

2021, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	1930.33	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.07	106.71	0.00	56.56
2 - A259 (East)	295.59	2.13	1.07	295.59
3 - Crookthorn Lane	0.00	2.13	0.00	5.34
4 - A259 (West)	21.34	251.84	1.07	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.01	0.65	0.00	0.34
2 - A259 (East)	0.50	0.00	0.00	0.50
3 - Crookthorn Lane	0.00	0.29	0.00	0.71
4 - A259 (West)	0.08	0.92	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	114.04	1.07	81.49
2 - A259 (East)	86.49	2.13	2.13	251.84
3 - Crookthorn Lane	1.07	4.27	0.00	1.07
4 - A259 (West)	68.41	266.78	2.13	1.07

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.58	0.01	0.41
2 - A259 (East)	0.25	0.01	0.01	0.74
3 - Crookthorn Lane	0.17	0.67	0.00	0.17
4 - A259 (West)	0.20	0.79	0.01	0.00

17:00 - 17:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	124.71	1.07	111.37
2 - A259 (East)	74.75	5.34	2.13	294.52
3 - Crookthorn Lane	1.07	1.07	0.00	9.60
4 - A259 (West)	63.07	266.78	1.07	1.07

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.53	0.00	0.47
2 - A259 (East)	0.20	0.01	0.01	0.78
3 - Crookthorn Lane	0.09	0.09	0.00	0.82
4 - A259 (West)	0.19	0.80	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	87.36	1.07	79.36
2 - A259 (East)	93.96	3.20	3.20	284.92
3 - Crookthorn Lane	1.07	3.20	0.00	1.07
4 - A259 (West)	64.14	282.78	0.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.52	0.01	0.47
2 - A259 (East)	0.24	0.01	0.01	0.74
3 - Crookthorn Lane	0.20	0.60	0.00	0.20
4 - A259 (West)	0.18	0.82	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	82.03	0.00	75.09
2 - A259 (East)	85.42	5.34	1.07	296.65
3 - Crookthorn Lane	0.00	5.34	0.00	0.00
4 - A259 (West)	70.54	269.98	0.00	1.07

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.52	0.00	0.48
2 - A259 (East)	0.22	0.01	0.00	0.76
3 - Crookthorn Lane	0.00	1.00	0.00	0.00
4 - A259 (West)	0.21	0.79	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	80.96	0.00	67.62
2 - A259 (East)	92.89	3.20	3.20	277.45
3 - Crookthorn Lane	0.00	0.00	0.00	0.00
4 - A259 (West)	71.61	255.04	0.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.54	0.00	0.46
2 - A259 (East)	0.25	0.01	0.01	0.74
3 - Crookthorn Lane	0.25	0.25	0.25	0.25
4 - A259 (West)	0.22	0.78	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	83.09	0.00	65.48
2 - A259 (East)	81.15	1.07	1.07	221.96
3 - Crookthorn Lane	1.07	0.00	0.00	0.00
4 - A259 (West)	69.48	256.10	0.00	1.07

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.56	0.00	0.44
2 - A259 (East)	0.27	0.00	0.00	0.73
3 - Crookthorn Lane	1.00	0.00	0.00	0.00
4 - A259 (West)	0.21	0.78	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	110.98	0.00	35.21
2 - A259 (East)	22.41	3.20	2.13	262.51
3 - Crookthorn Lane	0.00	2.13	0.00	1.07
4 - A259 (West)	9.60	198.48	0.00	2.13

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.00	0.24
2 - A259 (East)	0.08	0.01	0.01	0.90
3 - Crookthorn Lane	0.00	0.67	0.00	0.33
4 - A259 (West)	0.05	0.94	0.00	0.01

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	10	10	0	10
2 - A259 (East)	10	10	10	10
3 - Crookthorn Lane	0	10	0	10
4 - A259 (West)	10	10	10	0

Average PCU Per Veh

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.100	1.100	1.000	1.100
2 - A259 (East)	1.100	1.100	1.100	1.100
3 - Crookthorn Lane	1.000	1.100	1.000	1.100
4 - A259 (West)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
16:30-16:45	1 - Church Lane	164.33	180.77
	2 - A259 (East)	594.37	653.81
	3 - Crookthorn Lane	7.47	8.22

	4 - A259 (West)	274.24	301.67
16:45-17:00	1 - Church Lane	196.60	216.15
	2 - A259 (East)	342.59	376.85
	3 - Crookthorn Lane	6.40	6.94
	4 - A259 (West)	338.39	372.12
17:00-17:15	1 - Church Lane	237.15	260.75
	2 - A259 (East)	376.74	414.41
	3 - Crookthorn Lane	11.74	12.81
	4 - A259 (West)	331.98	365.07
17:15-17:30	1 - Church Lane	167.78	184.46
	2 - A259 (East)	385.28	423.80
	3 - Crookthorn Lane	5.34	5.76
	4 - A259 (West)	346.92	381.61
17:30-17:45	1 - Church Lane	157.11	172.82
	2 - A259 (East)	388.48	427.33
	3 - Crookthorn Lane	5.34	5.87
	4 - A259 (West)	341.59	375.64
17:45-18:00	1 - Church Lane	148.58	163.43
	2 - A259 (East)	376.74	414.41
	3 - Crookthorn Lane	0.00	0.00
	4 - A259 (West)	326.65	359.31
18:00-18:15	1 - Church Lane	148.58	163.43
	2 - A259 (East)	305.24	335.77
	3 - Crookthorn Lane	1.07	1.07
	4 - A259 (West)	326.65	359.21
18:15-18:30	1 - Church Lane	146.19	160.81
	2 - A259 (East)	290.25	319.28
	3 - Crookthorn Lane	3.20	3.52
	4 - A259 (West)	210.22	231.03

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	93.21	36.6	F	187.91	1503.25
2 - A259 (East)	1465.00	594.2	F	419.48	3355.86
3 - Crookthorn Lane	50.07	0.7	F	5.55	44.40
4 - A259 (West)	3511.62	1374.1	F	343.04	2744.35

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	181.18	181.18	111.05	181.04	234.32	0.0	4.2	17.889	C
2 - A259 (East)	651.43	651.43	63.36	449.45	228.74	0.0	197.3	199.784	F
3 - Crookthorn Lane	8.25	8.25	511.60	8.02	1.21	0.0	0.7	50.072	F
4 - A259 (West)	300.69	300.69	229.20	116.19	290.45	0.0	175.4	669.468	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	216.27	216.27	152.79	209.98	98.00	4.2	9.0	28.955	C
2 - A259 (East)	376.21	376.21	88.87	330.62	273.91	197.3	195.2	476.041	F
3 - Crookthorn Lane	7.09	7.09	415.74	7.78	3.63	0.7	0.1	40.238	E
4 - A259 (West)	375.66	375.66	92.79	158.00	330.78	175.4	413.1	1583.194	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	261.33	261.33	157.78	236.45	102.06	9.0	36.6	93.213	F
2 - A259 (East)	415.47	415.47	114.79	302.64	279.43	195.2	294.3	714.709	F
3 - Crookthorn Lane	12.93	12.93	413.30	13.08	4.14	0.1	0.2	12.488	B
4 - A259 (West)	365.44	365.44	68.03	191.81	358.34	413.1	594.8	2429.794	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	184.33	184.33	159.73	199.58	105.82	36.6	10.1	82.110	F
2 - A259 (East)	425.94	425.94	98.29	310.80	261.02	294.3	413.8	1006.202	F
3 - Crookthorn Lane	6.20	6.20	404.89	6.11	4.21	0.2	0.1	9.732	A
4 - A259 (West)	382.63	382.63	75.02	190.52	335.97	594.8	785.0	3318.087	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	174.29	174.29	158.99	175.57	115.20	10.1	4.4	27.727	D
2 - A259 (East)	425.14	425.14	84.67	333.23	249.84	413.8	512.3	1264.766	F
3 - Crookthorn Lane	6.27	6.27	414.57	6.21	3.33	0.1	0.1	9.903	A
4 - A259 (West)	373.71	373.71	91.11	183.05	329.67	785.0	974.4	3511.624	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	161.19	161.19	153.97	161.84	107.34	4.4	3.3	18.212	C
2 - A259 (East)	408.11	408.11	73.89	331.21	241.92	512.3	592.5	1484.997	F
3 - Crookthorn Lane	0.04	0.04	403.80	0.04	1.30	0.1	0.0	9.484	A
4 - A259 (West)	357.48	357.48	77.32	184.00	326.56	974.4	1150.3	2699.898	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	163.74	163.74	155.32	165.10	117.02	3.3	3.1	17.776	C
2 - A259 (East)	334.34	334.34	73.08	336.01	247.33	592.5	594.2	1448.622	F
3 - Crookthorn Lane	1.16	1.16	406.74	1.20	2.35	0.0	0.0	9.060	A
4 - A259 (West)	357.41	357.41	85.27	187.06	322.66	1150.3	1323.3	1799.783	F

18:15 - 18:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	160.92	160.92	148.40	162.03	126.09	3.1	4.7	24.251	C

2 - A259 (East)	319.21	319.21	38.25	356.01	272.18	594.2	960.0	839.693	F
3 - Crookthorn Lane	2.45	2.45	392.36	2.44	1.92	0.0	0.0	8.923	A
4 - A259 (West)	231.33	231.33	95.35	179.13	299.45	1323.3	1374.1	899.597	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	**Entry**	**1**	**1**	2	118.14	175.00	0.675	118.08	0.0	1.5	10.848	B
			2	1,3,4	63.26	175.00	0.362	62.92	0.0	0.7	8.199	A
		2	**1**	(1,2,3,4)	181.18			181.44	0.0	2.0	7.931	A
	Exit	**1**	**1**		234.32			234.32	0.0	0.0	0.000	A
2 - A259 (East)	**Entry**	**1**	**1**	3,4	223.01	256.13	0.871	223.64	0.0	4.8	18.601	C
			2	1,2	227.54	256.13	0.888	225.82	0.0	5.5	19.153	C
		2	**1**	(1,2,3,4)	651.43			450.55	0.0	187.6	180.473	F
	Exit	**1**	**1**		228.74			228.74	0.0	0.0	0.000	A
3 - Crookthorn Lane	**Entry**	**1**	**1**	1,2,3,4	8.25	45.06	0.183	8.02	0.0	0.7	50.072	F
	Exit	**1**	**1**		1.21			1.21	0.0	0.0	0.000	A
4 - A259 (West)	**Entry**	**1**	**1**	1	8.97	108.03	0.083	8.90	0.0	0.1	9.701	A
			2	2,3,4	107.26	108.03	0.993	107.30	0.0	2.9	21.902	C
		2	**1**	(1,2,3,4)	300.69			116.23	0.0	172.3	569.480	F
	Exit	**1**	**1**		290.45			290.45	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	**Entry**	**1**	**1**	2	121.92	161.25	0.756	121.81	1.5	1.7	11.798	B
			2	1,3,4	88.79	161.25	0.551	88.17	0.7	1.2	10.131	B
		2	**1**	(1,2,3,4)	216.27			210.70	2.0	6.1	17.804	C
	Exit	**1**	**1**		98.00			98.00	0.0	0.0	0.000	A
2 - A259 (East)	**Entry**	**1**	**1**	3,4	244.84	246.28	0.994	244.24	4.8	7.8	25.018	D
			2	1,2	85.66	246.28	0.348	86.32	5.5	0.7	16.514	C
		2	**1**	(1,2,3,4)	376.21			330.55	187.6	168.7	452.642	F
	Exit	**1**	**1**		273.91			273.91	0.0	0.0	0.000	A

3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.09	106.47	0.067	7.78	0.7	0.1	40.238	E
	Exit	1	1		3.63			3.63	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	12.68	148.58	0.085	12.67	0.1	0.1	9.207	A
			2	2,3,4	145.45	148.58	0.979	145.34	2.9	2.9	20.895	C
		2	1	(1,2,3,4)	375.66			158.13	172.3	418.6	1646.027	F
	Exit	1	1		330.78			330.78	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	123.75	159.61	0.775	123.32	1.7	2.0	13.385	B
			2	1,3,4	112.96	159.61	0.708	113.12	1.2	1.6	12.881	B
		2	1	(1,2,3,4)	261.33			236.71	6.1	33.0	79.990	F
	Exit	1	1		102.06			102.06	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	237.42	236.27	1.005	237.16	7.8	7.8	29.283	D
			2	1,2	65.07	236.27	0.275	65.49	0.7	0.5	7.608	A
		2	1	(1,2,3,4)	415.47			302.49	186.7	286.1	690.044	F
	Exit	1	1		279.43			279.43	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	12.93	108.06	0.120	13.08	0.1	0.2	12.488	B
	Exit	1	1		4.14			4.14	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	39.86	155.94	0.256	39.77	0.1	0.4	9.106	A
			2	2,3,4	152.07	155.94	0.975	152.04	2.9	2.8	16.947	C
		2	1	(1,2,3,4)	365.44			191.89	410.9	591.8	2414.123	F
	Exit	1	1		358.34			358.34	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	102.38	158.97	0.644	102.87	2.0	1.3	13.079	B
			2	1,3,4	96.25	158.97	0.605	96.73	1.6	1.2	12.421	B
		2	1	(1,2,3,4)	184.33			198.64	33.0	7.6	69.535	F
	Exit	1	1		105.82			105.82	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	240.71	242.64	0.992	240.82	7.8	7.8	29.371	C
			2	1,2	69.95	242.64	0.288	69.99	0.5	0.4	6.692	A
		2	1	(1,2,3,4)	425.94			310.66	286.1	495.5	983.256	F
	Exit	1	1		261.02			261.02	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.20	113.40	0.055	6.11	0.2	0.1	9.732	A

	Exit	1	1		4.21			4.21	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	38.47	153.86	0.250	38.58	0.4	0.4	8.929	A
			2	2,3,4	152.09	153.86	0.988	151.95	2.8	2.9	16.559	C
		2	1	(1,2,3,4)	382.63			190.55	591.6	781.8	3304.782	F
	Exit	1	1		335.97			335.97	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	91.97	159.22	0.578	91.93	1.3	1.3	11.593	B
			2	1,3,4	83.91	159.22	0.527	83.63	1.2	1.0	10.928	B
		2	1	(1,2,3,4)	174.29			175.88	7.6	2.1	16.512	C
	Exit	1	1		115.20			115.20	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	248.32	247.90	1.002	248.31	7.8	7.8	28.310	D
			2	1,2	84.82	247.90	0.342	84.94	0.4	0.7	7.290	A
		2	1	(1,2,3,4)	425.14			333.14	405.8	503.8	1242.999	F
	Exit	1	1		249.84			249.84	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.27	107.25	0.058	6.21	0.1	0.1	9.903	A
	Exit	1	1		3.33			3.33	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	33.43	149.08	0.224	33.20	0.4	0.4	9.312	A
			2	2,3,4	149.77	149.08	1.005	149.85	2.9	2.8	17.001	C
		2	1	(1,2,3,4)	373.71			183.21	781.8	971.2	3507.866	F
	Exit	1	1		329.67			329.67	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	88.54	160.87	0.550	88.79	1.3	1.1	10.986	B
			2	1,3,4	72.92	160.87	0.453	73.04	1.0	0.9	10.342	B
		2	1	(1,2,3,4)	161.19			161.44	2.1	1.3	7.523	A
	Exit	1	1		107.34			107.34	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	254.16	252.07	1.008	253.94	7.8	7.8	27.686	D
			2	1,2	77.37	252.07	0.307	77.27	0.7	0.6	6.933	A
		2	1	(1,2,3,4)	408.11			331.53	503.8	584.1	1483.375	F
	Exit	1	1		241.92			241.92	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	0.04	114.09	0.000	0.04	0.1	0.0	9.484	A
	Exit	1	1		1.30			1.30	0.0	0.0	0.000	A

4 - A259 (West)	Entry	1	1	1	34.46	153.18	0.225	34.48	0.4	0.4	9.133	A
			2	2,3,4	149.75	153.18	0.978	149.51	2.8	2.9	17.095	C
		2	1	(1,2,3,4)	357.48			184.21	971.2	1147.0	2699.898	F
	Exit	1	1		326.56			326.56	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	92.06	160.42	0.574	92.01	1.1	1.2	11.150	B
			2	1,3,4	72.77	160.42	0.454	73.08	0.9	0.8	10.050	B
		2	1	(1,2,3,4)	163.74			164.84	1.3	1.1	7.126	A
	Exit	1	1		117.02			117.02	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	251.86	252.38	0.998	251.96	7.8	7.8	27.641	D
			2	1,2	84.36	252.38	0.334	84.07	0.6	0.7	7.062	A
		2	1	(1,2,3,4)	334.34			336.22	884.1	885.7	1431.561	F
	Exit	1	1		247.33			247.33	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	1.16	112.22	0.010	1.20	0.0	0.0	9.060	A
	Exit	1	1		2.35			2.35	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	34.87	150.82	0.231	34.92	0.4	0.4	9.225	A
			2	2,3,4	152.12	150.82	1.009	152.13	2.9	2.8	16.903	C
		2	1	(1,2,3,4)	357.41			187.01	1147.0	1320.1	1796.783	F
	Exit	1	1		322.66			322.66	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	123.41	162.70	0.758	123.91	1.2	1.7	12.726	B
			2	1,3,4	38.18	162.70	0.235	38.18	0.8	0.4	8.079	A
		2	1	(1,2,3,4)	160.92			161.58	1.1	2.7	12.704	B
	Exit	1	1		126.09			126.09	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	262.57	265.83	0.988	262.43	7.8	7.7	26.463	D
			2	1,2	93.60	265.83	0.352	93.60	0.7	0.8	6.962	A
		2	1	(1,2,3,4)	319.21			356.16	885.7	881.6	899.164	F
	Exit	1	1		272.18			272.18	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.45	121.36	0.020	2.44	0.0	0.0	8.923	A
	Exit	1	1		1.92			1.92	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	33.99	147.82	0.230	33.95	0.4	0.4	9.205	A

			2	2,3,4	145.17	147.82	0.982	145.20	2.8	2.8	17.300	C
		2	1	(1,2,3,4)	231.33			179.14	1320.1	1370.9	893.597	F
	Exit	1	1		299.45			299.45	0.0	0.0	0.000	A

2026, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	1167.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time

✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	64.92	4.56	15.95
	2 - A259 (East)	158.32	1.14	4.56	242.61
	3 - Crookthorn Lane	0.00	2.28	0.00	0.00
	4 - A259 (West)	21.64	242.61	0.00	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.76	0.05	0.19
	2 - A259 (East)	0.39	0.00	0.01	0.60
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.08	0.92	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	82.01	1.14	29.61
	2 - A259 (East)	154.90	1.14	0.00	205.02
	3 - Crookthorn Lane	2.28	0.00	0.00	0.00
	4 - A259 (West)	25.06	238.05	1.14	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.73	0.01	0.26
	2 - A259 (East)	0.43	0.00	0.00	0.57
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.09	0.90	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	89.98	2.28	22.78
	2 - A259 (East)	67.20	0.00	0.00	125.29
	3 - Crookthorn Lane	3.42	5.70	0.00	2.28
	4 - A259 (West)	17.09	209.58	4.56	0.00

