

Appendix 9

Ref	Node	Junction	A	B	C	D				
2	2785	B184 Thaxted Road / Peaslands Road	6779	B184 Thaxted Road (S)	6816	Peaslands Road	6778	B184 Thaxted Road (N)	-	-
3	2727	B1053 Radwinter Road / B184 Thaxted Road	6904	B1053 Radwinter Road	6776	B184 Thaxted Road	2714	B184 East Street	6741	Charters Hill
4	2642	Debden Road / Mount Pleasant Road	6808	Debden Road (N)	6809	Mount Pleasant Road	6888	Debden Road (S)	6886	Borough Lane
5	2595	B1052 London Road / Borough Lane	6958	B1052 London Road (N)	6803	Borough Lane	6611	B1052 London Road (S)	-	-
6	6611	B1052 London Road / B1052 Newport Road	2595	B1052 London Road	6804	B1052 Newport Road	6610	Audley End Road	-	-
7	2711	B184 East Street / B184 Audley Road	6856	B184 Audley Road	2710	B184 East Street (W)	2714	B184 East Street (E)	-	-
8	2623	B184 High Street / B184 Audley Road	6846	B184 High Street	6868	B184 Audley Road	2614	B1052 Debden Road	-	-
9	2610	B184 High Street / B184 George Street	6936	B184 High Street (N)	6855	B184 George Street	6736	B184 High Street (S)	6793	Abbey Lane
10	2665	B184 Hill Street / B1052 Common Hill	6853	B184 Hill Street	6950	B1052 Common Hill	2671	B184 Cates Cor	-	-

Junction ID	Turn	Movement	Origin	Destination	A Node	B Node	C Node
2	1	A-B	A	B	6779	2785	6816
2	2	A-C	A	C	6779	2785	6778
2	3	B-A	B	A	6816	2785	6779
2	4	B-C	B	C	6816	2785	6778
2	5	C-A	C	A	6778	2785	6779
2	6	C-B	C	B	6778	2785	6816
3	1	A-B	A	B	6904	2727	6776
3	2	A-C	A	C	6904	2727	2714
3	3	A-D	A	D	6904	2727	6741
3	4	B-C	B	C	6776	2727	2714
3	5	B-D	B	D	6776	2727	6741
3	6	B-A	B	A	6776	2727	6904
3	7	C-D	C	D	2714	2727	6741
3	8	C-A	C	A	2714	2727	6904
3	9	C-B	C	B	2714	2727	6776
3	10	D-A	D	A	6741	2727	6904
3	11	D-B	D	B	6741	2727	6776
3	12	D-C	D	C	6741	2727	2714
4	1	A-B	A	B	6808	2642	6809
4	2	A-C	A	C	6808	2642	6888
4	3	A-D	A	D	6808	2642	6886
4	4	B-C	B	C	6809	2642	6888
4	5	B-D	B	D	6809	2642	6886
4	6	B-A	B	A	6809	2642	6808
4	7	C-D	C	D	6888	2642	6886
4	8	C-A	C	A	6888	2642	6808
4	9	C-B	C	B	6888	2642	6809
4	10	D-A	D	A	6886	2642	6808
4	11	D-B	D	B	6886	2642	6809
4	12	D-C	D	C	6886	2642	6888
5	1	A-B	A	B	6958	2595	6803
5	2	A-C	A	C	6958	2595	6611
5	3	B-A	B	A	6803	2595	6958
5	4	B-C	B	C	6803	2595	6611
5	5	C-A	C	A	6611	2595	6958
5	6	C-B	C	B	6611	2595	6803
6	1	A-B	A	B	2595	6611	6804
6	2	A-C	A	C	2595	6611	6610
6	3	B-A	B	A	6804	6611	2595
6	4	B-C	B	C	6804	6611	6610
6	5	C-A	C	A	6610	6611	2595
6	6	C-B	C	B	6610	6611	6804
7	1	A-B	A	B	6856	2711	2710
7	2	A-C	C	A	2714	2711	6856
7	3	B-C	B	C	2710	2711	2714
7	4	B-A	B	A	2710	2711	6856
7	5	C-A	C	A	2714	2711	6856
7	6	C-B	C	B	2714	2711	2710
8	1	A-B	A	B	6846	2623	6868
8	2	A-C	A	C	6846	2623	2614
8	3	B-C	B	C	6868	2623	2614
8	4	B-A	B	A	6868	2623	6846
8	5	C-A	C	A	2614	2623	6846
8	6	C-B	C	B	2614	2623	6868
9	1	A-B	A	B	6936	2610	6855
9	2	A-C	A	C	6936	2610	6736
9	3	A-D	A	D	6936	2610	6793
9	4	B-C	B	C	6855	2610	6736
9	5	B-D	B	D	6855	2610	6793
9	6	B-A	B	A	6855	2610	6936
9	7	C-D	C	D	6736	2610	6793
9	8	C-A	C	A	6736	2610	6936
9	9	C-B	C	B	6736	2610	6855
9	10	D-A	D	A	6793	2610	6936
9	11	D-B	D	B	6793	2610	6855
9	12	D-C	D	C	6793	2610	6736
10	1	A-B	A	B	6853	2665	6950
10	2	A-C	A	C	6853	2665	2671
10	3	B-A	B	A	6950	2665	6853
10	4	B-C	B	C	6950	2665	2671
10	5	C-A	C	A	2671	2665	6853
10	6	C-B	C	B	2671	2665	6950

Node Ref	A Node	B Node	C Node	Type	System	Capacity	Delay	Veh Flow	LV Flow	HV Flow
9-2564-9	9	2564	9	4		99999	3.6E+08	0	0	0
9-2564-6770	9	2564	6770	2 B,C,H		99999	0	368.1183	357.6183	10.5
2564-9-2564	2564	9	2564	4		99999	3.6E+08	0	0	0
2700-2710-2700	2700	2710	2700	4		99999	3.6E+08	0	0	0
2700-2710-2711	2700	2710	2711	2 B,C,H		99999	0	284.2904	280.7635	3.526915
2700-2710-2714	2700	2710	2714	2 B,C,H		99999	0	389.3867	373.0453	16.3414
2710-2700-2671	2710	2700	2671	2		99999	3.6E+08	0	0	0
2710-2700-2710	2710	2700	2710	4		99999	3.6E+08	0	0	0
2710-2700-6914	2710	2700	6914	3		99999	3.6E+08	0	0	0
2671-2700-2671	2671	2700	2671	4		99999	3.6E+08	0	0	0
2671-2700-2710	2671	2700	2710	2 B,C,H		99999	0	673.6771	653.8088	19.86832
2671-2700-6914	2671	2700	6914	1 B,C,H		99999	3.6E+08	0	0	0
2700-2671-2665	2700	2671	2665	2		99999	3.6E+08	0	0	0
2700-2671-2700	2700	2671	2700	4		99999	3.6E+08	0	0	0
2700-2671-6854	2700	2671	6854	3		99999	3.6E+08	0	0	0
2614-2623-2614	2614	2623	2614	4		99999	3.6E+08	0	0	0
2614-2623-6846	2614	2623	6846	2 B,C,H		99999	0	741.5962	718.4032	23.19296
2614-2623-6868	2614	2623	6868	2		99999	3.6E+08	0	0	0
2623-2614-2623	2623	2614	2623	4		99999	3.6E+08	0	0	0
2623-2614-6847	2623	2614	6847	3 B,C,H		99999	8.993431	139.1838	135.5601	3.623668
2623-2614-6958	2623	2614	6958	2 B,C,H		99999	8.998098	480.4956	470.0449	10.4507
2665-2671-2665	2665	2671	2665	4		99999	3.6E+08	0	0	0
2665-2671-2700	2665	2671	2700	2 B,C,H		99999	0	639.2969	619.4286	19.86832
2665-2671-6854	2665	2671	6854	1		99999	3.6E+08	0	0	0
2671-2665-2671	2671	2665	2671	4		99999	3.6E+08	0	0	0
2671-2665-6853	2671	2665	6853	2		99999	3.6E+08	0	0	0
2671-2665-6950	2671	2665	6950	1 B,C,H		99999	4.293386	18.17643	17.87192	0.304509
2710-2714-2710	2710	2714	2710	4		99999	3.6E+08	0	0	0
2710-2714-2711	2710	2714	2711	1		99999	3.6E+08	0	0	0
2710-2714-2727	2710	2714	2727	2 B,C,H		99999	0	389.3867	373.0453	16.3414
2714-2710-2700	2714	2710	2700	2		99999	3.6E+08	0	0	0
2714-2710-2711	2714	2710	2711	3		99999	3.6E+08	0	0	0
2714-2710-2714	2714	2710	2714	4		99999	3.6E+08	0	0	0
2710-2711-2710	2710	2711	2710	4		99999	3.6E+08	0	0	0
2710-2711-2714	2710	2711	2714	3		99999	3.6E+08	0	0	0
2710-2711-6856	2710	2711	6856	1 B,C,H		99999	20.53491	284.2904	280.7635	3.526915
2711-2710-2700	2711	2710	2700	2		99999	3.6E+08	0	0	0
2711-2710-2711	2711	2710	2711	4		99999	3.6E+08	0	0	0
2711-2710-2714	2711	2710	2714	1		99999	3.6E+08	0	0	0
2714-2727-2714	2714	2727	2714	4		99999	3.6E+08	0	0	0
2714-2727-6741	2714	2727	6741	3 B,C,H		99999	55.78793	0	0	0
2714-2727-6776	2714	2727	6776	1 B,C,H		99999	56.38318	113.3587	112.2145	1.14414
2714-2727-6904	2714	2727	6904	2 B,C,H		99999	56.38387	276.028	260.8307	15.19726
2727-2714-2710	2727	2714	2710	2 B,C,H		99999	0	0	0	0
2727-2714-2711	2727	2714	2711	2 B,C,H		99999	0	374.0258	362.4142	11.6116
2727-2714-2727	2727	2714	2727	4		99999	3.6E+08	0	0	0
2711-2714-2710	2711	2714	2710	3 B,C,H		99999	0	0	0	0
2711-2714-2711	2711	2714	2711	4		99999	3.6E+08	0	0	0
2711-2714-2727	2711	2714	2727	2 B,C,H		99999	0	0	0	0
2714-2711-2710	2714	2711	2710	1 B,C,H		99999	3.6E+08	0	0	0
2714-2711-2714	2714	2711	2714	4		99999	3.6E+08	0	0	0
2714-2711-6856	2714	2711	6856	2 B,C,H		99999	0	374.0258	362.4142	11.6116
7-6605-7	7	6605	7	4		99999	3.6E+08	0	0	0
7-6605-6606	7	6605	6606	2 B,C,H		99999	0	108.3333	99.66667	8.666667
6605-7-6605	6605	7	6605	4		99999	3.6E+08	0	0	0
5-6634-5	5	6634	5	4		99999	3.6E+08	0	0	0
5-6634-6633	5	6634	6633	2 B,C,H		100	0	107.1649	105.4149	1.75
6634-5-6634	6634	5	6634	4		99999	3.6E+08	0	0	0

6605-6606-6605	6605	6606	6605	4	99999	3.6E+08	0	0	0
6605-6606-6786	6605	6606	6786	2 B,C,H	99999	0	108.3333	99.66667	8.666667
6606-6605-7	6606	6605	7	2 B,C,H	99999	0	0	0	0
6606-6605-6606	6606	6605	6606	4	99999	3.6E+08	0	0	0
6633-6634-5	6633	6634	5	2 B,C,H	100	0	73.13515	72.38515	0.75
6633-6634-6633	6633	6634	6633	4	99999	3.6E+08	0	0	0
6634-6633-6628	6634	6633	6628	2 B,C,H	99999	0	107.1649	105.4149	1.75
6634-6633-6634	6634	6633	6634	4	99999	3.6E+08	0	0	0
6629-6630-6629	6629	6630	6629	4	99999	3.6E+08	0	0	0
6629-6630-6783	6629	6630	6783	3 B,C,H	99999	5.017253	53.54405	51.40243	2.141626
6629-6630-6898	6629	6630	6898	2 B,C,H	99999	5.014906	53.35038	52.46492	0.885465
6630-6629-6630	6630	6629	6630	4	99999	3.6E+08	0	0	0
6630-6629-6790	6630	6629	6790	3 B,C,H	99999	0	111.1682	107.8235	3.344672
6630-6629-6913	6630	6629	6913	1 B,C,H	99999	2.301194	3.025537	2.965666	0.059871
6630-6629-6965	6630	6629	6965	2 B,C,H	99999	0	164.835	163.3618	1.473219
6610-6611-2595	6610	6611	2595	2 B,C,H	9999	17.01379	283.787	274.3266	9.460408
6610-6611-6610	6610	6611	6610	4	99999	3.6E+08	0	0	0
6610-6611-6804	6610	6611	6804	1 B,C,H	9999	17.01424	112.234	107.2491	4.984951
6611-6610-6609	6611	6610	6609	2 B,C,H	99999	0	407.6535	404.0162	3.637297
6611-6610-6611	6611	6610	6611	4	99999	3.6E+08	0	0	0
6611-6610-6805	6611	6610	6805	1 B,C,H	99999	3.124981	17.07846	16.78064	0.29782
6628-6633-6628	6628	6633	6628	4 B,C,H	99999	0	0	0	0
6628-6633-6634	6628	6633	6634	2 B,C,H	99999	0	73.13515	72.38515	0.75
6633-6628-6633	6633	6628	6633	4	99999	3.6E+08	0	0	0
6633-6628-6898	6633	6628	6898	2 B,C,H	99999	0	107.1649	105.4149	1.75
6609-6610-6609	6609	6610	6609	4	99999	3.6E+08	0	0	0
6609-6610-6611	6609	6610	6611	2 B,C,H	99999	0	353.1767	340.3164	12.86024
6609-6610-6805	6609	6610	6805	3 B,C,H	99999	0	6.431604	6.080221	0.351383
6610-6609-6610	6610	6609	6610	4	99999	3.6E+08	0	0	0
6610-6609-6800	6610	6609	6800	3 B,C,H	99999	0	9.04154	8.88387	0.157669
6610-6609-6876	6610	6609	6876	2 B,C,H	99999	0	402.3583	398.8787	3.479627
6673-6858-6673	6673	6858	6673	4	99999	3.6E+08	0	0	0
6673-6858-6795	6673	6858	6795	3 B,C,H	99999	5.567567	0.626533	0.626533	0
6673-6858-6827	6673	6858	6827	1 B,C,H	99999	5.564876	0.452496	0.452496	0
6673-6858-6833	6673	6858	6833	2 B,C,H	99999	5.572262	221.0543	216.8655	4.188815
6858-6673-6830	6858	6673	6830	2 B,C,H	99999	0	153.3205	151.654	1.666512
6858-6673-6858	6858	6673	6858	4 B,C,H	99999	0	0	0	0
6672-6779-2785	6672	6779	2785	2 B,C,H	99999	0	399.6479	387.9812	11.66667
6672-6779-6672	6672	6779	6672	4 B,C,H	99999	0	0	0	0
6779-6672-6709	6779	6672	6709	2 B,C,H	99999	0	305.5074	291.5074	14
6779-6672-6779	6779	6672	6779	4 B,C,H	99999	0	0	0	0
2878-6709-2878	2878	6709	2878	4	99999	3.6E+08	0	0	0
2878-6709-6672	2878	6709	6672	2 B,C,H	99999	0	103.3642	103.3642	0
2878-6709-6815	2878	6709	6815	1 B,C,H	99999	2.875685	0	0	0
6709-2878-4	6709	2878	4	2 B,C,H	99999	0	0	0	0
6709-2878-6709	6709	2878	6709	4	99999	3.6E+08	0	0	0
6672-6709-2878	6672	6709	2878	2 B,C,H	99999	0	0	0	0
6672-6709-6672	6672	6709	6672	4	99999	3.6E+08	0	0	0
6672-6709-6815	6672	6709	6815	3 B,C,H	99999	0	305.5074	291.5074	14
6709-6672-6709	6709	6672	6709	4 B,C,H	99999	0	0	0	0
6709-6672-6779	6709	6672	6779	2 B,C,H	99999	0	399.6479	387.9812	11.66667
2751-6710-2751	2751	6710	2751	4	99999	3.6E+08	0	0	0
2751-6710-6778	2751	6710	6778	2 B,C,H	99999	0	224.7438	219.9289	4.814862
2751-6710-6810	2751	6710	6810	3 B,C,H	99999	0	103.6721	100.7427	2.929482
6710-2751-6710	6710	2751	6710	4	99999	3.6E+08	0	0	0
6710-2751-6776	6710	2751	6776	2 B,C,H	99999	0	315.7069	302.3717	13.33521
6710-2751-6917	6710	2751	6917	3 B,C,H	99999	0	11.21995	10.58351	0.636437
2595-6611-2595	2595	6611	2595	4	99999	3.6E+08	0	0	0
2595-6611-6610	2595	6611	6610	2 B,C,H	9999	7.392739	326.3785	322.4866	3.891863

2595-6611-6804	2595	6611	6804	3 B,C,H	9999	7.382451	269.7732	261.7851	7.988112
6611-2595-6611	6611	2595	6611	4	99999	3.6E+08	0	0	0
6611-2595-6803	6611	2595	6803	1 B,C,H	99999	12.28343	132.5333	130.6806	1.852681
6611-2595-6958	6611	2595	6958	2 B,C,H	99999	12.26053	474.9163	455.5727	19.34362
2610-6736-2610	2610	6736	2610	4	99999	3.6E+08	0	0	0
2610-6736-6771	2610	6736	6771	2 B,C,H	99999	0	240.968	233.9717	6.996272
6736-2610-6736	6736	2610	6736	4	99999	3.6E+08	0	0	0
6736-2610-6793	6736	2610	6793	3 B,C,H	99999	26.65682	18.15124	17.65751	0.493733
6736-2610-6855	6736	2610	6855	1 B,C,H	99999	31.96741	398.5	380.6791	17.8209
6736-2610-6936	6736	2610	6936	2 B,C,H	99999	26.72882	365.7045	357.5715	8.132955
2654-6740-2654	2654	6740	2654	4	99999	3.6E+08	0	0	0
2654-6740-2666	2654	6740	2666	2 B,C,H	99999	14.56113	208.6738	207.1479	1.525967
2654-6740-6741	2654	6740	6741	3 B,C,H	99999	14.42298	100.9554	99.06056	1.894872
2654-6740-6820	2654	6740	6820	1 B,C,H	99999	14.30247	122.7065	116.7808	5.925711
6740-2654-6740	6740	2654	6740	4	99999	3.6E+08	0	0	0
6740-2654-6772	6740	2654	6772	2 B,C,H	99999	0	98.04492	91.92753	6.117396
6740-2654-6870	6740	2654	6870	3	99999	3.6E+08	0	0	0
2666-6740-2654	2666	6740	2654	2 B,C,H	99999	11.67086	16.64757	12.76054	3.887022
2666-6740-2666	2666	6740	2666	4	99999	3.6E+08	0	0	0
2666-6740-6741	2666	6740	6741	1 B,C,H	99999	11.69118	119.377	119.377	0
2666-6740-6820	2666	6740	6820	3 B,C,H	99999	11.71069	68.30291	66.79043	1.512482
6740-2666-6740	6740	2666	6740	4	99999	3.6E+08	0	0	0
6740-2666-6946	6740	2666	6946	1 B,C,H	99999	2.941464	43.09022	42.17696	0.913261
6740-2666-6950	6740	2666	6950	2 B,C,H	99999	0	290.0487	289.2331	0.815675
2727-6741-2727	2727	6741	2727	4	99999	3.6E+08	0	0	0
2727-6741-6740	2727	6741	6740	3 B,C,H	99999	11.89428	56.51459	54.71285	1.801745
2727-6741-6835	2727	6741	6835	1 B,C,H	99999	15.75346	44.53238	42.73818	1.794199
6741-2727-2714	6741	2727	2714	1	99999	3.6E+08	0	0	0
6741-2727-6741	6741	2727	6741	4	99999	3.6E+08	0	0	0
6741-2727-6776	6741	2727	6776	2	99999	3.6E+08	0	0	0
6741-2727-6904	6741	2727	6904	3	99999	3.6E+08	0	0	0
6740-6741-2727	6740	6741	2727	1	99999	3.6E+08	0	0	0
6740-6741-6740	6740	6741	6740	4	99999	3.6E+08	0	0	0
6740-6741-6835	6740	6741	6835	2 B,C,H	99999	0	220.3325	218.4376	1.894872
6741-6740-2654	6741	6740	2654	1 B,C,H	99999	11.15169	81.39736	79.16698	2.230374
6741-6740-2666	6741	6740	2666	3 B,C,H	99999	11.16297	124.4651	124.2622	0.202969
6741-6740-6741	6741	6740	6741	4	99999	3.6E+08	0	0	0
6741-6740-6820	6741	6740	6820	2 B,C,H	99999	11.15081	259.7485	253.3539	6.394595
2594-6742-2594	2594	6742	2594	4	99999	3.6E+08	0	0	0
2594-6742-6820	2594	6742	6820	3	99999	3.6E+08	0	0	0
2594-6742-6936	2594	6742	6936	2 B,C,H	99999	0	342.6224	334.7527	7.869719
6742-2594-6742	6742	2594	6742	4	99999	3.6E+08	0	0	0
6742-2594-6821	6742	2594	6821	1 B,C,H	99999	3.92267	63.22684	63.1876	0.039241
6742-2594-6884	6742	2594	6884	2 B,C,H	99999	0	538.8727	526.0438	12.82896
3-2928-3	3	2928	3	4	99999	3.6E+08	0	0	0
3-2928-6838	3	2928	6838	3 B,C,H	99999	0	3.980903	3.7725	0.208403
3-2928-6874	3	2928	6874	2 B,C,H	99999	0	234.7284	229.9368	4.791597
2928-3-2928	2928	3	2928	4 B,C,H	99999	0	0	0	0
4-2878-4	4	2878	4	4	99999	3.6E+08	0	0	0
4-2878-6709	4	2878	6709	2 B,C,H	99999	0	103.3642	103.3642	0
2878-4-2878	2878	4	2878	4	99999	3.6E+08	0	0	0
6-6476-6	6	6476	6	4	99999	3.6E+08	0	0	0
6-6476-6782	6	6476	6782	2 B,C,H	99999	0	370.1832	359.6832	10.5
6476-6-6476	6476	6	6476	4	99999	3.6E+08	0	0	0
2564-6770-2564	2564	6770	2564	4	99999	3.6E+08	0	0	0
2564-6770-6817	2564	6770	6817	1 B,C,H	99999	3.661693	18.73087	18.71215	0.018723
2564-6770-6884	2564	6770	6884	2 B,C,H	99999	0	349.3875	338.9062	10.48128
6770-2564-9	6770	2564	9	2 B,C,H	99999	0	493.285	482.9517	10.33333
6770-2564-6770	6770	2564	6770	4	99999	3.6E+08	0	0	0

6736-6771-6736	6736	6771	6736	4	99999	3.6E+08	0	0	0
6736-6771-6846	6736	6771	6846	2 B,C,H	99999	0	240.968	233.9717	6.996272
6736-6771-6850	6736	6771	6850	3	99999	3.6E+08	0	0	0
6771-6736-2610	6771	6736	2610	2 B,C,H	99999	0	782.3557	755.9081	26.44759
6771-6736-6771	6771	6736	6771	4	99999	3.6E+08	0	0	0
6773-6774-2646	6773	6774	2646	2 B,C,H	99999	5.843065	128.3651	123.1984	5.166667
6773-6774-6773	6773	6774	6773	4	99999	3.6E+08	0	0	0
6773-6774-6825	6773	6774	6825	1 B,C,H	99999	5.842997	16.26012	15.96775	0.292371
6774-6773-6774	6774	6773	6774	4	99999	3.6E+08	0	0	0
6774-6773-6822	6774	6773	6822	3 B,C,H	99999	5.90695	0.808979	0.808979	0
6774-6773-6892	6774	6773	6892	2 B,C,H	99999	5.909533	158.1625	153.5093	4.653195
2646-6774-2646	2646	6774	2646	4	99999	3.6E+08	0	0	0
2646-6774-6773	2646	6774	6773	2 B,C,H	99999	4.402326	119.3598	115.3598	4
2646-6774-6825	2646	6774	6825	3 B,C,H	99999	4.399744	0.735435	0.735435	0
6774-2646-6774	6774	2646	6774	4	99999	3.6E+08	0	0	0
6774-2646-6961	6774	2646	6961	1 B,C,H	99999	0	130.3399	125.1732	5.166667
2654-6772-2654	2654	6772	2654	4	99999	3.6E+08	0	0	0
2654-6772-6892	2654	6772	6892	2 B,C,H	99999	5.787066	160.5729	154.7192	5.853738
2654-6772-6908	2654	6772	6908	1 B,C,H	99999	5.786986	26.01619	25.5484	0.467793
6772-2654-6740	6772	2654	6740	2 B,C,H	99999	0	277.2216	270.5827	6.638908
6772-2654-6772	6772	2654	6772	4	99999	3.6E+08	0	0	0
6772-2654-6870	6772	2654	6870	1	99999	3.6E+08	0	0	0
2751-6776-2727	2751	6776	2727	2 B,C,H	99999	9.009068	333.4873	320.1782	13.30908
2751-6776-2751	2751	6776	2751	4	99999	3.6E+08	0	0	0
2751-6776-6840	2751	6776	6840	1 B,C,H	99999	9.01604	9.275398	8.729881	0.545518
6776-2751-6710	6776	2751	6710	2 B,C,H	99999	0	302.2566	295.4524	6.804146
6776-2751-6776	6776	2751	6776	4	99999	3.6E+08	0	0	0
6776-2751-6917	6776	2751	6917	1 B,C,H	99999	3.021101	13.76466	13.27979	0.484878
2727-6776-2727	2727	6776	2727	4	99999	3.6E+08	0	0	0
2727-6776-2751	2727	6776	2751	2 B,C,H	99999	9.009193	293.2058	286.3953	6.810521
2727-6776-6840	2727	6776	6840	3 B,C,H	99999	9.002001	12.13998	11.72437	0.415609
6776-2727-2714	6776	2727	2714	3 B,C,H	99999	116.9068	68.87391	61.69066	7.183253
6776-2727-6741	6776	2727	6741	2 B,C,H	99999	116.322	101.047	97.45102	3.595943
6776-2727-6776	6776	2727	6776	4	99999	3.6E+08	0	0	0
6776-2727-6904	6776	2727	6904	1 B,C,H	99999	116.8812	187.8843	184.5402	3.344153
2819-6777-2819	2819	6777	2819	4	99999	3.6E+08	0	0	0
6777-2819-6777	6777	2819	6777	4	99999	3.6E+08	0	0	0
6777-2819-6864	6777	2819	6864	1 B,C,H	99999	35.75478	1.870171	1.794148	0.076024
6777-2819-6866	6777	2819	6866	2 B,C,H	99999	35.75481	5.856964	5.740074	0.11689
6777-2819-6904	6777	2819	6904	3 B,C,H	99999	35.75478	12.03847	11.68926	0.349217
2785-6778-2785	2785	6778	2785	4	99999	3.6E+08	0	0	0
2785-6778-6710	2785	6778	6710	2 B,C,H	99999	0	375.1071	362.5472	12.55992
2785-6778-6811	2785	6778	6811	1 B,C,H	99999	2.97819	29.72196	29.30547	0.416495
6778-2785-6778	6778	2785	6778	4	99999	3.6E+08	0	0	0
6778-2785-6779	6778	2785	6779	2 B,C,H	99999	9.112184	91.23487	88.3701	2.864772
6778-2785-6816	6778	2785	6816	1 B,C,H	99999	9.118987	234.1966	228.0087	6.187871
6710-6778-2785	6710	6778	2785	2 B,C,H	99999	0	258.1941	252.0583	6.135709
6710-6778-6710	6710	6778	6710	4	99999	3.6E+08	0	0	0
6710-6778-6811	6710	6778	6811	3 B,C,H	99999	0	20.69335	19.97828	0.71507
6778-6710-2751	6778	6710	2751	2 B,C,H	99999	0	302.2705	289.875	12.39543
6778-6710-6778	6778	6710	6778	4	99999	3.6E+08	0	0	0
6778-6710-6810	6778	6710	6810	1 B,C,H	99999	9.439966	102.868	101.1617	1.706288
2785-6779-2785	2785	6779	2785	4 B,C,H	99999	0	0	0	0
2785-6779-6672	2785	6779	6672	2 B,C,H	99999	0	305.5074	291.5074	14
6779-2785-6778	6779	2785	6778	2 B,C,H	99999	9.814273	160.1244	152.6709	7.453575
6779-2785-6779	6779	2785	6779	4	99999	3.6E+08	0	0	0
6779-2785-6816	6779	2785	6816	3 B,C,H	99999	9.80001	239.5235	235.3104	4.213091
2736-6780-2736	2736	6780	2736	4	99999	3.6E+08	0	0	0
2736-6780-6809	2736	6780	6809	2 B,C,H	99999	0	300.1242	293.6473	6.476898

6780-2736-6780	6780	2736	6780	4	99999	3.6E+08	0	0	0
6780-2736-6781	6780	2736	6781	2 B,C,H	99999	6.24646	282.6246	277.9154	4.709147
6780-2736-6813	6780	2736	6813	3 B,C,H	99999	6.245534	11.0517	10.99477	0.056928
2736-6781-2736	2736	6781	2736	4	99999	3.6E+08	0	0	0
2736-6781-6816	2736	6781	6816	2 B,C,H	99999	0	284.4717	278.2974	6.17429
2736-6781-6859	2736	6781	6859	1 B,C,H	99999	11.78192	26.22755	26.02099	0.206558
6781-2736-6780	6781	2736	6780	2 B,C,H	99999	5.322564	275.2551	269.5334	5.721696
6781-2736-6781	6781	2736	6781	4	99999	3.6E+08	0	0	0
6781-2736-6813	6781	2736	6813	1 B,C,H	99999	5.332115	16.59541	16.0318	0.563609
6476-6782-6476	6476	6782	6476	4	99999	3.6E+08	0	0	0
6476-6782-6801	6476	6782	6801	2 B,C,H	99999	0	324.7313	315.1652	9.566041
6476-6782-6802	6476	6782	6802	1 B,C,H	99999	7.705803	45.45186	44.5179	0.933959
6782-6476-6	6782	6476	6	2 B,C,H	99999	0	453.5814	436.0814	17.5
6782-6476-6782	6782	6476	6782	4	99999	3.6E+08	0	0	0
6630-6783-6630	6630	6783	6630	4	99999	3.6E+08	0	0	0
6630-6783-6788	6630	6783	6788	1 B,C,H	99999	4.262655	9.07925	8.901392	0.177858
6630-6783-6896	6630	6783	6896	2 B,C,H	99999	4.262048	81.65838	79.37464	2.283741
6783-6630-6629	6783	6630	6629	1 B,C,H	99999	6.046786	183.6399	180.7329	2.906978
6783-6630-6783	6783	6630	6783	4	99999	3.6E+08	0	0	0
6783-6630-6898	6783	6630	6898	3 B,C,H	99999	6.040872	30.61375	30.46272	0.151034
6607-6786-6606	6607	6786	6606	2 B,C,H	99999	0	0	0	0
6607-6786-6607	6607	6786	6607	4 B,C,H	99999	0	0	0	0
6786-6607-6786	6786	6607	6786	4	99999	3.6E+08	0	0	0
6786-6607-6787	6786	6607	6787	3 B,C,H	99999	7.653414	4.167991	4.167991	0
6786-6607-6876	6786	6607	6876	1 B,C,H	99999	9.39085	104.1653	95.49868	8.666667
6606-6786-6606	6606	6786	6606	4 B,C,H	99999	0	0	0	0
6606-6786-6607	6606	6786	6607	2 B,C,H	99999	0	108.3333	99.66667	8.666667
6786-6606-6605	6786	6606	6605	2	99999	3.6E+08	0	0	0
6786-6606-6786	6786	6606	6786	4	99999	3.6E+08	0	0	0
6607-6787-8	6607	6787	8	2 B,C,H	99999	0	303.7979	302.2979	1.5
6607-6787-6607	6607	6787	6607	4 B,C,H	99999	0	0	0	0
6787-6607-6786	6787	6607	6786	1	99999	3.6E+08	0	0	0
6787-6607-6787	6787	6607	6787	4	99999	3.6E+08	0	0	0
6787-6607-6876	6787	6607	6876	2 B,C,H	99999	0	178.1667	175.6667	2.5
8-6787-8	8	6787	8	4 B,C,H	99999	0	0	0	0
8-6787-6607	8	6787	6607	2 B,C,H	99999	0	178.1667	175.6667	2.5
6787-8-6787	6787	8	6787	4	99999	3.6E+08	0	0	0
6783-6788-6783	6783	6788	6783	4	99999	3.6E+08	0	0	0
6788-6783-6630	6788	6783	6630	3 B,C,H	99999	6.162207	29.46254	29.07003	0.392504
6788-6783-6788	6788	6783	6788	4	99999	3.6E+08	0	0	0
6788-6783-6896	6788	6783	6896	1 B,C,H	99999	6.161994	20.55613	19.98729	0.568841
6629-6790-6629	6629	6790	6629	4	99999	3.6E+08	0	0	0
6629-6790-6789	6629	6790	6789	3 B,C,H	99999	0	9.589177	9.380436	0.208742
6629-6790-6939	6629	6790	6939	2 B,C,H	99999	0	116.0285	112.561	3.467503
6790-6629-6630	6790	6629	6630	1 B,C,H	99999	11.14165	62.67754	61.24457	1.432975
6790-6629-6790	6790	6629	6790	4	99999	3.6E+08	0	0	0
6790-6629-6913	6790	6629	6913	2 B,C,H	99999	9.258837	1.011267	0.992853	0.018414
6790-6629-6965	6790	6629	6965	3 B,C,H	99999	9.250558	51.80044	51.49874	0.301703
6789-6790-6629	6789	6790	6629	1 B,C,H	99999	4.991398	18.38531	18.01645	0.368859
6789-6790-6789	6789	6790	6789	4	99999	3.6E+08	0	0	0
6789-6790-6939	6789	6790	6939	3 B,C,H	99999	4.14967	5.060936	4.979164	0.081772
6790-6789-6790	6790	6789	6790	4	99999	3.6E+08	0	0	0
6791-6792-6791	6791	6792	6791	4	99999	3.6E+08	0	0	0
6791-6792-6888	6791	6792	6888	1 B,C,H	99999	5.416201	13.46151	13.18104	0.280465
6791-6792-6910	6791	6792	6910	3 B,C,H	99999	3.814152	3.732406	3.682409	0.049997
6792-6791-6792	6792	6791	6792	4	99999	3.6E+08	0	0	0
2610-6793-2610	2610	6793	2610	4	99999	3.6E+08	0	0	0
6793-2610-6736	6793	2610	6736	1	99999	3.6E+08	0	0	0
6793-2610-6793	6793	2610	6793	4	99999	3.6E+08	0	0	0

6793-2610-6855	6793	2610	6855	2	99999	3.6E+08	0	0	0
6793-2610-6936	6793	2610	6936	3	99999	3.6E+08	0	0	0
6782-6801-6782	6782	6801	6782	4 B,C,H	99999	5.477591	0	0	0
6782-6801-6797	6782	6801	6797	3 B,C,H	99999	0	8.45931	8.441899	0.01741
6782-6801-6804	6782	6801	6804	2 B,C,H	99999	0	382.0026	371.1253	10.87727
6801-6782-6476	6801	6782	6476	2 B,C,H	99999	0	321.2253	309.0472	12.17807
6801-6782-6801	6801	6782	6801	4	99999	3.6E+08	0	0	0
6801-6782-6802	6801	6782	6802	3 B,C,H	99999	0	64.81382	63.47988	1.333937
6782-6802-6782	6782	6802	6782	4 B,C,H	99999	4.309332	0	0	0
6782-6802-6796	6782	6802	6796	1 B,C,H	99999	2.64965	30.34899	29.4401	0.908897
6782-6802-6911	6782	6802	6911	2 B,C,H	99999	0	79.91669	78.55769	1.359
6802-6782-6476	6802	6782	6476	3 B,C,H	99999	15.44195	132.3561	127.0342	5.321928
6802-6782-6801	6802	6782	6801	1 B,C,H	99999	21.42231	65.73059	64.40196	1.328634
6802-6782-6802	6802	6782	6802	4	99999	3.6E+08	0	0	0
6609-6800-6609	6609	6800	6609	4 B,C,H	99999	0	0	0	0
6800-6609-6610	6800	6609	6610	1 B,C,H	99999	10.67128	22.44227	21.61197	0.8303
6800-6609-6800	6800	6609	6800	4 B,C,H	99999	10.67125	0	0	0
6800-6609-6876	6800	6609	6876	3 B,C,H	99999	6.562436	1.962389	1.962389	0
2595-6803-2595	2595	6803	2595	4	99999	3.6E+08	0	0	0
2595-6803-6886	2595	6803	6886	2 B,C,H	99999	0	135.1264	133.2277	1.898643
2595-6803-6942	2595	6803	6942	1 B,C,H	99999	2.496603	0	0	0
6803-2595-6611	6803	2595	6611	3 B,C,H	99999	8.293911	133.0914	131.2853	1.806184
6803-2595-6803	6803	2595	6803	4	99999	3.6E+08	0	0	0
6803-2595-6958	6803	2595	6958	1 B,C,H	99999	8.318708	15.74521	15.60111	0.144094
6801-6804-6611	6801	6804	6611	2 B,C,H	99999	0	410.969	399.4241	11.5449
6801-6804-6801	6801	6804	6801	4	99999	3.6E+08	0	0	0
6801-6804-6941	6801	6804	6941	1 B,C,H	99999	3.086381	2.793939	2.788136	0.005803
6804-6801-6782	6804	6801	6782	2 B,C,H	99999	0	366.7715	354.3222	12.44937
6804-6801-6797	6804	6801	6797	1 B,C,H	99999	3.201639	16.4337	15.76372	0.669981
6804-6801-6804	6804	6801	6804	4 B,C,H	99999	6.073398	0	0	0
6611-6804-6611	6611	6804	6611	4	99999	3.6E+08	0	0	0
6611-6804-6801	6611	6804	6801	2 B,C,H	99999	0	376.5035	363.7537	12.74974
6611-6804-6941	6611	6804	6941	3 B,C,H	99999	0	5.503732	5.280405	0.223327
6804-6611-2595	6804	6611	2595	1 B,C,H	9999	17.4548	323.6626	311.9268	11.73589
6804-6611-6610	6804	6611	6610	3 B,C,H	9999	17.49356	98.35342	98.31017	0.043254
6804-6611-6804	6804	6611	6804	4	99999	3.6E+08	0	0	0
6797-6801-6782	6797	6801	6782	1 B,C,H	99999	11.88275	19.26757	18.20493	1.062641
6797-6801-6797	6797	6801	6797	4 B,C,H	99999	11.8828	0	0	0
6797-6801-6804	6797	6801	6804	3 B,C,H	99999	6.924546	31.76036	31.08692	0.67344
6801-6797-6801	6801	6797	6801	0	99999	3.6E+08	0	0	0
6796-6802-6782	6796	6802	6782	3 B,C,H	99999	4.761925	61.05667	58.7502	2.30647
6796-6802-6796	6796	6802	6796	4 B,C,H	99999	6.010311	0	0	0
6796-6802-6911	6796	6802	6911	1 B,C,H	99999	6.010318	9.938708	9.829761	0.108947
6802-6796-6802	6802	6796	6802	4 B,C,H	99999	0	0	0	0
6610-6805-6610	6610	6805	6610	4 B,C,H	99999	0	0	0	0
6805-6610-6609	6805	6610	6609	1 B,C,H	99999	11.34763	3.746378	3.746378	0
6805-6610-6611	6805	6610	6611	3 B,C,H	99999	6.139372	42.84434	41.25922	1.585118
6805-6610-6805	6805	6610	6805	4 B,C,H	99999	11.3476	0	0	0
2642-6808-2642	2642	6808	2642	4 B,C,H	99999	4.062905	0	0	0
2642-6808-6847	2642	6808	6847	2 B,C,H	99999	0	283.7707	278.9995	4.771223
2642-6808-6926	2642	6808	6926	1 B,C,H	99999	2.559625	13.61859	13.34889	0.269704
6808-2642-6808	6808	2642	6808	4	99999	3.6E+08	0	0	0
6808-2642-6809	6808	2642	6809	3 B,C,H	99999	30.44236	100.0199	97.53069	2.48923
6808-2642-6886	6808	2642	6886	1 B,C,H	99999	30.45442	10.34079	10.18108	0.159711
6808-2642-6888	6808	2642	6888	2 B,C,H	99999	30.43112	51.67837	50.15694	1.521427
6780-6809-2642	6780	6809	2642	2 B,C,H	99999	0	231.8188	226.8505	4.968364
6780-6809-6780	6780	6809	6780	4	99999	3.6E+08	0	0	0
6780-6809-6924	6780	6809	6924	1 B,C,H	99999	9.481337	68.3054	66.79687	1.508535
6809-6780-2736	6809	6780	2736	2 B,C,H	99999	0	293.6763	288.9102	4.766075

6809-6780-6809	6809	6780	6809	4	99999	3.6E+08	0	0	0
2642-6809-2642	2642	6809	2642	4	99999	3.6E+08	0	0	0
2642-6809-6780	2642	6809	6780	2 B,C,H	99999	0	257.5418	253.62	3.921702
2642-6809-6924	2642	6809	6924	3 B,C,H	99999	0	41.03821	40.23429	0.80392
6809-2642-6808	6809	2642	6808	1 B,C,H	99999	35.39814	163.4784	159.7493	3.729172
6809-2642-6809	6809	2642	6809	4	99999	3.6E+08	0	0	0
6809-2642-6886	6809	2642	6886	2 B,C,H	99999	35.29863	93.76179	92.11634	1.645448
6809-2642-6888	6809	2642	6888	3 B,C,H	99999	35.34826	12.69055	12.51418	0.176367
6709-6815-6709	6709	6815	6709	4 B,C,H	99999	0	0	0	0
6815-6709-2878	6815	6709	2878	3 B,C,H	99999	9.738275	0	0	0
6815-6709-6672	6815	6709	6672	1 B,C,H	99999	10.6177	296.2837	284.6171	11.66667
6815-6709-6815	6815	6709	6815	4	99999	3.6E+08	0	0	0
6778-6811-6778	6778	6811	6778	4 B,C,H	99999	0	0	0	0
6811-6778-2785	6811	6778	2785	3 B,C,H	99999	6.835689	67.23738	64.32045	2.916934
6811-6778-6710	6811	6778	6710	1 B,C,H	99999	11.52174	30.03138	28.48959	1.541796
6811-6778-6811	6811	6778	6811	4	99999	3.6E+08	0	0	0
6785-6812-6785	6785	6812	6785	4 B,C,H	99999	0	0	0	0
6812-6785-6812	6812	6785	6812	4 B,C,H	99999	4.921749	0	0	0
6812-6785-6861	6812	6785	6861	1 B,C,H	99999	4.941363	24.82409	24.44224	0.381852
6812-6785-6879	6812	6785	6879	2 B,C,H	99999	4.942195	29.35092	27.24943	2.101491
2736-6813-2736	2736	6813	2736	4 B,C,H	99999	0	0	0	0
6813-2736-6780	6813	2736	6780	1 B,C,H	99999	8.845706	24.8691	24.1139	0.755203
6813-2736-6781	6813	2736	6781	3 B,C,H	99999	8.811258	28.07466	26.40296	1.671701
6813-2736-6813	6813	2736	6813	4	99999	3.6E+08	0	0	0
6710-6810-6710	6710	6810	6710	4 B,C,H	99999	0	0	0	0
6810-6710-2751	6810	6710	2751	1 B,C,H	99999	16.8876	24.65639	23.08017	1.576219
6810-6710-6778	6810	6710	6778	3 B,C,H	99999	9.409742	54.14362	52.10771	2.035917
6810-6710-6810	6810	6710	6810	4	99999	3.6E+08	0	0	0
2785-6816-2785	2785	6816	2785	4	99999	3.6E+08	0	0	0
2785-6816-6781	2785	6816	6781	2 B,C,H	99999	0	443.2794	434.0388	9.240592
2785-6816-6814	2785	6816	6814	3 B,C,H	99999	0	30.44062	29.28025	1.16037
6816-2785-6778	6816	2785	6778	3 B,C,H	99999	12.2787	244.7046	239.1818	5.522844
6816-2785-6779	6816	2785	6779	1 B,C,H	99999	12.30148	214.2725	203.1373	11.13523
6816-2785-6816	6816	2785	6816	4	99999	3.6E+08	0	0	0
6781-6816-2785	6781	6816	2785	2 B,C,H	99999	0	446.9609	431.0903	15.87064
6781-6816-6781	6781	6816	6781	4	99999	3.6E+08	0	0	0
6781-6816-6814	6781	6816	6814	1 B,C,H	99999	3.510149	26.4799	26.3627	0.117204
6816-6781-2736	6816	6781	2736	2 B,C,H	99999	0	249.966	245.0098	4.956248
6816-6781-6816	6816	6781	6816	4	99999	3.6E+08	0	0	0
6816-6781-6859	6816	6781	6859	3 B,C,H	99999	0	205.9222	201.2965	4.625709
6814-6816-2785	6814	6816	2785	1 B,C,H	99999	14.48261	12.01622	11.22879	0.787428
6814-6816-6781	6814	6816	6781	3 B,C,H	99999	7.078676	12.60878	12.26742	0.341364
6814-6816-6814	6814	6816	6814	4	99999	3.6E+08	0	0	0
6816-6814-6816	6816	6814	6816	4 B,C,H	99999	0	0	0	0
6770-6817-6770	6770	6817	6770	4 B,C,H	99999	0	0	0	0
6770-6817-6937	6770	6817	6937	2 B,C,H	99999	0	13.24141	12.95801	0.2834
6817-6770-2564	6817	6770	2564	3 B,C,H	99999	21.78186	46.55338	46.55338	0
6817-6770-6817	6817	6770	6817	4	99999	3.6E+08	0	0	0
6817-6770-6884	6817	6770	6884	1 B,C,H	99999	27.29012	143.5922	143.5922	0
6742-6820-6740	6742	6820	6740	2	99999	3.6E+08	0	0	0
6742-6820-6742	6742	6820	6742	4	99999	3.6E+08	0	0	0
6742-6820-6949	6742	6820	6949	3	99999	3.6E+08	0	0	0
6742-6820-6963	6742	6820	6963	1	99999	3.6E+08	0	0	0
6820-6742-2594	6820	6742	2594	1 B,C,H	99999	87.19901	256.4843	251.2004	5.28384
6820-6742-6820	6820	6742	6820	4	99999	3.6E+08	0	0	0
6820-6742-6936	6820	6742	6936	3 B,C,H	99999	80.44499	65.95523	60.19376	5.761471
6740-6820-6740	6740	6820	6740	4	99999	3.6E+08	0	0	0
6740-6820-6742	6740	6820	6742	2 B,C,H	99999	0	322.4395	311.3942	11.04531
6740-6820-6949	6740	6820	6949	1 B,C,H	99999	0	7.490531	7.289081	0.20145

6740-6820-6963	6740	6820	6963	3 B,C,H	99999	0	120.8279	118.2418	2.586027
6820-6740-2654	6820	6740	2654	3	99999	3.6E+08	0	0	0
6820-6740-2666	6820	6740	2666	1	99999	3.6E+08	0	0	0
6820-6740-6741	6820	6740	6741	2	99999	3.6E+08	0	0	0
6820-6740-6820	6820	6740	6820	4	99999	3.6E+08	0	0	0
2594-6821-2594	2594	6821	2594	4	99999	3.6E+08	0	0	0
2594-6821-6870	2594	6821	6870	2 B,C,H	99999	0	230.7067	228.0567	2.649973
2594-6821-6949	2594	6821	6949	1	99999	3.6E+08	0	0	0
6821-2594-6742	6821	2594	6742	3	99999	3.6E+08	0	0	0
6821-2594-6821	6821	2594	6821	4	99999	3.6E+08	0	0	0
6821-2594-6884	6821	2594	6884	1	99999	3.6E+08	0	0	0
2-6830-2	2	6830	2	4	99999	3.6E+08	0	0	0
2-6830-6673	2	6830	6673	2 B,C,H	99999	0	148.9223	145.9223	3
2-6830-6829	2	6830	6829	1 B,C,H	99999	2.524955	3.968041	3.968041	0
6830-2-6830	6830	2	6830	4	99999	3.6E+08	0	0	0
6673-6830-2	6673	6830	2	2 B,C,H	99999	0	60.41389	60.41389	0
6673-6830-6673	6673	6830	6673	4	99999	3.6E+08	0	0	0
6673-6830-6829	6673	6830	6829	3 B,C,H	99999	0	92.90663	91.24012	1.666512
6830-6673-6830	6830	6673	6830	4 B,C,H	99999	0	0	0	0
6830-6673-6858	6830	6673	6858	2 B,C,H	99999	0	222.1333	217.9445	4.188815
2807-6832-2807	2807	6832	2807	4 B,C,H	99999	4.765711	0	0	0
2807-6832-6828	2807	6832	6828	3 B,C,H	99999	0	12.22456	12.00528	0.219278
2807-6832-6833	2807	6832	6833	2 B,C,H	99999	0	175.4278	173.3082	2.119687
6832-2807-6832	6832	2807	6832	4	99999	3.6E+08	0	0	0
6832-2807-6834	6832	2807	6834	2 B,C,H	99999	15.37995	118.7155	116.9335	1.78198
6832-2807-6866	6832	2807	6866	3 B,C,H	99999	11.21443	195.1407	191.2185	3.922247
6833-6858-6673	6833	6858	6673	2 B,C,H	99999	5.578623	151.2251	149.5586	1.666512
6833-6858-6795	6833	6858	6795	1 B,C,H	99999	5.578518	14.66947	14.40634	0.263134
6833-6858-6827	6833	6858	6827	3 B,C,H	99999	5.578515	10.59462	10.40458	0.190041
6833-6858-6833	6833	6858	6833	4	99999	3.6E+08	0	0	0
6858-6833-6828	6858	6833	6828	1 B,C,H	99999	2.554836	0.522111	0.522111	0
6858-6833-6832	6858	6833	6832	2 B,C,H	99999	0	282.48	277.2853	5.194735
6858-6833-6858	6858	6833	6858	4 B,C,H	99999	4.047596	0	0	0
6832-6833-6828	6832	6833	6828	3 B,C,H	99999	0	0	0	0
6832-6833-6832	6832	6833	6832	4 B,C,H	99999	4.765698	0	0	0
6832-6833-6858	6832	6833	6858	2 B,C,H	99999	0	175.4278	173.3082	2.119687
6833-6832-2807	6833	6832	2807	2 B,C,H	99999	0	282.48	277.2853	5.194735
6833-6832-6828	6833	6832	6828	1 B,C,H	99999	2.578823	0	0	0
6833-6832-6833	6833	6832	6833	4 B,C,H	99999	4.115851	0	0	0
2807-6834-2807	2807	6834	2807	4	99999	3.6E+08	0	0	0
2807-6834-6826	2807	6834	6826	1 B,C,H	99999	2.561479	3.275539	3.208445	0.067094
2807-6834-6901	2807	6834	6901	2 B,C,H	99999	0	279.2471	273.8217	5.425409
6834-2807-6832	6834	2807	6832	2 B,C,H	99999	0	106.5374	106.124	0.413437
6834-2807-6834	6834	2807	6834	4	99999	3.6E+08	0	0	0
6834-2807-6866	6834	2807	6866	1 B,C,H	99999	0	66.20532	64.19046	2.014857
6741-6835-6741	6741	6835	6741	4 B,C,H	99999	5.300389	0	0	0
6741-6835-6905	6741	6835	6905	2 B,C,H	99999	0	241.1565	237.8555	3.301016
6741-6835-6931	6741	6835	6931	3 B,C,H	99999	0	23.70834	23.32028	0.388055
6835-6741-2727	6835	6741	2727	3	99999	3.6E+08	0	0	0
6835-6741-6740	6835	6741	6740	2 B,C,H	99999	0	409.0964	402.0702	7.026193
6835-6741-6835	6835	6741	6835	4	99999	3.6E+08	0	0	0
6774-6825-6774	6774	6825	6774	4 B,C,H	99999	0	0	0	0
6825-6774-2646	6825	6774	2646	1 B,C,H	99999	4.984873	1.974813	1.974813	0
6825-6774-6773	6825	6774	6773	3 B,C,H	99999	4.984873	39.61172	38.95852	0.653195
6825-6774-6825	6825	6774	6825	4	99999	3.6E+08	0	0	0
6773-6822-6773	6773	6822	6773	4	99999	3.6E+08	0	0	0
6773-6822-6934	6773	6822	6934	1 B,C,H	99999	2.288157	11.04711	10.85707	0.190041
6773-6822-6935	6773	6822	6935	2 B,C,H	99999	0	7.648	7.516434	0.131567
6822-6773-6774	6822	6773	6774	1 B,C,H	99999	4.601292	2.211791	2.211791	0

6822-6773-6822	6822	6773	6822	4	99999	3.6E+08	0	0	0
6822-6773-6892	6822	6773	6892	3 B,C,H	99999	4.601292	44.36513	43.63355	0.731578
6826-6834-2807	6826	6834	2807	3 B,C,H	99999	4.745931	14.34974	14.06404	0.285694
6826-6834-6826	6826	6834	6826	4	99999	3.6E+08	0	0	0
6826-6834-6901	6826	6834	6901	1 B,C,H	99999	7.060517	24.7416	24.41329	0.328309
6834-6826-6834	6834	6826	6834	4 B,C,H	99999	0	0	0	0
6828-6832-2807	6828	6832	2807	1 B,C,H	99999	7.174177	31.37617	30.86668	0.509492
6828-6832-6828	6828	6832	6828	4 B,C,H	99999	7.17415	0	0	0
6828-6832-6833	6828	6832	6833	3 B,C,H	99999	4.850845	0	0	0
6832-6828-6832	6832	6828	6832	4 B,C,H	99999	0	0	0	0
6832-6828-6833	6832	6828	6833	1 B,C,H	99999	0	0	0	0
6828-6833-6828	6828	6833	6828	4 B,C,H	99999	6.460482	0	0	0
6828-6833-6832	6828	6833	6832	1 B,C,H	99999	6.460482	0	0	0
6828-6833-6858	6828	6833	6858	3 B,C,H	99999	4.145879	1.061326	1.061326	0
6833-6828-6832	6833	6828	6832	3 B,C,H	99999	0	0	0	0
6833-6828-6833	6833	6828	6833	4 B,C,H	99999	0	0	0	0
6827-6858-6673	6827	6858	6673	3 B,C,H	99999	4.887684	0.870832	0.870832	0
6827-6858-6795	6827	6858	6795	2 B,C,H	99999	4.868172	0	0	0
6827-6858-6827	6827	6858	6827	4	99999	3.6E+08	0	0	0
6827-6858-6833	6827	6858	6833	1 B,C,H	99999	4.889407	25.74455	25.3265	0.418045
6858-6827-6858	6858	6827	6858	4 B,C,H	99999	0	0	0	0
6829-6830-2	6829	6830	2	3 B,C,H	99999	4.890859	2.476427	2.476427	0
6829-6830-6673	6829	6830	6673	1 B,C,H	99999	6.081949	73.21106	72.02225	1.188815
6829-6830-6829	6829	6830	6829	4	99999	3.6E+08	0	0	0
6830-6829-6830	6830	6829	6830	4 B,C,H	99999	0	0	0	0
6836-6837-6836	6836	6837	6836	4	99999	3.6E+08	0	0	0
6836-6837-6872	6836	6837	6872	1 B,C,H	99999	8.196729	3.294431	3.226615	0.067815
6836-6837-6905	6836	6837	6905	3 B,C,H	99999	5.453069	12.50845	12.32805	0.180399
6837-6836-6837	6837	6836	6837	4 B,C,H	99999	0	0	0	0
6839-6841-6839	6839	6841	6839	4	99999	3.6E+08	0	0	0
6839-6841-6874	6839	6841	6874	3 B,C,H	99999	6.96972	3.021046	2.898239	0.122807
6839-6841-6962	6839	6841	6962	1 B,C,H	99999	12.66669	28.90801	28.15507	0.752942
6841-6839-6841	6841	6839	6841	4 B,C,H	99999	0	0	0	0
2928-6838-2928	2928	6838	2928	4 B,C,H	99999	0	0	0	0
6838-2928-3	6838	2928	3	1 B,C,H	99999	11.60172	8.487701	8.142671	0.34503
6838-2928-6838	6838	2928	6838	4	99999	3.6E+08	0	0	0
6838-2928-6874	6838	2928	6874	3 B,C,H	99999	8.403889	81.21775	79.10234	2.115409
6776-6840-6776	6776	6840	6776	4 B,C,H	99999	0	0	0	0
6840-6776-2727	6840	6776	2727	1 B,C,H	99999	7.342197	24.31793	23.50366	0.81427
6840-6776-2751	6840	6776	2751	3 B,C,H	99999	7.342132	22.81544	22.33694	0.478503
6840-6776-6840	6840	6776	6840	4	99999	3.6E+08	0	0	0
2623-6846-2623	2623	6846	2623	4	99999	3.6E+08	0	0	0
2623-6846-6771	2623	6846	6771	2 B,C,H	99999	0	707.5055	682.8657	24.63978
2623-6846-6845	2623	6846	6845	3 B,C,H	99999	0	115.3105	115.3105	0
6846-2623-2614	6846	2623	2614	2 B,C,H	99999	0	236.1481	227.1685	8.979664
6846-2623-6846	6846	2623	6846	4	99999	3.6E+08	0	0	0
6846-2623-6868	6846	2623	6868	3	99999	3.6E+08	0	0	0
6771-6846-2623	6771	6846	2623	2 B,C,H	99999	0	170.4517	162.9596	7.49212
6771-6846-6771	6771	6846	6771	4	99999	3.6E+08	0	0	0
6771-6846-6845	6771	6846	6845	1 B,C,H	99999	5.67613	92.52898	92.52898	0
6846-6771-6736	6846	6771	6736	2 B,C,H	99999	0	763.7286	737.733	25.99563
6846-6771-6846	6846	6771	6846	4	99999	3.6E+08	0	0	0
6846-6771-6850	6846	6771	6850	1	99999	3.6E+08	0	0	0
6845-6846-2623	6845	6846	2623	1 B,C,H	99999	35.24924	65.69641	64.20887	1.487544
6845-6846-6771	6845	6846	6771	3 B,C,H	99999	25.62628	56.22311	54.86726	1.355856
6845-6846-6845	6845	6846	6845	4	99999	3.6E+08	0	0	0
6846-6845-6846	6846	6845	6846	4 B,C,H	99999	0	0	0	0
2614-6847-2614	2614	6847	2614	4	99999	3.6E+08	0	0	0
2614-6847-6808	2614	6847	6808	2 B,C,H	99999	0	143.0377	139.3373	3.700394

2614-6847-6844	2614	6847	6844	3 B,C,H	99999	0	0	0	0
6847-2614-2623	6847	2614	2623	1 B,C,H	99999	31.31343	302.6443	297.6618	4.982466
6847-2614-6847	6847	2614	6847	4	99999	3.6E+08	0	0	0
6847-2614-6958	6847	2614	6958	3 B,C,H	99999	30.79975	0.008184	0	0.008184
6808-6847-2614	6808	6847	2614	2 B,C,H	99999	0	302.6525	297.6618	4.990651
6808-6847-6808	6808	6847	6808	4	99999	3.6E+08	0	0	0
6808-6847-6844	6808	6847	6844	1 B,C,H	99999	2.487531	0	0	0
6847-6808-2642	6847	6808	2642	2 B,C,H	99999	0	132.4652	129.0068	3.458493
6847-6808-6847	6847	6808	6847	4 B,C,H	99999	4.766815	0	0	0
6847-6808-6926	6847	6808	6926	3 B,C,H	99999	0	10.57247	10.33057	0.241901
2665-6853-2665	2665	6853	2665	4	99999	3.6E+08	0	0	0
2665-6853-6855	2665	6853	6855	2	99999	3.6E+08	0	0	0
2665-6853-6955	2665	6853	6955	1	99999	3.6E+08	0	0	0
6853-2665-2671	6853	2665	2671	2 B,C,H	99999	6.14263	309.7316	290.335	19.39668
6853-2665-6853	6853	2665	6853	4	99999	3.6E+08	0	0	0
6853-2665-6950	6853	2665	6950	3 B,C,H	99999	6.141197	229.9602	225.4176	4.54263
6853-6855-2610	6853	6855	2610	2	99999	3.6E+08	0	0	0
6853-6855-6849	6853	6855	6849	3	99999	3.6E+08	0	0	0
6853-6855-6853	6853	6855	6853	4	99999	3.6E+08	0	0	0
6855-6853-2665	6855	6853	2665	2 B,C,H	99999	0	519.0514	495.2537	23.79768
6855-6853-6855	6855	6853	6855	4	99999	3.6E+08	0	0	0
6855-6853-6955	6855	6853	6955	3 B,C,H	99999	0	10.81579	10.70945	0.106339
2671-6854-2671	2671	6854	2671	4	99999	3.6E+08	0	0	0
2671-6854-6848	2671	6854	6848	1	99999	3.6E+08	0	0	0
2671-6854-6882	2671	6854	6882	2	99999	3.6E+08	0	0	0
6854-2671-2665	6854	2671	2665	3 B,C,H	99999	4.479754	18.17643	17.87192	0.304509
6854-2671-2700	6854	2671	2700	1 B,C,H	99999	9.488814	34.3802	34.3802	0
6854-2671-6854	6854	2671	6854	4	99999	3.6E+08	0	0	0
2610-6855-2610	2610	6855	2610	4	99999	3.6E+08	0	0	0
2610-6855-6849	2610	6855	6849	1 B,C,H	99999	0	11.58623	11.33826	0.247975
2610-6855-6853	2610	6855	6853	2 B,C,H	99999	0	529.8672	505.9632	23.90402
6855-2610-6736	6855	2610	6736	3 B,C,H	99999	3.6E+08	0	0	0
6855-2610-6793	6855	2610	6793	2	99999	3.6E+08	0	0	0
6855-2610-6855	6855	2610	6855	4	99999	3.6E+08	0	0	0
6855-2610-6936	6855	2610	6936	1	99999	3.6E+08	0	0	0
6848-6854-2671	6848	6854	2671	3 B,C,H	99999	4.000573	42.4009	42.16721	0.233693
6848-6854-6848	6848	6854	6848	4	99999	3.6E+08	0	0	0
6848-6854-6882	6848	6854	6882	1	99999	3.6E+08	0	0	0
6854-6848-6854	6854	6848	6854	4 B,C,H	99999	0	0	0	0
6849-6855-2610	6849	6855	2610	3	99999	3.6E+08	0	0	0
6849-6855-6849	6849	6855	6849	4	99999	3.6E+08	0	0	0
6849-6855-6853	6849	6855	6853	1	99999	3.6E+08	0	0	0
6855-6849-6855	6855	6849	6855	4	99999	3.6E+08	0	0	0
6771-6850-6771	6771	6850	6771	4	99999	3.6E+08	0	0	0
6850-6771-6736	6850	6771	6736	1 B,C,H	99999	15.51542	18.62714	18.17519	0.451952
6850-6771-6846	6850	6771	6846	3 B,C,H	99999	6.065131	22.0127	21.51686	0.495848
6850-6771-6850	6850	6771	6850	4	99999	3.6E+08	0	0	0
2711-6856-2711	2711	6856	2711	4	99999	3.6E+08	0	0	0
2711-6856-6857	2711	6856	6857	3 B,C,H	99999	0	0	0	0
2711-6856-6914	2711	6856	6914	2 B,C,H	99999	0	658.3162	643.1777	15.13852
6856-2711-2710	6856	2711	2710	2 B,C,H	99999	3.6E+08	0	0	0
6856-2711-2714	6856	2711	2714	2	99999	3.6E+08	0	0	0
6856-2711-6856	6856	2711	6856	4	99999	3.6E+08	0	0	0
6856-6857-6856	6856	6857	6856	4 B,C,H	99999	0	0	0	0
6857-6856-2711	6857	6856	2711	1	99999	3.6E+08	0	0	0
6857-6856-6857	6857	6856	6857	4	99999	3.6E+08	0	0	0
6857-6856-6914	6857	6856	6914	3 B,C,H	99999	7.829674	0	0	0
6795-6858-6673	6795	6858	6673	1 B,C,H	99999	4.593468	1.224607	1.224607	0
6795-6858-6795	6795	6858	6795	4	99999	3.6E+08	0	0	0