Proportions

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	0.00	0.78	0.02	0.20
	2 - A259 (East)	0.35	0.00	0.00	0.65
	3 - Crookthorn Lane	0.30	0.50	0.00	0.20
	4 - A259 (West)	0.07	0.91	0.02	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	80.87	1.14	23.92
2 - A259 (East)	62.65	2.28	0.00	129.85
3 - Crookthorn Lane	1.14	4.56	0.00	2.28
4 - A259 (West)	18.22	200.46	1.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.01	0.23
2 - A259 (East)	0.32	0.01	0.00	0.67
3 - Crookthorn Lane	0.14	0.57	0.00	0.29
4 - A259 (West)	0.08	0.91	0.01	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	101.37	10.25	21.64
2 - A259 (East)	64.92	4.56	0.00	162.88
3 - Crookthorn Lane	6.83	4.56	1.14	0.00
4 - A259 (West)	18.22	199.33	2.28	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.08	0.16
2 - A259 (East)	0.28	0.02	0.00	0.70
3 - Crookthorn Lane	0.55	0.36	0.09	0.00
4 - A259 (West)	0.08	0.91	0.01	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	80.87	3.42	26.20
2 - A259 (East)	138.96	4.56	2.28	256.28
3 - Crookthorn Lane	11.39	4.56	0.00	6.83
4 - A259 (West)	28.48	206.16	9.11	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.73	0.03	0.24
2 - A259 (East)	0.35	0.01	0.01	0.64
3 - Crookthorn Lane	0.50	0.20	0.00	0.30
4 - A259 (West)	0.12	0.85	0.04	0.00

09:00 - 09:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	71.76	1.14	28.48
2 - A259 (East)	132.12	1.14	0.00	284.75
3 - Crookthorn Lane	6.83	28.48	0.00	9.11
4 - A259 (West)	15.95	214.13	2.28	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.71	0.01	0.28
2 - A259 (East)	0.32	0.00	0.00	0.68
3 - Crookthorn Lane	0.15	0.64	0.00	0.21
4 - A259 (West)	0.07	0.92	0.01	0.00

Demand (Veh/TS)

09:15 - 09:30

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	56.95	1.14	15.95
2 - A259 (East)		78.59	2.28	0.00	197.05
3 - Crookthorn Lane		4.56	1.14	0.00	2.28
4 - A259 (West)		25.06	281.33	2.28	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.77	0.02	0.22
2 - A259 (East)		0.28	0.01	0.00	0.71
3 - Crookthorn Lane		0.57	0.14	0.00	0.29
4 - A259 (West)		0.08	0.91	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0	10	10	10
2 - A259 (East)		10	10	10	10
3 - Crookthorn Lane		0	10	0	0
4 - A259 (West)		10	10	0	0

Average PCU Per Veh

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		1.000	1.100	1.100	1.100
2 - A259 (East)		1.100	1.100	1.100	1.100
3 - Crookthorn Lane		1.000	1.100	1.000	1.000
4 - A259 (West)		1.100	1.100	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:30-07:45	1 - Church Lane	85.43	93.97
	2 - A259 (East)	406.62	447.29
	3 - Crookthorn Lane	2.28	2.51
	4 - A259 (West)	264.25	290.67
07:45-08:00	1 - Church Lane	112.76	124.04
	2 - A259 (East)	361.06	397.17
	3 - Crookthorn Lane	2.28	2.28
	4 - A259 (West)	264.25	290.56
08:00-08:15	1 - Church Lane	115.04	126.54
	2 - A259 (East)	192.49	211.74
	3 - Crookthorn Lane	11.39	11.96

	4 - A259 (West)	231.22	253.88
08:15-08:30	1 - Church Lane	105.93	116.52
	2 - A259 (East)	194.77	214.25
	3 - Crookthorn Lane	7.97	8.43
	4 - A259 (West)	219.83	241.70
08:30-08:45	1 - Church Lane	133.26	146.59
	2 - A259 (East)	232.36	255.59
	3 - Crookthorn Lane	12.53	12.98
	4 - A259 (West)	219.83	241.58
08:45-09:00	1 - Church Lane	110.48	121.53
	2 - A259 (East)	402.07	442.27
	3 - Crookthorn Lane	22.78	23.24
	4 - A259 (West)	243.75	267.21
09:00-09:15	1 - Church Lane	101.37	111.51
	2 - A259 (East)	418.01	459.81
	3 - Crookthorn Lane	44.42	47.27
	4 - A259 (West)	232.36	255.36
09:15-09:30	1 - Church Lane	74.04	81.44
	2 - A259 (East)	277.92	305.71
	3 - Crookthorn Lane	7.97	8.09
	4 - A259 (West)	308.67	339.31

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	21.14	3.9	C	115.02	920.13
2 - A259 (East)	180.26	110.5	F	341.88	2735.07
3 - Crookthorn Lane	29.14	1.4	D	14.43	115.44
4 - A259 (West)	2949.71	978.7	F	272.68	2181.42

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	92.83	92.83	130.72	93.05	175.65	0.0	1.0	9.359	A
2 - A259 (East)	449.80	449.80	22.43	425.84	201.39	0.0	33.7	45.346	E
3 - Crookthorn Lane	2.39	2.39	438.71	2.37	9.56	0.0	0.0	8.127	A
4 - A259 (West)	289.32	289.32	167.84	138.53	273.24	0.0	143.9	462.783	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	123.20	123.20	122.59	123.97	187.19	1.0	1.4	11.629	B
2 - A259 (East)	397.47	397.47	34.32	410.12	212.24	33.7	15.8	49.660	E
3 - Crookthorn Lane	2.73	2.73	443.04	2.75	1.40	0.0	0.0	14.956	B
4 - A259 (West)	288.91	288.91	178.49	131.28	267.29	143.9	299.9	1329.190	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	128.77	128.77	153.96	128.31	94.00	1.4	2.4	15.627	C
2 - A259 (East)	211.09	211.09	28.51	211.43	253.73	15.8	1.6	9.714	A
3 - Crookthorn Lane	9.81	9.81	236.87	9.72	2.99	0.0	0.1	5.271	A
4 - A259 (West)	254.11	254.11	82.71	165.20	163.93	299.9	394.0	1908.543	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	114.61	114.61	165.11	114.20	83.12	2.4	2.0	14.392	B
2 - A259 (East)	210.59	210.59	28.67	210.63	250.61	1.6	1.7	7.272	A
3 - Crookthorn Lane	8.48	8.48	236.11	8.45	3.18	0.1	0.0	4.575	A
4 - A259 (West)	242.57	242.57	76.47	171.72	168.09	394.0	485.7	2522.257	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	146.64	146.64	162.21	145.74	92.23	2.0	3.9	21.143	C
2 - A259 (East)	256.57	256.57	39.09	258.11	268.80	1.7	2.8	10.206	B
3 - Crookthorn Lane	13.20	13.20	282.15	13.11	15.05	0.0	0.1	5.054	A
4 - A259 (West)	241.79	241.79	91.63	162.81	203.63	465.7	546.4	2949.705	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	122.03	122.03	138.69	122.40	166.97	3.9	1.7	14.451	B
2 - A259 (East)	444.91	444.91	32.83	412.12	228.27	2.8	45.8	62.773	F
3 - Crookthorn Lane	23.21	23.21	437.53	23.12	7.43	0.1	0.4	13.588	B
4 - A259 (West)	265.09	265.09	165.63	140.04	295.03	546.4	669.8	2671.172	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	109.93	109.93	160.36	109.80	139.06	1.7	1.5	11.694	B
2 - A259 (East)	459.48	459.48	33.55	388.94	236.63	45.8	110.5	180.261	F
3 - Crookthorn Lane	47.26	47.26	420.44	48.19	2.01	0.4	1.4	29.141	C
4 - A259 (West)	257.90	257.90	160.63	138.77	308.00	669.8	787.7	1799.563	F

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	82.12	82.12	146.61	82.64	119.60	1.5	0.9	9.896	A
2 - A259 (East)	305.16	305.16	21.15	363.10	208.23	110.5	39.5	163.989	F
3 - Crookthorn Lane	8.36	8.36	381.48	8.37	2.71	1.4	0.1	11.829	B
4 - A259 (West)	341.75	341.75	110.91	155.41	278.95	787.7	976.7	898.692	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	70.57	168.52	0.419	70.73	0.0	0.7	8.693	A
			2	1,3,4	22.24	168.52	0.132	22.43	0.0	0.2	6.780	A
		2	1	(1,2,3,4)	92.83			92.82	0.0	0.1	1.116	A
	Exit	1	1		175.65			175.65	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	261.73	271.94	0.962	260.37	0.0	6.5	19.769	C
			2	1,2	165.75	271.94	0.610	165.47	0.0	2.0	10.139	B
		2	1	(1,2,3,4)	449.80			427.48	0.0	25.3	29.147	D
	Exit	1	1		201.39			201.39	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.39	91.92	0.026	2.37	0.0	0.0	8.127	A
	Exit	1	1		9.56			9.56	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.63	126.27	0.092	11.35	0.0	0.2	8.547	A
			2	2,3,4	127.17	126.27	1.007	127.20	0.0	2.9	18.945	C
		2	1	(1,2,3,4)	289.32			138.80	0.0	140.8	443.616	F
	Exit	1	1		273.24			273.24	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	89.47	171.20	0.523	89.69	0.7	0.9	9.686	A
			2	1,3,4	34.26	171.20	0.200	34.28	0.2	0.3	7.260	A
		2	1	(1,2,3,4)	123.20			123.70	0.1	0.3	2.602	A
	Exit	1	1		187.19			187.19	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	234.47	267.35	0.877	234.37	6.5	4.6	18.718	C
			2	1,2	175.93	267.35	0.658	175.68	2.0	2.4	11.837	B
		2	1	(1,2,3,4)	397.47			410.40	25.3	8.8	34.055	D
	Exit	1	1		212.24			212.24	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.73	88.88	0.031	2.75	0.0	0.0	14.956	B
	Exit	1	1		1.40			1.40	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.47	123.10	0.085	10.49	0.2	0.1	9.696	A
			2	2,3,4	120.68	123.10	0.980	120.78	2.9	2.9	21.377	C
		2	1	(1,2,3,4)	288.91			131.15	140.8	296.9	1312.624	F
	Exit	1	1		267.29			267.29	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	Entry	1	1	2	100.37	160.87	0.624	100.44	0.9	1.3	11.180	B
			2	1,3,4	27.76	160.87	0.173	27.85	0.3	0.2	7.177	A
		2	1	(1,2,3,4)	128.77			128.13	0.3	0.9	5.280	A
	Exit	1	1		94.00			94.00	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	136.60	269.59	0.507	136.72	4.6	1.2	9.281	A
			2	1,2	74.48	269.59	0.276	74.71	2.4	0.4	5.733	A
		2	1	(1,2,3,4)	211.09			211.15	8.8	0.0	2.106	A
	Exit	1	1		253.73			253.73	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	9.81	220.07	0.045	9.72	0.0	0.1	5.271	A
	Exit	1	1		2.99			2.99	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	16.24	151.58	0.107	16.19	0.1	0.1	8.259	A
			2	2,3,4	148.91	151.58	0.982	149.04	2.9	2.9	17.925	C
		2	1	(1,2,3,4)	254.11			165.20	298.9	391.0	1889.531	F
	Exit	1	1		163.93			163.93	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	87.55	157.21	0.557	87.23	1.3	1.2	10.991	B
			2	1,3,4	26.96	157.21	0.171	26.99	0.2	0.3	7.586	A
		2	1	(1,2,3,4)	114.61			114.49	0.9	0.5	4.217	A
	Exit	1	1		83.12			83.12	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	140.05	269.53	0.520	140.37	1.2	1.3	8.118	A
			2	1,2	70.52	269.53	0.262	70.25	0.4	0.4	5.087	A
		2	1	(1,2,3,4)	210.59			210.57	0.0	0.0	0.158	A
	Exit	1	1		250.61			250.61	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	8.48	220.61	0.038	8.45	0.1	0.0	4.575	A
	Exit	1	1		3.18			3.18	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	14.10	153.44	0.092	14.13	0.1	0.1	7.688	A
			2	2,3,4	157.67	153.44	1.028	157.59	2.9	2.9	16.895	C
		2	1	(1,2,3,4)	242.57			171.76	391.0	462.7	2502.834	F
	Exit	1	1		168.09			168.09	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	110.79	158.15	0.701	110.80	1.2	1.6	12.733	B

			2	1,3,4	34.96	158.15	0.221	34.88	0.3	0.3	8.284	A
		2	1	(1,2,3,4)	146.64			145.75	0.5	2.0	9.452	A
	Exit	1	1		92.23			92.23	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	178.71	265.50	0.673	179.64	1.3	2.1	10.887	B
			2	1,2	78.36	265.50	0.295	78.52	0.4	0.5	5.376	A
		2	1	(1,2,3,4)	256.57			257.08	0.0	0.2	0.965	A
	Exit	1	1		268.80			268.80	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	13.20	191.36	0.069	13.11	0.0	0.1	5.054	A
	Exit	1	1		15.05			15.05	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.44	148.93	0.077	11.51	0.1	0.1	7.682	A
			2	2,3,4	151.23	148.93	1.015	151.31	2.9	2.9	17.403	C
		2	1	(1,2,3,4)	241.79			162.71	462.7	843.4	2938.885	F
	Exit	1	1		203.63			203.63	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	90.43	165.90	0.545	90.32	1.6	1.1	10.610	B
			2	1,3,4	32.00	165.90	0.193	32.08	0.3	0.3	7.592	A
		2	1	(1,2,3,4)	122.03			122.43	2.0	0.4	4.697	A
	Exit	1	1		166.97			166.97	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	263.41	267.92	0.983	263.21	2.1	7.0	22.037	C
			2	1,2	149.24	267.92	0.557	148.91	0.5	1.6	9.378	A
		2	1	(1,2,3,4)	444.91			412.51	0.2	37.2	45.114	E
	Exit	1	1		228.27			228.27	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	23.21	92.66	0.250	23.12	0.1	0.4	13.588	B
	Exit	1	1		7.43			7.43	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.44	126.93	0.090	11.39	0.1	0.1	8.941	A
			2	2,3,4	128.47	126.93	1.012	128.65	2.9	2.8	19.832	C
		2	1	(1,2,3,4)	265.09			139.91	843.4	666.8	3669.191	F
	Exit	1	1		295.03			295.03	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	77.44	158.76	0.488	77.07	1.1	0.9	10.016	B
			2	1,3,4	32.75	158.76	0.206	32.70	0.3	0.3	7.584	A

		2	1	(1,2,3,4)	109.93			110.19	0.4	0.3	2.396	A
	Exit	1	1		139.06			139.06	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	268.05	267.65	1.002	267.45	7.0	7.6	24.956	C
			2	1,2	122.02	267.65	0.456	121.47	1.6	1.4	8.797	A
		2	1	(1,2,3,4)	459.48			390.08	37.2	101.5	160.439	F
	Exit	1	1		236.63			236.63	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	47.26	103.52	0.456	48.19	0.4	1.4	29.141	D
	Exit	1	1		2.01			2.01	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.14	128.41	0.087	11.13	0.1	0.1	8.882	A
			2	2,3,4	127.72	128.41	0.995	127.65	2.8	2.9	20.774	C
		2	1	(1,2,3,4)	257.90			138.87	668.8	784.7	1799.563	F
	Exit	1	1		308.00			308.00	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	62.51	163.25	0.383	62.97	0.9	0.6	9.248	A
			2	1,3,4	19.63	163.25	0.120	19.69	0.3	0.2	6.971	A
		2	1	(1,2,3,4)	82.12			82.13	0.3	0.1	1.193	A
	Exit	1	1		119.60			119.60	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	254.84	272.43	0.935	258.31	7.6	5.8	23.835	C
			2	1,2	104.68	272.43	0.384	104.73	1.4	0.9	7.833	A
		2	1	(1,2,3,4)	305.16			359.52	101.5	32.7	144.854	F
	Exit	1	1		208.23			208.23	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	8.36	128.27	0.065	8.37	1.4	0.1	11.829	B
	Exit	1	1		2.71			2.71	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	13.17	143.19	0.092	13.16	0.1	0.2	8.384	A
			2	2,3,4	142.16	143.19	0.993	142.27	2.9	2.9	18.782	C
		2	1	(1,2,3,4)	341.75			155.33	784.7	973.7	898.692	F
	Exit	1	1		278.95			278.95	0.0	0.0	0.000	A

2026, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description

Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	2071.81	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		1.14	113.75	0.00	60.29
2 - A259 (East)		315.09	2.28	1.14	315.09
3 - Crookthorn Lane		0.00	2.28	0.00	5.69
4 - A259 (West)		22.75	268.45	1.14	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.01	0.65	0.00	0.34
2 - A259 (East)		0.50	0.00	0.00	0.50
3 - Crookthorn Lane		0.00	0.29	0.00	0.71
4 - A259 (West)		0.08	0.92	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	102.38	1.14	59.15
2 - A259 (East)		59.15	2.28	2.28	268.45
3 - Crookthorn Lane		1.14	4.55	0.00	1.14
4 - A259 (West)		23.89	284.38	2.28	1.14

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.63	0.01	0.36
2 - A259 (East)		0.18	0.01	0.01	0.81
3 - Crookthorn Lane		0.17	0.67	0.00	0.17
4 - A259 (West)		0.08	0.91	0.01	0.00

17:00 - 17:15

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	113.75	1.14	91.00
2 - A259 (East)		46.64	5.69	2.28	313.95
3 - Crookthorn Lane		1.14	1.14	0.00	10.24
4 - A259 (West)		18.20	284.38	1.14	1.14

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.55	0.01	0.44
2 - A259 (East)		0.13	0.02	0.01	0.85
3 - Crookthorn Lane		0.09	0.09	0.00	0.82
4 - A259 (West)		0.06	0.93	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	73.94	1.14	56.88
2 - A259 (East)		67.11	3.41	3.41	303.71
3 - Crookthorn Lane		1.14	3.41	0.00	1.14
4 - A259 (West)		19.34	301.44	0.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane		0.00	0.56	0.01	0.43
2 - A259 (East)		0.18	0.01	0.01	0.80
3 - Crookthorn Lane		0.20	0.60	0.00	0.20
4 - A259 (West)		0.06	0.94	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	68.25	0.00	52.33
	2 - A259 (East)	58.01	5.69	1.14	316.23
	3 - Crookthorn Lane	0.00	5.69	0.00	0.00
	4 - A259 (West)	26.16	287.79	0.00	1.14

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.57	0.00	0.43
	2 - A259 (East)	0.15	0.01	0.00	0.83
	3 - Crookthorn Lane	0.00	1.00	0.00	0.00
	4 - A259 (West)	0.08	0.91	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	67.11	0.00	44.36
	2 - A259 (East)	65.98	3.41	3.41	295.75
	3 - Crookthorn Lane	0.00	0.00	0.00	0.00
	4 - A259 (West)	27.30	271.86	0.00	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.60	0.00	0.40
	2 - A259 (East)	0.18	0.01	0.01	0.80
	3 - Crookthorn Lane	0.25	0.25	0.25	0.25
	4 - A259 (West)	0.09	0.91	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	69.39	0.00	42.09
	2 - A259 (East)	53.46	1.14	1.14	236.60
	3 - Crookthorn Lane	1.14	0.00	0.00	0.00
	4 - A259 (West)	25.03	273.00	0.00	1.14

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.62	0.00	0.38
	2 - A259 (East)	0.18	0.00	0.00	0.81
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.08	0.91	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	118.30	0.00	37.54
	2 - A259 (East)	23.89	3.41	2.28	279.83
	3 - Crookthorn Lane	0.00	2.28	0.00	1.14
	4 - A259 (West)	10.24	211.58	0.00	2.28