6795-6858-6827	6795	6858	6827	2 B,C,H	99999	4.574591	0	0	0
6795-6858-6833	6795	6858	6833	3 B,C,H	99999	4.593504	36.20327	35.6154	0.587876
6858-6795-6858	6858	6795	6858	4 B,C,H	99999	0	0	0	0
6781-6859-6781	6781	6859	6781	4	99999	3.6E+08	0	0	0
6781-6859-6860	6781	6859	6860	1 B,C,H	99999	2.762356	34.5193	33.5647	0.954607
6781-6859-6880	6781	6859	6880	2 B,C,H	99999	0	197.6304	193.7528	3.87766
6859-6781-2736	6859	6781	2736	3 B,C,H	99999	39.56792	41.88452	40.55546	1.329056
6859-6781-6816	6859	6781	6816	1 B,C,H	99999	44.28083	188.9692	179.1556	9.813558
6859-6781-6859	6859	6781	6859	4	99999	3.6E+08	0	0	0
6859-6860-6859	6859	6860	6859	4	99999	3.6E+08	0	0	0
6860-6859-6781	6860	6859	6781	3 B,C,H	99999	5.37737	64.24419	60.88904	3.355144
6860-6859-6860	6860	6859	6860	4	99999	3.6E+08	0	0	0
6860-6859-6880	6860	6859	6880	1 B,C,H	99999	7.734684	21.94333	21.3477	0.595629
6785-6861-6785	6785	6861	6785	4	99999	3.6E+08	0	0	0
6785-6861-6862	6785	6861	6862	3 B,C,H	99999	5.485636	71.19443	69.35055	1.843886
6785-6861-6896	6785	6861	6896	2 B,C,H	99999	5.496601	145.6029	143.4117	2.19117
6861-6785-6812	6861	6785	6812	3 B,C,H	99999	5.836861	9.044376	9.001013	0.043363
6861-6785-6861	6861	6785	6861	4 B,C,H	99999	5.81475	0	0	0
6861-6785-6879	6861	6785	6879	1 B,C,H	99999	5.835922	115.6076	111.8669	3.740654
6861-6862-6861	6861	6862	6861	4	99999	3.6E+08	0	0	0
6862-6861-6785	6862	6861	6785	1 B,C,H	99999	5.54584	49.44723	48.29177	1.155457
6862-6861-6862	6862	6861	6862	4	99999	3.6E+08	0	0	0
6862-6861-6896	6862	6861	6896	3 B,C,H	99999	5.545909	52.15318	51.35591	0.797274
2819-6864-2819	2819	6864	2819	4	99999	3.6E+08	0	0	0
2819-6864-6863	2819	6864	6863	3 B,C,H	99999	0	112.8073	107.835	4.972304
2819-6864-6962	2819	6864	6962	2 B,C,H	99999	0	372.2668	358.1693	14.09742
6864-2819-6777	6864	2819	6777	3 B,C,H	99999	10.61892	0.865414	0.820109	0.045305
6864-2819-6864	6864	2819	6864	4	99999	3.6E+08	0	0	0
6864-2819-6866	6864	2819	6866	1 B,C,H	99999	16.027	187.9145	183.6482	4.266338
6864-2819-6904	6864	2819	6904	2 B,C,H	99999	10.61924	321.3825	314.7393	6.643211
6863-6864-2819	6863	6864	2819	1 B,C,H	99999	14.39564	20.64858	20.11077	0.537816
6863-6864-6863	6863	6864	6863	4	99999	3.6E+08	0	0	0
6863-6864-6962	6863	6864	6962	3 B,C,H	99999	7.293513	2.15789	2.070171	0.08772
6864-6863-6864	6864	6863	6864	4 B,C,H	99999	0	0	0	0
2807-6866-2807	2807	6866	2807	4	99999	3.6E+08	0	0	0
2807-6866-2819	2807	6866	2819	2 B,C,H	99999	0	238.6186	232.8004	5.818242
2807-6866-6865	2807	6866	6865	3 B,C,H	99999	0	22.72739	22.60853	0.118863
6866-2807-6832	6866	2807	6832	1 B,C,H	99999	10.062	81.11501	79.18948	1.925528
6866-2807-6834	6866	2807	6834	3 B,C,H	99999	0	163.8071	160.0966	3.710522
6866-2807-6866	6866	2807	6866	4	99999	3.6E+08	0	0	0
2819-6866-2807	2819	6866	2807	2 B,C,H	99999	0	237.7679	232.1866	5.581321
2819-6866-2819	2819	6866	2819	4	99999	3.6E+08	0	0	0
2819-6866-6865	2819	6866	6865	1 B,C,H	99999	2.853383	16.36239	15.8088	0.553589
6866-2819-6777	6866	2819	6777	2 B,C,H	99999	94.97574	1.820199	1.793109	0.027089
6866-2819-6864	6866	2819	6864	3 B,C,H	99999	95.17764	85.88773	83.35569	2.532047
6866-2819-6866	6866	2819	6866	4	99999	3.6E+08	0	0	0
6866-2819-6904	6866	2819	6904	1 B,C,H	99999	94.62792	163.718	160.2001	3.51791
6865-6866-2807	6865	6866	2807	1 B,C,H	99999	7.48467	7.154263	7.099534	0.054729
6865-6866-2819	6865	6866	2819	3 B,C,H	99999	4.901912	12.80727	12.54847	0.258804
6865-6866-6865	6865	6866	6865	4	99999	3.6E+08	0	0	0
6866-6865-6866	6866	6865	6866	4 B,C,H	99999	0	0	0	0
2623-6868-2623	2623	6868	2623	4	99999	3.6E+08	0	0	0
2623-6868-2687	2623	6868	2687	2	99999	3.6E+08	0	0	0
2623-6868-6867	2623	6868	6867	1	99999	3.6E+08	0	0	0
6868-2623-2614	6868	2623	2614	3 B,C,H	99999	23.69154	383.5312	378.4365	5.094706
6868-2623-6846	6868	2623	6846	1 B,C,H	99999	20.33644	81.21981	79.77299	1.446817
6868-2623-6868	6868	2623	6868	4	99999	3.6E+08	0	0	0
2687-6868-2623	2687	6868	2623	2 B,C,H	99999	0	415.9832	410.579	5.404163
2687-6868-2687	2687	6868	2687	4	99999	3.6E+08	0	0	0

2687-6868-6867	2687	6868	6867	3 B,C,H	99999	0	29.69136	29.69136	0
6868-2687-6868	6868	2687	6868	4	99999	3.6E+08	0	0	0
6868-2687-6882	6868	2687	6882	3	99999	3.6E+08	0	0	0
6868-2687-6916	6868	2687	6916	1	99999	3.6E+08	0	0	0
6868-2687-6921	6868	2687	6921	2	99999	3.6E+08	0	0	0
6867-6868-2623	6867	6868	2623	3 B,C,H	99999	6.645176	48.76781	47.63045	1.13736
6867-6868-2687	6867	6868	2687	1	99999	3.6E+08	0	0	0
6867-6868-6867	6867	6868	6867	4	99999	3.6E+08	0	0	0
6868-6867-6868	6868	6867	6868	4 B,C,H	99999	0	0	0	0
6821-6870-2654	6821	6870	2654	2 B,C,H	99999	0	221.2016	218.6426	2.559052
6821-6870-6821	6821	6870	6821	4	99999	3.6E+08	0	0	0
6821-6870-6869	6821	6870	6869	3 B,C,H	99999	0	16.99556	16.70319	0.292371
6870-6821-2594	6870	6821	2594	2	99999	3.6E+08	0	0	0
6870-6821-6870	6870	6821	6870	4	99999	3.6E+08	0	0	0
6870-6821-6949	6870	6821	6949	3	99999	3.6E+08	0	0	0
2654-6870-2654	2654	6870	2654	4	99999	3.6E+08	0	0	0
2654-6870-6821	2654	6870	6821	2	99999	3.6E+08	0	0	0
2654-6870-6869	2654	6870	6869	1	99999	3.6E+08	0	0	0
6870-2654-6740	6870	2654	6740	1 B,C,H	99999	19.05058	155.1142	152.4065	2.707643
6870-2654-6772	6870	2654	6772	3 B,C,H	99999	7.919521	88.54421	88.34007	0.204134
6870-2654-6870	6870	2654	6870	4	99999	3.6E+08	0	0	0
6869-6870-2654	6869	6870	2654	3 B,C,H	99999	4.699	22.45673	22.104	0.352725
6869-6870-6821	6869	6870	6821	1	99999	3.6E+08	0	0	0
6869-6870-6869	6869	6870	6869	4	99999	3.6E+08	0	0	0
6870-6869-6870	6870	6869	6870	4 B,C,H	99999	0	0	0	0
6837-6872-6837	6837	6872	6837	4	99999	3.6E+08	0	0	0
6837-6872-6871	6837	6872	6871	3 B,C,H	99999	0	91.44644	89.94966	1.496784
6837-6872-6901	6837	6872	6901	2 B,C,H	99999	0	163.1745	161.0731	2.101389
6872-6837-6836	6872	6837	6836	3 B,C,H	99999	0	1.206777	1.182059	0.024719
6872-6837-6872	6872	6837	6872	4	99999	3.6E+08	0	0	0
6872-6837-6905	6872	6837	6905	2 B,C,H	99999	0	346.0046	339.8518	6.152845
6871-6872-6837	6871	6872	6837	1 B,C,H	99999	8.924641	44.76709	44.12145	0.645638
6871-6872-6871	6871	6872	6871	4	99999	3.6E+08	0	0	0
6871-6872-6901	6871	6872	6901	3 B,C,H	99999	5.709606	11.79059	11.54789	0.242707
6872-6871-6872	6872	6871	6872	4 B,C,H	99999	0	0	0	0
6841-6874-2928	6841	6874	2928	2 B,C,H	99999	0	132.4928	128.9818	3.510947
6841-6874-6841	6841	6874	6841	4	99999	3.6E+08	0	0	0
6841-6874-6873	6841	6874	6873	1 B,C,H	99999	9.781924	232.0606	221.8319	10.22874
6874-6841-6839	6874	6841	6839	1 B,C,H	99999	3.058363	1.384662	1.312174	0.072488
6874-6841-6874	6874	6841	6874	4	99999	3.6E+08	0	0	0
6874-6841-6962	6874	6841	6962	2 B,C,H	99999	0	472.7217	462.4233	10.29837
2928-6874-2928	2928	6874	2928	4	99999	3.6E+08	0	0	0
2928-6874-6841	2928	6874	6841	2 B,C,H	99999	0	291.0222	285.42	5.602221
2928-6874-6873	2928	6874	6873	3 B,C,H	99999	0	24.92392	23.61913	1.304784
6874-2928-3	6874	2928	3	2 B,C,H	99999	0	114.5608	111.9059	2.65497
6874-2928-6838	6874	2928	6838	1 B,C,H	99999	5.902026	37.06524	35.43149	1.633757
6874-2928-6874	6874	2928	6874	4	99999	3.6E+08	0	0	0
6873-6874-2928	6873	6874	2928	1 B,C,H	99999	18.43044	19.13329	18.35551	0.77778
6873-6874-6841	6873	6874	6841	3 B,C,H	99999	10.40806	183.0841	178.3155	4.768633
6873-6874-6873	6873	6874	6873	4	99999	3.6E+08	0	0	0
6874-6873-6874	6874	6873	6874	4 B,C,H	99999	0	0	0	0
6607-6876-6607	6607	6876	6607	4	99999	3.6E+08	0	0	0
6607-6876-6609	6607	6876	6609	2 B,C,H	99999	0	239.5808	230.7498	8.831002
6607-6876-6875	6607	6876	6875	1 B,C,H	99999	3.417423	42.75125	40.41559	2.335664
6876-6607-6786	6876	6607	6786	3	99999	3.6E+08	0	0	0
6876-6607-6787	6876	6607	6787	2 B,C,H	99999	0	299.6299	298.1299	1.5
6876-6607-6876	6876	6607	6876	4	99999	3.6E+08	0	0	0
6609-6876-6607	6609	6876	6607	2 B,C,H	99999	0	290.7991	289.2991	1.5
6609-6876-6609	6609	6876	6609	4	99999	3.6E+08	0	0	0

6609-6876-6875	6609	6876	6875	3 B,C,H	99999	0	113.5216	111.5419	1.979627
6876-6609-6610	6876	6609	6610	2 B,C,H	99999	0	337.166	324.7847	12.38133
6876-6609-6800	6876	6609	6800	1 B,C,H	99999	3.142631	3.404967	3.21894	0.186026
6876-6609-6876	6876	6609	6876	4	99999	3.6E+08	0	0	0
6875-6876-6607	6875	6876	6607	3 B,C,H	99999	9.899598	8.830748	8.830748	0
6875-6876-6609	6875	6876	6609	1 B,C,H	99999	13.82898	100.9902	97.25387	3.736349
6875-6876-6875	6875	6876	6875	4	99999	3.6E+08	0	0	0
6876-6875-6876	6876	6875	6876	4 B,C,H	99999	0	0	0	0
6785-6879-6785	6785	6879	6785	4	99999	3.6E+08	0	0	0
6785-6879-6877	6785	6879	6877	1 B,C,H	99999	2.663501	3.641123	3.619442	0.021681
6785-6879-6880	6785	6879	6880	2 B,C,H	99999	0	141.3173	135.4969	5.820464
6879-6785-6812	6879	6785	6812	2 B,C,H	99999	6.212575	20.22903	19.61536	0.613676
6879-6785-6861	6879	6785	6861	3 B,C,H	99999	6.22669	191.9732	188.32	3.653204
6879-6785-6879	6879	6785	6879	4 B,C,H	99999	6.191485	0	0	0
6877-6879-6785	6877	6879	6785	3 B,C,H	99999	4.79413	7.213849	7.014245	0.199604
6877-6879-6877	6877	6879	6877	4	99999	3.6E+08	0	0	0
6877-6879-6880	6877	6879	6880	1 B,C,H	99999	6.141879	21.10491	20.0064	1.098507
6879-6877-6879	6879	6877	6879	4 B,C,H	99999	0	0	0	0
6859-6880-6859	6859	6880	6859	4	99999	3.6E+08	0	0	0
6859-6880-6878	6859	6880	6878	3 B,C,H	99999	0	9.862658	9.589913	0.272745
6859-6880-6879	6859	6880	6879	2 B,C,H	99999	0	209.7111	205.5105	4.200544
6880-6859-6781	6880	6859	6781	2 B,C,H	99999	0	166.6095	158.822	7.78747
6880-6859-6860	6880	6859	6860	3 B,C,H	99999	0	11.01711	10.94966	0.067453
6880-6859-6880	6880	6859	6880	4	99999	3.6E+08	0	0	0
6879-6880-6859	6879	6880	6859	2 B,C,H	99999	0	159.2745	152.3748	6.899699
6879-6880-6878	6879	6880	6878	1 B,C,H	99999	2.668981	3.147746	3.128474	0.019272
6879-6880-6879	6879	6880	6879	4	99999	3.6E+08	0	0	0
6880-6879-6785	6880	6879	6785	2 B,C,H	99999	0	204.9884	200.9211	4.067275
6880-6879-6877	6880	6879	6877	3 B,C,H	99999	0	10.99558	10.68874	0.306838
6880-6879-6880	6880	6879	6880	4	99999	3.6E+08	0	0	0
6878-6880-6859	6878	6880	6859	1 B,C,H	99999	6.263053	18.35209	17.39687	0.955223
6878-6880-6878	6878	6880	6878	4	99999	3.6E+08	0	0	0
6878-6880-6879	6878	6880	6879	3 B,C,H	99999	4.771676	6.272912	6.099343	0.173569
6880-6878-6880	6880	6878	6880	4 B,C,H	99999	0	0	0	0
6854-6882-2687	6854	6882	2687	2	99999	3.6E+08	0	0	0
6854-6882-6854	6854	6882	6854	4	99999	3.6E+08	0	0	0
6854-6882-6881	6854	6882	6881	3	99999	3.6E+08	0	0	0
6882-6854-2671	6882	6854	2671	2 B,C,H	99999	0	10.15573	10.08492	0.070816
6882-6854-6848	6882	6854	6848	3 B,C,H	99999	0	121.6594	116.0299	5.629506
6882-6854-6882	6882	6854	6882	4	99999	3.6E+08	0	0	0
2687-6882-2687	2687	6882	2687	4	99999	3.6E+08	0	0	0
2687-6882-6854	2687	6882	6854	2 B,C,H	99999	0	121.5793	115.9498	5.629506
2687-6882-6881	2687	6882	6881	1 B,C,H	99999	0	10.33238	9.863255	0.469125
6882-2687-6868	6882	2687	6868	1	99999	3.6E+08	0	0	0
6882-2687-6882	6882	2687	6882	4	99999	3.6E+08	0	0	0
6882-2687-6916	6882	2687	6916	2	99999	3.6E+08	0	0	0
6882-2687-6921	6882	2687	6921	3	99999	3.6E+08	0	0	0
2594-6884-2594	2594	6884	2594	4	99999	3.6E+08	0	0	0
2594-6884-6770	2594	6884	6770	2 B,C,H	99999	0	534.7335	522.01	12.72351
2594-6884-6883	2594	6884	6883	3 B,C,H	99999	0	4.139167	4.033718	0.105449
6884-2594-6742	6884	2594	6742	2 B,C,H	99999	0	342.6224	334.7527	7.869719
6884-2594-6821	6884	2594	6821	3 B,C,H	99999	0	167.4798	164.8691	2.610731
6884-2594-6884	6884	2594	6884	4	99999	3.6E+08	0	0	0
6770-6884-2594	6770	6884	2594	2 B,C,H	99999	0	492.1532	481.6728	10.48045
6770-6884-6770	6770	6884	6770	4	99999	3.6E+08	0	0	0
6770-6884-6883	6770	6884	6883	1 B,C,H	99999	3.507385	0.826362	0.825536	0.000826
6884-6770-2564	6884	6770	2564	2 B,C,H	99999	0	446.7316	436.3983	10.33333
6884-6770-6817	6884	6770	6817	3 B,C,H	99999	0	93.82111	91.43093	2.390178
6884-6770-6884	6884	6770	6884	4	99999	3.6E+08	0	0	0

6883-6884-2594	6883	6884	2594	1 B,C,H	99999	15.79123	17.94902	17.94902	0
6883-6884-6770	6883	6884	6770	3 B,C,H	99999	8.196945	5.819172	5.819172	0
6883-6884-6883	6883	6884	6883	4	99999	3.6E+08	0	0	0
6884-6883-6884	6884	6883	6884	4	99999	3.6E+08	0	0	0
2642-6886-2642	2642	6886	2642	4	99999	3.6E+08	0	0	0
2642-6886-6803	2642	6886	6803	2 B,C,H	99999	0	148.8366	146.8864	1.950278
2642-6886-6885	2642	6886	6885	3 B,C,H	99999	0	0	0	0
6886-2642-6808	6886	2642	6808	3 B,C,H	99999	37.86003	0	0	0
6886-2642-6809	6886	2642	6809	2 B,C,H	99999	37.93791	133.8632	131.9645	1.898643
6886-2642-6886	6886	2642	6886	4	99999	3.6E+08	0	0	0
6886-2642-6888	6886	2642	6888	1 B,C,H	99999	37.9352	1.263176	1.263176	0
6803-6886-2642	6803	6886	2642	2 B,C,H	99999	0	135.1264	133.2277	1.898643
6803-6886-6803	6803	6886	6803	4	99999	3.6E+08	0	0	0
6803-6886-6885	6803	6886	6885	1 B,C,H	99999	2.496603	0	0	0
6886-6803-2595	6886	6803	2595	2 B,C,H	99999	0	148.8366	146.8864	1.950278
6886-6803-6886	6886	6803	6886	4	99999	3.6E+08	0	0	0
6886-6803-6942	6886	6803	6942	3 B,C,H	99999	0	0	0	0
6885-6886-2642	6885	6886	2642	1 B,C,H	99999	5.096178	0	0	0
6885-6886-6803	6885	6886	6803	3 B,C,H	99999	3.998837	0	0	0
6885-6886-6885	6885	6886	6885	4	99999	3.6E+08	0	0	0
6886-6885-6886	6886	6885	6886	4 B,C,H	99999	0	0	0	0
6792-6888-2642	6792	6888	2642	2 B,C,H	99999	0	243.3418	241.5472	1.794622
6792-6888-6792	6792	6888	6792	4	99999	3.6E+08	0	0	0
6792-6888-6887	6792	6888	6887	3 B,C,H	99999	0	0	0	0
6888-6792-6791	6888	6792	6791	3 B,C,H	99999	0	6.510813	6.369	0.141813
6888-6792-6888	6888	6792	6888	4	99999	3.6E+08	0	0	0
6888-6792-6910	6888	6792	6910	2 B,C,H	99999	0	59.12128	57.56529	1.555981
2642-6888-2642	2642	6888	2642	4	99999	3.6E+08	0	0	0
2642-6888-6792	2642	6888	6792	2 B,C,H	99999	0	65.63209	63.93429	1.697794
2642-6888-6887	2642	6888	6887	1 B,C,H	99999	2.700248	0	0	0
6888-2642-6808	6888	2642	6808	2 B,C,H	99999	18.06308	133.9109	132.5991	1.311755
6888-2642-6809	6888	2642	6809	1 B,C,H	99999	16.77627	64.69687	64.35912	0.337749
6888-2642-6886	6888	2642	6886	3 B,C,H	99999	18.05635	44.73406	44.58894	0.145119
6888-2642-6888	6888	2642	6888	4	99999	3.6E+08	0	0	0
6887-6888-2642	6887	6888	2642	3 B,C,H	99999	4.505734	0	0	0
6887-6888-6792	6887	6888	6792	1 B,C,H	99999	5.259682	0	0	0
6887-6888-6887	6887	6888	6887	4	99999	3.6E+08	0	0	0
6888-6887-6888	6888	6887	6888	4 B,C,H	99999	0	0	0	0
6889-6890-6889	6889	6890	6889	4	99999	3.6E+08	0	0	0
6889-6890-6912	6889	6890	6912	1 B,C,H	99999	5.271692	9.480002	9.276784	0.203218
6889-6890-6965	6889	6890	6965	3 B,C,H	99999	3.73661	3.024663	2.987546	0.037118
6890-6889-6890	6890	6889	6890	4 B,C,H	99999	0	0	0	0
6772-6892-6772	6772	6892	6772	4	99999	3.6E+08	0	0	0
6772-6892-6773	6772	6892	6773	2 B,C,H	99999	0	159.7466	153.966	5.780645
6772-6892-6891	6772	6892	6891	3 B,C,H	99999	0	4.06503	3.991938	0.073093
6892-6772-2654	6892	6772	2654	2 B,C,H	99999	6.771642	212.2584	206.6907	5.567668
6892-6772-6892	6892	6772	6892	4	99999	3.6E+08	0	0	0
6892-6772-6908	6892	6772	6908	3 B,C,H	99999	6.771619	1.176696	1.176696	0
6773-6892-6772	6773	6892	6772	2 B,C,H	99999	0	202.3438	196.959	5.384773
6773-6892-6773	6773	6892	6773	4	99999	3.6E+08	0	0	0
6773-6892-6891	6773	6892	6891	1 B,C,H	99999	2.536207	0.183859	0.183859	0
6892-6773-6774	6892	6773	6774	2 B,C,H	99999	6.049182	142.4134	136.9544	5.459037
6892-6773-6822	6892	6773	6822	1 B,C,H	99999	6.049101	17.88613	17.56453	0.321608
6892-6773-6892	6892	6773	6892	4	99999	3.6E+08	0	0	0
6891-6892-6772	6891	6892	6772	1 B,C,H	99999	5.917815	11.09128	10.90839	0.182895
6891-6892-6773	6891	6892	6773	3 B,C,H	99999	4.281765	0.552948	0.552948	0
6891-6892-6891	6891	6892	6891	4	99999	3.6E+08	0	0	0
6892-6891-6892	6892	6891	6892	4 B,C,H	99999	0	0	0	0
6861-6896-6783	6861	6896	6783	2 B,C,H	99999	0	193.0829	190.1879	2.894995

6861-6896-6861	6861	6896	6861	4	99999	3.6E+08	0	0	0
6861-6896-6895	6861	6896	6895	1 B,C,H	99999	2.425426	4.673202	4.579753	0.093449
6896-6861-6785	6896	6861	6785	2 B,C,H	99999	4.77305	75.2047	72.57614	2.62856
6896-6861-6862	6896	6861	6862	1 B,C,H	99999	4.77377	31.37568	31.05036	0.32532
6896-6861-6896	6896	6861	6896	4	99999	3.6E+08	0	0	0
6783-6896-6783	6783	6896	6783	4	99999	3.6E+08	0	0	0
6783-6896-6861	6783	6896	6861	2 B,C,H	99999	0	100.1142	97.31143	2.802781
6783-6896-6895	6783	6896	6895	3 B,C,H	99999	0	2.100296	2.050496	0.0498
6896-6783-6630	6896	6783	6630	2 B,C,H	99999	5.482588	184.7911	182.1256	2.665508
6896-6783-6788	6896	6783	6788	3 B,C,H	99999	5.471223	15.11182	14.77807	0.333747
6896-6783-6896	6896	6783	6896	4	99999	3.6E+08	0	0	0
6895-6896-6783	6895	6896	6783	1 B,C,H	99999	5.415401	6.820031	6.715773	0.104259
6895-6896-6861	6895	6896	6861	3 B,C,H	99999	3.928778	6.466176	6.315077	0.151098
6895-6896-6895	6895	6896	6895	4	99999	3.6E+08	0	0	0
6896-6895-6896	6896	6895	6896	4 B,C,H	99999	0	0	0	0
6628-6898-6628	6628	6898	6628	4	99999	3.6E+08	0	0	0
6628-6898-6630	6628	6898	6630	2 B,C,H	99999	0	106.4506	104.7006	1.75
6628-6898-6897	6628	6898	6897	3 B,C,H	99999	0	0.714322	0.714322	0
6898-6628-6633	6898	6628	6633	2 B,C,H	99999	0	73.13515	72.38515	0.75
6898-6628-6898	6898	6628	6898	4 B,C,H	99999	0	0	0	0
6630-6898-6628	6630	6898	6628	2 B,C,H	99999	0	71.13146	70.38146	0.75
6630-6898-6630	6630	6898	6630	4	99999	3.6E+08	0	0	0
6630-6898-6897	6630	6898	6897	1 B,C,H	99999	2.474709	12.83267	12.54618	0.286499
6898-6630-6629	6898	6630	6629	2 B,C,H	99999	5.990767	95.38885	93.41806	1.970784
6898-6630-6783	6898	6630	6783	1 B,C,H	99999	5.990454	37.19358	36.8736	0.319973
6898-6630-6898	6898	6630	6898	4	99999	3.6E+08	0	0	0
6897-6898-6628	6897	6898	6628	1 B,C,H	99999	4.895528	2.003687	2.003687	0
6897-6898-6630	6897	6898	6630	3 B,C,H	99999	4.061501	26.13181	25.59105	0.540756
6897-6898-6897	6897	6898	6897	4	99999	3.6E+08	0	0	0
6898-6897-6898	6898	6897	6898	4 B,C,H	99999	0	0	0	0
6872-6901-6834	6872	6901	6834	2 B,C,H	99999	0	164.8043	162.6265	2.177788
6872-6901-6872	6872	6901	6872	4	99999	3.6E+08	0	0	0
6872-6901-6900	6872	6901	6900	1 B,C,H	99999	2.915527	10.16072	9.994406	0.166309
6901-6872-6837	6901	6872	6837	2 B,C,H	99999	0	302.4443	296.9124	5.531926
6901-6872-6871	6901	6872	6871	1 B,C,H	99999	2.871172	23.27357	22.79685	0.476717
6901-6872-6901	6901	6872	6901	4	99999	3.6E+08	0	0	0
6834-6901-6834	6834	6901	6834	4	99999	3.6E+08	0	0	0
6834-6901-6872	6834	6901	6872	2 B,C,H	99999	0	301.4027	295.702	5.70075
6834-6901-6900	6834	6901	6900	3 B,C,H	99999	0	2.585952	2.532983	0.052969
6901-6834-2807	6901	6834	2807	2 B,C,H	99999	0	158.393	156.2504	2.1426
6901-6834-6826	6901	6834	6826	3 B,C,H	99999	0	12.87024	12.65958	0.210659
6901-6834-6901	6901	6834	6901	4	99999	3.6E+08	0	0	0
6900-6901-6834	6900	6901	6834	1 B,C,H	99999	7.24791	6.45888	6.283409	0.175471
6900-6901-6872	6900	6901	6872	3 B,C,H	99999	5.370329	24.31515	24.00726	0.307893
6900-6901-6900	6900	6901	6900	4	99999	3.6E+08	0	0	0
6901-6900-6901	6901	6900	6901	4 B,C,H	99999	0	0	0	0
2727-6904-2727	2727	6904	2727	4	99999	3.6E+08	0	0	0
2727-6904-2819	2727	6904	2819	2 B,C,H	99999	0	463.9123	445.3709	18.54142
6904-2727-2714	6904	2727	2714	2 B,C,H	99999	104.317	305.1518	300.7235	4.428348
6904-2727-6741	6904	2727	6741	1 B,C,H	99999	104.7305	0	0	0
6904-2727-6776	6904	2727	6776	3 B,C,H	99999	105.2548	191.9871	185.9051	6.08199
6904-2727-6904	6904	2727	6904	4	99999	3.6E+08	0	0	0
2819-6904-2727	2819	6904	2727	2 B,C,H	99999	0	497.139	486.6286	10.51034
2819-6904-2819	2819	6904	2819	4	99999	3.6E+08	0	0	0
6904-2819-6777	6904	2819	6777	1 B,C,H	99999	15.29636	6.237463	5.909387	0.328075
6904-2819-6864	6904	2819	6864	2 B,C,H	99999	15.29416	397.3161	380.8545	16.46166
6904-2819-6866	6904	2819	6866	3 B,C,H	99999	15.29499	60.35876	58.60707	1.751682
6904-2819-6904	6904	2819	6904	4	99999	3.6E+08	0	0	0
6835-6905-6835	6835	6905	6835	4	99999	3.6E+08	0	0	0