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.76	0.00	0.24
	2 - A259 (East)	0.08	0.01	0.01	0.90
	3 - Crookthorn Lane	0.00	0.67	0.00	0.33
	4 - A259 (West)	0.05	0.94	0.00	0.01

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	10	10	0	10
	2 - A259 (East)	10	10	10	10
	3 - Crookthorn Lane	0	10	0	10
	4 - A259 (West)	10	10	10	0

Average PCU Per Veh

		To			
		1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
From	1 - Church Lane	1.100	1.100	1.000	1.100
	2 - A259 (East)	1.100	1.100	1.100	1.100
	3 - Crookthorn Lane	1.000	1.100	1.000	1.100
	4 - A259 (West)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
16:30-16:45	1 - Church Lane	175.18	192.69
	2 - A259 (East)	633.59	696.95
	3 - Crookthorn Lane	7.96	8.76
	4 - A259 (West)	292.34	321.57
16:45-17:00	1 - Church Lane	162.66	178.82
	2 - A259 (East)	332.15	365.37
	3 - Crookthorn Lane	6.83	7.39
	4 - A259 (West)	311.68	342.73
17:00-17:15	1 - Church Lane	205.89	226.36
	2 - A259 (East)	368.55	405.41
	3 - Crookthorn Lane	12.51	13.65
	4 - A259 (West)	304.85	335.22
17:15-17:30	1 - Church Lane	131.95	145.03
	2 - A259 (East)	377.65	415.42
	3 - Crookthorn Lane	5.69	6.14
	4 - A259 (West)	320.78	352.85
17:30-17:45	1 - Church Lane	120.58	132.63
	2 - A259 (East)	381.06	419.17
	3 - Crookthorn Lane	5.69	6.26
	4 - A259 (West)	315.09	346.48
17:45-18:00	1 - Church Lane	111.48	122.62
	2 - A259 (East)	368.55	405.41

	3 - Crookthorn Lane	0.00	0.00
	4 - A259 (West)	299.16	329.08
18:00-18:15	1 - Church Lane	111.48	122.62
	2 - A259 (East)	292.34	321.57
	3 - Crookthorn Lane	1.14	1.14
	4 - A259 (West)	299.16	328.97
18:15-18:30	1 - Church Lane	155.84	171.42
	2 - A259 (East)	309.40	340.34
	3 - Crookthorn Lane	3.41	3.75
	4 - A259 (West)	224.09	246.27

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	45.01	14.8	E	161.95	1295.58
2 - A259 (East)	1729.39	663.7	F	421.45	3371.58
3 - Crookthorn Lane	45.76	0.6	E	5.85	46.83
4 - A259 (West)	3581.10	1317.6	F	325.14	2601.13

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	192.48	192.48	113.43	190.31	232.51	0.0	5.6	21.746	C
2 - A259 (East)	696.45	696.45	66.40	447.42	237.29	0.0	245.2	246.080	F
3 - Crookthorn Lane	8.67	8.67	512.58	8.44	1.23	0.0	0.6	45.767	E
4 - A259 (West)	322.45	322.45	227.65	118.30	293.38	0.0	194.2	669.087	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	180.35	180.35	155.16	178.75	74.06	5.6	4.4	20.333	C
2 - A259 (East)	368.10	368.10	66.36	317.66	267.53	245.2	224.4	579.481	F
3 - Crookthorn Lane	7.70	7.70	379.95	8.38	4.14	0.6	0.1	35.803	E
4 - A259 (West)	346.74	346.74	70.18	159.04	318.13	194.2	405.4	1669.581	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	226.54	226.54	168.55	217.50	54.63	4.4	14.8	45.019	E
2 - A259 (East)	406.03	406.03	100.23	284.52	285.83	224.4	336.3	864.760	F
3 - Crookthorn Lane	13.97	13.97	380.79	13.98	3.95	0.1	0.2	9.716	A
4 - A259 (West)	335.80	335.80	45.72	177.44	349.06	405.4	570.4	2553.774	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	144.64	144.64	172.30	146.84	54.20	14.8	2.2	24.475	C
2 - A259 (East)	418.31	418.31	66.66	297.75	252.47	336.3	462.2	1180.923	F
3 - Crookthorn Lane	6.36	6.36	359.89	6.46	4.52	0.2	0.0	7.455	A
4 - A259 (West)	349.47	349.47	48.29	178.21	318.06	570.4	745.8	3419.323	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	132.81	132.81	165.22	132.57	66.50	2.2	1.9	12.930	B
2 - A259 (East)	418.69	418.69	58.47	313.29	239.30	462.2	569.1	1478.879	F
3 - Crookthorn Lane	6.60	6.60	368.53	6.56	3.26	0.0	0.1	7.819	A
4 - A259 (West)	345.69	345.69	65.78	165.92	309.28	745.8	922.5	3561.097	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	123.20	123.20	166.46	122.51	58.28	1.9	1.7	11.825	B

2 - A259 (East)	404.43	404.43	50.70	314.87	238.32	569.1	659.3	1729.387	F
3 - Crookthorn Lane	0.02	0.02	363.95	0.02	1.73	0.1	0.0	6.944	A
4 - A259 (West)	328.74	328.74	52.38	172.37	311.49	922.5	1080.9	2699.320	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	121.18	121.18	163.33	122.39	63.75	1.7	1.5	12.126	B
2 - A259 (East)	321.54	321.54	46.14	315.63	239.56	659.3	667.5	1653.655	F
3 - Crookthorn Lane	1.15	1.15	359.88	1.16	1.89	0.0	0.0	7.547	A
4 - A259 (West)	327.09	327.09	56.85	170.22	304.18	1080.9	1238.8	1799.564	F

18:15 - 18:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	174.37	174.37	161.52	171.49	69.08	1.5	7.5	30.850	D
2 - A259 (East)	338.04	338.04	41.42	322.77	291.58	667.5	683.7	899.984	F
3 - Crookthorn Lane	2.36	2.36	361.80	2.41	2.43	0.0	0.0	7.258	A
4 - A259 (West)	245.18	245.18	62.73	167.84	301.46	1238.8	1317.6	899.899	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction

Lanes: Main Results for each time segment

18:30 - 18:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	**Entry**	**1**	**1**	2	124.59	174.21	0.715	124.31	0.0	1.7	11.220	B
			2	1,3,4	65.68	174.21	0.377	65.95	0.0	0.6	8.384	A
		2	**1**	(1,2,3,4)	192.48			190.26	0.0	3.3	11.475	B
	Exit	**1**	**1**		232.51			232.51	0.0	0.0	0.000	A
2 - A259 (East)	**Entry**	**1**	**1**	3,4	224.92	254.96	0.882	223.65	0.0	5.2	18.971	C
			2	1,2	222.81	254.96	0.874	223.77	0.0	4.7	19.104	C
		2	**1**	(1,2,3,4)	696.45			447.77	0.0	238.3	228.756	F
	Exit	**1**	**1**		237.29			237.29	0.0	0.0	0.000	A
3 - Crookthorn Lane	**Entry**	**1**	**1**	1,2,3,4	8.67	45.55	0.190	8.44	0.0	0.6	45.757	E

	Exit	1	1		1.23			1.23	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	9.16	108.48	0.084	9.19	0.0	0.1	9.571	A
			2	2,3,4	109.02	108.48	1.005	109.11	0.0	2.9	21.595	C
		2	1	(1,2,3,4)	322.45			118.21	0.0	191.2	648.453	F
	Exit	1	1		293.38			293.38	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	113.91	160.47	0.710	113.15	1.7	1.6	11.495	B
			2	1,3,4	65.24	160.47	0.407	65.59	0.6	0.6	8.843	A
		2	1	(1,2,3,4)	180.35			179.14	3.3	2.1	9.822	A
	Exit	1	1		74.06			74.06	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	255.58	254.96	1.002	254.76	5.2	7.8	23.544	C
			2	1,2	61.18	254.96	0.240	62.89	4.7	0.4	17.533	C
		2	1	(1,2,3,4)	368.10			316.76	236.3	316.2	555.957	F
	Exit	1	1		267.53			267.53	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.70	129.26	0.060	8.38	0.6	0.1	35.803	E
	Exit	1	1		4.14			4.14	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.97	155.30	0.077	12.11	0.1	0.1	8.943	A
			2	2,3,4	146.83	155.30	0.945	146.94	2.9	2.9	21.136	C
		2	1	(1,2,3,4)	346.74			158.81	191.2	402.4	1854.114	F
	Exit	1	1		318.13			318.13	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	118.72	156.07	0.761	119.09	1.6	1.8	13.337	B
			2	1,3,4	99.03	156.07	0.635	98.47	0.6	1.5	11.920	B
		2	1	(1,2,3,4)	226.54			217.75	2.1	11.5	32.267	D
	Exit	1	1		54.63			54.63	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	240.85	241.90	0.996	241.03	7.8	7.8	28.981	D
			2	1,2	43.61	241.90	0.180	43.46	0.4	0.4	5.789	A
		2	1	(1,2,3,4)	406.03			284.48	216.2	328.1	839.775	F
	Exit	1	1		285.83			285.83	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	13.97	128.71	0.109	13.98	0.1	0.2	9.716	A
	Exit	1	1		3.95			3.95	0.0	0.0	0.000	A

4 - A259 (West)	Entry	1	1	1	13.86	162.58	0.085	13.76	0.1	0.1	7.368	A
			2	2,3,4	163.80	162.58	1.008	163.70	2.9	2.9	16.406	C
		2	1	(1,2,3,4)	335.80			177.64	492.4	667.4	2537.984	F
	Exit	1	1		349.06			349.06	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	81.68	154.83	0.528	82.22	1.8	0.9	11.658	B
			2	1,3,4	64.68	154.83	0.418	64.62	1.5	0.7	10.697	B
		2	1	(1,2,3,4)	144.64			146.36	11.5	0.6	13.421	B
	Exit	1	1		54.20			54.20	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	254.81	254.86	1.000	254.67	7.8	7.9	28.033	D
			2	1,2	43.24	254.86	0.170	43.06	0.4	0.3	5.148	A
		2	1	(1,2,3,4)	418.31			298.05	328.1	454.0	1157.643	F
	Exit	1	1		252.47			252.47	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.36	141.98	0.045	6.46	0.2	0.0	7.455	A
	Exit	1	1		4.52			4.52	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	13.90	161.81	0.086	14.03	0.1	0.1	7.033	A
			2	2,3,4	164.19	161.81	1.015	164.22	2.9	2.9	15.997	C
		2	1	(1,2,3,4)	349.47			178.08	567.4	742.8	3408.580	F
	Exit	1	1		318.06			318.06	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	75.34	157.17	0.479	75.23	0.9	0.9	10.271	B
			2	1,3,4	57.47	157.17	0.366	57.35	0.7	0.6	9.500	A
		2	1	(1,2,3,4)	132.81			132.79	0.6	0.4	3.011	A
	Exit	1	1		66.50			66.50	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	253.91	258.02	0.984	254.06	7.9	7.8	27.512	D
			2	1,2	59.01	258.02	0.229	59.23	0.3	0.3	5.532	A
		2	1	(1,2,3,4)	418.69			312.96	454.0	561.0	1456.453	F
	Exit	1	1		239.30			239.30	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.60	136.51	0.048	6.56	0.0	0.1	7.819	A
	Exit	1	1		3.26			3.26	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	9.98	156.61	0.064	10.00	0.1	0.1	6.984	A

			2	2,3,4	155.85	156.61	0.995	155.93	2.9	2.9	16.531	C
		2	1	(1,2,3,4)	345.69			165.87	742.8	919.5	3558.105	F
	Exit	1	1		309.28			309.28	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	73.32	156.75	0.468	73.02	0.9	0.8	10.046	B
			2	1,3,4	49.49	156.75	0.316	49.55	0.6	0.5	8.785	A
		2	1	(1,2,3,4)	123.20			122.80	0.4	0.4	2.285	A
	Exit	1	1		58.28			58.28	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	262.68	261.02	1.006	262.51	7.8	7.9	27.103	D
			2	1,2	52.61	261.02	0.202	52.36	0.3	0.4	5.482	A
		2	1	(1,2,3,4)	404.43			315.29	551.0	651.1	1708.957	F
	Exit	1	1		238.32			238.32	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	0.02	139.47	0.000	0.02	0.1	0.0	6.944	A
	Exit	1	1		1.73			1.73	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.37	160.60	0.065	10.52	0.1	0.1	6.804	A
			2	2,3,4	161.82	160.60	1.008	161.84	2.9	2.9	16.341	C
		2	1	(1,2,3,4)	328.74			172.19	919.8	1076.0	2899.320	F
	Exit	1	1		311.49			311.49	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	75.84	157.78	0.481	76.28	0.8	0.8	10.150	B
			2	1,3,4	45.70	157.78	0.290	46.14	0.5	0.4	8.881	A
		2	1	(1,2,3,4)	121.18			121.52	0.4	0.3	2.460	A
	Exit	1	1		63.75			63.75	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	259.88	262.78	0.989	259.93	7.9	7.8	27.033	D
			2	1,2	55.95	262.78	0.213	55.70	0.4	0.4	5.351	A
		2	1	(1,2,3,4)	321.54			315.84	651.1	859.3	1641.080	F
	Exit	1	1		239.56			239.56	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	1.15	141.99	0.008	1.16	0.0	0.0	7.547	A
	Exit	1	1		1.89			1.89	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.07	159.26	0.063	10.16	0.1	0.1	6.608	A
			2	2,3,4	160.18	159.26	1.006	160.05	2.9	2.9	16.265	C

		2	1	(1,2,3,4)	327.09			170.24	1078.0	1285.8	1799.564	F
	Exit	1	1		304.18			304.18	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	130.23	158.38	0.822	130.10	0.8	2.1	13.730	B
			2	1,3,4	41.65	158.38	0.263	41.38	0.4	0.5	8.573	A
		2	1	(1,2,3,4)	174.37			171.89	0.3	5.0	18.495	C
	Exit	1	1		69.08			69.08	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	261.81	264.60	0.989	261.77	7.8	7.8	26.540	D
			2	1,2	61.03	264.60	0.231	61.05	0.4	0.5	5.498	A
		2	1	(1,2,3,4)	338.04			322.81	659.3	675.4	899.964	F
	Exit	1	1		291.58			291.58	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.36	140.77	0.017	2.41	0.0	0.0	7.258	A
	Exit	1	1		2.43			2.43	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	10.47	157.51	0.066	10.32	0.1	0.1	6.974	A
			2	2,3,4	157.44	157.51	1.000	157.52	2.9	2.9	16.458	C
		2	1	(1,2,3,4)	245.18			167.93	1235.8	1314.6	899.899	F
	Exit	1	1		301.46			301.46	0.0	0.0	0.000	A

2026, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	1216.21	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:30 - 07:45

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	64.92	4.56	15.95
2 - A259 (East)	158.32	1.14	4.56	242.61
3 - Crookthorn Lane	0.00	2.28	0.00	0.00
4 - A259 (West)	21.64	242.61	0.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.05	0.19
2 - A259 (East)	0.39	0.00	0.01	0.60
3 - Crookthorn Lane	0.00	1.00	0.00	0.00
4 - A259 (West)	0.08	0.92	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	116.01	1.14	79.61
	2 - A259 (East)	168.90	1.14	0.00	205.02
	3 - Crookthorn Lane	2.28	0.00	0.00	0.00
	4 - A259 (West)	46.06	238.05	1.14	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.59	0.01	0.40
	2 - A259 (East)	0.45	0.00	0.00	0.55
	3 - Crookthorn Lane	1.00	0.00	0.00	0.00
	4 - A259 (West)	0.16	0.83	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	123.98	2.28	72.78
	2 - A259 (East)	81.20	0.00	0.00	125.29
	3 - Crookthorn Lane	3.42	5.70	0.00	2.28
	4 - A259 (West)	38.09	209.58	4.56	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.62	0.01	0.37
	2 - A259 (East)	0.39	0.00	0.00	0.61
	3 - Crookthorn Lane	0.30	0.50	0.00	0.20
	4 - A259 (West)	0.15	0.83	0.02	0.00

08:15 - 08:30

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	114.87	1.14	73.92
	2 - A259 (East)	76.65	2.28	0.00	129.85
	3 - Crookthorn Lane	1.14	4.56	0.00	2.28
	4 - A259 (West)	39.22	200.46	1.14	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.60	0.01	0.39
	2 - A259 (East)	0.37	0.01	0.00	0.62
	3 - Crookthorn Lane	0.14	0.57	0.00	0.29
	4 - A259 (West)	0.16	0.83	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	135.37	10.25	71.64
	2 - A259 (East)	78.92	4.56	0.00	162.88
	3 - Crookthorn Lane	6.83	4.56	1.14	0.00
	4 - A259 (West)	39.22	199.33	2.28	0.00

Proportions

From	To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
	1 - Church Lane	0.00	0.62	0.05	0.33
	2 - A259 (East)	0.32	0.02	0.00	0.66
	3 - Crookthorn Lane	0.55	0.36	0.09	0.00
	4 - A259 (West)	0.16	0.83	0.01	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	114.87	3.42	76.20
2 - A259 (East)	152.96	4.56	2.28	256.28
3 - Crookthorn Lane	11.39	4.56	0.00	6.83
4 - A259 (West)	49.48	206.16	9.11	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.59	0.02	0.39
2 - A259 (East)	0.37	0.01	0.01	0.62
3 - Crookthorn Lane	0.50	0.20	0.00	0.30
4 - A259 (West)	0.19	0.78	0.03	0.00

09:00 - 09:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	105.76	1.14	78.48
2 - A259 (East)	146.12	1.14	0.00	284.75
3 - Crookthorn Lane	6.83	28.48	0.00	9.11
4 - A259 (West)	36.95	214.13	2.28	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.57	0.01	0.42
2 - A259 (East)	0.34	0.00	0.00	0.66
3 - Crookthorn Lane	0.15	0.64	0.00	0.21
4 - A259 (West)	0.15	0.85	0.01	0.00

09:15 - 09:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	56.95	1.14	15.95
2 - A259 (East)	78.59	2.28	0.00	197.05
3 - Crookthorn Lane	4.56	1.14	0.00	2.28
4 - A259 (West)	25.06	281.33	2.28	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.77	0.02	0.22
2 - A259 (East)	0.28	0.01	0.00	0.71
3 - Crookthorn Lane	0.57	0.14	0.00	0.29
4 - A259 (West)	0.08	0.91	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0	10	10	10
2 - A259 (East)	10	10	10	10
3 - Crookthorn Lane	0	10	0	0
4 - A259 (West)	10	10	0	0

Average PCU Per Veh

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.000	1.100	1.100	1.100
2 - A259 (East)	1.100	1.100	1.100	1.100
3 - Crookthorn Lane	1.000	1.100	1.000	1.000
4 - A259 (West)	1.100	1.100	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
07:30-07:45	1 - Church Lane	85.43	93.97
	2 - A259 (East)	406.62	447.29
	3 - Crookthorn Lane	2.28	2.51
	4 - A259 (West)	264.25	290.67
07:45-08:00	1 - Church Lane	196.76	216.44
	2 - A259 (East)	375.06	412.57
	3 - Crookthorn Lane	2.28	2.28
	4 - A259 (West)	285.25	313.66
08:00-08:15	1 - Church Lane	199.04	218.94
	2 - A259 (East)	206.49	227.14
	3 - Crookthorn Lane	11.39	11.96
	4 - A259 (West)	252.22	276.98
08:15-08:30	1 - Church Lane	189.93	208.92
	2 - A259 (East)	208.77	229.65
	3 - Crookthorn Lane	7.97	8.43
	4 - A259 (West)	240.83	264.80
08:30-08:45	1 - Church Lane	217.26	238.99
	2 - A259 (East)	246.36	270.99
	3 - Crookthorn Lane	12.53	12.98
	4 - A259 (West)	240.83	264.68
08:45-09:00	1 - Church Lane	194.48	213.93
	2 - A259 (East)	416.07	457.67
	3 - Crookthorn Lane	22.78	23.24
	4 - A259 (West)	264.75	290.31
09:00-09:15	1 - Church Lane	185.37	203.91
	2 - A259 (East)	432.01	475.21
	3 - Crookthorn Lane	44.42	47.27
	4 - A259 (West)	253.36	278.46
09:15-09:30	1 - Church Lane	74.04	81.44
	2 - A259 (East)	277.92	305.71
	3 - Crookthorn Lane	7.97	8.09

	4 - A259 (West)	308.67	339.31

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	87.62	28.3	F	184.61	1476.88
2 - A259 (East)	327.23	180.0	F	354.63	2837.06
3 - Crookthorn Lane	55.36	2.9	F	14.40	115.21
4 - A259 (West)	3082.84	1068.9	F	289.47	2315.76

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	94.43	94.43	128.56	94.31	174.70	0.0	1.1	9.297	A
2 - A259 (East)	448.20	448.20	22.73	422.35	200.14	0.0	32.7	42.695	E
3 - Crookthorn Lane	2.70	2.70	435.41	2.73	9.67	0.0	0.0	8.814	A
4 - A259 (West)	286.85	286.85	167.42	135.78	270.66	0.0	144.4	472.418	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	215.98	215.98	119.94	213.75	197.08	1.1	8.1	28.178	D
2 - A259 (East)	412.89	412.89	87.64	406.11	246.05	32.7	33.8	69.004	F
3 - Crookthorn Lane	2.37	2.37	492.50	2.41	1.25	0.0	0.1	28.956	D
4 - A259 (West)	312.58	312.58	186.42	130.63	308.49	144.4	327.3	1384.221	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	220.22	220.22	151.34	214.31	121.87	8.1	13.5	45.080	E
2 - A259 (East)	227.46	227.46	82.47	229.11	283.13	33.8	2.2	20.431	C
3 - Crookthorn Lane	10.33	10.33	308.41	10.45	3.17	0.1	0.0	8.945	A
4 - A259 (West)	276.33	276.33	98.32	174.85	220.52	327.3	440.3	2934.439	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	209.65	209.65	154.22	207.19	115.33	13.5	12.6	54.248	F
2 - A259 (East)	233.92	233.92	83.57	233.50	277.85	2.2	2.6	8.366	A
3 - Crookthorn Lane	8.46	8.46	314.42	8.42	2.69	0.0	0.1	5.992	A
4 - A259 (West)	266.37	266.37	94.51	175.04	228.27	440.3	531.9	2700.846	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	238.33	238.33	153.88	225.91	120.37	12.6	28.3	87.509	F
2 - A259 (East)	272.28	272.28	89.10	272.12	290.73	2.6	4.3	12.537	B
3 - Crookthorn Lane	12.81	12.81	346.95	12.84	14.29	0.1	0.1	6.687	A
4 - A259 (West)	265.92	265.92	106.03	168.23	253.76	531.9	626.7	3082.835	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	212.22	212.22	136.18	222.93	177.90	28.3	16.5	87.619	F
2 - A259 (East)	456.59	456.59	91.46	386.83	267.64	4.3	76.5	99.367	F
3 - Crookthorn Lane	23.25	23.25	471.76	22.89	6.53	0.1	0.9	25.597	C
4 - A259 (West)	288.51	288.51	162.45	151.63	332.20	626.7	752.6	2891.623	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	204.42	204.42	158.13	204.81	156.47	16.5	11.4	54.027	F

2 - A259 (East)	477.87	477.87	87.88	370.05	275.06	76.5	180.0	308.109	F
3 - Crookthorn Lane	46.89	46.89	456.05	47.98	1.88	0.9	2.9	55.361	F
4 - A259 (West)	279.49	279.49	164.51	150.06	339.47	762.6	890.2	1799.783	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	81.63	81.63	144.99	81.85	139.10	11.4	0.9	14.547	B
2 - A259 (East)	307.85	307.85	19.86	379.82	206.98	180.0	102.0	327.226	F
3 - Crookthorn Lane	8.40	8.40	396.92	8.41	2.79	2.9	0.1	17.294	C
4 - A259 (West)	339.70	339.70	115.71	168.38	289.60	890.2	1068.9	899.552	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	71.56	169.23	0.423	71.58	0.0	0.7	8.626	A
			2	1,3,4	22.82	169.23	0.135	22.73	0.0	0.2	6.637	A
		2	1	(1,2,3,4)	94.43			94.39	0.0	0.1	1.139	A
	Exit	1	1		174.70			174.70	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	257.32	271.82	0.947	257.60	0.0	6.2	19.355	C
			2	1,2	165.32	271.82	0.608	164.75	0.0	2.1	10.076	B
		2	1	(1,2,3,4)	448.20			422.64	0.0	24.4	26.796	D
	Exit	1	1		200.14			200.14	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.70	94.01	0.029	2.73	0.0	0.0	8.814	A
	Exit	1	1		9.67			9.67	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.16	126.37	0.088	11.06	0.0	0.1	8.251	A
			2	2,3,4	124.61	126.37	0.986	124.72	0.0	2.9	19.225	C
		2	1	(1,2,3,4)	286.85			135.78	0.0	141.4	452.961	F
	Exit	1	1		270.66			270.66	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - Church Lane	Entry	1	1	2	126.11	172.07	0.733	126.16	0.7	1.7	11.784	B
			2	1,3,4	88.05	172.07	0.512	87.59	0.2	1.0	10.006	B
		2	1	(1,2,3,4)	215.98			214.17	0.1	5.4	17.076	C
	Exit	1	1		197.08			197.08	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	221.70	246.76	0.898	222.09	6.2	5.3	21.205	C
			2	1,2	184.47	246.76	0.748	184.01	2.1	3.3	14.806	B
		2	1	(1,2,3,4)	412.89			406.14	24.4	25.1	90.593	F
	Exit	1	1		246.05			246.05	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	2.37	57.88	0.041	2.41	0.0	0.1	28.956	D
	Exit	1	1		1.25			1.25	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	12.42	120.74	0.103	12.33	0.1	0.2	9.348	A
			2	2,3,4	118.30	120.74	0.980	118.30	2.9	2.9	21.744	C
		2	1	(1,2,3,4)	312.58			130.75	141.4	324.2	1387.659	F
	Exit	1	1		308.49			308.49	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	132.53	161.75	0.819	132.60	1.7	2.1	13.262	B
			2	1,3,4	81.84	161.75	0.506	81.73	1.0	1.0	10.468	B
		2	1	(1,2,3,4)	220.22			214.39	5.4	10.4	32.820	D
	Exit	1	1		121.87			121.87	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	139.35	248.75	0.560	139.41	5.3	1.5	13.033	B
			2	1,2	89.53	248.75	0.360	89.70	3.3	0.6	8.699	A
		2	1	(1,2,3,4)	227.46			228.90	25.1	0.1	10.150	B
	Exit	1	1		283.13			283.13	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	10.33	174.68	0.059	10.45	0.1	0.0	8.945	A
	Exit	1	1		3.17			3.17	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	28.91	146.94	0.197	28.84	0.2	0.3	9.419	A
			2	2,3,4	145.94	146.94	0.993	146.02	2.9	2.9	18.534	C
		2	1	(1,2,3,4)	276.33			174.85	324.2	437.1	2017.407	F
	Exit	1	1		220.52			220.52	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	125.02	160.78	0.778	124.97	2.1	1.9	13.673	B

			2	1,3,4	81.89	160.78	0.509	82.22	1.0	1.0	11.159	B
		2	1	(1,2,3,4)	209.65			206.89	10.4	9.7	41.596	E
	Exit	1	1		115.33			115.33	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	145.99	248.33	0.588	145.20	1.5	1.9	9.243	A
			2	1,2	88.20	248.33	0.355	88.29	0.6	0.6	6.244	A
		2	1	(1,2,3,4)	233.92			234.19	0.1	0.0	0.261	A
	Exit	1	1		277.85			277.85	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	8.46	170.89	0.050	8.42	0.0	0.1	5.992	A
	Exit	1	1		2.69			2.69	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	28.31	148.07	0.191	28.18	0.3	0.3	9.037	A
			2	2,3,4	146.84	148.07	0.992	146.85	2.9	2.9	17.565	C
		2	1	(1,2,3,4)	266.37			175.19	437.1	528.7	2882.211	F
	Exit	1	1		228.27			228.27	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	140.88	160.89	0.876	140.81	1.9	2.3	14.419	B
			2	1,3,4	85.24	160.89	0.530	85.10	1.0	1.1	11.270	B
		2	1	(1,2,3,4)	238.33			226.11	9.7	24.9	74.285	F
	Exit	1	1		120.37			120.37	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	178.86	246.19	0.727	178.93	1.9	2.9	13.224	B
			2	1,2	93.30	246.19	0.379	93.21	0.6	0.8	6.703	A
		2	1	(1,2,3,4)	272.28			272.14	0.0	0.6	1.506	A
	Exit	1	1		290.73			290.73	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	12.81	150.20	0.085	12.84	0.1	0.1	6.687	A
	Exit	1	1		14.29			14.29	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	25.43	144.64	0.176	25.42	0.3	0.3	8.768	A
			2	2,3,4	142.61	144.64	0.986	142.81	2.9	2.9	17.853	C
		2	1	(1,2,3,4)	265.92			168.05	528.7	623.6	3670.975	F
	Exit	1	1		253.76			253.76	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	132.50	166.72	0.795	132.51	2.3	1.9	13.670	B
			2	1,3,4	90.61	166.72	0.543	90.44	1.1	1.2	11.237	B

		2	1	(1,2,3,4)	212.22			223.11	24.9	13.4	75.013	F
	Exit	1	1		177.90			177.90	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	241.07	245.28	0.983	240.57	2.9	7.1	25.028	D
			2	1,2	146.71	245.28	0.598	146.26	0.8	2.2	12.142	B
		2	1	(1,2,3,4)	456.59			387.78	0.6	67.1	79.049	F
	Exit	1	1		267.64			267.64	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	23.25	71.14	0.327	22.89	0.1	0.9	25.597	D
	Exit	1	1		6.53			6.53	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	24.52	127.87	0.192	24.56	0.3	0.3	10.197	B
			2	2,3,4	126.82	127.87	0.992	127.08	2.9	2.8	19.893	C
		2	1	(1,2,3,4)	288.51			151.33	623.6	758.9	2889.758	F
	Exit	1	1		332.20			332.20	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	117.75	159.49	0.738	117.60	1.9	1.7	12.992	B
			2	1,3,4	87.56	159.49	0.549	87.21	1.2	1.2	11.196	B
		2	1	(1,2,3,4)	204.42			205.30	13.4	8.5	41.812	E
	Exit	1	1		156.47			156.47	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	244.69	246.66	0.992	244.13	7.1	7.6	27.425	D
			2	1,2	126.21	246.66	0.512	125.90	2.2	1.5	11.099	B
		2	1	(1,2,3,4)	477.87			370.90	67.1	170.9	288.805	F
	Exit	1	1		275.06			275.06	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	46.89	81.07	0.578	47.98	0.9	2.9	55.381	F
	Exit	1	1		1.88			1.88	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	24.89	127.24	0.196	24.93	0.3	0.3	10.655	B
			2	2,3,4	125.09	127.24	0.983	125.12	2.8	2.9	20.647	C
		2	1	(1,2,3,4)	279.49			149.97	758.9	867.1	1799.783	F
	Exit	1	1		339.47			339.47	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	63.36	163.82	0.387	63.55	1.7	0.7	9.740	A
			2	1,3,4	18.31	163.82	0.112	18.30	1.2	0.1	7.754	A
		2	1	(1,2,3,4)	81.63			81.67	8.5	0.1	5.735	A

	Exit	1	1		139.10			139.10	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	269.39	272.93	0.987	270.11	7.6	7.4	25.298	C
			2	1,2	109.40	272.93	0.401	109.76	1.5	0.8	8.677	A
		2	1	(1,2,3,4)	307.85			378.78	170.9	93.8	308.250	F
	Exit	1	1		206.98			206.98	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	8.40	118.48	0.071	8.41	2.9	0.1	17.294	C
	Exit	1	1		2.79			2.79	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	27.62	141.77	0.195	27.64	0.3	0.3	9.804	A
			2	2,3,4	140.80	141.77	0.993	140.74	2.9	2.8	18.935	C
		2	1	(1,2,3,4)	339.70			168.36	887.1	1065.8	899.552	F
	Exit	1	1		289.60			289.60	0.0	0.0	0.000	A

2026, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	2 - A259 (East) - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	4 - A259 (West) - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	2 - A259 (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Clymping Roundabout	Standard Roundabout	1,2,3,4	2148.59	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Church Lane		DIRECT	✓	100.000
2 - A259 (East)		DIRECT	✓	100.000
3 - Crookthorn Lane		DIRECT	✓	100.000
4 - A259 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.14	113.75	0.00	60.29
2 - A259 (East)	315.09	2.28	1.14	315.09
3 - Crookthorn Lane	0.00	2.28	0.00	5.69
4 - A259 (West)	22.75	268.45	1.14	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.01	0.65	0.00	0.34
2 - A259 (East)	0.50	0.00	0.00	0.50
3 - Crookthorn Lane	0.00	0.29	0.00	0.71
4 - A259 (West)	0.08	0.92	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	120.38	1.14	85.15
2 - A259 (East)	90.15	2.28	2.28	268.45
3 - Crookthorn Lane	1.14	4.55	0.00	1.14
4 - A259 (West)	69.89	284.38	2.28	1.14

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.58	0.01	0.41
2 - A259 (East)	0.25	0.01	0.01	0.74
3 - Crookthorn Lane	0.17	0.67	0.00	0.17
4 - A259 (West)	0.20	0.80	0.01	0.00

17:00 - 17:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	131.75	1.14	117.00
2 - A259 (East)	77.64	5.69	2.28	313.95
3 - Crookthorn Lane	1.14	1.14	0.00	10.24
4 - A259 (West)	64.20	284.38	1.14	1.14

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.53	0.00	0.47
2 - A259 (East)	0.19	0.01	0.01	0.79
3 - Crookthorn Lane	0.09	0.09	0.00	0.82
4 - A259 (West)	0.18	0.81	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	91.94	1.14	82.88
2 - A259 (East)	98.11	3.41	3.41	303.71
3 - Crookthorn Lane	1.14	3.41	0.00	1.14
4 - A259 (West)	65.34	301.44	0.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.52	0.01	0.47
2 - A259 (East)	0.24	0.01	0.01	0.74
3 - Crookthorn Lane	0.20	0.60	0.00	0.20
4 - A259 (West)	0.18	0.82	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	86.25	0.00	78.33
2 - A259 (East)	89.01	5.69	1.14	316.23
3 - Crookthorn Lane	0.00	5.69	0.00	0.00
4 - A259 (West)	72.16	287.79	0.00	1.14

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.52	0.00	0.48
2 - A259 (East)	0.22	0.01	0.00	0.77
3 - Crookthorn Lane	0.00	1.00	0.00	0.00
4 - A259 (West)	0.20	0.80	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	85.11	0.00	70.36
2 - A259 (East)	96.98	3.41	3.41	295.75
3 - Crookthorn Lane	0.00	0.00	0.00	0.00
4 - A259 (West)	73.30	271.86	0.00	0.00

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.55	0.00	0.45
2 - A259 (East)	0.24	0.01	0.01	0.74
3 - Crookthorn Lane	0.25	0.25	0.25	0.25
4 - A259 (West)	0.21	0.79	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	87.39	0.00	68.09
2 - A259 (East)	84.46	1.14	1.14	236.60
3 - Crookthorn Lane	1.14	0.00	0.00	0.00
4 - A259 (West)	71.03	273.00	0.00	1.14

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.56	0.00	0.44
2 - A259 (East)	0.26	0.00	0.00	0.73
3 - Crookthorn Lane	1.00	0.00	0.00	0.00
4 - A259 (West)	0.21	0.79	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	118.30	0.00	37.54
2 - A259 (East)	23.89	3.41	2.28	279.83
3 - Crookthorn Lane	0.00	2.28	0.00	1.14
4 - A259 (West)	10.24	211.58	0.00	2.28

Proportions

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	0.00	0.76	0.00	0.24
2 - A259 (East)	0.08	0.01	0.01	0.90
3 - Crookthorn Lane	0.00	0.67	0.00	0.33
4 - A259 (West)	0.05	0.94	0.00	0.01

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	10	10	0	10
2 - A259 (East)	10	10	10	10
3 - Crookthorn Lane	0	10	0	10
4 - A259 (West)	10	10	10	0

Average PCU Per Veh

From \ To	1 - Church Lane	2 - A259 (East)	3 - Crookthorn Lane	4 - A259 (West)
1 - Church Lane	1.100	1.100	1.000	1.100
2 - A259 (East)	1.100	1.100	1.100	1.100
3 - Crookthorn Lane	1.000	1.100	1.000	1.100
4 - A259 (West)	1.100	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/TS)	Demand in PCU (PCU/TS)
16:30-16:45	1 - Church Lane	175.18	192.69
	2 - A259 (East)	633.59	696.95
	3 - Crookthorn Lane	7.96	8.76

	4 - A259 (West)	292.34	321.57
16:45-17:00	1 - Church Lane	206.66	227.22
	2 - A259 (East)	363.15	399.47
	3 - Crookthorn Lane	6.83	7.39
	4 - A259 (West)	357.68	393.33
17:00-17:15	1 - Church Lane	249.89	274.76
	2 - A259 (East)	399.55	439.51
	3 - Crookthorn Lane	12.51	13.65
	4 - A259 (West)	350.85	385.82
17:15-17:30	1 - Church Lane	175.95	193.43
	2 - A259 (East)	408.65	449.52
	3 - Crookthorn Lane	5.69	6.14
	4 - A259 (West)	366.78	403.45
17:30-17:45	1 - Church Lane	164.58	181.03
	2 - A259 (East)	412.06	453.27
	3 - Crookthorn Lane	5.69	6.26
	4 - A259 (West)	361.09	397.08
17:45-18:00	1 - Church Lane	155.48	171.02
	2 - A259 (East)	399.55	439.51
	3 - Crookthorn Lane	0.00	0.00
	4 - A259 (West)	345.16	379.68
18:00-18:15	1 - Church Lane	155.48	171.02
	2 - A259 (East)	323.34	355.67
	3 - Crookthorn Lane	1.14	1.14
	4 - A259 (West)	345.16	379.57
18:15-18:30	1 - Church Lane	155.84	171.42
	2 - A259 (East)	309.40	340.34
	3 - Crookthorn Lane	3.41	3.75
	4 - A259 (West)	224.09	246.27

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Church Lane	115.75	47.9	F	197.71	1581.72
2 - A259 (East)	1893.39	803.8	F	446.66	3573.27
3 - Crookthorn Lane	46.79	0.7	E	5.84	46.74
4 - A259 (West)	3695.24	1539.2	F	362.60	2900.78