6835-6905-6837	6835	6905	6837	2 B,C,H	99999	0	256.0681	252.4602	3.607969
6905-6835-6741	6905	6835	6741	2 B,C,H	99999	0	352.4792	346.2695	6.209651
6905-6835-6905	6905	6835	6905	4 B,C,H	99999	4.758597	0	0	0
6905-6835-6931	6905	6835	6931	1 B,C,H	99999	2.791446	6.033887	5.910294	0.123593
6837-6905-6835	6837	6905	6835	2 B,C,H	99999	0	358.5131	352.1798	6.333244
6837-6905-6837	6837	6905	6837	4	99999	3.6E+08	0	0	0
6905-6837-6836	6905	6837	6836	1 B,C,H	99999	2.989608	4.741667	4.664056	0.077611
6905-6837-6872	6905	6837	6872	2 B,C,H	99999	0	251.3265	247.7961	3.530358
6905-6837-6905	6905	6837	6905	4	99999	3.6E+08	0	0	0
6824-6907-6824	6824	6907	6824	4 B,C,H	99999	0	0	0	0
6907-6824-6907	6907	6824	6907	4 B,C,H	99999	0	0	0	0
6907-6824-6920	6907	6824	6920	2 B,C,H	99999	0	0	0	0
6907-6824-6931	6907	6824	6931	3 B,C,H	99999	0	26.61538	26.19734	0.418045
6772-6908-6772	6772	6908	6772	4	99999	3.6E+08	0	0	0
6772-6908-6932	6772	6908	6932	2 B,C,H	99999	0	27.19289	26.7251	0.467793
6908-6772-2654	6908	6772	2654	3 B,C,H	99999	5.615187	64.96322	63.89198	1.07124
6908-6772-6892	6908	6772	6892	1 B,C,H	99999	5.61517	3.238694	3.238694	0
6908-6772-6908	6908	6772	6908	4	99999	3.6E+08	0	0	0
6792-6910-6792	6792	6910	6792	4	99999	3.6E+08	0	0	0
6792-6910-6912	6792	6910	6912	2 B,C,H	99999	0	62.85368	61.2477	1.605978
6910-6792-6791	6910	6792	6791	1 B,C,H	99999	2.338307	2.19797	2.155605	0.042365
6910-6792-6888	6910	6792	6888	2 B,C,H	99999	0	229.8803	228.3661	1.514157
6910-6792-6910	6910	6792	6910	4	99999	3.6E+08	0	0	0
6802-6911-6802	6802	6911	6802	4	99999	3.6E+08	0	0	0
6802-6911-6939	6802	6911	6939	2 B,C,H	99999	0	79.66851	78.5124	1.156112
6802-6911-6948	6802	6911	6948	3 B,C,H	99999	0	10.18689	9.87505	0.311834
6911-6802-6782	6911	6802	6782	2 B,C,H	99999	0	137.0301	132.686	4.344092
6911-6802-6796	6911	6802	6796	3 B,C,H	99999	0	5.607583	5.52358	0.084002
6911-6802-6911	6911	6802	6911	4 B,C,H	99999	3.49882	0	0	0
6910-6912-6890	6910	6912	6890	2 B,C,H	99999	0	62.85368	61.2477	1.605978
6910-6912-6910	6910	6912	6910	4	99999	3.6E+08	0	0	0
6912-6910-6792	6912	6910	6792	2 B,C,H	99999	0	232.0783	230.5217	1.556522
6912-6910-6912	6912	6910	6912	4	99999	3.6E+08	0	0	0
6890-6912-6890	6890	6912	6890	4	99999	3.6E+08	0	0	0
6890-6912-6910	6890	6912	6910	2 B,C,H	99999	0	232.0783	230.5217	1.556522
6912-6890-6889	6912	6890	6889	3 B,C,H	99999	0	4.332634	4.246	0.086633
6912-6890-6912	6912	6890	6912	4	99999	3.6E+08	0	0	0
6912-6890-6965	6912	6890	6965	2 B,C,H	99999	0	58.52105	57.0017	1.519345
6629-6913-6629	6629	6913	6629	4 B,C,H	99999	0	0	0	0
6913-6629-6630	6913	6629	6630	3 B,C,H	99999	3.703477	1.348694	1.22426	0.124434
6913-6629-6790	6913	6629	6790	2 B,C,H	99999	6.679908	1.42232	1.389842	0.032478
6913-6629-6913	6913	6629	6913	4	99999	3.6E+08	0	0	0
6913-6629-6965	6913	6629	6965	1 B,C,H	99999	6.606576	8.170568	8.117186	0.053382
6856-6914-2700	6856	6914	2700	1 B,C,H	99999	0	0	0	0
6856-6914-6856	6856	6914	6856	4	99999	3.6E+08	0	0	0
6856-6914-6921	6856	6914	6921	2 B,C,H	99999	0	658.3162	643.1777	15.13852
6914-6856-2711	6914	6856	2711	2	99999	3.6E+08	0	0	0
6914-6856-6857	6914	6856	6857	1	99999	3.6E+08	0	0	0
6914-6856-6914	6914	6856	6914	4	99999	3.6E+08	0	0	0
2700-6914-2700	2700	6914	2700	4	99999	3.6E+08	0	0	0
2700-6914-6856	2700	6914	6856	3	99999	3.6E+08	0	0	0
2700-6914-6921	2700	6914	6921	1 B,C,H	99999	3.6E+08	0	0	0
6914-2700-2671	6914	2700	2671	3	99999	3.6E+08	0	0	0
6914-2700-2710	6914	2700	2710	1 B,C,H	99999	8.70174	0	0	0
6914-2700-6914	6914	2700	6914	4	99999	3.6E+08	0	0	0
2687-6916-2687	2687	6916	2687	4	99999	3.6E+08	0	0	0
2687-6916-6915	2687	6916	6915	3 B,C,H	99999	0	18.22935	17.40838	0.82097
2687-6916-6938	2687	6916	6938	2 B,C,H	99999	0	62.50062	59.68586	2.814753
6916-2687-6868	6916	2687	6868	3	99999	3.6E+08	0	0	0

6916-2687-6882	6916	2687	6882	2	99999	3.6E+08	0	0	0
6916-2687-6916	6916	2687	6916	4	99999	3.6E+08	0	0	0
6916-2687-6921	6916	2687	6921	1	99999	3.6E+08	0	0	0
6915-6916-2687	6915	6916	2687	1	99999	3.6E+08	0	0	0
6915-6916-6915	6915	6916	6915	4	99999	3.6E+08	0	0	0
6915-6916-6938	6915	6916	6938	3 B,C,H	99999	3.6E+08	0	0	0
6916-6915-6916	6916	6915	6916	4 B,C,H	99999	0	0	0	0
2751-6917-2751	2751	6917	2751	4 B,C,H	99999	0	0	0	0
2751-6917-6842	2751	6917	6842	1 B,C,H	99999	0	14.27692	13.63617	0.640751
2751-6917-6918	2751	6917	6918	2 B,C,H	99999	0	10.70769	10.22713	0.480564
6917-2751-6710	6917	2751	6710	1 B,C,H	99999	9.918939	26.15932	25.21912	0.940198
6917-2751-6776	6917	2751	6776	3 B,C,H	99999	6.367032	27.05578	26.53639	0.519384
6917-2751-6917	6917	2751	6917	4	99999	3.6E+08	0	0	0
6842-6917-2751	6842	6917	2751	3 B,C,H	99999	0	31.92906	31.05331	0.875749
6842-6917-6842	6842	6917	6842	4 B,C,H	99999	0	0	0	0
6842-6917-6918	6842	6917	6918	1 B,C,H	99999	0	0	0	0
6917-6842-6917	6917	6842	6917	4 B,C,H	99999	0	0	0	0
6917-6918-6917	6917	6918	6917	4 B,C,H	99999	0	0	0	0
6918-6917-2751	6918	6917	2751	2 B,C,H	99999	0	21.28604	20.70221	0.583833
6918-6917-6842	6918	6917	6842	3 B,C,H	99999	0	0	0	0
6918-6917-6918	6918	6917	6918	4 B,C,H	99999	0	0	0	0
6824-6920-6824	6824	6920	6824	4	99999	3.6E+08	0	0	0
6824-6920-6919	6824	6920	6919	3 B,C,H	99999	0	9.347556	9.186752	0.160804
6920-6824-6907	6920	6824	6907	2 B,C,H	99999	0	0	0	0
6920-6824-6920	6920	6824	6920	4 B,C,H	99999	0	0	0	0
6920-6824-6931	6920	6824	6931	1 B,C,H	99999	0	22.45673	22.104	0.352725
6919-6920-6824	6919	6920	6824	1 B,C,H	99999	0	22.45673	22.104	0.352725
6919-6920-6919	6919	6920	6919	4	99999	3.6E+08	0	0	0
6920-6919-6920	6920	6919	6920	4 B,C,H	99999	0	0	0	0
2687-6921-2687	2687	6921	2687	4	99999	3.6E+08	0	0	0
2687-6921-6914	2687	6921	6914	2	99999	3.6E+08	0	0	0
6921-2687-6868	6921	2687	6868	2 B,C,H	99999	0	445.6745	440.2704	5.404163
6921-2687-6882	6921	2687	6882	1 B,C,H	99999	0	131.9117	125.8131	6.098631
6921-2687-6916	6921	2687	6916	3 B,C,H	99999	0	80.72996	77.09424	3.635723
6921-2687-6921	6921	2687	6921	4	99999	3.6E+08	0	0	0
6914-6921-2687	6914	6921	2687	2 B,C,H	99999	0	658.3162	643.1777	15.13852
6914-6921-6914	6914	6921	6914	4	99999	3.6E+08	0	0	0
6921-6914-2700	6921	6914	2700	3	99999	3.6E+08	0	0	0
6921-6914-6856	6921	6914	6856	2	99999	3.6E+08	0	0	0
6921-6914-6921	6921	6914	6921	4	99999	3.6E+08	0	0	0
6809-6924-6809	6809	6924	6809	4	99999	3.6E+08	0	0	0
6809-6924-6923	6809	6924	6923	1 B,C,H	99999	2.702253	109.3436	107.0312	2.312455
6809-6924-6943	6809	6924	6943	2 B,C,H	99999	0	0	0	0
6924-6809-2642	6924	6809	2642	1 B,C,H	99999	12.17236	38.11194	37.52932	0.582624
6924-6809-6780	6924	6809	6780	3 B,C,H	99999	6.884041	36.13451	35.29014	0.844373
6924-6809-6924	6924	6809	6924	4	99999	3.6E+08	0	0	0
6923-6924-6809	6923	6924	6809	3 B,C,H	99999	3.892775	74.24645	72.81946	1.426996
6923-6924-6923	6923	6924	6923	4	99999	3.6E+08	0	0	0
6923-6924-6943	6923	6924	6943	1 B,C,H	99999	5.614801	0	0	0
6924-6923-6924	6924	6923	6924	4 B,C,H	99999	0	0	0	0
6808-6926-6808	6808	6926	6808	4	99999	3.6E+08	0	0	0
6808-6926-6925	6808	6926	6925	1 B,C,H	99999	0	24.19107	23.67946	0.511605
6926-6808-2642	6926	6808	2642	3 B,C,H	99999	4.64496	29.57383	28.86195	0.711875
6926-6808-6847	6926	6808	6847	1 B,C,H	99999	7.137916	18.88175	18.66232	0.219428
6926-6808-6926	6926	6808	6926	4 B,C,H	99999	7.13829	0	0	0
6925-6926-6808	6925	6926	6808	3 B,C,H	99999	0	48.45558	47.52428	0.931303
6925-6926-6925	6925	6926	6925	4	99999	3.6E+08	0	0	0
6926-6925-6926	6926	6925	6926	4 B,C,H	99999	0	0	0	0
6929-6943-6924	6929	6943	6924	2 B,C,H	99999	0	0	0	0

6929-6943-6929	6929	6943	6929	4	99999	3.6E+08	0	0	0
6943-6929-6928	6943	6929	6928	1 B,C,H	99999	0	0	0	0
6943-6929-6943	6943	6929	6943	4	99999	3.6E+08	0	0	0
6844-6927-6844	6844	6927	6844	4 B,C,H	99999	0	0	0	0
6927-6844-6847	6927	6844	6847	1 B,C,H	99999	3.499996	0	0	0
6927-6844-6927	6927	6844	6927	4 B,C,H	99999	3.499996	0	0	0
6927-6844-6960	6927	6844	6960	3 B,C,H	99999	3.299996	0	0	0
6928-6929-6928	6928	6929	6928	4	99999	3.6E+08	0	0	0
6928-6929-6943	6928	6929	6943	3 B,C,H	99999	0	0	0	0
6929-6928-6929	6929	6928	6929	4 B,C,H	99999	0	0	0	0
6835-6931-6824	6835	6931	6824	2 B,C,H	99999	0	20.39467	20.04382	0.350845
6835-6931-6835	6835	6931	6835	4	99999	3.6E+08	0	0	0
6835-6931-6930	6835	6931	6930	1 B,C,H	99999	2.337653	9.347556	9.186752	0.160804
6931-6835-6741	6931	6835	6741	1 B,C,H	99999	10.03978	56.6172	55.80066	0.816542
6931-6835-6905	6931	6835	6905	3 B,C,H	99999	6.576472	14.91163	14.60468	0.306954
6931-6835-6931	6931	6835	6931	4 B,C,H	99999	10.03946	0	0	0
6824-6931-6824	6824	6931	6824	4	99999	3.6E+08	0	0	0
6824-6931-6835	6824	6931	6835	2 B,C,H	99999	0	49.07211	48.30134	0.77077
6824-6931-6930	6824	6931	6930	3 B,C,H	99999	0	0	0	0
6931-6824-6907	6931	6824	6907	1 B,C,H	99999	0	11.04711	10.85707	0.190041
6931-6824-6920	6931	6824	6920	3 B,C,H	99999	0	9.347556	9.186752	0.160804
6931-6824-6931	6931	6824	6931	4 B,C,H	99999	0	0	0	0
6930-6931-6824	6930	6931	6824	1 B,C,H	99999	4.146334	0	0	0
6930-6931-6835	6930	6931	6835	3 B,C,H	99999	3.706287	22.45673	22.104	0.352725
6930-6931-6930	6930	6931	6930	4	99999	3.6E+08	0	0	0
6931-6930-6931	6931	6930	6931	4 B,C,H	99999	0	0	0	0
6823-6932-6823	6823	6932	6823	4 B,C,H	99999	0	0	0	0
6823-6932-6908	6823	6932	6908	2 B,C,H	99999	0	46.57692	45.84534	0.731578
6823-6932-6933	6823	6932	6933	3 B,C,H	99999	0	0	0	0
6932-6823-6932	6932	6823	6932	4 B,C,H	99999	0	0	0	0
6908-6932-6823	6908	6932	6823	2 B,C,H	99999	0	18.69511	18.37351	0.321608
6908-6932-6908	6908	6932	6908	4 B,C,H	99999	0	0	0	0
6908-6932-6933	6908	6932	6933	1 B,C,H	99999	0	8.497778	8.351593	0.146185
6932-6908-6772	6932	6908	6772	2 B,C,H	99999	0	68.20191	67.13067	1.07124
6932-6908-6932	6932	6908	6932	4	99999	3.6E+08	0	0	0
6932-6933-6932	6932	6933	6932	4 B,C,H	99999	0	0	0	0
6933-6932-6823	6933	6932	6823	1 B,C,H	99999	0	0	0	0
6933-6932-6908	6933	6932	6908	3 B,C,H	99999	0	21.625	21.28534	0.339661
6933-6932-6933	6933	6932	6933	4 B,C,H	99999	0	0	0	0
6822-6935-6822	6822	6935	6822	4 B,C,H	99999	0	0	0	0
6935-6822-6773	6935	6822	6773	2 B,C,H	99999	0	19.96154	19.648	0.313534
6935-6822-6934	6935	6822	6934	3 B,C,H	99999	0	0	0	0
6935-6822-6935	6935	6822	6935	4	99999	3.6E+08	0	0	0
6822-6934-6822	6822	6934	6822	4 B,C,H	99999	0	0	0	0
6934-6822-6773	6934	6822	6773	3 B,C,H	99999	3.601147	26.61538	26.19734	0.418045
6934-6822-6934	6934	6822	6934	4	99999	3.6E+08	0	0	0
6934-6822-6935	6934	6822	6935	1 B,C,H	99999	3.978251	0	0	0
2610-6936-2610	2610	6936	2610	4	99999	3.6E+08	0	0	0
2610-6936-6742	2610	6936	6742	2 B,C,H	99999	0	345.6153	338.0309	7.584362
2610-6936-6964	2610	6936	6964	1 B,C,H	99999	0	20.08919	19.5406	0.548593
6936-2610-6736	6936	2610	6736	2 B,C,H	99999	27.79546	240.968	233.9717	6.996272
6936-2610-6793	6936	2610	6793	1 B,C,H	99999	28.24131	11.64193	11.49802	0.143917
6936-2610-6855	6936	2610	6855	3 B,C,H	99999	28.25034	142.9534	136.6223	6.331094
6936-2610-6936	6936	2610	6936	4	99999	3.6E+08	0	0	0
6742-6936-2610	6742	6936	2610	2 B,C,H	99999	0	395.5633	382.0921	13.47128
6742-6936-6742	6742	6936	6742	4	99999	3.6E+08	0	0	0
6742-6936-6964	6742	6936	6964	3 B,C,H	99999	0	13.01434	12.85443	0.159908
6936-6742-2594	6936	6742	2594	2 B,C,H	99999	0	345.6153	338.0309	7.584362
6936-6742-6820	6936	6742	6820	1	99999	3.6E+08	0	0	0

6936-6742-6936	6936	6742	6936	4	99999	3.6E+08	0	0	0
6916-6938-6916	6916	6938	6916	4	99999	3.6E+08	0	0	0
6938-6916-2687	6938	6916	2687	2	99999	3.6E+08	0	0	0
6938-6916-6915	6938	6916	6915	1	99999	3.6E+08	0	0	0
6938-6916-6938	6938	6916	6938	4	99999	3.6E+08	0	0	0
6911-6939-6790	6911	6939	6790	2 B,C,H	99999	0	75.3691	74.348	1.021096
6911-6939-6911	6911	6939	6911	4	99999	3.6E+08	0	0	0
6911-6939-6940	6911	6939	6940	1 B,C,H	99999	2.480307	7.871141	7.696972	0.174169
6939-6911-6802	6939	6911	6802	2 B,C,H	99999	0	120.6954	117.0962	3.599206
6939-6911-6939	6939	6911	6939	4	99999	3.6E+08	0	0	0
6939-6911-6948	6939	6911	6948	1 B,C,H	99999	2.385471	2.259622	2.22776	0.031862
6790-6939-6790	6790	6939	6790	4	99999	3.6E+08	0	0	0
6790-6939-6911	6790	6939	6911	2 B,C,H	99999	0	111.543	108.1879	3.355088
6790-6939-6940	6790	6939	6940	3 B,C,H	99999	0	9.546426	9.352239	0.194187
6939-6790-6629	6939	6790	6629	2 B,C,H	99999	0	97.10394	95.7197	1.384233
6939-6790-6789	6939	6790	6789	1 B,C,H	99999	2.459676	2.022534	1.985705	0.036829
6939-6790-6939	6939	6790	6939	4	99999	3.6E+08	0	0	0
6939-6940-6939	6939	6940	6939	4 B,C,H	99999	0	0	0	0
6940-6939-6790	6940	6939	6790	1 B,C,H	99999	5.049542	23.75737	23.35741	0.399966
6940-6939-6911	6940	6939	6911	3 B,C,H	99999	4.252628	11.412	11.13602	0.27598
6940-6939-6940	6940	6939	6940	4	99999	3.6E+08	0	0	0
6804-6941-6804	6804	6941	6804	4 B,C,H	99999	0	0	0	0
6941-6804-6611	6941	6804	6611	1 B,C,H	99999	11.01852	11.04708	10.81284	0.23424
6941-6804-6801	6941	6804	6801	3 B,C,H	99999	6.053949	6.701764	6.332149	0.369614
6941-6804-6941	6941	6804	6941	4 B,C,H	99999	11.01851	0	0	0
6803-6942-6803	6803	6942	6803	4 B,C,H	99999	0	0	0	0
6942-6803-2595	6942	6803	2595	3 B,C,H	99999	3.998837	0	0	0
6942-6803-6886	6942	6803	6886	1 B,C,H	99999	5.096178	0	0	0
6942-6803-6942	6942	6803	6942	4 B,C,H	99999	5.096178	0	0	0
6924-6943-6924	6924	6943	6924	4	99999	3.6E+08	0	0	0
6924-6943-6929	6924	6943	6929	2 B,C,H	99999	0	0	0	0
6943-6924-6809	6943	6924	6809	2 B,C,H	99999	0	0	0	0
6943-6924-6923	6943	6924	6923	3 B,C,H	99999	0	0	0	0
6943-6924-6943	6943	6924	6943	4	99999	3.6E+08	0	0	0
2666-6946-2666	2666	6946	2666	4	99999	3.6E+08	0	0	0
6946-2666-6740	6946	2666	6740	3 B,C,H	99999	5.887091	20.74257	20.29643	0.446141
6946-2666-6946	6946	2666	6946	4	99999	3.6E+08	0	0	0
6946-2666-6950	6946	2666	6950	1 B,C,H	99999	9.465538	44.27497	44.27497	0
6817-6937-6817	6817	6937	6817	4 B,C,H	99999	0	0	0	0
6937-6817-6770	6937	6817	6770	2 B,C,H	99999	0	67.90912	67.90912	0
6937-6817-6937	6937	6817	6937	4 B,C,H	99999	0	0	0	0
6911-6948-6911	6911	6948	6911	4 B,C,H	99999	0	0	0	0
6948-6911-6802	6948	6911	6802	1 B,C,H	99999	4.952327	21.94224	21.11335	0.828888
6948-6911-6939	6948	6911	6939	3 B,C,H	99999	3.998994	3.571723	3.53257	0.039153
6948-6911-6948	6948	6911	6948	4 B,C,H	99999	4.952316	0	0	0
6820-6949-6820	6820	6949	6820	4	99999	3.6E+08	0	0	0
6820-6949-6821	6820	6949	6821	2 B,C,H	99999	0	7.490531	7.289081	0.20145
6949-6820-6740	6949	6820	6740	3	99999	3.6E+08	0	0	0
6949-6820-6742	6949	6820	6742	1	99999	3.6E+08	0	0	0
6949-6820-6949	6949	6820	6949	4	99999	3.6E+08	0	0	0
6949-6820-6963	6949	6820	6963	2	99999	3.6E+08	0	0	0
6821-6949-6820	6821	6949	6820	2	99999	3.6E+08	0	0	0
6821-6949-6821	6821	6949	6821	4	99999	3.6E+08	0	0	0
6949-6821-2594	6949	6821	2594	3	99999	3.6E+08	0	0	0
6949-6821-6870	6949	6821	6870	1 B,C,H	99999	4.833614	7.490531	7.289081	0.20145
6949-6821-6949	6949	6821	6949	4	99999	3.6E+08	0	0	0
2665-6950-2665	2665	6950	2665	4	99999	3.6E+08	0	0	0
2665-6950-2666	2665	6950	2666	2 B,C,H	99999	0	228.4445	223.5974	4.847139
2665-6950-6951	2665	6950	6951	1 B,C,H	99999	4.166127	19.69217	19.69217	0

6950-2665-2671	6950	2665	2671	3 B,C,H	99999	15.4155	329.5653	329.0937	0.471638
6950-2665-6853	6950	2665	6853	1 B,C,H	99999	3.6E+08	0	0	0
6950-2665-6950	6950	2665	6950	4	99999	3.6E+08	0	0	0
2666-6950-2665	2666	6950	2665	2 B,C,H	99999	0	319.0236	318.552	0.471638
2666-6950-2666	2666	6950	2666	4	99999	3.6E+08	0	0	0
2666-6950-6951	2666	6950	6951	3 B,C,H	99999	0	15.30008	14.95604	0.344037
6950-2666-6740	6950	2666	6740	2 B,C,H	99999	0	183.5849	178.6316	4.953363
6950-2666-6946	6950	2666	6946	3 B,C,H	99999	0	49.79829	49.79829	0
6950-2666-6950	6950	2666	6950	4	99999	3.6E+08	0	0	0
6950-6951-6950	6950	6951	6950	4 B,C,H	99999	0	0	0	0
6951-6950-2665	6951	6950	2665	3 B,C,H	99999	5.275076	10.54166	10.54166	0
6951-6950-2666	6951	6950	2666	1 B,C,H	99999	8.156883	4.938706	4.832482	0.106224
6951-6950-6951	6951	6950	6951	4	99999	3.6E+08	0	0	0
6853-6955-6853	6853	6955	6853	4	99999	3.6E+08	0	0	0
6955-6853-2665	6955	6853	2665	3 B,C,H	99999	7.129624	20.64049	20.49886	0.141632
6955-6853-6855	6955	6853	6855	1	99999	3.6E+08	0	0	0
6955-6853-6955	6955	6853	6955	4	99999	3.6E+08	0	0	0
6881-6882-2687	6881	6882	2687	3	99999	3.6E+08	0	0	0
6881-6882-6854	6881	6882	6854	1 B,C,H	99999	4.358836	10.23586	10.16504	0.070816
6881-6882-6881	6881	6882	6881	4	99999	3.6E+08	0	0	0
6882-6881-6882	6882	6881	6882	4	99999	3.6E+08	0	0	0
6844-6847-2614	6844	6847	2614	1 B,C,H	99999	6.344162	0	0	0
6844-6847-6808	6844	6847	6808	3 B,C,H	99999	3.97676	0	0	0
6844-6847-6844	6844	6847	6844	4	99999	3.6E+08	0	0	0
6847-6844-6847	6847	6844	6847	4 B,C,H	99999	3.099996	0	0	0
6847-6844-6927	6847	6844	6927	3 B,C,H	99999	0	0	0	0
6847-6844-6960	6847	6844	6960	2 B,C,H	99999	0	0	0	0
2595-6958-2595	2595	6958	2595	4	99999	3.6E+08	0	0	0
2595-6958-2614	2595	6958	2614	2 B,C,H	99999	0	428.7382	410.8003	17.9379
2595-6958-6959	2595	6958	6959	3 B,C,H	99999	0	61.92334	60.37353	1.549806
6958-2595-6611	6958	2595	6611	2 B,C,H	99999	12.14137	463.0602	452.9864	10.07379
6958-2595-6803	6958	2595	6803	3 B,C,H	99999	12.13876	2.593064	2.547102	0.045962
6958-2595-6958	6958	2595	6958	4	99999	3.6E+08	0	0	0
2614-6958-2595	2614	6958	2595	2 B,C,H	99999	0	449.7698	440.3197	9.450067
2614-6958-2614	2614	6958	2614	4	99999	3.6E+08	0	0	0
2614-6958-6959	2614	6958	6959	1 B,C,H	99999	3.634426	30.73399	29.72517	1.008819
6958-2614-2623	6958	2614	2623	2 B,C,H	99999	15.78583	438.9519	420.7414	18.2105
6958-2614-6847	6958	2614	6847	1 B,C,H	99999	15.81746	3.853945	3.777219	0.076726
6958-2614-6958	6958	2614	6958	4	99999	3.6E+08	0	0	0
6958-6959-6958	6958	6959	6958	4	99999	3.6E+08	0	0	0
6959-6958-2595	6959	6958	2595	1 B,C,H	99999	15.26417	15.88355	15.21386	0.669686
6959-6958-2614	6959	6958	2614	3 B,C,H	99999	7.518795	14.06763	13.71831	0.349318
6959-6958-6959	6959	6958	6959	4	99999	3.6E+08	0	0	0
6844-6960-6844	6844	6960	6844	4	99999	3.6E+08	0	0	0
6960-6844-6847	6960	6844	6847	2 B,C,H	99999	0	0	0	0
6960-6844-6927	6960	6844	6927	1 B,C,H	99999	2.199996	0	0	0
6960-6844-6960	6960	6844	6960	4 B,C,H	99999	3.099996	0	0	0
1-6961-1	1	6961	1	4 B,C,H	99999	0	0	0	0
1-6961-2646	1	6961	2646	2 B,C,H	99999	0	120.0952	116.0952	4
6961-1-6961	6961	1	6961	4	99999	3.6E+08	0	0	0
2646-6961-1	2646	6961	1	2 B,C,H	99999	0	130.3399	125.1732	5.166667
2646-6961-2646	2646	6961	2646	4 B,C,H	99999	0	0	0	0
6961-2646-6774	6961	2646	6774	3 B,C,H	99999	0	120.0952	116.0952	4
6961-2646-6961	6961	2646	6961	4	99999	3.6E+08	0	0	0
6841-6962-6841	6841	6962	6841	4 B,C,H	99999	0	0	0	0
6841-6962-6864	6841	6962	6864	2 B,C,H	99999	0	501.6297	490.5784	11.05131
6962-6841-6839	6962	6841	6839	3 B,C,H	99999	0	12.89226	12.324	0.568263
6962-6841-6874	6962	6841	6874	2 B,C,H	99999	0	361.5324	347.9155	13.61688
6962-6841-6962	6962	6841	6962	4	99999	3.6E+08	0	0	0

6864-6962-6841	6864	6962	6841	2 B,C,H	99999	0	374.4247	360.2395	14.18514
6864-6962-6864	6864	6962	6864	4 B,C,H	99999	0	0	0	0
6962-6864-2819	6962	6864	2819	2 B,C,H	99999	0	489.5139	479.0968	10.41704
6962-6864-6863	6962	6864	6863	1 B,C,H	99999	3.461921	12.11579	11.48152	0.63427
6962-6864-6962	6962	6864	6962	4	99999	3.6E+08	0	0	0
6820-6963-6820	6820	6963	6820	4	99999	3.6E+08	0	0	0
6963-6820-6740	6963	6820	6740	1	99999	3.6E+08	0	0	0
6963-6820-6742	6963	6820	6742	3	99999	3.6E+08	0	0	0
6963-6820-6949	6963	6820	6949	2	99999	3.6E+08	0	0	0
6963-6820-6963	6963	6820	6963	4	99999	3.6E+08	0	0	0
6936-6964-6936	6936	6964	6936	4	99999	3.6E+08	0	0	0
6964-6936-2610	6964	6936	2610	3	99999	3.6E+08	0	0	0
6964-6936-6742	6964	6936	6742	1	99999	3.6E+08	0	0	0
6964-6936-6964	6964	6936	6964	4	99999	3.6E+08	0	0	0
6629-6965-6629	6629	6965	6629	4 B,C,H	99999	0	0	0	0
6629-6965-6890	6629	6965	6890	2 B,C,H	99999	0	191.3892	190.2133	1.175927
6965-6629-6630	6965	6629	6630	2 B,C,H	99999	0	42.8682	41.39852	1.469682
6965-6629-6790	6965	6629	6790	1 B,C,H	99999	6.575153	13.02718	12.72808	0.299095
6965-6629-6913	6965	6629	6913	3 B,C,H	99999	0	1.769052	1.724552	0.0445
6965-6629-6965	6965	6629	6965	4	99999	3.6E+08	0	0	0
6890-6965-6629	6890	6965	6629	2 B,C,H	99999	0	46.58037	45.39474	1.185629
6890-6965-6890	6890	6965	6890	4 B,C,H	99999	0	0	0	0
6965-6890-6889	6965	6890	6889	1 B,C,H	99999	2.329245	1.473222	1.43707	0.036152
6965-6890-6912	6965	6890	6912	2 B,C,H	99999	0	222.5983	221.2449	1.353304
6965-6890-6965	6965	6890	6965	4	99999	3.6E+08	0	0	0
6963-6820-6949	6963	6820	6949	2	99999	100000h	0	0	0
6963-6820-6963	6963	6820	6963	4	99999	100000h	0	0	0
6936-6964-6936	6936	6964	6936	4	99999	100000h	0	0	0
6964-6936-2610	6964	6936	2610	3	99999	100000h	0	0	0
6964-6936-6742	6964	6936	6742	1	99999	100000h	0	0	0
6964-6936-6964	6964	6936	6964	4	99999	100000h	0	0	0
1-6961-1	1	6961	1	4 B,C,H	99999	0h	0	0	0
1-6961-2646	1	6961	2646	2 B,C,H	99999	0h	119	115	4
6961-1-6961	6961	1	6961	4	99999	100000h	0	0	0
2646-6961-1	2646	6961	1	2 B,C,H	99999	0h	131.3333	126.1667	5.166667
2646-6961-2646	2646	6961	2646	4 B,C,H	99999	0h	0	0	0
6961-2646-6774	6961	2646	6774	3 B,C,H	99999	0h	119	115	4
6961-2646-6961	6961	2646	6961	4	99999	100000h	0	0	0
6841-6962-6841	6841	6962	6841	4 B,C,H	99999	0h	0	0	0
6841-6962-6864	6841	6962	6864	2 B,C,H	99999	0h	545.5035	535.2108	10.29265
6962-6841-6839	6962	6841	6839	3 B,C,H	99999	0h	19.28885	18.64508	0.643769
6962-6841-6874	6962	6841	6874	2 B,C,H	99999	0h	427.6888	415.3048	12.38398
6962-6841-6962	6962	6841	6962	4	99999	100000h	0	0	0
6864-6962-6841	6864	6962	6841	2 B,C,H	99999	0h	446.9776	433.9499	13.02775
6864-6962-6864	6864	6962	6864	4 B,C,H	99999	0h	0	0	0
6962-6864-2819	6962	6864	2819	2 B,C,H	99999	0h	533.7719	523.8167	9.955121
6962-6864-6863	6962	6864	6863	1 B,C,H	99999	3.704745s	11.73162	11.39409	0.337528
6962-6864-6962	6962	6864	6962	4	99999	100000h	0	0	0
6820-6963-6820	6820	6963	6820	4	99999	100000h	0	0	0
6963-6820-6740	6963	6820	6740	1	99999	100000h	0	0	0
6963-6820-6742	6963	6820	6742	3	99999	100000h	0	0	0
6963-6820-6949	6963	6820	6949	2	99999	100000h	0	0	0
6963-6820-6963	6963	6820	6963	4	99999	100000h	0	0	0
6936-6964-6936	6936	6964	6936	4	99999	100000h	0	0	0
6964-6936-2610	6964	6936	2610	3	99999	100000h	0	0	0
6964-6936-6742	6964	6936	6742	1	99999	100000h	0	0	0
6964-6936-6964	6964	6936	6964	4	99999	100000h	0	0	0