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	191.72	191.72	113.21	191.26	228.23	0.0	5.3	21.518	C
2 - A259 (East)	695.83	695.83	68.49	441.99	235.96	0.0	249.2	252.551	F
3 - Crookthorn Lane	8.80	8.80	509.27	8.52	1.12	0.0	0.7	46.930	E
4 - A259 (West)	319.45	319.45	224.19	117.15	293.61	0.0	193.4	668.920	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	224.69	224.69	144.15	222.97	96.31	5.3	10.8	35.983	E
2 - A259 (East)	399.38	399.38	93.94	326.97	273.18	249.2	260.9	623.578	F
3 - Crookthorn Lane	7.56	7.56	417.47	8.85	3.46	0.7	0.1	46.799	E
4 - A259 (West)	396.66	396.66	93.34	147.12	332.99	193.4	457.6	1744.329	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	276.38	276.38	154.81	240.03	105.27	10.8	47.9	115.620	F
2 - A259 (East)	439.71	439.71	113.99	307.92	280.75	260.9	386.2	945.730	F
3 - Crookthorn Lane	13.06	13.06	418.04	12.86	3.88	0.1	0.2	13.024	B
4 - A259 (West)	385.68	385.68	73.37	186.71	357.55	457.6	686.2	2730.808	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	195.06	195.06	161.89	211.98	95.73	47.9	17.5	115.745	F
2 - A259 (East)	449.95	449.95	102.27	302.35	271.68	385.2	533.1	1317.124	F
3 - Crookthorn Lane	6.40	6.40	400.41	6.44	4.28	0.2	0.1	9.975	A
4 - A259 (West)	403.35	403.35	67.72	189.98	339.09	666.2	877.7	3805.242	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	179.38	179.38	157.70	185.29	113.25	17.5	5.5	40.876	E
2 - A259 (East)	453.90	453.90	89.83	331.33	253.14	533.1	664.9	1653.041	F
3 - Crookthorn Lane	6.40	6.40	417.86	6.40	3.29	0.1	0.1	10.057	B
4 - A259 (West)	397.54	397.54	89.23	181.70	335.03	877.7	1087.5	3575.587	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	172.00	172.00	155.96	170.91	107.51	5.5	3.7	19.882	C
2 - A259 (East)	440.62	440.62	78.57	329.47	248.30	664.9	774.1	1693.386	F
3 - Crookthorn Lane	0.10	0.10	405.99	0.11	2.06	0.1	0.0	9.849	A
4 - A259 (West)	376.42	376.42	77.34	186.12	328.78	1087.5	1283.5	2699.676	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	172.53	172.53	157.10	171.67	106.03	3.7	4.0	19.413	C
2 - A259 (East)	357.73	357.73	74.92	327.60	253.81	774.1	803.8	1724.669	F
3 - Crookthorn Lane	1.30	1.30	401.08	1.29	1.45	0.0	0.0	8.550	A
4 - A259 (West)	376.76	376.76	77.45	185.65	324.91	1283.5	1475.3	1799.583	F

18:15 - 18:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	169.97	169.97	152.48	168.40	116.11	4.0	7.1	31.225	D

2 - A259 (East)	336.15	336.15	38.90	347.59	281.99	603.8	795.4	839.550	F
3 - Crookthorn Lane	3.12	3.12	383.86	3.26	2.58	0.0	0.0	9.052	A
4 - A259 (West)	244.91	244.91	88.12	180.48	299.05	1475.3	1539.2	899.922	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	**Entry**	**1**	**1**	2	123.45	174.29	0.708	123.19	0.0	1.6	11.227	B
			2	1,3,4	67.91	174.29	0.390	68.05	0.0	0.7	8.516	A
		2	**1**	(1,2,3,4)	191.72			191.37	0.0	2.9	11.211	B
	Exit	**1**	**1**		228.23			228.23	0.0	0.0	0.000	A
2 - A259 (East)	**Entry**	**1**	**1**	3,4	220.94	254.15	0.869	221.54	0.0	5.0	19.119	C
			2	1,2	220.72	254.15	0.868	220.45	0.0	4.8	19.164	C
		2	**1**	(1,2,3,4)	695.83			441.66	0.0	239.3	232.954	F
	Exit	**1**	**1**		235.96			235.96	0.0	0.0	0.000	A
3 - Crookthorn Lane	**Entry**	**1**	**1**	1,2,3,4	8.80	47.12	0.187	8.52	0.0	0.7	46.930	E
	Exit	**1**	**1**		1.12			1.12	0.0	0.0	0.000	A
4 - A259 (West)	**Entry**	**1**	**1**	1	8.16	109.49	0.075	8.23	0.0	0.1	9.132	A
			2	2,3,4	108.87	109.49	0.994	108.91	0.0	2.9	21.686	C
		2	**1**	(1,2,3,4)	319.45			117.04	0.0	190.4	648.976	F
	Exit	**1**	**1**		293.61			293.61	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	**Entry**	**1**	**1**	2	129.61	164.10	0.790	129.56	1.6	1.8	12.138	B
			2	1,3,4	93.60	164.10	0.570	93.41	0.7	1.1	10.551	B
		2	**1**	(1,2,3,4)	224.69			223.21	2.9	7.8	24.457	C
	Exit	**1**	**1**		96.31			96.31	0.0	0.0	0.000	A
2 - A259 (East)	**Entry**	**1**	**1**	3,4	242.61	244.32	0.993	240.95	5.0	7.8	24.178	C
			2	1,2	83.12	244.32	0.340	86.02	4.8	0.8	17.666	C
		2	**1**	(1,2,3,4)	399.38			325.74	239.3	352.3	599.984	F
	Exit	**1**	**1**		273.18			273.18	0.0	0.0	0.000	A

3 - Crookthorn Lane	Entry	1	1	1,2,3,4	7.56	105.42	0.072	8.85	0.7	0.1	48.790	E
	Exit	1	1		3.46			3.46	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	11.27	148.42	0.076	11.12	0.1	0.2	9.423	A
			2	2,3,4	135.95	148.42	0.916	136.00	2.9	2.9	21.553	C
		2	1	(1,2,3,4)	396.66			147.23	190.4	464.6	1726.070	F
	Exit	1	1		332.99			332.99	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	127.40	160.59	0.793	127.71	1.8	1.8	13.708	B
			2	1,3,4	112.33	160.59	0.700	112.24	1.1	1.7	12.844	B
		2	1	(1,2,3,4)	276.38			239.91	7.8	44.4	102.264	F
	Exit	1	1		105.27			105.27	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	237.03	236.58	1.002	236.75	7.8	7.8	29.357	D
			2	1,2	69.86	236.58	0.295	71.17	0.8	0.5	7.503	A
		2	1	(1,2,3,4)	439.71			306.90	252.3	376.9	921.129	F
	Exit	1	1		280.75			280.75	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	13.06	105.04	0.124	12.86	0.1	0.2	13.024	B
	Exit	1	1		3.88			3.88	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	36.43	154.36	0.236	36.49	0.2	0.4	9.025	A
			2	2,3,4	150.16	154.36	0.973	150.20	2.9	2.9	17.150	C
		2	1	(1,2,3,4)	385.68			186.59	464.6	683.0	2715.110	F
	Exit	1	1		357.55			357.55	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	111.03	158.24	0.702	111.43	1.8	1.6	13.563	B
			2	1,3,4	100.55	158.24	0.635	100.57	1.7	1.5	12.841	B
		2	1	(1,2,3,4)	195.06			211.58	44.4	14.5	102.603	F
	Exit	1	1		95.73			95.73	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	239.88	241.11	0.995	239.88	7.8	7.9	29.449	D
			2	1,2	62.81	241.11	0.260	62.47	0.5	0.5	6.637	A
		2	1	(1,2,3,4)	449.95			302.69	376.9	524.7	1294.985	F
	Exit	1	1		271.68			271.68	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.40	116.28	0.055	6.44	0.2	0.1	9.975	A

	Exit	1	1		4.28			4.28	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	36.43	156.04	0.233	36.50	0.4	0.4	9.217	A
			2	2,3,4	153.27	156.04	0.982	153.50	2.9	2.8	16.557	C
		2	1	(1,2,3,4)	403.35			189.71	883.0	874.5	3595.036	F
	Exit	1	1		339.09			339.09	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	96.47	159.65	0.604	96.58	1.6	1.3	12.130	B
			2	1,3,4	88.45	159.65	0.554	88.71	1.5	1.0	11.466	B
		2	1	(1,2,3,4)	179.38			184.97	14.5	3.2	29.160	D
	Exit	1	1		113.25			113.25	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	248.43	245.91	1.010	248.43	7.9	7.7	28.598	D
			2	1,2	83.45	245.91	0.339	82.81	0.5	0.8	7.221	A
		2	1	(1,2,3,4)	453.90			331.88	824.7	656.4	1630.986	F
	Exit	1	1		253.14			253.14	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	6.40	105.16	0.061	6.40	0.1	0.1	10.057	B
	Exit	1	1		3.29			3.29	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	33.11	149.64	0.221	33.01	0.4	0.4	9.110	A
			2	2,3,4	148.71	149.64	0.994	148.69	2.8	2.8	16.896	C
		2	1	(1,2,3,4)	397.54			181.80	874.5	1084.2	3573.580	F
	Exit	1	1		335.03			335.03	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	93.85	160.21	0.586	93.53	1.3	1.2	11.364	B
			2	1,3,4	77.37	160.21	0.483	77.39	1.0	0.9	10.363	B
		2	1	(1,2,3,4)	172.00			171.22	3.2	1.6	8.996	A
	Exit	1	1		107.51			107.51	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	251.98	250.26	1.007	252.24	7.7	7.7	27.858	D
			2	1,2	77.41	250.26	0.309	77.24	0.8	0.7	7.243	A
		2	1	(1,2,3,4)	440.62			329.39	656.4	785.7	1875.439	F
	Exit	1	1		248.30			248.30	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	0.10	112.70	0.001	0.11	0.1	0.0	9.849	A
	Exit	1	1		2.06			2.06	0.0	0.0	0.000	A

4 - A259 (West)	Entry	1	1	1	34.02	153.17	0.222	34.31	0.4	0.3	9.064	A
			2	2,3,4	151.76	153.17	0.991	151.81	2.8	2.8	17.081	C
		2	1	(1,2,3,4)	376.42			185.78	1084.2	1280.4	2699.870	F
	Exit	1	1		328.78			328.78	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	96.92	159.85	0.606	97.01	1.2	1.2	11.505	B
			2	1,3,4	74.86	159.85	0.468	74.68	0.9	0.9	10.216	B
		2	1	(1,2,3,4)	172.53			171.78	1.6	1.9	8.471	A
	Exit	1	1		106.03			106.03	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	251.30	251.67	0.999	251.44	7.7	7.7	27.897	D
			2	1,2	76.42	251.67	0.304	76.16	0.7	0.7	6.802	A
		2	1	(1,2,3,4)	357.73			327.76	785.7	795.4	1717.627	F
	Exit	1	1		253.81			253.81	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	1.30	115.82	0.011	1.29	0.0	0.0	8.550	A
	Exit	1	1		1.45			1.45	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	32.76	153.14	0.214	32.86	0.3	0.3	8.793	A
			2	2,3,4	152.63	153.14	0.997	152.80	2.8	2.9	16.732	C
		2	1	(1,2,3,4)	376.76			185.40	1280.4	1472.2	1796.883	F
	Exit	1	1		324.91			324.91	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Church Lane	Entry	1	1	2	129.65	161.35	0.804	129.49	1.2	2.0	13.370	B
			2	1,3,4	38.99	161.35	0.242	38.90	0.9	0.4	8.605	A
		2	1	(1,2,3,4)	169.97			168.62	1.9	4.7	19.131	C
	Exit	1	1		116.11			116.11	0.0	0.0	0.000	A
2 - A259 (East)	Entry	1	1	3,4	261.66	265.58	0.985	261.87	7.7	7.7	26.465	D
			2	1,2	85.44	265.58	0.322	85.73	0.7	0.6	6.677	A
		2	1	(1,2,3,4)	336.15			347.10	785.4	787.1	899.550	F
	Exit	1	1		281.99			281.99	0.0	0.0	0.000	A
3 - Crookthorn Lane	Entry	1	1	1,2,3,4	3.12	126.73	0.025	3.26	0.0	0.0	9.052	A
	Exit	1	1		2.58			2.58	0.0	0.0	0.000	A
4 - A259 (West)	Entry	1	1	1	32.35	149.97	0.216	32.41	0.3	0.3	8.966	A

			2	2,3,4	148.02	149.97	0.987	148.04	2.9	2.8	17.036	C
		2	1	(1,2,3,4)	244.91			180.39	1472.2	1536.1	893.922	F
	Exit	1	1		299.05			299.05	0.0	0.0	0.000	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: (Site 5) A259-B2187 Rbt.j9
Path: S:\Admin-Projects\4701-4750\4724\Junctions 9
Report generation date: 27/10/2016 15:25:52

»2016, AM Network Peak Hour - Base Flows
»2016, PM Network Peak Hour - Base Flows
»2016, AM Network Peak Hour - Base Flows + Development Traffic
»2016, PM Network Peak Hour - Base Flows + Development Traffic
»2021, AM Network Peak Hour - Base Flows
»2021, PM Network Peak Hour - Base Flows
»2021, AM Network Peak Hour - Base Flows + DevT
»2021, PM Network Peak Hour - Base Flows + DevT
»2026, AM Network Peak Hour - Base Flows
»2026, PM Network Peak Hour - Base Flows
»2026, AM Network Peak Hour - Base Flows + DevT
»2026, PM Network Peak Hour - Base Flows + DevT

Summary of junction performance

	AM Network Peak Hour - Base Flows					PM Network Peak Hour - Base Flows					AM Network Peak Hour - Base Flows + Development Traffic					PM Network Peak Hour - Base Flows + Development Traffic					AM Network Peak Hour - Base Flows + DevT					PM Network Peak Hour - Base Flows + DevT				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2016																														
1 - B2187 Bridge Road	0.1	1.77	0.08	A	526 % [3 - A259 (North)]	0.1	1.77	0.09	A	412 % [2 - A259 (South)]	0.1	1.78	0.08	A	494 % [3 - A259 (North)]	0.1	1.79	0.09	A	393 % [2 - A259 (South)]										
2 - A259 (South)	0.2	1.78	0.13	A		0.2	1.88	0.17	A		0.2	1.81	0.15	A		0.2	1.90	0.18	A											
3 - A259 (North)	0.1	1.71	0.12	A		0.1	1.73	0.11	A		0.1	1.72	0.12	A		0.1	1.74	0.11	A											
4 - Broad Piece	0.0	2.26	0.04	A		0.1	2.34	0.07	A		0.0	2.28	0.04	A		0.1	2.37	0.07	A											
2021																														
1 - B2187 Bridge Road	0.1	1.79	0.08	A	479 % [3 - A259 (North)]	0.1	1.80	0.09	A	376 % [2 - A259 (South)]											0.1	1.80	0.09	A	452 % [3 - A259 (North)]	0.1	1.82	0.10	A	359 % [2 - A259 (South)]
2 - A259 (South)	0.2	1.81	0.15	A		0.2	1.92	0.18	A												0.2	1.84	0.16	A		0.2	1.94	0.19	A	
3 - A259 (North)	0.1	1.73	0.13	A		0.1	1.76	0.11	A												0.2	1.75	0.13	A		0.1	1.77	0.12	A	
4 - Broad Piece	0.0	2.29	0.05	A		0.1	2.38	0.08	A												0.0	2.31	0.05	A		0.1	2.40	0.08	A	
2026																														
1 - B2187 Bridge Road	0.1	1.82	0.09	A	443 % [3 - A259 (North)]	0.1	1.82	0.10	A	347 % [2 - A259 (South)]											0.1	1.83	0.09	A	420 % [3 - A259 (North)]	0.1	1.84	0.11	A	333 % [2 - A259 (South)]
2 - A259 (South)	0.2	1.83	0.15	A		0.2	1.95	0.20	A												0.2	1.86	0.17	A		0.3	1.97	0.20	A	
3 - A259 (North)	0.2	1.75	0.14	A		0.1	1.78	0.12	A												0.2	1.77	0.14	A		0.1	1.79	0.12	A	
4 - Broad Piece	0.1	2.32	0.05	A		0.1	2.41	0.08	A												0.1	2.34	0.05	A		0.1	2.44	0.09	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A259/B2187 Roundabout
Location	Climping, West Sussex
Site number	
Date	25/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4724
Enumerator	BR\matttwinberrow
Description	

Units

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



Flows show original traffic demand (Veh/hr).

Time Segment: 16:30-16:45

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓		
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓		
D3	2016	AM Development Traffic	ONE HOUR	07:45	09:15		15			
D4	2016	PM Development Traffic	ONE HOUR	16:45	18:15		15			
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Growth Factors

ID	Description	Use TEMPRO	NTEM Dataset	NTM Dataset	Base year	Future year	Time period	Region	County	Authority	Zone	Area type	Road type	Growth Factor
G1	2021 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.0806
G2	PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.0767
G3	2026 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.1505
G4	2026 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.1458

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2016, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	526	3 - A259 (North)

Arms

Arms

Arm	Name	Description
1	B2187 Bridge Road	
2	A259 (South)	
3	A259 (North)	
4	Broad Piece	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2187 Bridge Road	4.31	9.63	31.4	33.7	62.1	31.9	
2 - A259 (South)	4.79	10.40	29.3	25.9	13.0	50.1	
3 - A259 (North)	4.24	11.12	28.3	25.3	13.0	27.8	
4 - Broad Piece	5.12	8.43	5.0	17.1	62.4	31.9	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2187 Bridge Road	0.664	2383
2 - A259 (South)	0.785	2358
3 - A259 (North)	0.838	2500
4 - Broad Piece	0.564	1842

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	123	8	18
	2 - A259 (South)	61	1	190	18
	3 - A259 (North)	19	227	0	25
	4 - Broad Piece	11	23	16	0

Demand (Veh/hr)

07:45 - 08:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	142	11	15
	2 - A259 (South)	100	0	162	11
	3 - A259 (North)	23	235	0	27
	4 - Broad Piece	11	21	17	0

Demand (Veh/hr)

08:00 - 08:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	109	11	16
	2 - A259 (South)	126	0	164	23
	3 - A259 (North)	25	202	0	20
	4 - Broad Piece	15	20	7	0

Demand (Veh/hr)

08:15 - 08:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	128	8	16
	2 - A259 (South)	115	1	154	20
	3 - A259 (North)	21	175	0	25
	4 - Broad Piece	23	19	16	0

Demand (Veh/hr)

08:30 - 08:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	115	13	22
	2 - A259 (South)	110	0	149	33
	3 - A259 (North)	21	165	0	18
	4 - Broad Piece	19	22	9	0

Demand (Veh/hr)

08:45 - 09:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	98	9	25
	2 - A259 (South)	113	0	131	20
	3 - A259 (North)	23	160	0	26
	4 - Broad Piece	17	20	22	0

Demand (Veh/hr)

08:00 - 08:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	89	12	23
	2 - A259 (South)	107	0	148	30
	3 - A259 (North)	17	141	0	46
	4 - Broad Piece	22	16	16	0

Demand (Veh/hr)

08:15 - 08:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	76	16	25
	2 - A259 (South)	73	1	150	25
	3 - A259 (North)	16	164	0	30
	4 - Broad Piece	21	33	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.08	1.77	0.1	A	141	282
2 - A259 (South)	0.13	1.78	0.2	A	280	559
3 - A259 (North)	0.12	1.71	0.1	A	231	463
4 - Broad Piece	0.04	2.26	0.0	A	54	109

Main Results for each time segment

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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	266	2206	0.068	149	91	0.0	0.1	1.749	A
2 - A259 (South)	270	68	42	2325	0.116	269	373	0.0	0.1	1.750	A
3 - A259 (North)	271	68	98	2418	0.112	270	214	0.0	0.1	1.676	A
4 - Broad Piece	50	13	307	1669	0.030	50	61	0.0	0.0	2.223	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	168	42	273	2202	0.076	168	134	0.1	0.1	1.769	A
2 - A259 (South)	273	68	43	2325	0.117	273	398	0.1	0.1	1.753	A
3 - A259 (North)	285	71	126	2394	0.119	285	190	0.1	0.1	1.705	A
4 - Broad Piece	49	12	358	1640	0.030	49	53	0.0	0.0	2.263	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	137	34	229	2231	0.061	137	167	0.1	0.1	1.718	A
2 - A259 (South)	313	78	35	2331	0.134	313	331	0.1	0.2	1.783	A
3 - A259 (North)	247	62	166	2361	0.105	247	182	0.1	0.1	1.702	A
4 - Broad Piece	42	11	354	1642	0.026	42	59	0.0	0.0	2.248	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	152	38	211	2243	0.068	152	159	0.1	0.1	1.721	A
2 - A259 (South)	290	73	40	2327	0.125	290	323	0.2	0.1	1.766	A
3 - A259 (North)	221	55	152	2372	0.093	221	178	0.1	0.1	1.672	A
4 - Broad Piece	58	15	312	1666	0.035	58	61	0.0	0.0	2.238	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	150	38	196	2253	0.067	150	150	0.1	0.1	1.713	A
2 - A259 (South)	292	73	44	2324	0.126	292	302	0.1	0.1	1.770	A
3 - A259 (North)	204	51	165	2362	0.086	204	171	0.1	0.1	1.667	A
4 - Broad Piece	50	13	296	1675	0.030	50	73	0.0	0.0	2.214	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	132	33	202	2249	0.059	132	153	0.1	0.1	1.699	A
2 - A259 (South)	264	66	56	2314	0.114	264	278	0.1	0.1	1.754	A
3 - A259 (North)	209	52	158	2367	0.088	209	162	0.1	0.1	1.667	A
4 - Broad Piece	59	15	296	1675	0.035	59	71	0.0	0.0	2.227	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	124	31	173	2268	0.055	124	146	0.1	0.1	1.680	A
2 - A259 (South)	285	71	51	2318	0.123	285	246	0.1	0.1	1.769	A
3 - A259 (North)	204	51	160	2366	0.086	204	176	0.1	0.1	1.664	A
4 - Broad Piece	54	14	265	1693	0.032	54	99	0.0	0.0	2.198	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	117	29	217	2239	0.052	117	110	0.1	0.1	1.698	A
2 - A259 (South)	249	62	60	2311	0.108	249	274	0.1	0.1	1.747	A
3 - A259 (North)	210	53	124	2396	0.088	210	185	0.1	0.1	1.646	A
4 - Broad Piece	73	18	254	1699	0.043	73	80	0.0	0.0	2.213	A

2016, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	412	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	107	24	30
	2 - A259 (South)	147	1	187	35
	3 - A259 (North)	7	202	0	35
	4 - Broad Piece	40	29	33	0

Demand (Veh/hr)

16:45 - 17:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	90	12	30
	2 - A259 (South)	147	0	216	29
	3 - A259 (North)	8	201	0	27
	4 - Broad Piece	35	39	31	0

Demand (Veh/hr)

17:00 - 17:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	134	22	35
	2 - A259 (South)	131	0	211	37
	3 - A259 (North)	6	192	0	20
	4 - Broad Piece	43	27	22	0

Demand (Veh/hr)

17:15 - 17:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	104	19	17
	2 - A259 (South)	153	0	198	35
	3 - A259 (North)	4	197	0	29
	4 - Broad Piece	32	34	34	0

Demand (Veh/hr)

17:30 - 17:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	121	30	32
	2 - A259 (South)	143	0	180	35
	3 - A259 (North)	10	190	0	26
	4 - Broad Piece	32	39	26	0

Demand (Veh/hr)

17:45 - 18:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	72	9	33
	2 - A259 (South)	124	0	210	48
	3 - A259 (North)	13	184	0	29
	4 - Broad Piece	36	21	31	0

Demand (Veh/hr)

18:00 - 18:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	66	14	23
	2 - A259 (South)	107	0	157	30
	3 - A259 (North)	7	164	1	45
	4 - Broad Piece	49	32	38	0

Demand (Veh/hr)

18:15 - 18:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.77	0.1	A	128	257
2 - A259 (South)	0.17	1.88	0.2	A	320	640
3 - A259 (North)	0.11	1.73	0.1	A	200	399
4 - Broad Piece	0.07	2.34	0.1	A	88	176

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	264	2207	0.073	161	194	0.0	0.1	1.758	A
2 - A259 (South)	370	93	87	2290	0.162	369	338	0.0	0.2	1.873	A
3 - A259 (North)	244	61	213	2322	0.105	244	243	0.0	0.1	1.731	A
4 - Broad Piece	102	26	356	1641	0.062	102	100	0.0	0.1	2.338	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	132	33	271	2203	0.060	132	190	0.1	0.1	1.737	A
2 - A259 (South)	392	98	73	2301	0.170	392	330	0.2	0.2	1.884	A

3 - A259 (North)	236	59	206	2327	0.101	236	259	0.1	0.1	1.720	A
4 - Broad Piece	105	26	356	1641	0.064	105	86	0.1	0.1	2.342	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	192	48	241	2223	0.086	192	181	0.1	0.1	1.771	A
2 - A259 (South)	379	95	80	2296	0.165	379	353	0.2	0.2	1.880	A
3 - A259 (North)	218	55	204	2329	0.094	218	255	0.1	0.1	1.707	A
4 - Broad Piece	92	23	330	1656	0.056	92	92	0.1	0.1	2.301	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	140	35	265	2207	0.063	140	189	0.1	0.1	1.741	A
2 - A259 (South)	386	97	70	2303	0.168	386	335	0.2	0.2	1.876	A
3 - A259 (North)	230	58	205	2328	0.099	230	251	0.1	0.1	1.715	A
4 - Broad Piece	100	25	354	1643	0.061	100	81	0.1	0.1	2.333	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	184	46	255	2214	0.083	184	186	0.1	0.1	1.772	A
2 - A259 (South)	358	90	89	2289	0.156	358	350	0.2	0.2	1.863	A
3 - A259 (North)	226	57	211	2323	0.097	226	236	0.1	0.1	1.718	A
4 - Broad Piece	97	24	344	1648	0.059	97	93	0.1	0.1	2.322	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	114	29	236	2226	0.051	114	173	0.1	0.1	1.706	A
2 - A259 (South)	382	96	73	2301	0.166	382	277	0.2	0.2	1.874	A
3 - A259 (North)	226	57	205	2328	0.097	226	250	0.1	0.1	1.714	A
4 - Broad Piece	88	22	321	1661	0.053	88	110	0.1	0.1	2.289	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	103	26	235	2227	0.046	103	163	0.1	0.0	1.694	A
2 - A259 (South)	294	74	76	2299	0.128	294	262	0.2	0.1	1.798	A

3 - A259 (North)	217	54	160	2366	0.092	217	210	0.1	0.1	1.674	A
4 - Broad Piece	119	30	279	1685	0.071	119	98	0.1	0.1	2.298	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.49	2383	0.000	0.19	0.35	0.0	0.0	0.000	A
2 - A259 (South)	0	0	0.17	2358	0.000	0.59	0.51	0.1	0.0	0.000	A
3 - A259 (North)	0	0	0.32	2499	0.000	0.40	0.44	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.53	1842	0.000	0.30	0.19	0.1	0.0	0.000	A

2016, AM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.81	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	494	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	123	8	18
	2 - A259 (South)	61	1	190	18
	3 - A259 (North)	19	227	0	25
	4 - Broad Piece	11	23	16	0

Demand (Veh/hr)

07:45 - 08:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	148	11	15
	2 - A259 (South)	114	0	178	15
	3 - A259 (North)	23	241	0	27
	4 - Broad Piece	11	23	17	0

Demand (Veh/hr)

08:00 - 08:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	115	11	16
	2 - A259 (South)	140	0	180	27
	3 - A259 (North)	25	208	0	20
	4 - Broad Piece	15	22	7	0

Demand (Veh/hr)

08:15 - 08:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	134	8	16
	2 - A259 (South)	129	1	170	24
	3 - A259 (North)	21	181	0	25
	4 - Broad Piece	23	21	16	0

Demand (Veh/hr)

08:30 - 08:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	121	13	22
	2 - A259 (South)	124	0	165	37
	3 - A259 (North)	21	171	0	18
	4 - Broad Piece	19	24	9	0

Demand (Veh/hr)

08:45 - 09:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	104	9	25
	2 - A259 (South)	127	0	147	24
	3 - A259 (North)	23	166	0	26
	4 - Broad Piece	17	22	22	0

Demand (Veh/hr)

09:00 - 09:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	95	12	23
	2 - A259 (South)	121	0	164	34
	3 - A259 (North)	17	147	0	46
	4 - Broad Piece	22	18	16	0

Demand (Veh/hr)

08:15 - 08:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	76	16	25
	2 - A259 (South)	73	1	150	25
	3 - A259 (North)	16	164	0	30
	4 - Broad Piece	21	33	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.08	1.78	0.1	A	146	291
2 - A259 (South)	0.15	1.81	0.2	A	305	610
3 - A259 (North)	0.12	1.72	0.1	A	236	472
4 - Broad Piece	0.04	2.28	0.0	A	56	112

Main Results for each time segment

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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	266	2206	0.068	149	91	0.0	0.1	1.749	A
2 - A259 (South)	270	68	42	2325	0.116	269	373	0.0	0.1	1.750	A
3 - A259 (North)	271	68	98	2418	0.112	270	214	0.0	0.1	1.676	A
4 - Broad Piece	50	13	307	1669	0.030	50	61	0.0	0.0	2.223	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	174	44	281	2196	0.079	174	148	0.1	0.1	1.779	A
2 - A259 (South)	307	77	43	2325	0.132	307	412	0.1	0.2	1.783	A
3 - A259 (North)	291	73	144	2379	0.122	291	206	0.1	0.1	1.723	A
4 - Broad Piece	51	13	378	1629	0.031	51	57	0.0	0.0	2.280	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	143	36	237	2225	0.064	143	181	0.1	0.1	1.730	A
2 - A259 (South)	347	87	35	2331	0.149	347	345	0.2	0.2	1.813	A
3 - A259 (North)	253	63	184	2346	0.108	253	198	0.1	0.1	1.722	A
4 - Broad Piece	44	11	374	1631	0.027	44	63	0.0	0.0	2.269	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	158	40	219	2237	0.071	158	173	0.1	0.1	1.730	A
2 - A259 (South)	324	81	40	2327	0.139	324	337	0.2	0.2	1.799	A
3 - A259 (North)	227	57	170	2357	0.096	227	194	0.1	0.1	1.691	A
4 - Broad Piece	60	15	332	1655	0.036	60	65	0.0	0.0	2.256	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	156	39	204	2247	0.069	156	164	0.1	0.1	1.720	A
2 - A259 (South)	326	82	44	2324	0.140	326	316	0.2	0.2	1.801	A
3 - A259 (North)	210	53	183	2346	0.090	210	187	0.1	0.1	1.686	A
4 - Broad Piece	52	13	316	1664	0.031	52	77	0.0	0.0	2.233	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	138	35	210	2243	0.062	138	167	0.1	0.1	1.711	A
2 - A259 (South)	298	75	56	2314	0.129	298	292	0.2	0.1	1.784	A
3 - A259 (North)	215	54	176	2352	0.091	215	178	0.1	0.1	1.683	A
4 - Broad Piece	61	15	316	1664	0.037	61	75	0.0	0.0	2.245	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	130	33	181	2263	0.057	130	160	0.1	0.1	1.687	A
2 - A259 (South)	319	80	51	2318	0.138	319	260	0.1	0.2	1.799	A
3 - A259 (North)	210	53	178	2351	0.089	210	192	0.1	0.1	1.683	A
4 - Broad Piece	56	14	285	1681	0.033	56	103	0.0	0.0	2.214	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	117	29	217	2239	0.052	117	110	0.1	0.1	1.698	A
2 - A259 (South)	249	62	60	2311	0.108	249	274	0.2	0.1	1.745	A
3 - A259 (North)	210	53	124	2396	0.088	210	185	0.1	0.1	1.646	A
4 - Broad Piece	73	18	254	1699	0.043	73	80	0.0	0.0	2.213	A

2016, PM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	393	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	107	24	30
	2 - A259 (South)	147	1	187	35
	3 - A259 (North)	7	202	0	35
	4 - Broad Piece	40	29	33	0

Demand (Veh/hr)

16:45 - 17:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	103	12	30
	2 - A259 (South)	155	0	224	31
	3 - A259 (North)	8	215	0	27
	4 - Broad Piece	35	43	31	0

Demand (Veh/hr)

17:00 - 17:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	147	22	35
	2 - A259 (South)	139	0	219	39
	3 - A259 (North)	6	206	0	20
	4 - Broad Piece	43	31	22	0

Demand (Veh/hr)

17:15 - 17:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	117	19	17
	2 - A259 (South)	161	0	206	37
	3 - A259 (North)	4	211	0	29
	4 - Broad Piece	32	38	34	0

Demand (Veh/hr)

17:30 - 17:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	134	30	32
	2 - A259 (South)	151	0	188	37
	3 - A259 (North)	10	204	0	26
	4 - Broad Piece	32	43	26	0

Demand (Veh/hr)

17:45 - 18:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	85	9	33
	2 - A259 (South)	132	0	218	50
	3 - A259 (North)	13	198	0	29
	4 - Broad Piece	36	25	31	0

Demand (Veh/hr)

18:00 - 18:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	79	14	23
	2 - A259 (South)	115	0	165	32
	3 - A259 (North)	7	178	1	45
	4 - Broad Piece	49	36	38	0

Demand (Veh/hr)

18:15 - 18:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.79	0.1	A	138	276
2 - A259 (South)	0.18	1.90	0.2	A	334	667
3 - A259 (North)	0.11	1.74	0.1	A	210	420
4 - Broad Piece	0.07	2.37	0.1	A	91	182

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	264	2207	0.073	161	194	0.0	0.1	1.758	A
2 - A259 (South)	370	93	87	2290	0.162	369	338	0.0	0.2	1.873	A
3 - A259 (North)	244	61	213	2322	0.105	244	243	0.0	0.1	1.731	A
4 - Broad Piece	102	26	356	1641	0.062	102	100	0.0	0.1	2.338	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	145	36	289	2191	0.066	145	198	0.1	0.1	1.761	A
2 - A259 (South)	410	103	73	2301	0.178	410	361	0.2	0.2	1.902	A
3 - A259 (North)	250	63	216	2319	0.108	250	267	0.1	0.1	1.739	A
4 - Broad Piece	109	27	378	1629	0.067	109	88	0.1	0.1	2.368	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	205	51	259	2211	0.093	205	189	0.1	0.1	1.793	A
2 - A259 (South)	397	99	80	2296	0.173	397	384	0.2	0.2	1.895	A
3 - A259 (North)	232	58	214	2320	0.100	232	263	0.1	0.1	1.722	A
4 - Broad Piece	96	24	352	1644	0.058	96	94	0.1	0.1	2.325	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	153	38	283	2195	0.070	153	197	0.1	0.1	1.765	A
2 - A259 (South)	404	101	70	2303	0.175	404	366	0.2	0.2	1.894	A
3 - A259 (North)	244	61	215	2320	0.105	244	259	0.1	0.1	1.733	A
4 - Broad Piece	104	26	376	1630	0.064	104	83	0.1	0.1	2.358	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	197	49	273	2202	0.089	197	194	0.1	0.1	1.794	A
2 - A259 (South)	376	94	89	2289	0.164	376	381	0.2	0.2	1.884	A
3 - A259 (North)	240	60	221	2315	0.104	240	244	0.1	0.1	1.734	A
4 - Broad Piece	101	25	366	1636	0.062	101	95	0.1	0.1	2.345	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	127	32	254	2214	0.057	127	181	0.1	0.1	1.724	A
2 - A259 (South)	400	100	73	2301	0.174	400	308	0.2	0.2	1.892	A
3 - A259 (North)	240	60	215	2320	0.103	240	258	0.1	0.1	1.730	A
4 - Broad Piece	92	23	343	1649	0.056	92	112	0.1	0.1	2.312	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	116	29	253	2215	0.052	116	171	0.1	0.1	1.717	A
2 - A259 (South)	312	78	76	2299	0.136	312	293	0.2	0.2	1.814	A
3 - A259 (North)	231	58	170	2357	0.098	231	218	0.1	0.1	1.695	A
4 - Broad Piece	123	31	301	1672	0.074	123	100	0.1	0.1	2.323	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.53	2383	0.000	0.22	0.37	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.17	2358	0.000	0.63	0.58	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.34	2499	0.000	0.44	0.46	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.58	1842	0.000	0.32	0.19	0.1	0.0	0.000	A

2021, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.82	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	479	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	133	9	19
	2 - A259 (South)	66	1	205	19
	3 - A259 (North)	21	245	0	27
	4 - Broad Piece	12	25	17	0

Demand (Veh/hr)

07:45 - 08:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	153	12	16
	2 - A259 (South)	108	0	175	12
	3 - A259 (North)	25	254	0	29
	4 - Broad Piece	12	23	18	0

Demand (Veh/hr)

08:00 - 08:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	118	12	17
	2 - A259 (South)	136	0	177	25
	3 - A259 (North)	27	218	0	22
	4 - Broad Piece	16	22	8	0

Demand (Veh/hr)

08:15 - 08:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	138	9	17
	2 - A259 (South)	124	1	166	22
	3 - A259 (North)	23	189	0	27
	4 - Broad Piece	25	21	17	0

Demand (Veh/hr)

08:30 - 08:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	124	14	24
	2 - A259 (South)	119	0	161	36
	3 - A259 (North)	23	178	0	19
	4 - Broad Piece	21	24	10	0

Demand (Veh/hr)

08:45 - 09:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	106	10	27
	2 - A259 (South)	122	0	142	22
	3 - A259 (North)	25	173	0	28
	4 - Broad Piece	18	22	24	0

Demand (Veh/hr)

09:00 - 09:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	96	13	25
	2 - A259 (South)	116	0	160	32
	3 - A259 (North)	18	152	0	50
	4 - Broad Piece	24	17	17	0

Demand (Veh/hr)

09:15 - 09:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	82	17	27
	2 - A259 (South)	79	1	162	27
	3 - A259 (North)	17	177	0	32
	4 - Broad Piece	23	36	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.08	1.79	0.1	A	152	305
2 - A259 (South)	0.15	1.81	0.2	A	302	604
3 - A259 (North)	0.13	1.73	0.1	A	250	500
4 - Broad Piece	0.05	2.29	0.0	A	59	118

Main Results for each time segment

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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	288	2192	0.073	161	98	0.0	0.1	1.771	A
2 - A259 (South)	292	73	45	2323	0.126	291	403	0.0	0.1	1.771	A
3 - A259 (North)	293	73	106	2411	0.121	292	231	0.0	0.1	1.698	A
4 - Broad Piece	54	14	332	1655	0.033	54	66	0.0	0.0	2.248	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	182	45	295	2187	0.083	181	145	0.1	0.1	1.794	A
2 - A259 (South)	295	74	46	2322	0.127	295	430	0.1	0.1	1.775	A