Node Ref	A Node	B Node	C Node	Type	System	Capacity	Delay	Veh Flow	LV Flow	HV Flow
9-2564-9	9	2564	9	4		99999	3.6E+08	0	0	0
9-2564-6770	9	2564	6770	2 B,C,H		99999	0	504.4753	499.142	5.333333
2564-9-2564	2564	9	2564	4		99999	3.6E+08	0	0	0
2700-2710-2700	2700	2710	2700	4		99999	3.6E+08	0	0	0
2700-2710-2711	2700	2710	2711	2 B,C,H		99999	0	267.407	261.45	5.956981
2700-2710-2714	2700	2710	2714	2 B,C,H		99999	0	481.7075	479.679	2.028482
2710-2700-2671	2710	2700	2671	2		99999	3.6E+08	0	0	0
2710-2700-2710	2710	2700	2710	4		99999	3.6E+08	0	0	0
2710-2700-6914	2710	2700	6914	3		99999	3.6E+08	0	0	0
2671-2700-2671	2671	2700	2671	4		99999	3.6E+08	0	0	0
2671-2700-2710	2671	2700	2710	2 B,C,H		99999	0	749.1145	741.129	7.985463
2671-2700-6914	2671	2700	6914	1 B,C,H		99999	3.6E+08	0	0	0
2700-2671-2665	2700	2671	2665	2		99999	3.6E+08	0	0	0
2700-2671-2700	2700	2671	2700	4		99999	3.6E+08	0	0	0
2700-2671-6854	2700	2671	6854	3		99999	3.6E+08	0	0	0
2614-2623-2614	2614	2623	2614	4		99999	3.6E+08	0	0	0
2614-2623-6846	2614	2623	6846	2 B,C,H		99999	0	683.5029	673.2927	10.21026
2614-2623-6868	2614	2623	6868	2		99999	3.6E+08	0	0	0
2623-2614-2623	2623	2614	2623	4		99999	3.6E+08	0	0	0
2623-2614-6847	2623	2614	6847	3 B,C,H		99999	10.09401	256.9782	253.1135	3.864715
2623-2614-6958	2623	2614	6958	2 B,C,H		99999	10.09842	436.1173	434.6837	1.433653
2665-2671-2665	2665	2671	2665	4		99999	3.6E+08	0	0	0
2665-2671-2700	2665	2671	2700	2 B,C,H		99999	0	664.2011	657.5951	6.605963
2665-2671-6854	2665	2671	6854	1		99999	3.6E+08	0	0	0
2671-2665-2671	2671	2665	2671	4		99999	3.6E+08	0	0	0
2671-2665-6853	2671	2665	6853	2		99999	3.6E+08	0	0	0
2671-2665-6950	2671	2665	6950	1 B,C,H		99999	4.661336	52.65263	52.65263	0
2710-2714-2710	2710	2714	2710	4		99999	3.6E+08	0	0	0
2710-2714-2711	2710	2714	2711	1		99999	3.6E+08	0	0	0
2710-2714-2727	2710	2714	2727	2 B,C,H		99999	0	481.7075	479.679	2.028482
2714-2710-2700	2714	2710	2700	2		99999	3.6E+08	0	0	0
2714-2710-2711	2714	2710	2711	3		99999	3.6E+08	0	0	0
2714-2710-2714	2714	2710	2714	4		99999	3.6E+08	0	0	0
2710-2711-2710	2710	2711	2710	4		99999	3.6E+08	0	0	0
2710-2711-2714	2710	2711	2714	3		99999	3.6E+08	0	0	0
2710-2711-6856	2710	2711	6856	1 B,C,H		99999	19.29941	267.407	261.45	5.956981
2711-2710-2700	2711	2710	2700	2		99999	3.6E+08	0	0	0
2711-2710-2711	2711	2710	2711	4		99999	3.6E+08	0	0	0
2711-2710-2714	2711	2710	2714	1		99999	3.6E+08	0	0	0
2714-2727-2714	2714	2727	2714	4		99999	3.6E+08	0	0	0
2714-2727-6741	2714	2727	6741	3 B,C,H		99999	39.89776	0	0	0
2714-2727-6776	2714	2727	6776	1 B,C,H		99999	40.83518	115.6896	114.0006	1.688982
2714-2727-6904	2714	2727	6904	2 B,C,H		99999	40.36019	366.0179	365.6784	0.3395
2727-2714-2710	2727	2714	2710	2 B,C,H		99999	0	0	0	0
2727-2714-2711	2727	2714	2711	2 B,C,H		99999	0	386.1825	384.8372	1.345297
2727-2714-2727	2727	2714	2727	4		99999	3.6E+08	0	0	0
2711-2714-2710	2711	2714	2710	3 B,C,H		99999	0	0	0	0
2711-2714-2711	2711	2714	2711	4		99999	3.6E+08	0	0	0
2711-2714-2727	2711	2714	2727	2 B,C,H		99999	0	0	0	0
2714-2711-2710	2714	2711	2710	1 B,C,H		99999	3.6E+08	0	0	0
2714-2711-2714	2714	2711	2714	4		99999	3.6E+08	0	0	0
2714-2711-6856	2714	2711	6856	2 B,C,H		99999	0	386.1825	384.8372	1.345297
7-6605-7	7	6605	7	4		99999	3.6E+08	0	0	0
7-6605-6606	7	6605	6606	2 B,C,H		99999	0	91.46814	91.46814	0
6605-7-6605	6605	7	6605	4		99999	3.6E+08	0	0	0
5-6634-5	5	6634	5	4		99999	3.6E+08	0	0	0
5-6634-6633	5	6634	6633	2 B,C,H		100	0	65.14286	65.14286	0
6634-5-6634	6634	5	6634	4		99999	3.6E+08	0	0	0

6605-6606-6605	6605	6606	6605	4	99999	3.6E+08	0	0	0
6605-6606-6786	6605	6606	6786	2 B,C,H	99999	0	91.46814	91.46814	0
6606-6605-7	6606	6605	7	2 B,C,H	99999	0	0	0	0
6606-6605-6606	6606	6605	6606	4	99999	3.6E+08	0	0	0
6633-6634-5	6633	6634	5	2 B,C,H	100	0	67.03226	66.53226	0.5
6633-6634-6633	6633	6634	6633	4	99999	3.6E+08	0	0	0
6634-6633-6628	6634	6633	6628	2 B,C,H	99999	0	65.14286	65.14286	0
6634-6633-6634	6634	6633	6634	4	99999	3.6E+08	0	0	0
6629-6630-6629	6629	6630	6629	4	99999	3.6E+08	0	0	0
6629-6630-6783	6629	6630	6783	3 B,C,H	99999	5.776543	110.0918	108.1457	1.946112
6629-6630-6898	6629	6630	6898	2 B,C,H	99999	5.794818	63.51069	62.65994	0.850747
6630-6629-6630	6630	6629	6630	4	99999	3.6E+08	0	0	0
6630-6629-6790	6630	6629	6790	3 B,C,H	99999	0	62.91864	61.16962	1.749013
6630-6629-6913	6630	6629	6913	1 B,C,H	99999	2.391132	6.127006	6.127006	0
6630-6629-6965	6630	6629	6965	2 B,C,H	99999	0	99.85246	99.85246	0
6610-6611-2595	6610	6611	2595	2 B,C,H	9999	16.60801	287.2172	287.2172	0
6610-6611-6610	6610	6611	6610	4	99999	3.6E+08	0	0	0
6610-6611-6804	6610	6611	6804	1 B,C,H	9999	16.60022	114.4389	114.4389	0
6611-6610-6609	6611	6610	6609	2 B,C,H	99999	0	223.9269	223.5309	0.396024
6611-6610-6611	6611	6610	6611	4	99999	3.6E+08	0	0	0
6611-6610-6805	6611	6610	6805	1 B,C,H	99999	3.208056	24.62019	24.62019	0
6628-6633-6628	6628	6633	6628	4 B,C,H	99999	0	0	0	0
6628-6633-6634	6628	6633	6634	2 B,C,H	99999	0	67.03226	66.53226	0.5
6633-6628-6633	6633	6628	6633	4	99999	3.6E+08	0	0	0
6633-6628-6898	6633	6628	6898	2 B,C,H	99999	0	65.14286	65.14286	0
6609-6610-6609	6609	6610	6609	4	99999	3.6E+08	0	0	0
6609-6610-6611	6609	6610	6611	2 B,C,H	99999	0	377.7891	377.7891	0
6609-6610-6805	6609	6610	6805	3 B,C,H	99999	0	7.396384	7.396384	0
6610-6609-6610	6610	6609	6610	4	99999	3.6E+08	0	0	0
6610-6609-6800	6610	6609	6800	3 B,C,H	99999	0	12.9256	12.9256	0
6610-6609-6876	6610	6609	6876	2 B,C,H	99999	0	212.4946	212.0986	0.396024
6673-6858-6673	6673	6858	6673	4	99999	3.6E+08	0	0	0
6673-6858-6795	6673	6858	6795	3 B,C,H	99999	5.01452	1.250417	1.250417	0
6673-6858-6827	6673	6858	6827	1 B,C,H	99999	5.013511	0.901463	0.901463	0
6673-6858-6833	6673	6858	6833	2 B,C,H	99999	5.015073	159.7054	158.4051	1.300337
6858-6673-6830	6858	6673	6830	2 B,C,H	99999	0	195.6761	195.029	0.647059
6858-6673-6858	6858	6673	6858	4 B,C,H	99999	0	0	0	0
6672-6779-2785	6672	6779	2785	2 B,C,H	99999	0	341.0756	337.5756	3.5
6672-6779-6672	6672	6779	6672	4 B,C,H	99999	0	0	0	0
6779-6672-6709	6779	6672	6709	2 B,C,H	99999	0	452.782	448.782	4
6779-6672-6779	6779	6672	6779	4 B,C,H	99999	0	0	0	0
2878-6709-2878	2878	6709	2878	4	99999	3.6E+08	0	0	0
2878-6709-6672	2878	6709	6672	2 B,C,H	99999	0	47.41719	47.41719	0
2878-6709-6815	2878	6709	6815	1 B,C,H	99999	3.229168	0	0	0
6709-2878-4	6709	2878	4	2 B,C,H	99999	0	0	0	0
6709-2878-6709	6709	2878	6709	4	99999	3.6E+08	0	0	0
6672-6709-2878	6672	6709	2878	2 B,C,H	99999	0	0	0	0
6672-6709-6672	6672	6709	6672	4	99999	3.6E+08	0	0	0
6672-6709-6815	6672	6709	6815	3 B,C,H	99999	0	452.782	448.782	4
6709-6672-6709	6709	6672	6709	4 B,C,H	99999	0	0	0	0
6709-6672-6779	6709	6672	6779	2 B,C,H	99999	0	341.0756	337.5756	3.5
2751-6710-2751	2751	6710	2751	4	99999	3.6E+08	0	0	0
2751-6710-6778	2751	6710	6778	2 B,C,H	99999	0	287.3171	282.6451	4.671971
2751-6710-6810	2751	6710	6810	3 B,C,H	99999	0	21.92797	21.8381	0.089869
6710-2751-6710	6710	2751	6710	4	99999	3.6E+08	0	0	0
6710-2751-6776	6710	2751	6776	2 B,C,H	99999	0	392.7011	387.7864	4.914698
6710-2751-6917	6710	2751	6917	3 B,C,H	99999	0	23.30105	23.23139	0.069659
2595-6611-2595	2595	6611	2595	4	99999	3.6E+08	0	0	0
2595-6611-6610	2595	6611	6610	2 B,C,H	9999	7.067389	199.8964	199.5003	0.396024

2595-6611-6804	2595	6611	6804	3 B,C,H	9999	7.068428	374.3626	368.302	6.060634
6611-2595-6611	6611	2595	6611	4	99999	3.6E+08	0	0	0
6611-2595-6803	6611	2595	6803	1 B,C,H	99999	11.98558	158.8034	158.8034	0
6611-2595-6958	6611	2595	6958	2 B,C,H	99999	11.98206	459.4921	451.1588	8.333333
2610-6736-2610	2610	6736	2610	4	99999	3.6E+08	0	0	0
2610-6736-6771	2610	6736	6771	2 B,C,H	99999	0	292.2572	287.5713	4.68592
6736-2610-6736	6736	2610	6736	4	99999	3.6E+08	0	0	0
6736-2610-6793	6736	2610	6793	3 B,C,H	99999	18.98239	6.703806	6.465014	0.238791
6736-2610-6855	6736	2610	6855	1 B,C,H	99999	31.61964	438.4367	432.458	5.978647
6736-2610-6936	6736	2610	6936	2 B,C,H	99999	19.00182	271.7352	267.7424	3.992825
2654-6740-2654	2654	6740	2654	4	99999	3.6E+08	0	0	0
2654-6740-2666	2654	6740	2666	2 B,C,H	99999	15.73552	156.538	152.1274	4.41058
2654-6740-6741	2654	6740	6741	3 B,C,H	99999	15.72597	194.8575	194.8575	0
2654-6740-6820	2654	6740	6820	1 B,C,H	99999	15.59796	96.46549	94.97788	1.487607
6740-2654-6740	6740	2654	6740	4	99999	3.6E+08	0	0	0
6740-2654-6772	6740	2654	6772	2 B,C,H	99999	0	186.7306	184.9961	1.734477
6740-2654-6870	6740	2654	6870	3	99999	3.6E+08	0	0	0
2666-6740-2654	2666	6740	2654	2 B,C,H	99999	12.35189	44.2176	43.81698	0.400616
2666-6740-2666	2666	6740	2666	4	99999	3.6E+08	0	0	0
2666-6740-6741	2666	6740	6741	1 B,C,H	99999	12.40328	140.3801	139.5249	0.855202
2666-6740-6820	2666	6740	6820	3 B,C,H	99999	12.40229	67.29396	65.74182	1.552144
6740-2666-6740	6740	2666	6740	4	99999	3.6E+08	0	0	0
6740-2666-6946	6740	2666	6946	1 B,C,H	99999	2.910654	26.11211	24.01327	2.098847
6740-2666-6950	6740	2666	6950	2 B,C,H	99999	0	204.5946	201.8062	2.788378
2727-6741-2727	2727	6741	2727	4	99999	3.6E+08	0	0	0
2727-6741-6740	2727	6741	6740	3 B,C,H	99999	12.34798	104.108	102.7414	1.366596
2727-6741-6835	2727	6741	6835	1 B,C,H	99999	16.55852	38.89031	37.54954	1.340772
6741-2727-2714	6741	2727	2714	1	99999	3.6E+08	0	0	0
6741-2727-6741	6741	2727	6741	4	99999	3.6E+08	0	0	0
6741-2727-6776	6741	2727	6776	2	99999	3.6E+08	0	0	0
6741-2727-6904	6741	2727	6904	3	99999	3.6E+08	0	0	0
6740-6741-2727	6740	6741	2727	1	99999	3.6E+08	0	0	0
6740-6741-6740	6740	6741	6740	4	99999	3.6E+08	0	0	0
6740-6741-6835	6740	6741	6835	2 B,C,H	99999	0	335.2377	334.3825	0.855202
6741-6740-2654	6741	6740	2654	1 B,C,H	99999	8.606009	142.513	141.1791	1.333861
6741-6740-2666	6741	6740	2666	3 B,C,H	99999	8.621862	74.16868	73.69203	0.476645
6741-6740-6741	6741	6740	6741	4	99999	3.6E+08	0	0	0
6741-6740-6820	6741	6740	6820	2 B,C,H	99999	8.609381	176.8112	175.9578	0.85336
2594-6742-2594	2594	6742	2594	4	99999	3.6E+08	0	0	0
2594-6742-6820	2594	6742	6820	3	99999	3.6E+08	0	0	0
2594-6742-6936	2594	6742	6936	2 B,C,H	99999	0	439.2349	435.532	3.702945
6742-2594-6742	6742	2594	6742	4	99999	3.6E+08	0	0	0
6742-2594-6821	6742	2594	6821	1 B,C,H	99999	4.719917	57.5036	57.47343	0.030173
6742-2594-6884	6742	2594	6884	2 B,C,H	99999	0	397.0786	393.4502	3.628344
3-2928-3	3	2928	3	4	99999	3.6E+08	0	0	0
3-2928-6838	3	2928	6838	3 B,C,H	99999	0	4.349251	4.349251	0
3-2928-6874	3	2928	6874	2 B,C,H	99999	0	114.6896	114.114	0.575556
2928-3-2928	2928	3	2928	4 B,C,H	99999	0	0	0	0
4-2878-4	4	2878	4	4	99999	3.6E+08	0	0	0
4-2878-6709	4	2878	6709	2 B,C,H	99999	0	47.41719	47.41719	0
2878-4-2878	2878	4	2878	4	99999	3.6E+08	0	0	0
6-6476-6	6	6476	6	4	99999	3.6E+08	0	0	0
6-6476-6782	6	6476	6782	2 B,C,H	99999	0	410.5531	402.2198	8.333333
6476-6-6476	6476	6	6476	4	99999	3.6E+08	0	0	0
2564-6770-2564	2564	6770	2564	4	99999	3.6E+08	0	0	0
2564-6770-6817	2564	6770	6817	1 B,C,H	99999	3.211809	20.89461	20.81484	0.079763
2564-6770-6884	2564	6770	6884	2 B,C,H	99999	0	483.5807	478.3272	5.25357
6770-2564-9	6770	2564	9	2 B,C,H	99999	0	369.701	363.701	6
6770-2564-6770	6770	2564	6770	4	99999	3.6E+08	0	0	0

6736-6771-6736	6736	6771	6736	4	99999	3.6E+08	0	0	0
6736-6771-6846	6736	6771	6846	2 B,C,H	99999	0	292.2572	287.5713	4.68592
6736-6771-6850	6736	6771	6850	3	99999	3.6E+08	0	0	0
6771-6736-2610	6771	6736	2610	2 B,C,H	99999	0	716.8757	706.6655	10.21026
6771-6736-6771	6771	6736	6771	4	99999	3.6E+08	0	0	0
6773-6774-2646	6773	6774	2646	2 B,C,H	99999	6.277009	132.6596	132.6596	0
6773-6774-6773	6773	6774	6773	4	99999	3.6E+08	0	0	0
6773-6774-6825	6773	6774	6825	1 B,C,H	99999	6.276561	50.42689	49.99551	0.431373
6774-6773-6774	6774	6773	6774	4	99999	3.6E+08	0	0	0
6774-6773-6822	6774	6773	6822	3 B,C,H	99999	5.736428	2.572857	2.572857	0
6774-6773-6892	6774	6773	6892	2 B,C,H	99999	5.736483	130.4595	129.484	0.975469
2646-6774-2646	2646	6774	2646	4	99999	3.6E+08	0	0	0
2646-6774-6773	2646	6774	6773	2 B,C,H	99999	4.383171	106.8071	106.213	0.594037
2646-6774-6825	2646	6774	6825	3 B,C,H	99999	4.383146	2.286984	2.286984	0
6774-2646-6774	6774	2646	6774	4	99999	3.6E+08	0	0	0
6774-2646-6961	6774	2646	6961	1 B,C,H	99999	0	134.8333	134.8333	0
2654-6772-2654	2654	6772	2654	4	99999	3.6E+08	0	0	0
2654-6772-6892	2654	6772	6892	2 B,C,H	99999	7.575418	246.7552	245.7217	1.033497
2654-6772-6908	2654	6772	6908	1 B,C,H	99999	7.574169	81.94369	81.24271	0.70098
6772-2654-6740	6772	2654	6740	2 B,C,H	99999	0	207.1836	205.0292	2.154441
6772-2654-6772	6772	2654	6772	4	99999	3.6E+08	0	0	0
6772-2654-6870	6772	2654	6870	1	99999	3.6E+08	0	0	0
2751-6776-2727	2751	6776	2727	2 B,C,H	99999	10.00786	396.4363	391.5143	4.92198
2751-6776-2751	2751	6776	2751	4	99999	3.6E+08	0	0	0
2751-6776-6840	2751	6776	6840	1 B,C,H	99999	10.00891	10.92122	10.88639	0.03483
6776-2751-6710	6776	2751	6710	2 B,C,H	99999	0	295.6942	290.9378	4.756364
6776-2751-6776	6776	2751	6776	4	99999	3.6E+08	0	0	0
6776-2751-6917	6776	2751	6917	1 B,C,H	99999	3.336379	28.43983	28.43983	0
2727-6776-2727	2727	6776	2727	4	99999	3.6E+08	0	0	0
2727-6776-2751	2727	6776	2751	2 B,C,H	99999	9.408148	311.5429	306.7916	4.751253
2727-6776-6840	2727	6776	6840	3 B,C,H	99999	9.393848	14.94922	14.94922	0
6776-2727-2714	6776	2727	2714	3 B,C,H	99999	78.95947	45.42918	45.42918	0
6776-2727-6741	6776	2727	6741	2 B,C,H	99999	81.50372	142.9983	140.2909	2.707368
6776-2727-6776	6776	2727	6776	4	99999	3.6E+08	0	0	0
6776-2727-6904	6776	2727	6904	1 B,C,H	99999	80.09956	221.7443	219.4904	2.253916
2819-6777-2819	2819	6777	2819	4	99999	3.6E+08	0	0	0
6777-2819-6777	6777	2819	6777	4	99999	3.6E+08	0	0	0
6777-2819-6864	6777	2819	6864	1 B,C,H	99999	36.19249	1.681959	1.665114	0.016845
6777-2819-6866	6777	2819	6866	2 B,C,H	99999	36.19263	3.247606	3.247606	0
6777-2819-6904	6777	2819	6904	3 B,C,H	99999	36.19245	6.353314	6.351124	0.00219
2785-6778-2785	2785	6778	2785	4	99999	3.6E+08	0	0	0
2785-6778-6710	2785	6778	6710	2 B,C,H	99999	0	275.5987	273.1107	2.488036
2785-6778-6811	2785	6778	6811	1 B,C,H	99999	3.882058	74.73196	74.00064	0.731319
6778-2785-6778	6778	2785	6778	4	99999	3.6E+08	0	0	0
6778-2785-6779	6778	2785	6779	2 B,C,H	99999	13.66085	202.5029	199.3328	3.170147
6778-2785-6816	6778	2785	6816	1 B,C,H	99999	13.69276	277.1215	271.5746	5.546895
6710-6778-2785	6710	6778	2785	2 B,C,H	99999	0	439.8651	431.8024	8.062757
6710-6778-6710	6710	6778	6710	4	99999	3.6E+08	0	0	0
6710-6778-6811	6710	6778	6811	3 B,C,H	99999	0	32.39314	32.2134	0.179739
6778-6710-2751	6778	6710	2751	2 B,C,H	99999	0	265.6467	263.0811	2.565604
6778-6710-6778	6778	6710	6778	4	99999	3.6E+08	0	0	0
6778-6710-6810	6778	6710	6810	1 B,C,H	99999	7.435111	31.63458	31.26892	0.365659
2785-6779-2785	2785	6779	2785	4 B,C,H	99999	0	0	0	0
2785-6779-6672	2785	6779	6672	2 B,C,H	99999	0	452.782	448.782	4
6779-2785-6778	6779	2785	6778	2 B,C,H	99999	8.77644	132.8812	131.8197	1.061506
6779-2785-6779	6779	2785	6779	4	99999	3.6E+08	0	0	0
6779-2785-6816	6779	2785	6816	3 B,C,H	99999	8.776692	208.1944	205.7559	2.438494
2736-6780-2736	2736	6780	2736	4	99999	3.6E+08	0	0	0
2736-6780-6809	2736	6780	6809	2 B,C,H	99999	0	229.2475	222.4721	6.775427

6780-2736-6780	6780	2736	6780	4	99999	3.6E+08	0	0	0
6780-2736-6781	6780	2736	6781	2 B,C,H	99999	7.39307	355.3543	354.7486	0.605712
6780-2736-6813	6780	2736	6813	3 B,C,H	99999	7.362581	29.47097	29.28313	0.187842
2736-6781-2736	2736	6781	2736	4	99999	3.6E+08	0	0	0
2736-6781-6816	2736	6781	6816	2 B,C,H	99999	0	325.1932	324.5332	0.659967
2736-6781-6859	2736	6781	6859	1 B,C,H	99999	12.2101	52.47373	52.27843	0.195303
6781-2736-6780	6781	2736	6780	2 B,C,H	99999	4.872182	218.206	211.7769	6.429193
6781-2736-6781	6781	2736	6781	4	99999	3.6E+08	0	0	0
6781-2736-6813	6781	2736	6813	1 B,C,H	99999	4.869244	28.32019	28.01654	0.30365
6476-6782-6476	6476	6782	6476	4	99999	3.6E+08	0	0	0
6476-6782-6801	6476	6782	6801	2 B,C,H	99999	0	336.6488	328.3155	8.333333
6476-6782-6802	6476	6782	6802	1 B,C,H	99999	8.738468	73.90429	73.90429	0
6782-6476-6	6782	6476	6	2 B,C,H	99999	0	416.9611	408.9034	8.057778
6782-6476-6782	6782	6476	6782	4	99999	3.6E+08	0	0	0
6630-6783-6630	6630	6783	6630	4	99999	3.6E+08	0	0	0
6630-6783-6788	6630	6783	6788	1 B,C,H	99999	4.812142	25.52381	25.12133	0.402475
6630-6783-6896	6630	6783	6896	2 B,C,H	99999	4.792933	122.9812	121.2499	1.731291
6783-6630-6629	6783	6630	6629	1 B,C,H	99999	5.42599	122.5898	120.9253	1.664528
6783-6630-6783	6783	6630	6783	4	99999	3.6E+08	0	0	0
6783-6630-6898	6783	6630	6898	3 B,C,H	99999	5.433092	34.59352	34.59352	0
6607-6786-6606	6607	6786	6606	2 B,C,H	99999	0	0	0	0
6607-6786-6607	6607	6786	6607	4 B,C,H	99999	0	0	0	0
6786-6607-6786	6786	6607	6786	4	99999	3.6E+08	0	0	0
6786-6607-6787	6786	6607	6787	3 B,C,H	99999	6.032733	0	0	0
6786-6607-6876	6786	6607	6876	1 B,C,H	99999	7.771859	91.46814	91.46814	0
6606-6786-6606	6606	6786	6606	4 B,C,H	99999	0	0	0	0
6606-6786-6607	6606	6786	6607	2 B,C,H	99999	0	91.46814	91.46814	0
6786-6606-6605	6786	6606	6605	2	99999	3.6E+08	0	0	0
6786-6606-6786	6786	6606	6786	4	99999	3.6E+08	0	0	0
6607-6787-8	6607	6787	8	2 B,C,H	99999	0	192.381	191.985	0.396024
6607-6787-6607	6607	6787	6607	4 B,C,H	99999	0	0	0	0
6787-6607-6786	6787	6607	6786	1	99999	3.6E+08	0	0	0
6787-6607-6787	6787	6607	6787	4	99999	3.6E+08	0	0	0
6787-6607-6876	6787	6607	6876	2 B,C,H	99999	0	213.6667	213.6667	0
8-6787-8	8	6787	8	4 B,C,H	99999	0	0	0	0
8-6787-6607	8	6787	6607	2 B,C,H	99999	0	213.6667	213.6667	0
6787-8-6787	6787	8	6787	4	99999	3.6E+08	0	0	0
6783-6788-6783	6783	6788	6783	4	99999	3.6E+08	0	0	0
6788-6783-6630	6788	6783	6630	3 B,C,H	99999	5.711581	14.8311	14.68325	0.147849
6788-6783-6788	6788	6783	6788	4	99999	3.6E+08	0	0	0
6788-6783-6896	6788	6783	6896	1 B,C,H	99999	5.711652	22.79048	22.46209	0.328395
6629-6790-6629	6629	6790	6629	4	99999	3.6E+08	0	0	0
6629-6790-6789	6629	6790	6789	3 B,C,H	99999	0	22.51994	22.22077	0.299167
6629-6790-6939	6629	6790	6939	2 B,C,H	99999	0	65.42884	63.16235	2.266485
6790-6629-6630	6790	6629	6630	1 B,C,H	99999	12.22288	92.4917	92.14009	0.351615
6790-6629-6790	6790	6629	6790	4	99999	3.6E+08	0	0	0
6790-6629-6913	6790	6629	6913	2 B,C,H	99999	10.25984	2.559619	2.559619	0
6790-6629-6965	6790	6629	6965	3 B,C,H	99999	10.08306	44.47305	44.43763	0.035422
6789-6790-6629	6789	6790	6629	1 B,C,H	99999	4.866003	14.46354	14.31107	0.152469
6789-6790-6789	6789	6790	6789	4	99999	3.6E+08	0	0	0
6789-6790-6939	6789	6790	6939	3 B,C,H	99999	3.859244	3.003623	2.934979	0.068644
6790-6789-6790	6790	6789	6790	4	99999	3.6E+08	0	0	0
6791-6792-6791	6791	6792	6791	4	99999	3.6E+08	0	0	0
6791-6792-6888	6791	6792	6888	1 B,C,H	99999	5.402358	10.61868	10.51815	0.100529
6791-6792-6910	6791	6792	6910	3 B,C,H	99999	4.031918	2.817595	2.748037	0.069558
6792-6791-6792	6792	6791	6792	4	99999	3.6E+08	0	0	0
2610-6793-2610	2610	6793	2610	4	99999	3.6E+08	0	0	0
6793-2610-6736	6793	2610	6736	1	99999	3.6E+08	0	0	0
6793-2610-6793	6793	2610	6793	4	99999	3.6E+08	0	0	0

6793-2610-6855	6793	2610	6855	2	99999	3.6E+08	0	0	0
6793-2610-6936	6793	2610	6936	3	99999	3.6E+08	0	0	0
6782-6801-6782	6782	6801	6782	4 B,C,H	99999	6.230619	0	0	0
6782-6801-6797	6782	6801	6797	3 B,C,H	99999	0	10.42232	10.42232	0
6782-6801-6804	6782	6801	6804	2 B,C,H	99999	0	362.0802	353.7469	8.333333
6801-6782-6476	6801	6782	6476	2 B,C,H	99999	0	366.118	360.5009	5.617042
6801-6782-6801	6801	6782	6801	4	99999	3.6E+08	0	0	0
6801-6782-6802	6801	6782	6802	3 B,C,H	99999	0	104.2713	103.8277	0.443592
6782-6802-6782	6782	6802	6782	4 B,C,H	99999	3.720488	0	0	0
6782-6802-6796	6782	6802	6796	1 B,C,H	99999	2.513437	40.34699	40.34699	0
6782-6802-6911	6782	6802	6911	2 B,C,H	99999	0	137.8286	137.385	0.443592
6802-6782-6476	6802	6782	6476	3 B,C,H	99999	10.54159	50.84319	48.40245	2.440736
6802-6782-6801	6802	6782	6801	1 B,C,H	99999	18.58797	35.85368	35.85368	0
6802-6782-6802	6802	6782	6802	4	99999	3.6E+08	0	0	0
6609-6800-6609	6609	6800	6609	4 B,C,H	99999	0	0	0	0
6800-6609-6610	6800	6609	6610	1 B,C,H	99999	8.085619	12.56164	12.56164	0
6800-6609-6800	6800	6609	6800	4 B,C,H	99999	8.085603	0	0	0
6800-6609-6876	6800	6609	6876	3 B,C,H	99999	4.717095	0.785973	0.785973	0
2595-6803-2595	2595	6803	2595	4	99999	3.6E+08	0	0	0
2595-6803-6886	2595	6803	6886	2 B,C,H	99999	0	167.519	167.519	0
2595-6803-6942	2595	6803	6942	1 B,C,H	99999	2.428536	0	0	0
6803-2595-6611	6803	2595	6611	3 B,C,H	99999	7.527442	112.0546	107.0316	5.023005
6803-2595-6803	6803	2595	6803	4	99999	3.6E+08	0	0	0
6803-2595-6958	6803	2595	6958	1 B,C,H	99999	7.520341	1.571534	1.571534	0
6801-6804-6611	6801	6804	6611	2 B,C,H	99999	0	374.2454	365.9121	8.333333
6801-6804-6801	6801	6804	6801	4	99999	3.6E+08	0	0	0
6801-6804-6941	6801	6804	6941	1 B,C,H	99999	3.362109	3.502027	3.502027	0
6804-6801-6782	6804	6801	6782	2 B,C,H	99999	0	459.3613	453.3006	6.060634
6804-6801-6797	6804	6801	6797	1 B,C,H	99999	3.196874	24.79591	24.79591	0
6804-6801-6804	6804	6801	6804	4 B,C,H	99999	5.78173	0	0	0
6611-6804-6611	6611	6804	6611	4	99999	3.6E+08	0	0	0
6611-6804-6801	6611	6804	6801	2 B,C,H	99999	0	480.2974	474.2367	6.060634
6611-6804-6941	6611	6804	6941	3 B,C,H	99999	0	8.504188	8.504188	0
6804-6611-2595	6804	6611	2595	1 B,C,H	9999	12.16222	331.0782	322.7449	8.333333
6804-6611-6610	6804	6611	6610	3 B,C,H	9999	12.14864	48.65071	48.65071	0
6804-6611-6804	6804	6611	6804	4	99999	3.6E+08	0	0	0
6797-6801-6782	6797	6801	6782	1 B,C,H	99999	12.52824	11.02798	11.02798	0
6797-6801-6797	6797	6801	6797	4 B,C,H	99999	12.52816	0	0	0
6797-6801-6804	6797	6801	6804	3 B,C,H	99999	6.127182	15.66724	15.66724	0
6801-6797-6801	6801	6797	6801	0	99999	3.6E+08	0	0	0
6796-6802-6782	6796	6802	6782	3 B,C,H	99999	3.924592	33.45138	33.45138	0
6796-6802-6796	6796	6802	6796	4 B,C,H	99999	5.546185	0	0	0
6796-6802-6911	6796	6802	6911	1 B,C,H	99999	5.54619	5.256691	5.256691	0
6802-6796-6802	6802	6796	6802	4 B,C,H	99999	0	0	0	0
6610-6805-6610	6610	6805	6610	4 B,C,H	99999	0	0	0	0
6805-6610-6609	6805	6610	6609	1 B,C,H	99999	8.917803	1.493348	1.493348	0
6805-6610-6611	6805	6610	6611	3 B,C,H	99999	5.793661	23.86711	23.86711	0
6805-6610-6805	6805	6610	6805	4 B,C,H	99999	8.917785	0	0	0
2642-6808-2642	2642	6808	2642	4 B,C,H	99999	4.968084	0	0	0
2642-6808-6847	2642	6808	6847	2 B,C,H	99999	0	189.75	187.873	1.87693
2642-6808-6926	2642	6808	6926	1 B,C,H	99999	2.925498	27.10121	27.10121	0
6808-2642-6808	6808	2642	6808	4	99999	3.6E+08	0	0	0
6808-2642-6809	6808	2642	6809	3 B,C,H	99999	33.07405	154.3637	153.8439	0.519736
6808-2642-6886	6808	2642	6886	1 B,C,H	99999	33.0605	6.145423	5.997574	0.147849
6808-2642-6888	6808	2642	6888	2 B,C,H	99999	33.03901	101.5917	98.52697	3.064725
6780-6809-2642	6780	6809	2642	2 B,C,H	99999	0	211.9325	205.2649	6.667601
6780-6809-6780	6780	6809	6780	4	99999	3.6E+08	0	0	0
6780-6809-6924	6780	6809	6924	1 B,C,H	99999	8.462126	17.31502	17.20719	0.107826
6809-6780-2736	6809	6780	2736	2 B,C,H	99999	0	384.8252	384.0317	0.793553