3 - A259 (North)	308	77	136	2386	0.129	308	205	0.1	0.1	1.731	A
4 - Broad Piece	53	13	387	1624	0.033	53	57	0.0	0.0	2.291	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	148	37	248	2218	0.067	148	180	0.1	0.1	1.738	A
2 - A259 (South)	338	85	38	2329	0.145	338	358	0.1	0.2	1.807	A
3 - A259 (North)	267	67	179	2350	0.114	267	197	0.1	0.1	1.730	A
4 - Broad Piece	45	11	383	1626	0.028	45	64	0.0	0.0	2.276	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	164	41	228	2231	0.074	164	172	0.1	0.1	1.740	A
2 - A259 (South)	313	78	43	2324	0.135	313	349	0.2	0.2	1.789	A
3 - A259 (North)	239	60	164	2362	0.101	239	192	0.1	0.1	1.694	A
4 - Broad Piece	63	16	337	1652	0.038	63	66	0.0	0.0	2.264	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	162	41	212	2242	0.072	162	162	0.1	0.1	1.729	A
2 - A259 (South)	316	79	48	2321	0.136	316	326	0.2	0.2	1.794	A
3 - A259 (North)	220	55	178	2350	0.094	220	185	0.1	0.1	1.689	A
4 - Broad Piece	54	14	320	1662	0.033	54	79	0.0	0.0	2.240	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	143	36	218	2238	0.064	143	165	0.1	0.1	1.720	A
2 - A259 (South)	285	71	60	2311	0.123	285	300	0.2	0.1	1.776	A
3 - A259 (North)	226	56	171	2357	0.096	226	175	0.1	0.1	1.688	A
4 - Broad Piece	64	16	320	1662	0.038	64	77	0.0	0.0	2.252	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	134	33	187	2259	0.059	134	158	0.1	0.1	1.693	A
2 - A259 (South)	308	77	55	2315	0.133	308	266	0.1	0.2	1.792	A

3 - A259 (North)	220	55	173	2355	0.094	220	190	0.1	0.1	1.685	A
4 - Broad Piece	58	15	286	1681	0.035	58	107	0.0	0.0	2.218	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	126	32	234	2227	0.057	126	119	0.1	0.1	1.712	A
2 - A259 (South)	269	67	65	2308	0.117	269	296	0.2	0.1	1.765	A
3 - A259 (North)	227	57	134	2387	0.095	227	200	0.1	0.1	1.665	A
4 - Broad Piece	79	20	275	1687	0.047	79	86	0.0	0.0	2.237	A

2021, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	376	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	115	26	32
	2 - A259 (South)	158	1	201	38
	3 - A259 (North)	8	217	0	38
	4 - Broad Piece	43	31	36	0

Demand (Veh/hr)

16:45 - 17:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	97	13	32
	2 - A259 (South)	158	0	233	31
	3 - A259 (North)	9	216	0	29
	4 - Broad Piece	38	42	33	0

Demand (Veh/hr)

17:00 - 17:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	144	24	38
	2 - A259 (South)	141	0	227	40
	3 - A259 (North)	6	207	0	22
	4 - Broad Piece	46	29	24	0

Demand (Veh/hr)

17:15 - 17:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	112	20	18
	2 - A259 (South)	165	0	213	38
	3 - A259 (North)	4	212	0	31
	4 - Broad Piece	34	37	37	0

Demand (Veh/hr)

17:30 - 17:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	130	32	34
	2 - A259 (South)	154	0	194	38
	3 - A259 (North)	11	205	0	28
	4 - Broad Piece	34	42	28	0

Demand (Veh/hr)

17:45 - 18:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	78	10	36
	2 - A259 (South)	134	0	226	52
	3 - A259 (North)	14	198	0	31
	4 - Broad Piece	39	23	33	0

Demand (Veh/hr)

18:00 - 18:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	71	15	25
	2 - A259 (South)	115	0	169	32
	3 - A259 (North)	8	177	1	48
	4 - Broad Piece	53	34	41	0

Demand (Veh/hr)

18:15 - 18:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.80	0.1	A	138	276
2 - A259 (South)	0.18	1.92	0.2	A	345	689
3 - A259 (North)	0.11	1.76	0.1	A	215	430
4 - Broad Piece	0.08	2.38	0.1	A	95	189

Main Results for each time segment

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	285	2194	0.079	173	208	0.0	0.1	1.780	A
2 - A259 (South)	398	100	93	2285	0.174	398	364	0.0	0.2	1.907	A
3 - A259 (North)	263	66	229	2308	0.114	262	262	0.0	0.1	1.759	A
4 - Broad Piece	110	27	384	1626	0.068	110	107	0.0	0.1	2.374	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	142	36	292	2189	0.065	142	205	0.1	0.1	1.757	A
2 - A259 (South)	422	106	79	2297	0.184	422	355	0.2	0.2	1.920	A
3 - A259 (North)	254	64	222	2314	0.110	254	279	0.1	0.1	1.749	A
4 - Broad Piece	113	28	383	1626	0.070	113	93	0.1	0.1	2.379	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	207	52	260	2211	0.094	207	195	0.1	0.1	1.795	A
2 - A259 (South)	408	102	86	2291	0.178	408	380	0.2	0.2	1.914	A
3 - A259 (North)	235	59	220	2316	0.101	235	275	0.1	0.1	1.731	A
4 - Broad Piece	99	25	355	1642	0.060	99	99	0.1	0.1	2.335	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	151	38	285	2193	0.069	151	203	0.1	0.1	1.761	A
2 - A259 (South)	416	104	75	2299	0.181	416	361	0.2	0.2	1.910	A
3 - A259 (North)	248	62	221	2315	0.107	248	270	0.1	0.1	1.740	A
4 - Broad Piece	108	27	381	1627	0.066	108	87	0.1	0.1	2.368	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	198	50	275	2201	0.090	198	200	0.1	0.1	1.796	A
2 - A259 (South)	385	96	96	2283	0.169	386	377	0.2	0.2	1.899	A
3 - A259 (North)	243	61	227	2309	0.105	243	254	0.1	0.1	1.741	A
4 - Broad Piece	104	26	370	1633	0.064	104	100	0.1	0.1	2.356	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	123	31	254	2214	0.055	123	186	0.1	0.1	1.723	A
2 - A259 (South)	411	103	79	2297	0.179	411	298	0.2	0.2	1.908	A
3 - A259 (North)	243	61	221	2315	0.105	243	269	0.1	0.1	1.739	A
4 - Broad Piece	95	24	346	1647	0.058	95	118	0.1	0.1	2.320	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	111	28	253	2215	0.050	111	176	0.1	0.1	1.710	A
2 - A259 (South)	317	79	82	2294	0.138	317	282	0.2	0.2	1.819	A
3 - A259 (North)	234	58	172	2355	0.099	234	226	0.1	0.1	1.698	A
4 - Broad Piece	128	32	301	1673	0.077	128	106	0.1	0.1	2.330	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.53	2383	0.000	0.21	0.38	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.18	2358	0.000	0.64	0.56	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.35	2499	0.000	0.44	0.48	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.58	1842	0.000	0.33	0.20	0.1	0.0	0.000	A

2021, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	452	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	133	9	19
	2 - A259 (South)	66	1	205	19
	3 - A259 (North)	21	245	0	27
	4 - Broad Piece	12	25	17	0

07:45 - 08:00

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	159	12	16
	2 - A259 (South)	122	0	191	16
	3 - A259 (North)	25	260	0	29
	4 - Broad Piece	12	25	18	0

08:00 - 08:15

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	124	12	17
	2 - A259 (South)	150	0	193	29
	3 - A259 (North)	27	224	0	22
	4 - Broad Piece	16	24	8	0

08:15 - 08:30

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	144	9	17
	2 - A259 (South)	138	1	182	26
	3 - A259 (North)	23	195	0	27
	4 - Broad Piece	25	23	17	0

08:30 - 08:45

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	130	14	24
	2 - A259 (South)	133	0	177	40
	3 - A259 (North)	23	184	0	19
	4 - Broad Piece	21	26	10	0

Demand (Veh/hr)

08:45 - 09:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	112	10	27
	2 - A259 (South)	136	0	158	26
	3 - A259 (North)	25	179	0	28
	4 - Broad Piece	18	24	24	0

Demand (Veh/hr)

09:00 - 09:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	102	13	25
	2 - A259 (South)	130	0	176	36
	3 - A259 (North)	18	158	0	50
	4 - Broad Piece	24	19	17	0

Demand (Veh/hr)

09:15 - 09:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	82	17	27
	2 - A259 (South)	79	1	162	27
	3 - A259 (North)	17	177	0	32
	4 - Broad Piece	23	36	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.80	0.1	A	157	314
2 - A259 (South)	0.16	1.84	0.2	A	328	655
3 - A259 (North)	0.13	1.75	0.2	A	255	509
4 - Broad Piece	0.05	2.31	0.0	A	60	121

Main Results for each time segment

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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	288	2192	0.073	161	98	0.0	0.1	1.771	A
2 - A259 (South)	292	73	45	2323	0.126	291	403	0.0	0.1	1.771	A
3 - A259 (North)	293	73	106	2411	0.121	292	231	0.0	0.1	1.698	A
4 - Broad Piece	54	14	332	1655	0.033	54	66	0.0	0.0	2.248	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	188	47	303	2182	0.086	187	159	0.1	0.1	1.804	A
2 - A259 (South)	329	82	46	2322	0.142	329	444	0.1	0.2	1.805	A
3 - A259 (North)	314	78	154	2371	0.132	314	221	0.1	0.2	1.749	A
4 - Broad Piece	55	14	407	1613	0.034	55	61	0.0	0.0	2.310	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	154	39	256	2213	0.070	154	194	0.1	0.1	1.747	A
2 - A259 (South)	372	93	38	2329	0.160	372	372	0.2	0.2	1.839	A
3 - A259 (North)	273	68	197	2334	0.117	273	213	0.2	0.1	1.748	A
4 - Broad Piece	47	12	403	1615	0.029	47	68	0.0	0.0	2.295	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	170	43	236	2226	0.076	170	186	0.1	0.1	1.750	A
2 - A259 (South)	347	87	43	2324	0.149	347	363	0.2	0.2	1.820	A
3 - A259 (North)	245	61	182	2347	0.104	245	208	0.1	0.1	1.714	A
4 - Broad Piece	65	16	357	1641	0.039	65	70	0.0	0.0	2.283	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	168	42	220	2237	0.075	168	176	0.1	0.1	1.741	A
2 - A259 (South)	350	87	48	2321	0.151	350	340	0.2	0.2	1.825	A
3 - A259 (North)	226	57	196	2335	0.097	226	201	0.1	0.1	1.706	A
4 - Broad Piece	56	14	340	1650	0.034	56	83	0.0	0.0	2.259	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	226	2233	0.067	149	179	0.1	0.1	1.729	A
2 - A259 (South)	319	80	60	2311	0.138	319	314	0.2	0.2	1.806	A
3 - A259 (North)	232	58	189	2342	0.099	232	191	0.1	0.1	1.705	A
4 - Broad Piece	66	16	340	1650	0.040	66	81	0.0	0.0	2.271	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	140	35	195	2253	0.062	140	172	0.1	0.1	1.702	A
2 - A259 (South)	342	85	55	2315	0.148	342	280	0.2	0.2	1.823	A
3 - A259 (North)	226	57	191	2340	0.097	226	206	0.1	0.1	1.705	A
4 - Broad Piece	60	15	306	1669	0.036	60	111	0.0	0.0	2.238	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	126	32	234	2227	0.057	126	119	0.1	0.1	1.715	A
2 - A259 (South)	269	67	65	2308	0.117	269	296	0.2	0.1	1.768	A
3 - A259 (North)	227	57	134	2387	0.095	227	200	0.1	0.1	1.668	A
4 - Broad Piece	79	20	275	1687	0.047	79	86	0.0	0.0	2.237	A

2021, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	359	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	115	26	32
	2 - A259 (South)	158	1	201	38
	3 - A259 (North)	8	217	0	38
	4 - Broad Piece	43	31	36	0

Demand (Veh/hr)

16:45 - 17:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	110	13	32
	2 - A259 (South)	166	0	241	33
	3 - A259 (North)	9	230	0	29
	4 - Broad Piece	38	46	33	0

Demand (Veh/hr)

17:00 - 17:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	157	24	38
	2 - A259 (South)	149	0	235	42
	3 - A259 (North)	6	221	0	22
	4 - Broad Piece	46	33	24	0

Demand (Veh/hr)

17:15 - 17:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	125	20	18
	2 - A259 (South)	173	0	221	40
	3 - A259 (North)	4	226	0	31
	4 - Broad Piece	34	41	37	0

Demand (Veh/hr)

17:30 - 17:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	143	32	34
	2 - A259 (South)	162	0	202	40
	3 - A259 (North)	11	219	0	28
	4 - Broad Piece	34	46	28	0

Demand (Veh/hr)

17:45 - 18:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	91	10	36
	2 - A259 (South)	142	0	234	54
	3 - A259 (North)	14	212	0	31
	4 - Broad Piece	39	27	33	0

Demand (Veh/hr)

18:00 - 18:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	84	15	25
	2 - A259 (South)	123	0	177	34
	3 - A259 (North)	8	191	1	48
	4 - Broad Piece	53	38	41	0

Demand (Veh/hr)

18:15 - 18:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.10	1.82	0.1	A	148	296
2 - A259 (South)	0.19	1.94	0.2	A	358	716
3 - A259 (North)	0.12	1.77	0.1	A	225	451
4 - Broad Piece	0.08	2.40	0.1	A	98	195

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	285	2194	0.079	173	208	0.0	0.1	1.780	A
2 - A259 (South)	398	100	93	2285	0.174	398	364	0.0	0.2	1.907	A
3 - A259 (North)	263	66	229	2308	0.114	262	262	0.0	0.1	1.759	A
4 - Broad Piece	110	27	384	1626	0.068	110	107	0.0	0.1	2.374	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - B2187 Bridge Road	155	39	310	2177	0.071	155	213	0.1	0.1	1.779	A
2 - A259 (South)	440	110	79	2297	0.192	440	386	0.2	0.2	1.938	A
3 - A259 (North)	268	67	232	2306	0.116	268	287	0.1	0.1	1.766	A
4 - Broad Piece	117	29	405	1614	0.073	117	95	0.1	0.1	2.405	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	220	55	278	2199	0.100	220	203	0.1	0.1	1.818	A
2 - A259 (South)	426	107	86	2291	0.186	426	411	0.2	0.2	1.930	A
3 - A259 (North)	249	62	230	2307	0.108	249	283	0.1	0.1	1.747	A
4 - Broad Piece	103	26	377	1629	0.063	103	101	0.1	0.1	2.360	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	164	41	303	2181	0.075	164	211	0.1	0.1	1.786	A
2 - A259 (South)	434	108	75	2299	0.189	434	392	0.2	0.2	1.929	A
3 - A259 (North)	262	65	231	2306	0.113	262	278	0.1	0.1	1.759	A
4 - Broad Piece	112	28	403	1615	0.069	112	89	0.1	0.1	2.394	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	211	53	293	2189	0.096	211	208	0.1	0.1	1.819	A
2 - A259 (South)	403	101	96	2283	0.177	404	408	0.2	0.2	1.914	A
3 - A259 (North)	257	64	237	2301	0.112	257	262	0.1	0.1	1.763	A
4 - Broad Piece	108	27	392	1621	0.067	108	102	0.1	0.1	2.381	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	136	34	272	2202	0.062	136	194	0.1	0.1	1.744	A
2 - A259 (South)	429	107	79	2297	0.187	429	329	0.2	0.2	1.927	A
3 - A259 (North)	257	64	231	2306	0.112	257	277	0.1	0.1	1.756	A
4 - Broad Piece	99	25	368	1635	0.060	99	120	0.1	0.1	2.345	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	124	31	271	2203	0.056	124	184	0.1	0.1	1.730	A
2 - A259 (South)	335	84	82	2294	0.146	335	313	0.2	0.2	1.839	A
3 - A259 (North)	248	62	182	2347	0.106	248	234	0.1	0.1	1.714	A
4 - Broad Piece	132	33	323	1660	0.080	132	108	0.1	0.1	2.355	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.57	2383	0.000	0.24	0.40	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.19	2358	0.000	0.68	0.63	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.37	2499	0.000	0.47	0.50	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.63	1842	0.000	0.34	0.21	0.1	0.0	0.000	A

2026, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	443	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	142	9	21
	2 - A259 (South)	70	1	219	21
	3 - A259 (North)	22	261	0	29
	4 - Broad Piece	13	26	18	0

Demand (Veh/hr)

07:45 - 08:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	163	13	17
	2 - A259 (South)	115	0	186	13
	3 - A259 (North)	26	270	0	31
	4 - Broad Piece	13	24	20	0

08:00 - 08:15

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	125	13	18
	2 - A259 (South)	145	0	189	26
	3 - A259 (North)	29	232	0	23
	4 - Broad Piece	17	23	8	0

08:15 - 08:30

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	147	9	18
	2 - A259 (South)	132	1	177	23
	3 - A259 (North)	24	201	0	29
	4 - Broad Piece	26	22	18	0

08:30 - 08:45

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	132	15	25
	2 - A259 (South)	127	0	171	38
	3 - A259 (North)	24	190	0	21
	4 - Broad Piece	22	25	10	0

08:45 - 09:00

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	113	10	29
	2 - A259 (South)	130	0	151	23
	3 - A259 (North)	26	184	0	30
	4 - Broad Piece	20	23	25	0

Demand (Veh/hr)

09:00 - 09:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	102	14	26
	2 - A259 (South)	123	0	170	35
	3 - A259 (North)	20	162	0	53
	4 - Broad Piece	25	18	18	0

Demand (Veh/hr)

09:15 - 09:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	87	18	29
	2 - A259 (South)	84	1	173	29
	3 - A259 (North)	18	189	0	35
	4 - Broad Piece	24	38	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.82	0.1	A	162	325
2 - A259 (South)	0.15	1.83	0.2	A	322	643
3 - A259 (North)	0.14	1.75	0.2	A	266	532
4 - Broad Piece	0.05	2.32	0.1	A	63	125

Main Results for each time segment

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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	171	43	307	2179	0.079	171	104	0.0	0.1	1.792	A
2 - A259 (South)	311	78	48	2321	0.134	310	429	0.0	0.2	1.790	A
3 - A259 (North)	312	78	113	2405	0.130	311	246	0.0	0.1	1.718	A
4 - Broad Piece	58	14	354	1643	0.035	57	70	0.0	0.0	2.270	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	193	48	314	2174	0.089	193	154	0.1	0.1	1.816	A
2 - A259 (South)	314	79	49	2320	0.135	314	458	0.2	0.2	1.794	A
3 - A259 (North)	328	82	145	2378	0.138	328	219	0.1	0.2	1.754	A
4 - Broad Piece	56	14	412	1610	0.035	56	61	0.0	0.0	2.316	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	158	39	264	2208	0.071	158	192	0.1	0.1	1.755	A
2 - A259 (South)	360	90	40	2327	0.155	360	381	0.2	0.2	1.829	A
3 - A259 (North)	284	71	191	2340	0.121	284	209	0.2	0.1	1.750	A
4 - Broad Piece	48	12	407	1612	0.030	48	68	0.0	0.0	2.303	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	175	44	243	2222	0.079	175	183	0.1	0.1	1.757	A
2 - A259 (South)	334	83	46	2322	0.144	334	372	0.2	0.2	1.812	A
3 - A259 (North)	254	64	175	2353	0.108	254	205	0.1	0.1	1.714	A