6809-6780-6809	6809	6780	6809	4	99999	3.6E+08	0	0	0
2642-6809-2642	2642	6809	2642	4	99999	3.6E+08	0	0	0
2642-6809-6780	2642	6809	6780	2 B,C,H	99999	0	371.8021	371.1962	0.605899
2642-6809-6924	2642	6809	6924	3 B,C,H	99999	0	10.8247	10.63336	0.191341
6809-2642-6808	6809	2642	6808	1 B,C,H	99999	25.07736	115.6602	113.7832	1.87693
6809-2642-6809	6809	2642	6809	4	99999	3.6E+08	0	0	0
6809-2642-6886	6809	2642	6886	2 B,C,H	99999	25.07926	87.91789	83.04273	4.875156
6809-2642-6888	6809	2642	6888	3 B,C,H	99999	25.07319	16.82935	16.82935	0
6709-6815-6709	6709	6815	6709	4 B,C,H	99999	0	0	0	0
6815-6709-2878	6815	6709	2878	3 B,C,H	99999	10.02347	0	0	0
6815-6709-6672	6815	6709	6672	1 B,C,H	99999	10.59007	293.6584	290.1584	3.5
6815-6709-6815	6815	6709	6815	4	99999	3.6E+08	0	0	0
6778-6811-6778	6778	6811	6778	4 B,C,H	99999	0	0	0	0
6811-6778-2785	6811	6778	2785	3 B,C,H	99999	8.075263	39.75926	39.10498	0.654285
6811-6778-6710	6811	6778	6710	1 B,C,H	99999	14.55257	21.68254	21.23931	0.443227
6811-6778-6811	6811	6778	6811	4	99999	3.6E+08	0	0	0
6785-6812-6785	6785	6812	6785	4 B,C,H	99999	0	0	0	0
6812-6785-6812	6812	6785	6812	4 B,C,H	99999	4.720385	0	0	0
6812-6785-6861	6812	6785	6861	1 B,C,H	99999	4.740233	13.67771	13.33423	0.343482
6812-6785-6879	6812	6785	6879	2 B,C,H	99999	4.739939	19.67641	19.4241	0.25231
2736-6813-2736	2736	6813	2736	4 B,C,H	99999	0	0	0	0
6813-2736-6780	6813	2736	6780	1 B,C,H	99999	8.912913	11.04146	10.69523	0.346234
6813-2736-6781	6813	2736	6781	3 B,C,H	99999	8.91399	22.31266	22.0631	0.249558
6813-2736-6813	6813	2736	6813	4	99999	3.6E+08	0	0	0
6710-6810-6710	6710	6810	6710	4 B,C,H	99999	0	0	0	0
6810-6710-2751	6810	6710	2751	1 B,C,H	99999	38.70119	150.3554	147.9367	2.418753
6810-6710-6778	6810	6710	6778	3 B,C,H	99999	34.80817	184.9412	181.3707	3.570525
6810-6710-6810	6810	6710	6810	4	99999	3.6E+08	0	0	0
2785-6816-2785	2785	6816	2785	4	99999	3.6E+08	0	0	0
2785-6816-6781	2785	6816	6781	2 B,C,H	99999	0	464.2576	456.4443	7.813224
2785-6816-6814	2785	6816	6814	3 B,C,H	99999	0	21.0583	20.88614	0.172165
6816-2785-6778	6816	2785	6778	3 B,C,H	99999	11.92058	217.4495	215.2916	2.157849
6816-2785-6779	6816	2785	6779	1 B,C,H	99999	11.92473	250.2791	249.4492	0.829853
6816-2785-6816	6816	2785	6816	4	99999	3.6E+08	0	0	0
6781-6816-2785	6781	6816	2785	2 B,C,H	99999	0	447.3073	444.5823	2.72501
6781-6816-6781	6781	6816	6781	4	99999	3.6E+08	0	0	0
6781-6816-6814	6781	6816	6814	1 B,C,H	99999	3.551336	28.27562	28.02822	0.247401
6816-6781-2736	6816	6781	2736	2 B,C,H	99999	0	228.5673	221.9464	6.620878
6816-6781-6816	6816	6781	6816	4	99999	3.6E+08	0	0	0
6816-6781-6859	6816	6781	6859	3 B,C,H	99999	0	250.3786	248.8218	1.556803
6814-6816-2785	6814	6816	2785	1 B,C,H	99999	15.23664	20.42128	20.15859	0.262693
6814-6816-6781	6814	6816	6781	3 B,C,H	99999	7.831766	14.68832	14.32386	0.364457
6814-6816-6814	6814	6816	6814	4	99999	3.6E+08	0	0	0
6816-6814-6816	6816	6814	6816	4 B,C,H	99999	0	0	0	0
6770-6817-6770	6770	6817	6770	4 B,C,H	99999	0	0	0	0
6770-6817-6937	6770	6817	6937	2 B,C,H	99999	0	24.10905	23.63273	0.476323
6817-6770-2564	6817	6770	2564	3 B,C,H	99999	62.13478	41.63306	37.66679	3.966267
6817-6770-6817	6817	6770	6817	4	99999	3.6E+08	0	0	0
6817-6770-6884	6817	6770	6884	1 B,C,H	99999	68.92049	242.2434	240.5823	1.661111
6742-6820-6740	6742	6820	6740	2	99999	3.6E+08	0	0	0
6742-6820-6742	6742	6820	6742	4	99999	3.6E+08	0	0	0
6742-6820-6949	6742	6820	6949	3	99999	3.6E+08	0	0	0
6742-6820-6963	6742	6820	6963	1	99999	3.6E+08	0	0	0
6820-6742-2594	6820	6742	2594	1 B,C,H	99999	37.93582	192.2007	192.2007	0
6820-6742-6820	6820	6742	6820	4	99999	3.6E+08	0	0	0
6820-6742-6936	6820	6742	6936	3 B,C,H	99999	33.78073	62.85376	60.62291	2.23085
6740-6820-6740	6740	6820	6740	4	99999	3.6E+08	0	0	0
6740-6820-6742	6740	6820	6742	2 B,C,H	99999	0	255.0545	252.8236	2.23085
6740-6820-6949	6740	6820	6949	1 B,C,H	99999	0	3.037827	3.005092	0.032735

6740-6820-6963	6740	6820	6963	3 B,C,H	99999	0	82.47834	80.84881	1.629526
6820-6740-2654	6820	6740	2654	3	99999	3.6E+08	0	0	0
6820-6740-2666	6820	6740	2666	1	99999	3.6E+08	0	0	0
6820-6740-6741	6820	6740	6741	2	99999	3.6E+08	0	0	0
6820-6740-6820	6820	6740	6820	4	99999	3.6E+08	0	0	0
2594-6821-2594	2594	6821	2594	4	99999	3.6E+08	0	0	0
2594-6821-6870	2594	6821	6870	2 B,C,H	99999	0	352.4421	349.1363	3.305799
2594-6821-6949	2594	6821	6949	1	99999	3.6E+08	0	0	0
6821-2594-6742	6821	2594	6742	3	99999	3.6E+08	0	0	0
6821-2594-6821	6821	2594	6821	4	99999	3.6E+08	0	0	0
6821-2594-6884	6821	2594	6884	1	99999	3.6E+08	0	0	0
2-6830-2	2	6830	2	4	99999	3.6E+08	0	0	0
2-6830-6673	2	6830	6673	2 B,C,H	99999	0	72.2305	72.2305	0
2-6830-6829	2	6830	6829	1 B,C,H	99999	2.603844	2.093721	2.093721	0
6830-2-6830	6830	2	6830	4	99999	3.6E+08	0	0	0
6673-6830-2	6673	6830	2	2 B,C,H	99999	0	118.699	118.699	0
6673-6830-6673	6673	6830	6673	4	99999	3.6E+08	0	0	0
6673-6830-6829	6673	6830	6829	3 B,C,H	99999	0	76.97709	76.33003	0.647059
6830-6673-6830	6830	6673	6830	4 B,C,H	99999	0	0	0	0
6830-6673-6858	6830	6673	6858	2 B,C,H	99999	0	161.8573	160.557	1.300337
2807-6832-2807	2807	6832	2807	4 B,C,H	99999	4.184849	0	0	0
2807-6832-6828	2807	6832	6828	3 B,C,H	99999	0	39.55767	39.22515	0.332516
2807-6832-6833	2807	6832	6833	2 B,C,H	99999	0	269.9036	268.5915	1.312092
6832-2807-6832	6832	2807	6832	4	99999	3.6E+08	0	0	0
6832-2807-6834	6832	2807	6834	2 B,C,H	99999	15.10875	58.01331	58.01331	0
6832-2807-6866	6832	2807	6866	3 B,C,H	99999	8.891924	161.5624	159.3778	2.184566
6833-6858-6673	6833	6858	6673	2 B,C,H	99999	6.71915	192.4176	191.7705	0.647059
6833-6858-6795	6833	6858	6795	1 B,C,H	99999	6.718185	45.97243	45.58599	0.386438
6833-6858-6827	6833	6858	6827	3 B,C,H	99999	6.718101	33.14291	32.86432	0.278595
6833-6858-6833	6833	6858	6833	4	99999	3.6E+08	0	0	0
6858-6833-6828	6858	6833	6828	1 B,C,H	99999	2.767156	1.07594	1.07594	0
6858-6833-6832	6858	6833	6832	2 B,C,H	99999	0	199.2603	197.3705	1.889823
6858-6833-6858	6858	6833	6858	4 B,C,H	99999	4.664668	0	0	0
6832-6833-6828	6832	6833	6828	3 B,C,H	99999	0	0	0	0
6832-6833-6832	6832	6833	6832	4 B,C,H	99999	4.184808	0	0	0
6832-6833-6858	6832	6833	6858	2 B,C,H	99999	0	269.9036	268.5915	1.312092
6833-6832-2807	6833	6832	2807	2 B,C,H	99999	0	199.2603	197.3705	1.889823
6833-6832-6828	6833	6832	6828	1 B,C,H	99999	2.855047	0	0	0
6833-6832-6833	6833	6832	6833	4 B,C,H	99999	4.93573	0	0	0
2807-6834-2807	2807	6834	2807	4	99999	3.6E+08	0	0	0
2807-6834-6826	2807	6834	6826	1 B,C,H	99999	2.857849	12.14336	12.14336	0
2807-6834-6901	2807	6834	6901	2 B,C,H	99999	0	212.3836	212.3836	0
6834-2807-6832	6834	2807	6832	2 B,C,H	99999	0	184.8968	184.5169	0.379859
6834-2807-6834	6834	2807	6834	4	99999	3.6E+08	0	0	0
6834-2807-6866	6834	2807	6866	1 B,C,H	99999	0	71.38846	70.46319	0.925271
6741-6835-6741	6741	6835	6741	4 B,C,H	99999	4.543898	0	0	0
6741-6835-6905	6741	6835	6905	2 B,C,H	99999	0	297.6065	296.1474	1.459046
6741-6835-6931	6741	6835	6931	3 B,C,H	99999	0	76.5215	75.78457	0.736928
6835-6741-2727	6835	6741	2727	3	99999	3.6E+08	0	0	0
6835-6741-6740	6835	6741	6740	2 B,C,H	99999	0	289.3848	288.0876	1.29727
6835-6741-6835	6835	6741	6835	4	99999	3.6E+08	0	0	0
6774-6825-6774	6774	6825	6774	4 B,C,H	99999	0	0	0	0
6825-6774-2646	6825	6774	2646	1 B,C,H	99999	4.758538	2.173726	2.173726	0
6825-6774-6773	6825	6774	6773	3 B,C,H	99999	4.758538	26.22526	25.84383	0.381432
6825-6774-6825	6825	6774	6825	4	99999	3.6E+08	0	0	0
6773-6822-6773	6773	6822	6773	4	99999	3.6E+08	0	0	0
6773-6822-6934	6773	6822	6934	1 B,C,H	99999	2.380911	34.04438	33.76578	0.278595
6773-6822-6935	6773	6822	6935	2 B,C,H	99999	0	25.25873	25.05203	0.206699
6822-6773-6774	6822	6773	6774	1 B,C,H	99999	4.336861	2.470144	2.470144	0

6822-6773-6822	6822	6773	6822	4	99999	3.6E+08	0	0	0
6822-6773-6892	6822	6773	6892	3 B,C,H	99999	4.336861	29.80143	29.36799	0.433446
6826-6834-2807	6826	6834	2807	3 B,C,H	99999	5.075327	14.50636	14.24894	0.257416
6826-6834-6826	6826	6834	6826	4	99999	3.6E+08	0	0	0
6826-6834-6901	6826	6834	6901	1 B,C,H	99999	7.27483	12.60177	12.49509	0.106679
6834-6826-6834	6834	6826	6834	4 B,C,H	99999	0	0	0	0
6828-6832-2807	6828	6832	2807	1 B,C,H	99999	7.127375	20.31541	20.02067	0.294743
6828-6832-6828	6828	6832	6828	4 B,C,H	99999	7.127309	0	0	0
6828-6832-6833	6828	6832	6833	3 B,C,H	99999	5.236641	0	0	0
6832-6828-6832	6832	6828	6832	4 B,C,H	99999	0	0	0	0
6832-6828-6833	6832	6828	6833	1 B,C,H	99999	0	0	0	0
6828-6833-6828	6828	6833	6828	4 B,C,H	99999	6.542686	0	0	0
6828-6833-6832	6828	6833	6832	1 B,C,H	99999	6.542686	0	0	0
6828-6833-6858	6828	6833	6858	3 B,C,H	99999	4.681147	1.629263	1.629263	0
6833-6828-6832	6833	6828	6832	3 B,C,H	99999	0	0	0	0
6833-6828-6833	6833	6828	6833	4 B,C,H	99999	0	0	0	0
6827-6858-6673	6827	6858	6673	3 B,C,H	99999	5.006842	1.341746	1.341746	0
6827-6858-6795	6827	6858	6795	2 B,C,H	99999	4.984417	0	0	0
6827-6858-6827	6827	6858	6827	4	99999	3.6E+08	0	0	0
6827-6858-6833	6827	6858	6833	1 B,C,H	99999	5.006938	16.73034	16.48761	0.24273
6858-6827-6858	6858	6827	6858	4 B,C,H	99999	0	0	0	0
6829-6830-2	6829	6830	2	3 B,C,H	99999	5.360171	7.187926	7.187926	0
6829-6830-6673	6829	6830	6673	1 B,C,H	99999	6.082159	89.6268	88.32647	1.300337
6829-6830-6829	6829	6830	6829	4	99999	3.6E+08	0	0	0
6830-6829-6830	6830	6829	6830	4 B,C,H	99999	0	0	0	0
6836-6837-6836	6836	6837	6836	4	99999	3.6E+08	0	0	0
6836-6837-6872	6836	6837	6872	1 B,C,H	99999	7.94735	3.277794	3.277794	0
6836-6837-6905	6836	6837	6905	3 B,C,H	99999	4.791255	7.04911	6.910408	0.138703
6837-6836-6837	6837	6836	6837	4 B,C,H	99999	0	0	0	0
6839-6841-6839	6839	6841	6839	4	99999	3.6E+08	0	0	0
6839-6841-6874	6839	6841	6874	3 B,C,H	99999	7.971686	2.522938	2.497671	0.025267
6839-6841-6962	6839	6841	6962	1 B,C,H	99999	15.41684	14.40138	14.3981	0.003286
6841-6839-6841	6841	6839	6841	4 B,C,H	99999	0	0	0	0
2928-6838-2928	2928	6838	2928	4 B,C,H	99999	0	0	0	0
6838-2928-3	6838	2928	3	1 B,C,H	99999	11.58696	7.288487	7.215494	0.072993
6838-2928-6838	6838	2928	6838	4	99999	3.6E+08	0	0	0
6838-2928-6874	6838	2928	6874	3 B,C,H	99999	6.92631	41.60399	41.5945	0.009492
6776-6840-6776	6776	6840	6776	4 B,C,H	99999	0	0	0	0
6840-6776-2727	6840	6776	2727	1 B,C,H	99999	6.976585	13.73558	13.69627	0.039304
6840-6776-2751	6840	6776	2751	3 B,C,H	99999	6.978618	12.59114	12.58603	0.005111
6840-6776-6840	6840	6776	6840	4	99999	3.6E+08	0	0	0
2623-6846-2623	2623	6846	2623	4	99999	3.6E+08	0	0	0
2623-6846-6771	2623	6846	6771	2 B,C,H	99999	0	660.6728	650.4625	10.21026
2623-6846-6845	2623	6846	6845	3 B,C,H	99999	0	91.79776	91.79776	0
6846-2623-2614	6846	2623	2614	2 B,C,H	99999	0	341.6633	337.7102	3.953072
6846-2623-6846	6846	2623	6846	4	99999	3.6E+08	0	0	0
6846-2623-6868	6846	2623	6868	3	99999	3.6E+08	0	0	0
6771-6846-2623	6771	6846	2623	2 B,C,H	99999	0	292.8253	288.8722	3.953072
6771-6846-6771	6771	6846	6771	4	99999	3.6E+08	0	0	0
6771-6846-6845	6771	6846	6845	1 B,C,H	99999	4.623189	38.50235	37.7695	0.732848
6846-6771-6736	6846	6771	6736	2 B,C,H	99999	0	691.8966	681.6864	10.21026
6846-6771-6846	6846	6771	6846	4	99999	3.6E+08	0	0	0
6846-6771-6850	6846	6771	6850	1	99999	3.6E+08	0	0	0
6845-6846-2623	6845	6846	2623	1 B,C,H	99999	22.66942	48.83802	48.83802	0
6845-6846-6771	6845	6846	6771	3 B,C,H	99999	15.01828	31.22384	31.22384	0
6845-6846-6845	6845	6846	6845	4	99999	3.6E+08	0	0	0
6846-6845-6846	6846	6845	6846	4 B,C,H	99999	0	0	0	0
2614-6847-2614	2614	6847	2614	4	99999	3.6E+08	0	0	0
2614-6847-6808	2614	6847	6808	2 B,C,H	99999	0	267.9614	264.0967	3.864715

2614-6847-6844	2614	6847	6844	3 B,C,H	99999	0	0	0	0
6847-2614-2623	6847	2614	2623	1 B,C,H	99999	16.36411	202.9692	201.0923	1.87693
6847-2614-6847	6847	2614	6847	4	99999	3.6E+08	0	0	0
6847-2614-6958	6847	2614	6958	3 B,C,H	99999	16.25302	0.114324	0.114324	0
6808-6847-2614	6808	6847	2614	2 B,C,H	99999	0	203.0836	201.2066	1.87693
6808-6847-6808	6808	6847	6808	4	99999	3.6E+08	0	0	0
6808-6847-6844	6808	6847	6844	1 B,C,H	99999	2.762696	0	0	0
6847-6808-2642	6847	6808	2642	2 B,C,H	99999	0	237.8128	234.5568	3.256066
6847-6808-6847	6847	6808	6847	4 B,C,H	99999	4.124681	0	0	0
6847-6808-6926	6847	6808	6926	3 B,C,H	99999	0	30.14856	29.53991	0.608649
2665-6853-2665	2665	6853	2665	4	99999	3.6E+08	0	0	0
2665-6853-6855	2665	6853	6855	2	99999	3.6E+08	0	0	0
2665-6853-6955	2665	6853	6955	1	99999	3.6E+08	0	0	0
6853-2665-2671	6853	2665	2671	2 B,C,H	99999	6.991925	414.7574	413.1905	1.5669
6853-2665-6853	6853	2665	6853	4	99999	3.6E+08	0	0	0
6853-2665-6950	6853	2665	6950	3 B,C,H	99999	6.957226	217.3304	212.0775	5.252805
6853-6855-2610	6853	6855	2610	2	99999	3.6E+08	0	0	0
6853-6855-6849	6853	6855	6849	3	99999	3.6E+08	0	0	0
6853-6855-6853	6853	6855	6853	4	99999	3.6E+08	0	0	0
6855-6853-2665	6855	6853	2665	2 B,C,H	99999	0	605.2523	599.4893	5.762968
6855-6853-6855	6855	6853	6855	4	99999	3.6E+08	0	0	0
6855-6853-6955	6855	6853	6955	3 B,C,H	99999	0	18.46873	17.23431	1.234425
2671-6854-2671	2671	6854	2671	4	99999	3.6E+08	0	0	0
2671-6854-6848	2671	6854	6848	1	99999	3.6E+08	0	0	0
2671-6854-6882	2671	6854	6882	2	99999	3.6E+08	0	0	0
6854-2671-2665	6854	2671	2665	3 B,C,H	99999	6.719102	52.65263	52.65263	0
6854-2671-2700	6854	2671	2700	1 B,C,H	99999	11.85613	84.91339	83.53389	1.3795
6854-2671-6854	6854	2671	6854	4	99999	3.6E+08	0	0	0
2610-6855-2610	2610	6855	2610	4	99999	3.6E+08	0	0	0
2610-6855-6849	2610	6855	6849	1 B,C,H	99999	0	10.15118	9.950623	0.200557
2610-6855-6853	2610	6855	6853	2 B,C,H	99999	0	623.721	616.7236	6.997393
6855-2610-6736	6855	2610	6736	3 B,C,H	99999	3.6E+08	0	0	0
6855-2610-6793	6855	2610	6793	2	99999	3.6E+08	0	0	0
6855-2610-6855	6855	2610	6855	4	99999	3.6E+08	0	0	0
6855-2610-6936	6855	2610	6936	1	99999	3.6E+08	0	0	0
6848-6854-2671	6848	6854	2671	3 B,C,H	99999	4.990478	134.5685	133.2083	1.360175
6848-6854-6848	6848	6854	6848	4	99999	3.6E+08	0	0	0
6848-6854-6882	6848	6854	6882	1	99999	3.6E+08	0	0	0
6854-6848-6854	6854	6848	6854	4 B,C,H	99999	0	0	0	0
6849-6855-2610	6849	6855	2610	3	99999	3.6E+08	0	0	0
6849-6855-6849	6849	6855	6849	4	99999	3.6E+08	0	0	0
6849-6855-6853	6849	6855	6853	1	99999	3.6E+08	0	0	0
6855-6849-6855	6855	6849	6855	4	99999	3.6E+08	0	0	0
6771-6850-6771	6771	6850	6771	4	99999	3.6E+08	0	0	0
6850-6771-6736	6850	6771	6736	1 B,C,H	99999	15.38653	24.97907	24.97907	0
6850-6771-6846	6850	6771	6846	3 B,C,H	99999	6.932568	39.07042	39.07042	0
6850-6771-6850	6850	6771	6850	4	99999	3.6E+08	0	0	0
2711-6856-2711	2711	6856	2711	4	99999	3.6E+08	0	0	0
2711-6856-6857	2711	6856	6857	3 B,C,H	99999	0	0	0	0
2711-6856-6914	2711	6856	6914	2 B,C,H	99999	0	653.5894	646.2871	7.302278
6856-2711-2710	6856	2711	2710	2 B,C,H	99999	3.6E+08	0	0	0
6856-2711-2714	6856	2711	2714	2	99999	3.6E+08	0	0	0
6856-2711-6856	6856	2711	6856	4	99999	3.6E+08	0	0	0
6856-6857-6856	6856	6857	6856	4 B,C,H	99999	0	0	0	0
6857-6856-2711	6857	6856	2711	1	99999	3.6E+08	0	0	0
6857-6856-6857	6857	6856	6857	4	99999	3.6E+08	0	0	0
6857-6856-6914	6857	6856	6914	3 B,C,H	99999	7.706967	0	0	0
6795-6858-6673	6795	6858	6673	1 B,C,H	99999	4.271529	1.91678	1.91678	0
6795-6858-6795	6795	6858	6795	4	99999	3.6E+08	0	0	0

6795-6858-6827	6795	6858	6827	2 B,C,H	99999	4.254013	0	0	0
6795-6858-6833	6795	6858	6833	3 B,C,H	99999	4.271616	23.90048	23.55372	0.346756
6858-6795-6858	6858	6795	6858	4 B,C,H	99999	0	0	0	0
6781-6859-6781	6781	6859	6781	4	99999	3.6E+08	0	0	0
6781-6859-6860	6781	6859	6860	1 B,C,H	99999	2.867576	64.73167	64.30738	0.424292
6781-6859-6880	6781	6859	6880	2 B,C,H	99999	0	238.1206	236.7928	1.327814
6859-6781-2736	6859	6781	2736	3 B,C,H	99999	30.58857	17.95893	17.84697	0.111965
6859-6781-6816	6859	6781	6816	1 B,C,H	99999	36.35539	150.3897	148.0773	2.312444
6859-6781-6859	6859	6781	6859	4	99999	3.6E+08	0	0	0
6859-6860-6859	6859	6860	6859	4	99999	3.6E+08	0	0	0
6860-6859-6781	6860	6859	6781	3 B,C,H	99999	4.742989	40.23228	39.82062	0.411664
6860-6859-6860	6860	6859	6860	4	99999	3.6E+08	0	0	0
6860-6859-6880	6860	6859	6880	1 B,C,H	99999	8.039919	14.1876	13.62718	0.560418
6785-6861-6785	6785	6861	6785	4	99999	3.6E+08	0	0	0
6785-6861-6862	6785	6861	6862	3 B,C,H	99999	5.277643	41.46933	40.94125	0.528078
6785-6861-6896	6785	6861	6896	2 B,C,H	99999	5.280613	158.5628	157.0245	1.538258
6861-6785-6812	6861	6785	6812	3 B,C,H	99999	6.357865	23.4126	23.1641	0.248501
6861-6785-6861	6861	6785	6861	4 B,C,H	99999	6.334344	0	0	0
6861-6785-6879	6861	6785	6879	1 B,C,H	99999	6.329445	132.4188	130.2942	2.124613
6861-6862-6861	6861	6862	6861	4	99999	3.6E+08	0	0	0
6862-6861-6785	6862	6861	6785	1 B,C,H	99999	5.058228	35.81362	35.29757	0.516049
6862-6861-6862	6862	6861	6862	4	99999	3.6E+08	0	0	0
6862-6861-6896	6862	6861	6896	3 B,C,H	99999	5.058342	23.30601	23.07368	0.232334
2819-6864-2819	2819	6864	2819	4	99999	3.6E+08	0	0	0
2819-6864-6863	2819	6864	6863	3 B,C,H	99999	0	30.32664	30.28361	0.043025
2819-6864-6962	2819	6864	6962	2 B,C,H	99999	0	557.8589	556.8229	1.03601
6864-2819-6777	6864	2819	6777	3 B,C,H	99999	12.71161	0.931982	0.931982	0
6864-2819-6864	6864	2819	6864	4	99999	3.6E+08	0	0	0
6864-2819-6866	6864	2819	6866	1 B,C,H	99999	28.50056	199.8126	199.8126	0
6864-2819-6904	6864	2819	6904	2 B,C,H	99999	12.71093	404.434	403.742	0.692016
6863-6864-2819	6863	6864	2819	1 B,C,H	99999	29.23644	107.2103	107.1858	0.02446
6863-6864-6863	6863	6864	6863	4	99999	3.6E+08	0	0	0
6863-6864-6962	6863	6864	6962	3 B,C,H	99999	21.35962	18.78187	18.59377	0.188098
6864-6863-6864	6864	6863	6864	4 B,C,H	99999	0	0	0	0
2807-6866-2807	2807	6866	2807	4	99999	3.6E+08	0	0	0
2807-6866-2819	2807	6866	2819	2 B,C,H	99999	0	207.1389	204.1017	3.037186
2807-6866-6865	2807	6866	6865	3 B,C,H	99999	0	25.81199	25.73934	0.072651
6866-2807-6832	6866	2807	6832	1 B,C,H	99999	11.89432	124.5645	123.2998	1.264749
6866-2807-6834	6866	2807	6834	3 B,C,H	99999	0	166.5137	166.5137	0
6866-2807-6866	6866	2807	6866	4	99999	3.6E+08	0	0	0
2819-6866-2807	2819	6866	2807	2 B,C,H	99999	0	275.763	274.4983	1.264749
2819-6866-2819	2819	6866	2819	4	99999	3.6E+08	0	0	0
2819-6866-6865	2819	6866	6865	1 B,C,H	99999	2.754821	12.62521	12.38332	0.241892
6866-2819-6777	6866	2819	6777	2 B,C,H	99999	104.2357	3.044224	3.044224	0
6866-2819-6864	6866	2819	6864	3 B,C,H	99999	104.3426	98.35463	98.35463	0
6866-2819-6866	6866	2819	6866	4	99999	3.6E+08	0	0	0
6866-2819-6904	6866	2819	6904	1 B,C,H	99999	103.9805	140.7685	137.0551	3.713361
6865-6866-2807	6865	6866	2807	1 B,C,H	99999	7.838878	15.3152	15.3152	0
6865-6866-2819	6865	6866	2819	3 B,C,H	99999	5.161983	35.02846	34.35229	0.676175
6865-6866-6865	6865	6866	6865	4	99999	3.6E+08	0	0	0
6866-6865-6866	6866	6865	6866	4 B,C,H	99999	0	0	0	0
2623-6868-2623	2623	6868	2623	4	99999	3.6E+08	0	0	0
2623-6868-2687	2623	6868	2687	2	99999	3.6E+08	0	0	0
2623-6868-6867	2623	6868	6867	1	99999	3.6E+08	0	0	0
6868-2623-2614	6868	2623	2614	3 B,C,H	99999	21.55815	351.4322	350.0869	1.345297
6868-2623-6846	6868	2623	6846	1 B,C,H	99999	19.4713	68.96764	68.96764	0
6868-2623-6868	6868	2623	6868	4	99999	3.6E+08	0	0	0
2687-6868-2623	2687	6868	2623	2 B,C,H	99999	0	388.3751	387.0298	1.345297
2687-6868-2687	2687	6868	2687	4	99999	3.6E+08	0	0	0

2687-6868-6867	2687	6868	6867	3 B,C,H	99999	0	30.34386	30.1732	0.170663
6868-2687-6868	6868	2687	6868	4	99999	3.6E+08	0	0	0
6868-2687-6882	6868	2687	6882	3	99999	3.6E+08	0	0	0
6868-2687-6916	6868	2687	6916	1	99999	3.6E+08	0	0	0
6868-2687-6921	6868	2687	6921	2	99999	3.6E+08	0	0	0
6867-6868-2623	6867	6868	2623	3 B,C,H	99999	6.056733	32.02474	32.02474	0
6867-6868-2687	6867	6868	2687	1	99999	3.6E+08	0	0	0
6867-6868-6867	6867	6868	6867	4	99999	3.6E+08	0	0	0
6868-6867-6868	6868	6867	6868	4 B,C,H	99999	0	0	0	0
6821-6870-2654	6821	6870	2654	2 B,C,H	99999	0	347.7925	344.5168	3.275626
6821-6870-6821	6821	6870	6821	4	99999	3.6E+08	0	0	0
6821-6870-6869	6821	6870	6869	3 B,C,H	99999	0	7.68744	7.624531	0.062908
6870-6821-2594	6870	6821	2594	2	99999	3.6E+08	0	0	0
6870-6821-6870	6870	6821	6870	4	99999	3.6E+08	0	0	0
6870-6821-6949	6870	6821	6949	3	99999	3.6E+08	0	0	0
2654-6870-2654	2654	6870	2654	4	99999	3.6E+08	0	0	0
2654-6870-6821	2654	6870	6821	2	99999	3.6E+08	0	0	0
2654-6870-6869	2654	6870	6869	1	99999	3.6E+08	0	0	0
6870-2654-6740	6870	2654	6740	1 B,C,H	99999	32.03851	240.6774	236.9337	3.743747
6870-2654-6772	6870	2654	6772	3 B,C,H	99999	9.646136	141.9683	141.9683	0
6870-2654-6870	6870	2654	6870	4	99999	3.6E+08	0	0	0
6869-6870-2654	6869	6870	2654	3 B,C,H	99999	5.729022	34.8533	34.38518	0.468121
6869-6870-6821	6869	6870	6821	1	99999	3.6E+08	0	0	0
6869-6870-6869	6869	6870	6869	4	99999	3.6E+08	0	0	0
6870-6869-6870	6870	6869	6870	4 B,C,H	99999	0	0	0	0
6837-6872-6837	6837	6872	6837	4	99999	3.6E+08	0	0	0
6837-6872-6871	6837	6872	6871	3 B,C,H	99999	0	13.06465	12.93883	0.125817
6837-6872-6901	6837	6872	6901	2 B,C,H	99999	0	286.5918	285.4203	1.171464
6872-6837-6836	6872	6837	6836	3 B,C,H	99999	0	2.9703	2.9703	0
6872-6837-6872	6872	6837	6872	4	99999	3.6E+08	0	0	0
6872-6837-6905	6872	6837	6905	2 B,C,H	99999	0	262.3838	261.8841	0.49973
6871-6872-6837	6871	6872	6837	1 B,C,H	99999	8.128336	35.70186	35.41584	0.286015
6871-6872-6871	6871	6872	6871	4	99999	3.6E+08	0	0	0
6871-6872-6901	6871	6872	6901	3 B,C,H	99999	5.915007	17.22353	16.79869	0.424836
6872-6871-6872	6872	6871	6872	4 B,C,H	99999	0	0	0	0
6841-6874-2928	6841	6874	2928	2 B,C,H	99999	0	238.3501	237.5843	0.765858
6841-6874-6841	6841	6874	6841	4	99999	3.6E+08	0	0	0
6841-6874-6873	6841	6874	6873	1 B,C,H	99999	10.83062	311.9311	311.4886	0.442541
6874-6841-6839	6874	6841	6839	1 B,C,H	99999	3.591815	1.553304	1.553304	0
6874-6841-6874	6874	6841	6874	4	99999	3.6E+08	0	0	0
6874-6841-6962	6874	6841	6962	2 B,C,H	99999	0	485.1979	484.5336	0.66427
2928-6874-2928	2928	6874	2928	4	99999	3.6E+08	0	0	0
2928-6874-6841	2928	6874	6841	2 B,C,H	99999	0	139.5179	138.9329	0.585048
2928-6874-6873	2928	6874	6873	3 B,C,H	99999	0	16.77568	16.77568	0
6874-2928-3	6874	2928	3	2 B,C,H	99999	0	218.3099	217.0496	1.26034
6874-2928-6838	6874	2928	6838	1 B,C,H	99999	6.306256	80.87103	80.7563	0.114733
6874-2928-6874	6874	2928	6874	4	99999	3.6E+08	0	0	0
6873-6874-2928	6873	6874	2928	1 B,C,H	99999	43.91451	60.83084	60.22162	0.609214
6873-6874-6841	6873	6874	6841	3 B,C,H	99999	31.88574	347.2333	347.1541	0.079222
6873-6874-6873	6873	6874	6873	4	99999	3.6E+08	0	0	0
6874-6873-6874	6874	6873	6874	4 B,C,H	99999	0	0	0	0
6607-6876-6607	6607	6876	6607	4	99999	3.6E+08	0	0	0
6607-6876-6609	6607	6876	6609	2 B,C,H	99999	0	297.3686	297.3686	0
6607-6876-6875	6607	6876	6875	1 B,C,H	99999	2.673857	7.766203	7.766203	0
6876-6607-6786	6876	6607	6786	3	99999	3.6E+08	0	0	0
6876-6607-6787	6876	6607	6787	2 B,C,H	99999	0	192.381	191.985	0.396024
6876-6607-6876	6876	6607	6876	4	99999	3.6E+08	0	0	0
6609-6876-6607	6609	6876	6607	2 B,C,H	99999	0	187.4294	187.0334	0.396024
6609-6876-6609	6609	6876	6609	4	99999	3.6E+08	0	0	0

6609-6876-6875	6609	6876	6875	3 B,C,H	99999	0	25.8512	25.8512	0
6876-6609-6610	6876	6609	6610	2 B,C,H	99999	0	372.6238	372.6238	0
6876-6609-6800	6876	6609	6800	1 B,C,H	99999	2.6794	3.883101	3.883101	0
6876-6609-6876	6876	6609	6876	4	99999	3.6E+08	0	0	0
6875-6876-6607	6875	6876	6607	3 B,C,H	99999	6.31269	4.951628	4.951628	0
6875-6876-6609	6875	6876	6609	1 B,C,H	99999	8.966563	79.13832	79.13832	0
6875-6876-6875	6875	6876	6875	4	99999	3.6E+08	0	0	0
6876-6875-6876	6876	6875	6876	4 B,C,H	99999	0	0	0	0
6785-6879-6785	6785	6879	6785	4	99999	3.6E+08	0	0	0
6785-6879-6877	6785	6879	6877	1 B,C,H	99999	2.747804	10.0016	9.87143	0.130167
6785-6879-6880	6785	6879	6880	2 B,C,H	99999	0	142.0936	139.8469	2.246756
6879-6785-6812	6879	6785	6812	2 B,C,H	99999	6.254471	35.78811	35.53313	0.254979
6879-6785-6861	6879	6785	6861	3 B,C,H	99999	6.258145	186.3544	184.6315	1.722853
6879-6785-6879	6879	6785	6879	4 B,C,H	99999	6.233019	0	0	0
6877-6879-6785	6877	6879	6785	3 B,C,H	99999	4.70945	4.732151	4.551371	0.18078
6877-6879-6877	6877	6879	6877	4	99999	3.6E+08	0	0	0
6877-6879-6880	6877	6879	6880	1 B,C,H	99999	6.213613	12.82265	12.68985	0.132795
6879-6877-6879	6879	6877	6879	4 B,C,H	99999	0	0	0	0
6859-6880-6859	6859	6880	6859	4	99999	3.6E+08	0	0	0
6859-6880-6878	6859	6880	6878	3 B,C,H	99999	0	18.1485	18.02818	0.120322
6859-6880-6879	6859	6880	6879	2 B,C,H	99999	0	234.1597	232.3918	1.76791
6880-6859-6781	6880	6859	6781	2 B,C,H	99999	0	128.1164	126.1036	2.012746
6880-6859-6860	6880	6859	6860	3 B,C,H	99999	0	29.70755	29.32868	0.378877
6880-6859-6880	6880	6859	6880	4	99999	3.6E+08	0	0	0
6879-6880-6859	6879	6880	6859	2 B,C,H	99999	0	146.2835	144.0114	2.272108
6879-6880-6878	6879	6880	6878	1 B,C,H	99999	2.771977	8.632769	8.525326	0.107443
6879-6880-6879	6879	6880	6879	4	99999	3.6E+08	0	0	0
6880-6879-6785	6880	6879	6785	2 B,C,H	99999	0	217.4104	215.6133	1.797052
6880-6879-6877	6880	6879	6877	3 B,C,H	99999	0	21.0083	20.87474	0.13356
6880-6879-6880	6880	6879	6880	4	99999	3.6E+08	0	0	0
6878-6880-6859	6878	6880	6859	1 B,C,H	99999	6.318428	11.54038	11.42087	0.119515
6878-6880-6878	6878	6880	6878	4	99999	3.6E+08	0	0	0
6878-6880-6879	6878	6880	6879	3 B,C,H	99999	4.775914	4.258936	4.096234	0.162702
6880-6878-6880	6880	6878	6880	4 B,C,H	99999	0	0	0	0
6854-6882-2687	6854	6882	2687	2	99999	3.6E+08	0	0	0
6854-6882-6854	6854	6882	6854	4	99999	3.6E+08	0	0	0
6854-6882-6881	6854	6882	6881	3	99999	3.6E+08	0	0	0
6882-6854-2671	6882	6854	2671	2 B,C,H	99999	0	2.997551	2.978226	0.019325
6882-6854-6848	6882	6854	6848	3 B,C,H	99999	0	168.8624	165.4991	3.363274
6882-6854-6882	6882	6854	6882	4	99999	3.6E+08	0	0	0
2687-6882-2687	2687	6882	2687	4	99999	3.6E+08	0	0	0
2687-6882-6854	2687	6882	6854	2 B,C,H	99999	0	169.5967	166.3007	3.296009
2687-6882-6881	2687	6882	6881	1 B,C,H	99999	0	9.612977	9.248405	0.364571
6882-2687-6868	6882	2687	6868	1	99999	3.6E+08	0	0	0
6882-2687-6882	6882	2687	6882	4	99999	3.6E+08	0	0	0
6882-2687-6916	6882	2687	6916	2	99999	3.6E+08	0	0	0
6882-2687-6921	6882	2687	6921	3	99999	3.6E+08	0	0	0
2594-6884-2594	2594	6884	2594	4	99999	3.6E+08	0	0	0
2594-6884-6770	2594	6884	6770	2 B,C,H	99999	0	390.3793	386.9181	3.46119
2594-6884-6883	2594	6884	6883	3 B,C,H	99999	0	6.699264	6.53211	0.167154
6884-2594-6742	6884	2594	6742	2 B,C,H	99999	0	439.2349	435.532	3.702945
6884-2594-6821	6884	2594	6821	3 B,C,H	99999	0	294.9385	291.6628	3.275626
6884-2594-6884	6884	2594	6884	4	99999	3.6E+08	0	0	0
6770-6884-2594	6770	6884	2594	2 B,C,H	99999	0	723.6411	716.7347	6.906348
6770-6884-6770	6770	6884	6770	4	99999	3.6E+08	0	0	0
6770-6884-6883	6770	6884	6883	1 B,C,H	99999	3.094577	2.183019	2.174685	0.008333
6884-6770-2564	6884	6770	2564	2 B,C,H	99999	0	328.0679	326.0342	2.033733
6884-6770-6817	6884	6770	6817	3 B,C,H	99999	0	64.12153	62.52162	1.599903
6884-6770-6884	6884	6770	6884	4	99999	3.6E+08	0	0	0

6883-6884-2594	6883	6884	2594	1 B,C,H	99999	16.91989	10.53232	10.4601	0.072222
6883-6884-6770	6883	6884	6770	3 B,C,H	99999	6.480229	1.810133	1.637687	0.172446
6883-6884-6883	6883	6884	6883	4	99999	3.6E+08	0	0	0
6884-6883-6884	6884	6883	6884	4	99999	3.6E+08	0	0	0
2642-6886-2642	2642	6886	2642	4	99999	3.6E+08	0	0	0
2642-6886-6803	2642	6886	6803	2 B,C,H	99999	0	113.6261	108.6031	5.023005
2642-6886-6885	2642	6886	6885	3 B,C,H	99999	0	0	0	0
6886-2642-6808	6886	2642	6808	3 B,C,H	99999	32.91305	0	0	0
6886-2642-6809	6886	2642	6809	2 B,C,H	99999	32.9779	160.1002	160.1002	0
6886-2642-6886	6886	2642	6886	4	99999	3.6E+08	0	0	0
6886-2642-6888	6886	2642	6888	1 B,C,H	99999	32.96667	7.418826	7.418826	0
6803-6886-2642	6803	6886	2642	2 B,C,H	99999	0	167.519	167.519	0
6803-6886-6803	6803	6886	6803	4	99999	3.6E+08	0	0	0
6803-6886-6885	6803	6886	6885	1 B,C,H	99999	2.428536	0	0	0
6886-6803-2595	6886	6803	2595	2 B,C,H	99999	0	113.6261	108.6031	5.023005
6886-6803-6886	6886	6803	6886	4	99999	3.6E+08	0	0	0
6886-6803-6942	6886	6803	6942	3 B,C,H	99999	0	0	0	0
6885-6886-2642	6885	6886	2642	1 B,C,H	99999	5.078268	0	0	0
6885-6886-6803	6885	6886	6803	3 B,C,H	99999	3.834268	0	0	0
6885-6886-6885	6885	6886	6885	4	99999	3.6E+08	0	0	0
6886-6885-6886	6886	6885	6886	4 B,C,H	99999	0	0	0	0
6792-6888-2642	6792	6888	2642	2 B,C,H	99999	0	188.9167	188.6392	0.277504
6792-6888-6792	6792	6888	6792	4	99999	3.6E+08	0	0	0
6792-6888-6887	6792	6888	6887	3 B,C,H	99999	0	0	0	0
6888-6792-6791	6888	6792	6791	3 B,C,H	99999	0	16.99528	16.77864	0.216638
6888-6792-6888	6888	6792	6888	4	99999	3.6E+08	0	0	0
6888-6792-6910	6888	6792	6910	2 B,C,H	99999	0	108.8446	105.9965	2.848087
2642-6888-2642	2642	6888	2642	4	99999	3.6E+08	0	0	0
2642-6888-6792	2642	6888	6792	2 B,C,H	99999	0	125.8399	122.7752	3.064725
2642-6888-6887	2642	6888	6887	1 B,C,H	99999	2.57325	0	0	0
6888-2642-6808	6888	2642	6808	2 B,C,H	99999	16.93434	101.191	101.191	0
6888-2642-6809	6888	2642	6809	1 B,C,H	99999	17.75688	68.16291	67.88541	0.277504
6888-2642-6886	6888	2642	6886	3 B,C,H	99999	16.9328	19.56281	19.56281	0
6888-2642-6888	6888	2642	6888	4	99999	3.6E+08	0	0	0
6887-6888-2642	6887	6888	2642	3 B,C,H	99999	4.187096	0	0	0
6887-6888-6792	6887	6888	6792	1 B,C,H	99999	5.289188	0	0	0
6887-6888-6887	6887	6888	6887	4	99999	3.6E+08	0	0	0
6888-6887-6888	6888	6887	6888	4 B,C,H	99999	0	0	0	0
6889-6890-6889	6889	6890	6889	4	99999	3.6E+08	0	0	0
6889-6890-6912	6889	6890	6912	1 B,C,H	99999	5.22433	6.867571	6.812961	0.05461
6889-6890-6965	6889	6890	6965	3 B,C,H	99999	3.911531	2.537824	2.473373	0.064451
6890-6889-6890	6890	6889	6890	4 B,C,H	99999	0	0	0	0
6772-6892-6772	6772	6892	6772	4	99999	3.6E+08	0	0	0
6772-6892-6773	6772	6892	6773	2 B,C,H	99999	0	236.7538	235.8371	0.916667
6772-6892-6891	6772	6892	6891	3 B,C,H	99999	0	13.65728	13.54045	0.11683
6892-6772-2654	6892	6772	2654	2 B,C,H	99999	6.397905	163.0775	161.5645	1.512941
6892-6772-6892	6892	6772	6892	4	99999	3.6E+08	0	0	0
6892-6772-6908	6892	6772	6908	3 B,C,H	99999	6.397719	3.71635	3.71635	0
6773-6892-6772	6773	6892	6772	2 B,C,H	99999	0	159.6415	158.2326	1.408914
6773-6892-6773	6773	6892	6773	4	99999	3.6E+08	0	0	0
6773-6892-6891	6773	6892	6891	1 B,C,H	99999	2.718841	0.619392	0.619392	0
6892-6773-6774	6892	6773	6774	2 B,C,H	99999	7.0437	180.6163	180.185	0.431373
6892-6773-6822	6892	6773	6822	1 B,C,H	99999	7.042856	56.73025	56.24495	0.485294
6892-6773-6892	6892	6773	6892	4	99999	3.6E+08	0	0	0
6891-6892-6772	6891	6892	6772	1 B,C,H	99999	6.099829	7.152344	7.048317	0.104027
6891-6892-6773	6891	6892	6773	3 B,C,H	99999	4.643359	0.592834	0.592834	0
6891-6892-6891	6891	6892	6891	4	99999	3.6E+08	0	0	0
6892-6891-6892	6892	6891	6892	4 B,C,H	99999	0	0	0	0
6861-6896-6783	6861	6896	6783	2 B,C,H	99999	0	172.3111	170.6046	1.706523

6861-6896-6861	6861	6896	6861	4	99999	3.6E+08	0	0	0
6861-6896-6895	6861	6896	6895	1 B,C,H	99999	2.543436	9.557693	9.493623	0.064069
6896-6861-6785	6896	6861	6785	2 B,C,H	99999	5.106153	120.0178	118.1608	1.857064
6896-6861-6862	6896	6861	6862	1 B,C,H	99999	5.127265	25.48379	25.30006	0.183733
6896-6861-6896	6896	6861	6896	4	99999	3.6E+08	0	0	0
6783-6896-6783	6783	6896	6783	4	99999	3.6E+08	0	0	0
6783-6896-6861	6783	6896	6861	2 B,C,H	99999	0	139.804	137.8453	1.958698
6783-6896-6895	6783	6896	6895	3 B,C,H	99999	0	5.967669	5.866681	0.100988
6896-6783-6630	6896	6783	6630	2 B,C,H	99999	5.297307	142.3522	140.8356	1.516679
6896-6783-6788	6896	6783	6788	3 B,C,H	99999	5.294287	33.66663	33.43983	0.226806
6896-6783-6896	6896	6783	6896	4	99999	3.6E+08	0	0	0
6895-6896-6783	6895	6896	6783	1 B,C,H	99999	5.609788	3.707774	3.670812	0.036962
6895-6896-6861	6895	6896	6861	3 B,C,H	99999	4.092201	5.697621	5.615522	0.082099
6895-6896-6895	6895	6896	6895	4	99999	3.6E+08	0	0	0
6896-6895-6896	6896	6895	6896	4 B,C,H	99999	0	0	0	0
6628-6898-6628	6628	6898	6628	4	99999	3.6E+08	0	0	0
6628-6898-6630	6628	6898	6630	2 B,C,H	99999	0	64.00201	64.00201	0
6628-6898-6897	6628	6898	6897	3 B,C,H	99999	0	1.140846	1.140846	0
6898-6628-6633	6898	6628	6633	2 B,C,H	99999	0	67.03226	66.53226	0.5
6898-6628-6898	6898	6628	6898	4 B,C,H	99999	0	0	0	0
6630-6898-6628	6630	6898	6628	2 B,C,H	99999	0	66.25366	65.75366	0.5
6630-6898-6630	6630	6898	6630	4	99999	3.6E+08	0	0	0
6630-6898-6897	6630	6898	6897	1 B,C,H	99999	2.476021	31.85055	31.4998	0.350747
6898-6630-6629	6898	6630	6629	2 B,C,H	99999	5.07887	46.30829	46.2238	0.084485
6898-6630-6783	6898	6630	6783	1 B,C,H	99999	5.077569	38.41317	38.22552	0.187654
6898-6630-6898	6898	6630	6898	4	99999	3.6E+08	0	0	0
6897-6898-6628	6897	6898	6628	1 B,C,H	99999	4.803216	0.778595	0.778595	0
6897-6898-6630	6897	6898	6630	3 B,C,H	99999	3.771462	20.71945	20.44731	0.27214
6897-6898-6897	6897	6898	6897	4	99999	3.6E+08	0	0	0
6898-6897-6898	6898	6897	6898	4 B,C,H	99999	0	0	0	0
6872-6901-6834	6872	6901	6834	2 B,C,H	99999	0	271.1537	269.8719	1.281757
6872-6901-6872	6872	6901	6872	4	99999	3.6E+08	0	0	0
6872-6901-6900	6872	6901	6900	1 B,C,H	99999	2.843668	32.66162	32.34707	0.314542
6901-6872-6837	6901	6872	6837	2 B,C,H	99999	0	229.6523	229.4386	0.213715
6901-6872-6871	6901	6872	6871	1 B,C,H	99999	2.844169	2.310233	2.310233	0
6901-6872-6901	6901	6872	6901	4	99999	3.6E+08	0	0	0
6834-6901-6834	6834	6901	6834	4	99999	3.6E+08	0	0	0
6834-6901-6872	6834	6901	6872	2 B,C,H	99999	0	219.2098	219.1031	0.106679
6834-6901-6900	6834	6901	6900	3 B,C,H	99999	0	5.775582	5.775582	0
6901-6834-2807	6901	6834	2807	2 B,C,H	99999	0	241.7789	240.7311	1.047714
6901-6834-6826	6901	6834	6826	3 B,C,H	99999	0	37.27589	36.87148	0.404412
6901-6834-6901	6901	6834	6901	4	99999	3.6E+08	0	0	0
6900-6901-6834	6900	6901	6834	1 B,C,H	99999	7.877639	7.901088	7.730719	0.170369
6900-6901-6872	6900	6901	6872	3 B,C,H	99999	4.734793	12.75272	12.64568	0.107036
6900-6901-6900	6900	6901	6900	4	99999	3.6E+08	0	0	0
6901-6900-6901	6901	6900	6901	4 B,C,H	99999	0	0	0	0
2727-6904-2727	2727	6904	2727	4	99999	3.6E+08	0	0	0
2727-6904-2819	2727	6904	2819	2 B,C,H	99999	0	587.7622	585.1688	2.593416
6904-2727-2714	6904	2727	2714	2 B,C,H	99999	51.528	340.7533	339.408	1.345297
6904-2727-6741	6904	2727	6741	1 B,C,H	99999	51.10273	0	0	0
6904-2727-6776	6904	2727	6776	3 B,C,H	99999	51.51672	210.8025	207.7402	3.062271
6904-2727-6904	6904	2727	6904	4	99999	3.6E+08	0	0	0
2819-6904-2727	2819	6904	2727	2 B,C,H	99999	0	551.5558	547.1482	4.407568
2819-6904-2819	2819	6904	2819	4	99999	3.6E+08	0	0	0
6904-2819-6777	6904	2819	6777	1 B,C,H	99999	13.82024	14.28528	14.2607	0.024586
6904-2819-6864	6904	2819	6864	2 B,C,H	99999	13.82829	488.149	487.0868	1.06219
6904-2819-6866	6904	2819	6866	3 B,C,H	99999	13.81305	85.32797	83.82133	1.506641
6904-2819-6904	6904	2819	6904	4	99999	3.6E+08	0	0	0
6835-6905-6835	6835	6905	6835	4	99999	3.6E+08	0	0	0

6835-6905-6837	6835	6905	6837	2 B,C,H	99999	0	313.176	311.717	1.459046
6905-6835-6741	6905	6835	6741	2 B,C,H	99999	0	255.9016	255.2631	0.638432
6905-6835-6905	6905	6835	6905	4 B,C,H	99999	5.655852	0	0	0
6905-6835-6931	6905	6835	6931	1 B,C,H	99999	3.106884	13.53137	13.53137	0
6837-6905-6835	6837	6905	6835	2 B,C,H	99999	0	269.4329	268.7945	0.638432
6837-6905-6837	6837	6905	6837	4	99999	3.6E+08	0	0	0
6905-6837-6836	6905	6837	6836	1 B,C,H	99999	2.847914	16.7974	16.63564	0.161765
6905-6837-6872	6905	6837	6872	2 B,C,H	99999	0	296.3786	295.0813	1.297281
6905-6837-6905	6905	6837	6905	4	99999	3.6E+08	0	0	0
6824-6907-6824	6824	6907	6824	4 B,C,H	99999	0	0	0	0
6907-6824-6907	6907	6824	6907	4 B,C,H	99999	0	0	0	0
6907-6824-6920	6907	6824	6920	2 B,C,H	99999	0	0	0	0
6907-6824-6931	6907	6824	6931	3 B,C,H	99999	0	18.07208	17.82935	0.24273
6772-6908-6772	6772	6908	6772	4	99999	3.6E+08	0	0	0
6772-6908-6932	6772	6908	6932	2 B,C,H	99999	0	85.66004	84.95906	0.70098
6908-6772-2654	6908	6772	2654	3 B,C,H	99999	5.098181	44.10612	43.46462	0.641499
6908-6772-6892	6908	6772	6892	1 B,C,H	99999	5.098144	3.655813	3.655813	0
6908-6772-6908	6908	6772	6908	4	99999	3.6E+08	0	0	0
6792-6910-6792	6792	6910	6792	4	99999	3.6E+08	0	0	0
6792-6910-6912	6792	6910	6912	2 B,C,H	99999	0	111.6622	108.7445	2.917646
6910-6792-6791	6910	6792	6791	1 B,C,H	99999	2.467926	3.381756	3.381756	0
6910-6792-6888	6910	6792	6888	2 B,C,H	99999	0	178.298	178.1211	0.176975
6910-6792-6910	6910	6792	6910	4	99999	3.6E+08	0	0	0
6802-6911-6802	6802	6911	6802	4	99999	3.6E+08	0	0	0
6802-6911-6939	6802	6911	6939	2 B,C,H	99999	0	128.9171	128.4735	0.443592
6802-6911-6948	6802	6911	6948	3 B,C,H	99999	0	14.16817	14.16817	0
6911-6802-6782	6911	6802	6782	2 B,C,H	99999	0	53.24549	50.80476	2.440736
6911-6802-6796	6911	6802	6796	3 B,C,H	99999	0	8.478285	8.478285	0
6911-6802-6911	6911	6802	6911	4 B,C,H	99999	3.81126	0	0	0
6910-6912-6890	6910	6912	6890	2 B,C,H	99999	0	111.6622	108.7445	2.917646
6910-6912-6910	6910	6912	6910	4	99999	3.6E+08	0	0	0
6912-6910-6792	6912	6910	6792	2 B,C,H	99999	0	181.6798	181.5028	0.176975
6912-6910-6912	6912	6910	6912	4	99999	3.6E+08	0	0	0
6890-6912-6890	6890	6912	6890	4	99999	3.6E+08	0	0	0
6890-6912-6910	6890	6912	6910	2 B,C,H	99999	0	181.6798	181.5028	0.176975
6912-6890-6889	6912	6890	6889	3 B,C,H	99999	0	11.79515	11.64041	0.154741
6912-6890-6912	6912	6890	6912	4	99999	3.6E+08	0	0	0
6912-6890-6965	6912	6890	6965	2 B,C,H	99999	0	99.86704	97.10413	2.762904
6629-6913-6629	6629	6913	6629	4 B,C,H	99999	0	0	0	0
6913-6629-6630	6913	6629	6630	3 B,C,H	99999	3.771708	4.205687	4.141757	0.06393
6913-6629-6790	6913	6629	6790	2 B,C,H	99999	6.318926	0.873349	0.841667	0.031682
6913-6629-6913	6913	6629	6913	4	99999	3.6E+08	0	0	0
6913-6629-6965	6913	6629	6965	1 B,C,H	99999	6.236026	2.982732	2.976291	0.00644
6856-6914-2700	6856	6914	2700	1 B,C,H	99999	0	0	0	0
6856-6914-6856	6856	6914	6856	4	99999	3.6E+08	0	0	0
6856-6914-6921	6856	6914	6921	2 B,C,H	99999	0	653.5894	646.2871	7.302278
6914-6856-2711	6914	6856	2711	2	99999	3.6E+08	0	0	0
6914-6856-6857	6914	6856	6857	1	99999	3.6E+08	0	0	0
6914-6856-6914	6914	6856	6914	4	99999	3.6E+08	0	0	0
2700-6914-2700	2700	6914	2700	4	99999	3.6E+08	0	0	0
2700-6914-6856	2700	6914	6856	3	99999	3.6E+08	0	0	0
2700-6914-6921	2700	6914	6921	1 B,C,H	99999	3.6E+08	0	0	0
6914-2700-2671	6914	2700	2671	3	99999	3.6E+08	0	0	0
6914-2700-2710	6914	2700	2710	1 B,C,H	99999	9.474305	0	0	0
6914-2700-6914	6914	2700	6914	4	99999	3.6E+08	0	0	0
2687-6916-2687	2687	6916	2687	4	99999	3.6E+08	0	0	0
2687-6916-6915	2687	6916	6915	3 B,C,H	99999	0	18.19679	17.50184	0.694953
2687-6916-6938	2687	6916	6938	2 B,C,H	99999	0	37.46398	36.0332	1.430785
6916-2687-6868	6916	2687	6868	3	99999	3.6E+08	0	0	0

6916-2687-6882	6916	2687	6882	2	99999	3.6E+08	0	0	0
6916-2687-6916	6916	2687	6916	4	99999	3.6E+08	0	0	0
6916-2687-6921	6916	2687	6921	1	99999	3.6E+08	0	0	0
6915-6916-2687	6915	6916	2687	1	99999	3.6E+08	0	0	0
6915-6916-6915	6915	6916	6915	4	99999	3.6E+08	0	0	0
6915-6916-6938	6915	6916	6938	3 B,C,H	99999	3.6E+08	0	0	0
6916-6915-6916	6916	6915	6916	4 B,C,H	99999	0	0	0	0
2751-6917-2751	2751	6917	2751	4 B,C,H	99999	0	0	0	0
2751-6917-6842	2751	6917	6842	1 B,C,H	99999	0	30.43581	30.39484	0.040976
2751-6917-6918	2751	6917	6918	2 B,C,H	99999	0	21.30507	21.27639	0.028683
6917-2751-6710	6917	2751	6710	1 B,C,H	99999	10.71824	13.55081	13.54533	0.005476
6917-2751-6776	6917	2751	6776	3 B,C,H	99999	6.358473	14.65639	14.61428	0.042112
6917-2751-6917	6917	2751	6917	4	99999	3.6E+08	0	0	0
6842-6917-2751	6842	6917	2751	3 B,C,H	99999	0	16.92432	16.89577	0.028553
6842-6917-6842	6842	6917	6842	4 B,C,H	99999	0	0	0	0
6842-6917-6918	6842	6917	6918	1 B,C,H	99999	0	0	0	0
6917-6842-6917	6917	6842	6917	4 B,C,H	99999	0	0	0	0
6917-6918-6917	6917	6918	6917	4 B,C,H	99999	0	0	0	0
6918-6917-2751	6918	6917	2751	2 B,C,H	99999	0	11.28288	11.26384	0.019035
6918-6917-6842	6918	6917	6842	3 B,C,H	99999	0	0	0	0
6918-6917-6918	6918	6917	6918	4 B,C,H	99999	0	0	0	0
6824-6920-6824	6824	6920	6824	4	99999	3.6E+08	0	0	0
6824-6920-6919	6824	6920	6919	3 B,C,H	99999	0	28.55335	28.31969	0.23366
6920-6824-6907	6920	6824	6907	2 B,C,H	99999	0	0	0	0
6920-6824-6920	6920	6824	6920	4 B,C,H	99999	0	0	0	0
6920-6824-6931	6920	6824	6931	1 B,C,H	99999	0	15.49036	15.2823	0.208054
6919-6920-6824	6919	6920	6824	1 B,C,H	99999	0	15.49036	15.2823	0.208054
6919-6920-6919	6919	6920	6919	4	99999	3.6E+08	0	0	0
6920-6919-6920	6920	6919	6920	4 B,C,H	99999	0	0	0	0
2687-6921-2687	2687	6921	2687	4	99999	3.6E+08	0	0	0
2687-6921-6914	2687	6921	6914	2	99999	3.6E+08	0	0	0
6921-2687-6868	6921	2687	6868	2 B,C,H	99999	0	418.719	417.203	1.51596
6921-2687-6882	6921	2687	6882	1 B,C,H	99999	0	179.2097	175.5491	3.66058
6921-2687-6916	6921	2687	6916	3 B,C,H	99999	0	55.66077	53.53504	2.125738
6921-2687-6921	6921	2687	6921	4	99999	3.6E+08	0	0	0
6914-6921-2687	6914	6921	2687	2 B,C,H	99999	0	653.5894	646.2871	7.302278
6914-6921-6914	6914	6921	6914	4	99999	3.6E+08	0	0	0
6921-6914-2700	6921	6914	2700	3	99999	3.6E+08	0	0	0
6921-6914-6856	6921	6914	6856	2	99999	3.6E+08	0	0	0
6921-6914-6921	6921	6914	6921	4	99999	3.6E+08	0	0	0
6809-6924-6809	6809	6924	6809	4	99999	3.6E+08	0	0	0
6809-6924-6923	6809	6924	6923	1 B,C,H	99999	2.325775	28.13972	27.84055	0.299167
6809-6924-6943	6809	6924	6943	2 B,C,H	99999	0	0	0	0
6924-6809-2642	6924	6809	2642	1 B,C,H	99999	8.842952	8.474913	8.390428	0.084485
6924-6809-6780	6924	6809	6780	3 B,C,H	99999	5.799173	13.02313	12.83548	0.187654
6924-6809-6924	6924	6809	6924	4	99999	3.6E+08	0	0	0
6923-6924-6809	6923	6924	6809	3 B,C,H	99999	3.466973	21.49805	21.22591	0.27214
6923-6924-6923	6923	6924	6923	4	99999	3.6E+08	0	0	0
6923-6924-6943	6923	6924	6943	1 B,C,H	99999	4.000804	0	0	0
6924-6923-6924	6924	6923	6924	4 B,C,H	99999	0	0	0	0
6808-6926-6808	6808	6926	6808	4	99999	3.6E+08	0	0	0
6808-6926-6925	6808	6926	6925	1 B,C,H	99999	0	57.24977	56.64112	0.608649
6926-6808-2642	6926	6808	2642	3 B,C,H	99999	5.187304	24.28797	23.81173	0.476244
6926-6808-6847	6926	6808	6847	1 B,C,H	99999	7.536448	13.33361	13.33361	0
6926-6808-6926	6926	6808	6926	4 B,C,H	99999	7.536464	0	0	0
6925-6926-6808	6925	6926	6808	3 B,C,H	99999	0	37.62158	37.14534	0.476244
6925-6926-6925	6925	6926	6925	4	99999	3.6E+08	0	0	0
6926-6925-6926	6926	6925	6926	4 B,C,H	99999	0	0	0	0
6929-6943-6924	6929	6943	6924	2 B,C,H	99999	0	0	0	0