4 - Broad Piece	67	17	359	1640	0.041	67	70	0.0	0.0	2.288	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	226	2233	0.077	173	173	0.1	0.1	1.746	A
2 - A259 (South)	336	84	51	2319	0.145	336	347	0.2	0.2	1.814	A
3 - A259 (North)	235	59	190	2341	0.100	235	197	0.1	0.1	1.708	A
4 - Broad Piece	58	14	341	1650	0.035	58	84	0.0	0.0	2.260	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	152	38	232	2229	0.068	152	176	0.1	0.1	1.735	A
2 - A259 (South)	304	76	64	2308	0.132	304	320	0.2	0.2	1.798	A
3 - A259 (North)	240	60	182	2347	0.102	240	186	0.1	0.1	1.707	A
4 - Broad Piece	68	17	341	1650	0.041	68	82	0.0	0.0	2.274	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	143	36	199	2251	0.063	143	168	0.1	0.1	1.706	A
2 - A259 (South)	328	82	59	2312	0.142	328	283	0.2	0.2	1.813	A
3 - A259 (North)	235	59	184	2346	0.100	235	202	0.1	0.1	1.704	A
4 - Broad Piece	62	16	305	1670	0.037	62	114	0.0	0.0	2.238	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	135	34	250	2217	0.061	135	127	0.1	0.1	1.727	A
2 - A259 (South)	286	72	69	2304	0.124	287	315	0.2	0.1	1.783	A
3 - A259 (North)	242	60	143	2380	0.102	242	213	0.1	0.1	1.682	A
4 - Broad Piece	84	21	292	1677	0.050	84	92	0.0	0.1	2.259	A

2026, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	347	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000

3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	123	27	34
	2 - A259 (South)	168	1	214	40
	3 - A259 (North)	8	231	0	40
	4 - Broad Piece	46	33	38	0

16:45 - 17:00

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	103	14	34
	2 - A259 (South)	168	0	247	33
	3 - A259 (North)	9	230	0	31
	4 - Broad Piece	40	45	36	0

17:00 - 17:15

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	154	25	40
	2 - A259 (South)	150	0	242	42
	3 - A259 (North)	7	220	0	23
	4 - Broad Piece	49	31	25	0

17:15 - 17:30

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	119	22	19
	2 - A259 (South)	175	0	227	40
	3 - A259 (North)	5	226	0	33
	4 - Broad Piece	37	39	39	0

17:30 - 17:45

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	139	34	37
	2 - A259 (South)	164	0	206	40
	3 - A259 (North)	11	218	0	30
	4 - Broad Piece	37	45	30	0

17:45 - 18:00

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	82	10	38
	2 - A259 (South)	142	0	241	55
	3 - A259 (North)	15	211	0	33
	4 - Broad Piece	41	24	36	0

18:00 - 18:15

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	76	16	26
	2 - A259 (South)	123	0	180	34
	3 - A259 (North)	8	188	1	52
	4 - Broad Piece	56	37	44	0

18:15 - 18:30

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.10	1.82	0.1	A	147	294
2 - A259 (South)	0.20	1.95	0.2	A	367	734
3 - A259 (North)	0.12	1.78	0.1	A	229	457
4 - Broad Piece	0.08	2.41	0.1	A	101	201

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	184	46	303	2182	0.085	184	222	0.0	0.1	1.801	A
2 - A259 (South)	424	106	99	2280	0.186	423	388	0.0	0.2	1.937	A
3 - A259 (North)	280	70	244	2296	0.122	279	279	0.0	0.1	1.784	A
4 - Broad Piece	117	29	408	1612	0.073	117	114	0.0	0.1	2.407	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - B2187 Bridge Road	151	38	310	2177	0.069	151	218	0.1	0.1	1.776	A
2 - A259 (South)	449	112	84	2293	0.196	449	378	0.2	0.2	1.952	A
3 - A259 (North)	270	68	236	2302	0.117	270	297	0.1	0.1	1.773	A
4 - Broad Piece	120	30	408	1612	0.075	120	99	0.1	0.1	2.412	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	220	55	276	2199	0.100	220	207	0.1	0.1	1.817	A
2 - A259 (South)	434	109	92	2286	0.190	434	404	0.2	0.2	1.944	A
3 - A259 (North)	250	62	234	2304	0.108	250	292	0.1	0.1	1.754	A
4 - Broad Piece	105	26	378	1629	0.065	105	105	0.1	0.1	2.364	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	160	40	304	2181	0.074	161	217	0.1	0.1	1.780	A
2 - A259 (South)	442	111	80	2295	0.193	442	384	0.2	0.2	1.942	A
3 - A259 (North)	264	66	235	2303	0.114	264	288	0.1	0.1	1.764	A
4 - Broad Piece	115	29	406	1613	0.071	115	93	0.1	0.1	2.401	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	211	53	292	2189	0.096	211	213	0.1	0.1	1.819	A
2 - A259 (South)	410	103	102	2278	0.180	410	401	0.2	0.2	1.928	A
3 - A259 (North)	259	65	242	2297	0.113	259	270	0.1	0.1	1.765	A
4 - Broad Piece	111	28	394	1620	0.069	111	107	0.1	0.1	2.385	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	131	33	270	2203	0.059	131	198	0.1	0.1	1.739	A
2 - A259 (South)	438	109	84	2293	0.191	438	318	0.2	0.2	1.940	A
3 - A259 (North)	259	65	235	2303	0.112	259	286	0.1	0.1	1.763	A
4 - Broad Piece	101	25	368	1635	0.062	101	126	0.1	0.1	2.348	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	118	30	269	2204	0.054	118	187	0.1	0.1	1.727	A
2 - A259 (South)	337	84	87	2290	0.147	337	300	0.2	0.2	1.842	A
3 - A259 (North)	249	62	183	2346	0.106	249	241	0.1	0.1	1.718	A
4 - Broad Piece	136	34	320	1662	0.082	136	112	0.1	0.1	2.359	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.57	2383	0.000	0.23	0.41	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.20	2358	0.000	0.69	0.60	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.37	2499	0.000	0.48	0.52	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.63	1842	0.000	0.36	0.22	0.1	0.0	0.000	A

2026, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	420	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	142	9	21
	2 - A259 (South)	70	1	219	21
	3 - A259 (North)	22	261	0	29
	4 - Broad Piece	13	26	18	0

Demand (Veh/hr)

07:45 - 08:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	169	13	17
	2 - A259 (South)	129	0	202	17
	3 - A259 (North)	26	276	0	31
	4 - Broad Piece	13	26	20	0

08:00 - 08:15

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	131	13	18
	2 - A259 (South)	159	0	205	30
	3 - A259 (North)	29	238	0	23
	4 - Broad Piece	17	25	8	0

08:15 - 08:30

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	153	9	18
	2 - A259 (South)	146	1	193	27
	3 - A259 (North)	24	207	0	29
	4 - Broad Piece	26	24	18	0

08:30 - 08:45

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	138	15	25
	2 - A259 (South)	141	0	187	42
	3 - A259 (North)	24	196	0	21
	4 - Broad Piece	22	27	10	0

08:45 - 09:00

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	119	10	29
	2 - A259 (South)	144	0	167	27
	3 - A259 (North)	26	190	0	30
	4 - Broad Piece	20	25	25	0

Demand (Veh/hr)

09:00 - 09:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	108	14	26
	2 - A259 (South)	137	0	186	39
	3 - A259 (North)	20	168	0	53
	4 - Broad Piece	25	20	18	0

Demand (Veh/hr)

09:15 - 09:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	87	18	29
	2 - A259 (South)	84	1	173	29
	3 - A259 (North)	18	189	0	35
	4 - Broad Piece	24	38	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.83	0.1	A	167	334
2 - A259 (South)	0.17	1.86	0.2	A	347	694
3 - A259 (North)	0.14	1.77	0.2	A	271	541
4 - Broad Piece	0.05	2.34	0.1	A	64	128

Main Results for each time segment

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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	171	43	307	2179	0.079	171	104	0.0	0.1	1.792	A
2 - A259 (South)	311	78	48	2321	0.134	310	429	0.0	0.2	1.790	A
3 - A259 (North)	312	78	113	2405	0.130	311	246	0.0	0.1	1.718	A
4 - Broad Piece	58	14	354	1643	0.035	57	70	0.0	0.0	2.270	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 side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	199	50	322	2169	0.092	199	168	0.1	0.1	1.826	A
2 - A259 (South)	348	87	49	2320	0.150	348	472	0.2	0.2	1.825	A
3 - A259 (North)	334	83	163	2363	0.141	334	235	0.1	0.2	1.773	A
4 - Broad Piece	58	15	432	1599	0.037	58	65	0.0	0.0	2.336	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	164	41	272	2203	0.074	164	206	0.1	0.1	1.767	A
2 - A259 (South)	394	99	40	2327	0.169	394	395	0.2	0.2	1.861	A
3 - A259 (North)	290	73	209	2325	0.125	290	225	0.2	0.1	1.768	A
4 - Broad Piece	50	13	427	1601	0.031	50	72	0.0	0.0	2.322	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	181	45	251	2216	0.082	181	197	0.1	0.1	1.767	A
2 - A259 (South)	368	92	46	2322	0.158	368	386	0.2	0.2	1.840	A
3 - A259 (North)	260	65	193	2338	0.111	260	221	0.1	0.1	1.734	A

4 - Broad Piece	69	17	379	1628	0.042	69	74	0.0	0.0	2.307	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	179	45	234	2228	0.080	179	187	0.1	0.1	1.758	A
2 - A259 (South)	370	92	51	2319	0.160	370	361	0.2	0.2	1.846	A
3 - A259 (North)	241	60	208	2326	0.104	241	213	0.1	0.1	1.728	A
4 - Broad Piece	60	15	361	1639	0.036	60	88	0.0	0.0	2.281	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	158	39	240	2223	0.071	158	190	0.1	0.1	1.744	A
2 - A259 (South)	338	84	64	2308	0.146	338	334	0.2	0.2	1.829	A
3 - A259 (North)	246	62	200	2332	0.106	246	202	0.1	0.1	1.725	A
4 - Broad Piece	70	17	361	1639	0.043	70	86	0.0	0.0	2.294	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	207	2245	0.066	149	182	0.1	0.1	1.716	A
2 - A259 (South)	362	90	59	2312	0.157	362	297	0.2	0.2	1.844	A
3 - A259 (North)	241	60	202	2330	0.103	241	218	0.1	0.1	1.721	A
4 - Broad Piece	64	16	325	1659	0.039	64	118	0.0	0.0	2.257	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	135	34	250	2217	0.061	135	127	0.1	0.1	1.727	A
2 - A259 (South)	286	72	69	2304	0.124	287	315	0.2	0.1	1.783	A
3 - A259 (North)	242	60	143	2380	0.102	242	213	0.1	0.1	1.682	A
4 - Broad Piece	84	21	292	1677	0.050	84	92	0.0	0.1	2.259	A

2026, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	333	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000

3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	123	27	34
	2 - A259 (South)	168	1	214	40
	3 - A259 (North)	8	231	0	40
	4 - Broad Piece	46	33	38	0

16:45 - 17:00

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	116	14	34
	2 - A259 (South)	176	0	255	35
	3 - A259 (North)	9	244	0	31
	4 - Broad Piece	40	49	36	0

17:00 - 17:15

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	167	25	40
	2 - A259 (South)	158	0	250	44
	3 - A259 (North)	7	234	0	23
	4 - Broad Piece	49	35	25	0

17:15 - 17:30

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	132	22	19
	2 - A259 (South)	183	0	235	42
	3 - A259 (North)	5	240	0	33
	4 - Broad Piece	37	43	39	0

17:30 - 17:45

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	152	34	37
	2 - A259 (South)	172	0	214	42
	3 - A259 (North)	11	232	0	30
	4 - Broad Piece	37	49	30	0

17:45 - 18:00

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	95	10	38
	2 - A259 (South)	150	0	249	57
	3 - A259 (North)	15	225	0	33
	4 - Broad Piece	41	28	36	0

18:00 - 18:15

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	89	16	26
	2 - A259 (South)	131	0	188	36
	3 - A259 (North)	8	202	1	52
	4 - Broad Piece	56	41	44	0

18:15 - 18:30

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.11	1.84	0.1	A	157	313
2 - A259 (South)	0.20	1.97	0.3	A	380	761
3 - A259 (North)	0.12	1.79	0.1	A	239	478
4 - Broad Piece	0.09	2.44	0.1	A	104	207

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	184	46	303	2182	0.085	184	222	0.0	0.1	1.801	A
2 - A259 (South)	424	106	99	2280	0.186	423	388	0.0	0.2	1.937	A
3 - A259 (North)	280	70	244	2296	0.122	279	279	0.0	0.1	1.784	A
4 - Broad Piece	117	29	408	1612	0.073	117	114	0.0	0.1	2.407	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS

1 - B2187 Bridge Road	164	41	328	2165	0.076	164	226	0.1	0.1	1.801	A
2 - A259 (South)	467	117	84	2293	0.204	467	409	0.2	0.3	1.971	A
3 - A259 (North)	284	71	246	2294	0.124	284	305	0.1	0.1	1.790	A
4 - Broad Piece	124	31	430	1600	0.078	124	101	0.1	0.1	2.439	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	233	58	294	2187	0.107	233	215	0.1	0.1	1.840	A
2 - A259 (South)	452	113	92	2286	0.198	452	435	0.3	0.2	1.962	A
3 - A259 (North)	264	66	244	2296	0.115	264	300	0.1	0.1	1.773	A
4 - Broad Piece	109	27	400	1616	0.068	109	107	0.1	0.1	2.390	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	322	2169	0.080	174	225	0.1	0.1	1.805	A
2 - A259 (South)	460	115	80	2295	0.201	460	415	0.2	0.3	1.961	A
3 - A259 (North)	278	69	245	2295	0.121	278	296	0.1	0.1	1.783	A
4 - Broad Piece	119	30	428	1601	0.074	119	95	0.1	0.1	2.428	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	224	56	310	2177	0.103	224	221	0.1	0.1	1.842	A
2 - A259 (South)	428	107	102	2278	0.188	428	432	0.3	0.2	1.945	A
3 - A259 (North)	273	68	252	2289	0.119	273	278	0.1	0.1	1.787	A
4 - Broad Piece	115	29	416	1607	0.072	115	109	0.1	0.1	2.413	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	144	36	288	2191	0.066	144	206	0.1	0.1	1.760	A
2 - A259 (South)	456	114	84	2293	0.199	456	349	0.2	0.2	1.959	A
3 - A259 (North)	273	68	245	2295	0.119	273	294	0.1	0.1	1.782	A
4 - Broad Piece	105	26	390	1622	0.065	105	128	0.1	0.1	2.373	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	131	33	287	2192	0.060	131	195	0.1	0.1	1.745	A
2 - A259 (South)	355	89	87	2290	0.155	355	331	0.2	0.2	1.862	A
3 - A259 (North)	263	66	193	2338	0.112	263	249	0.1	0.1	1.734	A
4 - Broad Piece	140	35	342	1649	0.085	140	114	0.1	0.1	2.385	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.61	2383	0.000	0.25	0.43	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.20	2358	0.000	0.74	0.67	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.40	2499	0.000	0.51	0.54	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.68	1842	0.000	0.37	0.23	0.1	0.0	0.000	A

APPENDIX 14

Junction 1: A259/B2132

Results for Worst Arm – Yapton Road South Right Turn

Design Case	Max Q (Vehs)	Max Delay (Secs)	RFC
2016 – am no devt	0.1	8.34	0.06
2016 – am with devt	0.1	7.72	0.06
2016 – pm no devt	0.1	8.81	0.05
2016 – pm with devt	0.1	8.27	0.05
2021 – am no devt	0.1	7.76	0.06
2021 – am with devt	0.1	7.88	0.06
2021 – pm no devt	0.1	8.21	0.06
2021 – pm with devt	0.1	8.49	0.06
2026 – am no devt	0.1	7.95	0.07
2026 – am with devt	0.1	8.06	0.07
2026 – pm no devt	0.1	8.41	0.06
2026 – pm with devt	0.1	9.57	0.07

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Junction 2: B2233 Yapton Road/Horsemere Green Lane

Results for Worst Arm – Horsemere Green Lane Right Turn

Design Case	Max Q (Vehs)	Max Delay (Secs)	RFC
2016 – am no devt	0.0	6.81	0.03
2016 – am with devt	0.1	7.03	0.06
2016 – pm no devt	0.0	7.04	0.04
2016 – pm with devt	0.0	7.04	0.04
2021 – am no devt	0.0	6.86	0.03
2021 – am with devt	0.1	7.08	0.06
2021 – pm no devt	0.0	7.10	0.04
2021 – pm with devt	0.0	7.10	0.04
2026 – am no devt	0.0	6.90	0.04
2026 – am with devt	0.1	7.13	0.06
2026 – pm no devt	0.0	7.16	0.04
2026 – pm with devt	0.0	7.16	0.04

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Junction 3: A259/B2233 Yapton Road

Results for Worst Arm – Yapton Road Right Turn

Design Case	Max Q (Vehs)	Max Delay (Secs)	RFC
2016 – am no devt	0.0	7.68	0.02
2016 – am with devt	0.0	7.91	0.02
2016 – pm no devt	0.0	7.99	0.03
2016 – pm with devt	0.0	8.29	0.03
2021 – am no devt	0.0	7.81	0.03
2021 – am with devt	0.0	8.05	0.03
2021 – pm no devt	0.0	8.16	0.03
2021 – pm with devt	0.0	8.16	0.03
2026 – am no devt	0.0	7.95	0.03
2026 – am with devt	0.0	8.19	0.03
2026 – pm no devt	0.0	8.35	0.03
2026 – pm with devt	0.0	8.68	0.03

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Junction 4: A259/Church Lane Roundabout

Results for Worst Arm – A259 West

Design Case	Max Q (Vehs)	Max Delay (Secs)	RFC
2016 – am no devt	675.1	2237.83	No data due to extent of overloading
2016 – am with devt	745.9	2346.27	
2016 – pm no devt	1001.3	3156.08	
2016 – pm with devt	1215.9	3343.23	
2021 – am no devt	823.0	2539.65	No data due to extent of overloading
2021 – am with devt	908.1	2704.19	
2021 – pm no devt	1151.5	3394.09	
2021 – pm with devt	1374.1	3511.62	
2026 – am no devt	976.7	2949.71	No data due to extent of overloading
2026 – am with devt	1068.9	3082.84	
2026 – pm no devt	1317.6	3561.10	
2026 – pm with devt	1539.2	3605.24	

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Junction 5: A259/Bridge Road Roundabout

Results for Worst Arm – A259 South

Design Case	Max Q (Vehs)	Max Delay (Secs)	RFC
2016 – am no devt	0.2	1.78	0.13
2016 – am with devt	0.2	1.81	0.15
2016 – pm no devt	0.2	1.88	0.17
2016 – pm with devt	0.2	1.90	0.18
2021 – am no devt	0.2	1.81	0.15
2021 – am with devt	0.2	1.84	0.16
2021 – pm no devt	0.2	1.92	0.18
2021 – pm with devt	0.2	1.94	0.19
2026 – am no devt	0.2	1.83	0.15
2026 – am with devt	0.2	1.86	0.17
2026 – pm no devt	0.2	1.95	0.20
2026 – pm with devt	0.3	1.97	0.20

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