6929-6943-6929	6929	6943	6929	4	99999	3.6E+08	0	0	0
6943-6929-6928	6943	6929	6928	1 B,C,H	99999	0	0	0	0
6943-6929-6943	6943	6929	6943	4	99999	3.6E+08	0	0	0
6844-6927-6844	6844	6927	6844	4 B,C,H	99999	0	0	0	0
6927-6844-6847	6927	6844	6847	1 B,C,H	99999	3.499996	0	0	0
6927-6844-6927	6927	6844	6927	4 B,C,H	99999	3.499996	0	0	0
6927-6844-6960	6927	6844	6960	3 B,C,H	99999	3.299996	0	0	0
6928-6929-6928	6928	6929	6928	4	99999	3.6E+08	0	0	0
6928-6929-6943	6928	6929	6943	3 B,C,H	99999	0	0	0	0
6929-6928-6929	6929	6928	6929	4 B,C,H	99999	0	0	0	0
6835-6931-6824	6835	6931	6824	2 B,C,H	99999	0	61.49952	60.99625	0.503268
6835-6931-6835	6835	6931	6835	4	99999	3.6E+08	0	0	0
6835-6931-6930	6835	6931	6930	1 B,C,H	99999	2.395438	28.55335	28.31969	0.23366
6931-6835-6741	6931	6835	6741	1 B,C,H	99999	9.28422	33.48327	32.82444	0.658837
6931-6835-6905	6931	6835	6905	3 B,C,H	99999	6.335043	15.56952	15.56952	0
6931-6835-6931	6931	6835	6931	4 B,C,H	99999	9.283822	0	0	0
6824-6931-6824	6824	6931	6824	4	99999	3.6E+08	0	0	0
6824-6931-6835	6824	6931	6835	2 B,C,H	99999	0	33.56244	33.11166	0.450783
6824-6931-6930	6824	6931	6930	3 B,C,H	99999	0	0	0	0
6931-6824-6907	6931	6824	6907	1 B,C,H	99999	0	32.94617	32.67656	0.269608
6931-6824-6920	6931	6824	6920	3 B,C,H	99999	0	28.55335	28.31969	0.23366
6931-6824-6931	6931	6824	6931	4 B,C,H	99999	0	0	0	0
6930-6931-6824	6930	6931	6824	1 B,C,H	99999	4.480887	0	0	0
6930-6931-6835	6930	6931	6835	3 B,C,H	99999	3.572754	15.49036	15.2823	0.208054
6930-6931-6930	6930	6931	6930	4	99999	3.6E+08	0	0	0
6931-6930-6931	6931	6930	6931	4 B,C,H	99999	0	0	0	0
6823-6932-6823	6823	6932	6823	4 B,C,H	99999	0	0	0	0
6823-6932-6908	6823	6932	6908	2 B,C,H	99999	0	32.27158	31.83813	0.433446
6823-6932-6933	6823	6932	6933	3 B,C,H	99999	0	0	0	0
6932-6823-6932	6932	6823	6932	4 B,C,H	99999	0	0	0	0
6908-6932-6823	6908	6932	6823	2 B,C,H	99999	0	58.2049	57.72859	0.476307
6908-6932-6908	6908	6932	6908	4 B,C,H	99999	0	0	0	0
6908-6932-6933	6908	6932	6933	1 B,C,H	99999	0	27.45514	27.23047	0.224673
6932-6908-6772	6932	6908	6772	2 B,C,H	99999	0	47.76193	47.12043	0.641499
6932-6908-6932	6932	6908	6932	4	99999	3.6E+08	0	0	0
6932-6933-6932	6932	6933	6932	4 B,C,H	99999	0	0	0	0
6933-6932-6823	6933	6932	6823	1 B,C,H	99999	0	0	0	0
6933-6932-6908	6933	6932	6908	3 B,C,H	99999	0	15.49036	15.2823	0.208054
6933-6932-6933	6933	6932	6933	4 B,C,H	99999	0	0	0	0
6822-6935-6822	6822	6935	6822	4 B,C,H	99999	0	0	0	0
6935-6822-6773	6935	6822	6773	2 B,C,H	99999	0	14.19949	14.00878	0.190716
6935-6822-6934	6935	6822	6934	3 B,C,H	99999	0	0	0	0
6935-6822-6935	6935	6822	6935	4	99999	3.6E+08	0	0	0
6822-6934-6822	6822	6934	6822	4 B,C,H	99999	0	0	0	0
6934-6822-6773	6934	6822	6773	3 B,C,H	99999	3.50453	18.07208	17.82935	0.24273
6934-6822-6934	6934	6822	6934	4	99999	3.6E+08	0	0	0
6934-6822-6935	6934	6822	6935	1 B,C,H	99999	4.260727	0	0	0
2610-6936-2610	2610	6936	2610	4	99999	3.6E+08	0	0	0
2610-6936-6742	2610	6936	6742	2 B,C,H	99999	0	262.3815	258.723	3.658517
2610-6936-6964	2610	6936	6964	1 B,C,H	99999	0	9.353776	9.019468	0.334308
6936-2610-6736	6936	2610	6736	2 B,C,H	99999	78.96147	292.2572	287.5713	4.68592
6936-2610-6793	6936	2610	6793	1 B,C,H	99999	81.34461	5.985169	5.973264	0.011905
6936-2610-6855	6936	2610	6855	3 B,C,H	99999	83.2823	195.4355	194.2162	1.219303
6936-2610-6936	6936	2610	6936	4	99999	3.6E+08	0	0	0
6742-6936-2610	6742	6936	2610	2 B,C,H	99999	0	493.6779	487.7608	5.917127
6742-6936-6742	6742	6936	6742	4	99999	3.6E+08	0	0	0
6742-6936-6964	6742	6936	6964	3 B,C,H	99999	0	8.410789	8.394122	0.016667
6936-6742-2594	6936	6742	2594	2 B,C,H	99999	0	262.3815	258.723	3.658517
6936-6742-6820	6936	6742	6820	1	99999	3.6E+08	0	0	0

6936-6742-6936	6936	6742	6936	4	99999	3.6E+08	0	0	0
6916-6938-6916	6916	6938	6916	4	99999	3.6E+08	0	0	0
6938-6916-2687	6938	6916	2687	2	99999	3.6E+08	0	0	0
6938-6916-6915	6938	6916	6915	1	99999	3.6E+08	0	0	0
6938-6916-6938	6938	6916	6938	4	99999	3.6E+08	0	0	0
6911-6939-6790	6911	6939	6790	2 B,C,H	99999	0	108.429	108.429	0
6911-6939-6911	6911	6939	6911	4	99999	3.6E+08	0	0	0
6911-6939-6940	6911	6939	6940	1 B,C,H	99999	2.442871	22.30076	21.85717	0.443592
6939-6911-6802	6939	6911	6802	2 B,C,H	99999	0	50.18882	47.74808	2.440736
6939-6911-6939	6939	6911	6939	4	99999	3.6E+08	0	0	0
6939-6911-6948	6939	6911	6948	1 B,C,H	99999	2.498731	3.440947	3.440947	0
6790-6939-6790	6790	6939	6790	4	99999	3.6E+08	0	0	0
6790-6939-6911	6790	6939	6911	2 B,C,H	99999	0	49.00881	46.67368	2.335129
6790-6939-6940	6790	6939	6940	3 B,C,H	99999	0	19.42365	19.42365	0
6939-6790-6629	6939	6790	6629	2 B,C,H	99999	0	125.0608	124.8263	0.234568
6939-6790-6789	6939	6790	6789	1 B,C,H	99999	2.400734	5.61978	5.61978	0
6939-6790-6939	6939	6790	6939	4	99999	3.6E+08	0	0	0
6939-6940-6939	6939	6940	6939	4 B,C,H	99999	0	0	0	0
6940-6939-6790	6940	6939	6790	1 B,C,H	99999	5.035043	22.2516	22.01703	0.234568
6940-6939-6911	6940	6939	6911	3 B,C,H	99999	3.895436	4.620958	4.515352	0.105607
6940-6939-6940	6940	6939	6940	4	99999	3.6E+08	0	0	0
6804-6941-6804	6804	6941	6804	4 B,C,H	99999	0	0	0	0
6941-6804-6611	6941	6804	6611	1 B,C,H	99999	11.63035	5.483533	5.483533	0
6941-6804-6801	6941	6804	6801	3 B,C,H	99999	6.528335	3.859794	3.859794	0
6941-6804-6941	6941	6804	6941	4 B,C,H	99999	11.63031	0	0	0
6803-6942-6803	6803	6942	6803	4 B,C,H	99999	0	0	0	0
6942-6803-2595	6942	6803	2595	3 B,C,H	99999	3.834268	0	0	0
6942-6803-6886	6942	6803	6886	1 B,C,H	99999	5.078268	0	0	0
6942-6803-6942	6942	6803	6942	4 B,C,H	99999	5.078268	0	0	0
6924-6943-6924	6924	6943	6924	4	99999	3.6E+08	0	0	0
6924-6943-6929	6924	6943	6929	2 B,C,H	99999	0	0	0	0
6943-6924-6809	6943	6924	6809	2 B,C,H	99999	0	0	0	0
6943-6924-6923	6943	6924	6923	3 B,C,H	99999	0	0	0	0
6943-6924-6943	6943	6924	6943	4	99999	3.6E+08	0	0	0
2666-6946-2666	2666	6946	2666	4	99999	3.6E+08	0	0	0
6946-2666-6740	6946	2666	6740	3 B,C,H	99999	6.081842	23.23513	23.23513	0
6946-2666-6946	6946	2666	6946	4	99999	3.6E+08	0	0	0
6946-2666-6950	6946	2666	6950	1 B,C,H	99999	8.566122	48.13583	45.32536	2.810471
6817-6937-6817	6817	6937	6817	4 B,C,H	99999	0	0	0	0
6937-6817-6770	6937	6817	6770	2 B,C,H	99999	0	37.02736	36.29336	0.734006
6937-6817-6937	6937	6817	6937	4 B,C,H	99999	0	0	0	0
6911-6948-6911	6911	6948	6911	4 B,C,H	99999	0	0	0	0
6948-6911-6802	6948	6911	6802	1 B,C,H	99999	4.686252	11.53496	11.53496	0
6948-6911-6939	6948	6911	6939	3 B,C,H	99999	4.082235	1.812652	1.812652	0
6948-6911-6948	6948	6911	6948	4 B,C,H	99999	4.686247	0	0	0
6820-6949-6820	6820	6949	6820	4	99999	3.6E+08	0	0	0
6820-6949-6821	6820	6949	6821	2 B,C,H	99999	0	3.037827	3.005092	0.032735
6949-6820-6740	6949	6820	6740	3	99999	3.6E+08	0	0	0
6949-6820-6742	6949	6820	6742	1	99999	3.6E+08	0	0	0
6949-6820-6949	6949	6820	6949	4	99999	3.6E+08	0	0	0
6949-6820-6963	6949	6820	6963	2	99999	3.6E+08	0	0	0
6821-6949-6820	6821	6949	6820	2	99999	3.6E+08	0	0	0
6821-6949-6821	6821	6949	6821	4	99999	3.6E+08	0	0	0
6949-6821-2594	6949	6821	2594	3	99999	3.6E+08	0	0	0
6949-6821-6870	6949	6821	6870	1 B,C,H	99999	5.624092	3.037827	3.005092	0.032735
6949-6821-6949	6949	6821	6949	4	99999	3.6E+08	0	0	0
2665-6950-2665	2665	6950	2665	4	99999	3.6E+08	0	0	0
2665-6950-2666	2665	6950	2666	2 B,C,H	99999	0	253.4895	249.0771	4.41239
2665-6950-6951	2665	6950	6951	1 B,C,H	99999	3.88115	16.49348	15.65307	0.840415

6950-2665-2671	6950	2665	2671	3 B,C,H	99999	13.68343	249.4437	244.4046	5.039063
6950-2665-6853	6950	2665	6853	1 B,C,H	99999	3.6E+08	0	0	0
6950-2665-6950	6950	2665	6950	4	99999	3.6E+08	0	0	0
2666-6950-2665	2666	6950	2665	2 B,C,H	99999	0	240.2016	235.7022	4.499453
2666-6950-2666	2666	6950	2666	4	99999	3.6E+08	0	0	0
2666-6950-6951	2666	6950	6951	3 B,C,H	99999	0	12.52881	11.42941	1.099396
6950-2666-6740	6950	2666	6740	2 B,C,H	99999	0	228.6566	225.8486	2.807962
6950-2666-6946	6950	2666	6946	3 B,C,H	99999	0	29.29408	27.68965	1.604428
6950-2666-6950	6950	2666	6950	4	99999	3.6E+08	0	0	0
6950-6951-6950	6950	6951	6950	4 B,C,H	99999	0	0	0	0
6951-6950-2665	6951	6950	2665	3 B,C,H	99999	4.762098	9.24208	8.70247	0.53961
6951-6950-2666	6951	6950	2666	1 B,C,H	99999	7.524256	4.461145	4.461145	0
6951-6950-6951	6951	6950	6951	4	99999	3.6E+08	0	0	0
6853-6955-6853	6853	6955	6853	4	99999	3.6E+08	0	0	0
6955-6853-2665	6955	6853	2665	3 B,C,H	99999	8.044048	26.83548	25.77875	1.056737
6955-6853-6855	6955	6853	6855	1	99999	3.6E+08	0	0	0
6955-6853-6955	6955	6853	6955	4	99999	3.6E+08	0	0	0
6881-6882-2687	6881	6882	2687	3	99999	3.6E+08	0	0	0
6881-6882-6854	6881	6882	6854	1 B,C,H	99999	4.524494	2.263252	2.176662	0.08659
6881-6882-6881	6881	6882	6881	4	99999	3.6E+08	0	0	0
6882-6881-6882	6882	6881	6882	4	99999	3.6E+08	0	0	0
6844-6847-2614	6844	6847	2614	1 B,C,H	99999	6.53676	0	0	0
6844-6847-6808	6844	6847	6808	3 B,C,H	99999	4.665467	0	0	0
6844-6847-6844	6844	6847	6844	4	99999	3.6E+08	0	0	0
6847-6844-6847	6847	6844	6847	4 B,C,H	99999	3.099996	0	0	0
6847-6844-6927	6847	6844	6927	3 B,C,H	99999	0	0	0	0
6847-6844-6960	6847	6844	6960	2 B,C,H	99999	0	0	0	0
2595-6958-2595	2595	6958	2595	4	99999	3.6E+08	0	0	0
2595-6958-2614	2595	6958	2614	2 B,C,H	99999	0	455.3734	447.04	8.333333
2595-6958-6959	2595	6958	6959	3 B,C,H	99999	0	5.690274	5.690274	0
6958-2595-6611	6958	2595	6611	2 B,C,H	99999	12.4798	462.2044	460.7708	1.433653
6958-2595-6803	6958	2595	6803	3 B,C,H	99999	12.47421	8.715675	8.715675	0
6958-2595-6958	6958	2595	6958	4	99999	3.6E+08	0	0	0
2614-6958-2595	2614	6958	2595	2 B,C,H	99999	0	432.317	430.8833	1.433653
2614-6958-2614	2614	6958	2614	4	99999	3.6E+08	0	0	0
2614-6958-6959	2614	6958	6959	1 B,C,H	99999	3.293561	3.914698	3.914698	0
6958-2614-2623	6958	2614	2623	2 B,C,H	99999	15.11875	480.5337	472.2003	8.333333
6958-2614-6847	6958	2614	6847	1 B,C,H	99999	15.09777	10.98319	10.98319	0
6958-2614-6958	6958	2614	6958	4	99999	3.6E+08	0	0	0
6958-6959-6958	6958	6959	6958	4	99999	3.6E+08	0	0	0
6959-6958-2595	6959	6958	2595	1 B,C,H	99999	14.71218	38.60311	38.60311	0
6959-6958-2614	6959	6958	2614	3 B,C,H	99999	8.971882	36.14351	36.14351	0
6959-6958-6959	6959	6958	6959	4	99999	3.6E+08	0	0	0
6844-6960-6844	6844	6960	6844	4	99999	3.6E+08	0	0	0
6960-6844-6847	6960	6844	6847	2 B,C,H	99999	0	0	0	0
6960-6844-6927	6960	6844	6927	1 B,C,H	99999	2.199996	0	0	0
6960-6844-6960	6960	6844	6960	4 B,C,H	99999	3.099996	0	0	0
1-6961-1	1	6961	1	4 B,C,H	99999	0	0	0	0
1-6961-2646	1	6961	2646	2 B,C,H	99999	0	109.094	108.5	0.594037
6961-1-6961	6961	1	6961	4	99999	3.6E+08	0	0	0
2646-6961-1	2646	6961	1	2 B,C,H	99999	0	134.8333	134.8333	0
2646-6961-2646	2646	6961	2646	4 B,C,H	99999	0	0	0	0
6961-2646-6774	6961	2646	6774	3 B,C,H	99999	0	109.094	108.5	0.594037
6961-2646-6961	6961	2646	6961	4	99999	3.6E+08	0	0	0
6841-6962-6841	6841	6962	6841	4 B,C,H	99999	0	0	0	0
6841-6962-6864	6841	6962	6864	2 B,C,H	99999	0	499.5993	498.9317	0.667556
6962-6841-6839	6962	6841	6839	3 B,C,H	99999	0	28.88251	28.84153	0.040976
6962-6841-6874	6962	6841	6874	2 B,C,H	99999	0	547.7583	546.5752	1.183132
6962-6841-6962	6962	6841	6962	4	99999	3.6E+08	0	0	0

6864-6962-6841	6864	6962	6841	2 B,C,H	99999	0	576.6408	575.4167	1.224108
6864-6962-6864	6864	6962	6864	4 B,C,H	99999	0	0	0	0
6962-6864-2819	6962	6864	2819	2 B,C,H	99999	0	497.9683	497.3007	0.667556
6962-6864-6863	6962	6864	6863	1 B,C,H	99999	3.627545	1.630969	1.630969	0
6962-6864-6962	6962	6864	6962	4	99999	3.6E+08	0	0	0
6820-6963-6820	6820	6963	6820	4	99999	3.6E+08	0	0	0
6963-6820-6740	6963	6820	6740	1	99999	3.6E+08	0	0	0
6963-6820-6742	6963	6820	6742	3	99999	3.6E+08	0	0	0
6963-6820-6949	6963	6820	6949	2	99999	3.6E+08	0	0	0
6963-6820-6963	6963	6820	6963	4	99999	3.6E+08	0	0	0
6936-6964-6936	6936	6964	6936	4	99999	3.6E+08	0	0	0
6964-6936-2610	6964	6936	2610	3	99999	3.6E+08	0	0	0
6964-6936-6742	6964	6936	6742	1	99999	3.6E+08	0	0	0
6964-6936-6964	6964	6936	6964	4	99999	3.6E+08	0	0	0
6629-6965-6629	6629	6965	6629	4 B,C,H	99999	0	0	0	0
6629-6965-6890	6629	6965	6890	2 B,C,H	99999	0	104.4956	104.4537	0.041862
6965-6629-6630	6965	6629	6630	2 B,C,H	99999	0	76.90511	74.5238	2.381314
6965-6629-6790	6965	6629	6790	1 B,C,H	99999	6.464455	24.15679	23.37183	0.784957
6965-6629-6913	6965	6629	6913	3 B,C,H	99999	0	4.898066	4.753641	0.144425
6965-6629-6965	6965	6629	6965	4	99999	3.6E+08	0	0	0
6890-6965-6629	6890	6965	6629	2 B,C,H	99999	0	78.26439	76.14885	2.115545
6890-6965-6890	6890	6965	6890	4 B,C,H	99999	0	0	0	0
6965-6890-6889	6965	6890	6889	1 B,C,H	99999	2.435298	2.759874	2.759874	0
6965-6890-6912	6965	6890	6912	2 B,C,H	99999	0	174.8122	174.6899	0.122365
6965-6890-6965	6965	6890	6965	4	99999	3.6E+08	0	0	0
6963-6820-6949	6963	6820	6949	2	99999	100000h	0	0	0
6963-6820-6963	6963	6820	6963	4	99999	100000h	0	0	0
6936-6964-6936	6936	6964	6936	4	99999	100000h	0	0	0
6964-6936-2610	6964	6936	2610	3	99999	100000h	0	0	0
6964-6936-6742	6964	6936	6742	1	99999	100000h	0	0	0
6964-6936-6964	6964	6936	6964	4	99999	100000h	0	0	0
6844-6960-6844	6844	6960	6844	4	99999	100000h	0	0	0
6844-6960-6929	6844	6960	6929	2 B,C,H	99999	0h	68.65907	68.59274	0.066335
6929-6960-6844	6929	6960	6844	2 B,C,H	99999	0h	40.46954	39.8934	0.576138
6929-6960-6929	6929	6960	6929	4	99999	100000h	0	0	0

Appendix 10

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	A TO B FROM THAXTED ROAD (NW) TO UN-NAMED ROAD								A TO C FROM THAXTED ROAD (NW) TO THAXTED ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	15	2	0	0	0	0	0	17
07:15	2	2	2	0	0	0	0	6	13	3	0	0	0	1	0	17
07:30	5	3	0	0	0	0	0	8	17	7	0	0	0	0	0	24
07:45	8	4	0	0	0	0	0	12	22	6	1	0	0	0	0	29
H/TOT	17	10	2	0	0	0	0	29	67	18	1	0	0	1	0	87
08:00	10	1	0	0	0	0	0	11	26	3	0	0	0	0	0	29
08:15	13	4	1	0	0	0	0	18	28	4	0	0	2	0	0	34
08:30	36	2	0	0	0	0	0	38	15	4	2	0	0	0	0	21
08:45	38	0	0	0	0	0	0	38	25	7	0	0	0	0	0	32
H/TOT	97	7	1	0	0	0	0	105	94	18	2	0	2	0	0	116
09:00	41	1	0	0	0	0	0	42	18	8	1	1	0	0	0	28
09:15	30	4	1	0	0	0	0	35	14	4	2	0	1	0	0	21
09:30	32	6	0	0	0	0	0	38	12	2	1	0	0	0	0	15
09:45	36	1	0	2	0	0	0	39	34	4	2	1	0	0	0	41
H/TOT	139	12	1	2	0	0	0	154	78	18	6	2	1	0	0	105
P/TOT	253	29	4	2	0	0	0	288	239	54	9	2	3	1	0	308

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	A TO B FROM THAXTED ROAD (NW) TO UN-NAMED ROAD								A TO C FROM THAXTED ROAD (NW) TO THAXTED ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	45	4	0	0	0	1	0	50	29	8	2	1	0	1	0	41
16:15	45	4	1	0	0	0	0	50	24	3	2	0	1	0	0	30
16:30	49	8	2	0	0	1	0	60	50	7	1	0	0	0	0	58
16:45	39	2	0	0	0	0	0	41	35	14	1	0	0	1	0	51
H/TOT	178	18	3	0	0	2	0	201	138	32	6	1	1	2	0	180
17:00	36	0	0	0	0	0	0	36	43	4	0	0	0	0	0	47
17:15	28	2	0	0	0	0	0	30	40	3	0	0	2	1	0	46
17:30	36	1	0	0	0	0	0	37	48	4	0	0	0	0	0	52
17:45	35	6	0	0	0	0	0	41	39	2	0	0	0	0	0	41
H/TOT	135	9	0	0	0	0	0	144	170	13	0	0	2	1	0	186
18:00	31	4	0	0	0	0	0	35	43	1	1	0	1	0	0	46
18:15	24	3	0	0	0	0	0	27	21	0	0	0	0	0	0	21
18:30	30	1	0	0	0	0	0	31	20	0	0	0	0	0	0	20
18:45	28	0	0	0	0	0	0	28	21	4	1	0	0	0	1	27
H/TOT	113	8	0	0	0	0	0	121	105	5	2	0	1	0	1	114
P/TOT	426	35	3	0	0	2	0	466	413	50	8	1	4	3	1	480

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	B TO A FROM UN-NAMED ROAD TO THAXTED ROAD (NW)								B TO C FROM UN-NAMED ROAD TO THAXTED ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	37	3	0	0	0	0	0	40	14	3	0	0	0	0	0	17
16:15	38	2	0	0	0	1	0	41	16	3	0	0	0	0	0	19
16:30	34	4	1	0	0	0	0	39	18	2	0	0	0	0	0	20
16:45	27	4	1	0	0	1	0	33	18	1	0	0	0	0	0	19
H/TOT	136	13	2	0	0	2	0	153	66	9	0	0	0	0	0	75
17:00	38	2	0	0	0	0	0	40	16	0	0	0	0	0	0	16
17:15	32	4	0	0	0	0	0	36	15	2	0	0	0	0	0	17
17:30	35	1	0	0	0	0	0	36	17	0	1	0	0	0	0	18
17:45	22	2	0	0	0	0	0	24	12	0	0	0	0	0	0	12
H/TOT	127	9	0	0	0	0	0	136	60	2	1	0	0	0	0	63
18:00	25	0	0	0	0	0	0	25	7	2	0	0	0	0	0	9
18:15	25	3	0	0	0	0	0	28	8	0	0	0	0	0	0	8
18:30	26	2	0	0	0	0	0	28	7	2	0	0	0	0	0	9
18:45	27	0	0	0	0	0	0	27	6	0	0	0	0	0	0	6
H/TOT	103	5	0	0	0	0	0	108	28	4	0	0	0	0	0	32
P/TOT	366	27	2	0	0	2	0	397	154	15	1	0	0	0	0	170

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	C TO A FROM THAXTED ROAD (SE) TO THAXTED ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	8	0	0	0	0	0	24
07:15	15	10	1	0	0	0	0	26
07:30	38	14	0	0	2	0	1	55
07:45	44	8	1	0	0	0	0	53
H/TOT	113	40	2	0	2	0	1	158
08:00	26	1	0	0	0	0	0	27
08:15	40	6	0	0	1	0	0	47
08:30	43	10	1	0	1	0	0	55
08:45	40	6	3	0	0	0	0	49
H/TOT	149	23	4	0	2	0	0	178
09:00	27	7	2	0	0	0	0	36
09:15	26	2	2	0	1	0	0	31
09:30	29	3	0	0	1	0	0	33
09:45	18	4	1	2	0	0	0	25
H/TOT	100	16	5	2	2	0	0	125
P/TOT	362	79	11	2	6	0	1	461

TIME	C TO B FROM THAXTED ROAD (SE) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	1	0	0	0	0	5
07:15	3	4	0	0	0	0	0	7
07:30	2	1	1	0	0	0	0	4
07:45	5	0	0	0	0	0	0	5
H/TOT	13	6	2	0	0	0	0	21
08:00	4	3	0	0	0	0	0	7
08:15	3	0	0	0	0	0	0	3
08:30	8	1	0	0	0	0	0	9
08:45	12	0	0	1	0	0	0	13
H/TOT	27	4	0	1	0	0	0	32
09:00	10	2	0	0	0	0	0	12
09:15	9	1	0	0	0	0	0	10
09:30	6	1	0	0	0	0	0	7
09:45	18	1	1	0	0	0	0	20
H/TOT	43	5	1	0	0	0	0	49
P/TOT	83	15	3	1	0	0	0	102

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	TO ARM A THAXTED ROAD (NW)								FROM ARM A THAXTED ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	9	0	0	0	0	0	31	17	3	0	0	0	0	0	20
07:15	22	12	2	0	0	0	0	36	15	5	2	0	0	1	0	23
07:30	45	16	1	0	2	0	1	65	22	10	0	0	0	0	0	32
07:45	50	10	2	0	0	0	0	62	30	10	1	0	0	0	0	41
H/TOT	139	47	5	0	2	0	1	194	84	28	3	0	0	1	0	116
08:00	35	6	0	0	0	0	0	41	36	4	0	0	0	0	0	40
08:15	44	8	0	0	1	0	0	53	41	8	1	0	2	0	0	52
08:30	62	12	3	0	1	0	0	78	51	6	2	0	0	0	0	59
08:45	53	8	3	0	0	0	0	64	63	7	0	0	0	0	0	70
H/TOT	194	34	6	0	2	0	0	236	191	25	3	0	2	0	0	221
09:00	51	10	2	0	0	0	0	63	59	9	1	1	0	0	0	70
09:15	51	5	2	0	1	0	0	59	44	8	3	0	1	0	0	56
09:30	65	6	0	1	1	0	0	73	44	8	1	0	0	0	0	53
09:45	52	8	1	2	0	0	0	63	70	5	2	3	0	0	0	80
H/TOT	219	29	5	3	2	0	0	258	217	30	7	4	1	0	0	259
P/TOT	552	110	16	3	6	0	1	688	492	83	13	4	3	1	0	596

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	TO ARM A THAXTED ROAD (NW)								FROM ARM A THAXTED ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	65	7	2	0	0	1	0	75	74	12	2	1	0	2	0	91
16:15	62	5	1	0	1	1	0	70	69	7	3	0	1	0	0	80
16:30	59	8	1	0	0	1	0	69	99	15	3	0	0	1	0	118
16:45	47	6	2	0	1	2	0	58	74	16	1	0	0	1	0	92
H/TOT	233	26	6	0	2	5	0	272	316	50	9	1	1	4	0	381
17:00	60	4	0	0	0	0	0	64	79	4	0	0	0	0	0	83
17:15	50	7	0	0	0	0	0	57	68	5	0	0	2	1	0	76
17:30	54	2	0	0	1	0	0	57	84	5	0	0	0	0	0	89
17:45	54	2	0	0	0	0	0	56	74	8	0	0	0	0	0	82
H/TOT	218	15	0	0	1	0	0	234	305	22	0	0	2	1	0	330
18:00	48	6	0	0	0	1	0	55	74	5	1	0	1	0	0	81
18:15	44	5	1	0	0	0	0	50	45	3	0	0	0	0	0	48
18:30	46	5	0	0	1	0	0	52	50	1	0	0	0	0	0	51
18:45	52	1	0	0	0	0	0	53	49	4	1	0	0	0	1	55
H/TOT	190	17	1	0	1	1	0	210	218	13	2	0	1	0	1	235
P/TOT	641	58	7	0	4	6	0	716	839	85	11	1	4	5	1	946

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	1	0	0	0	0	8	11	2	0	0	0	0	0	13
07:15	5	6	2	0	0	0	0	13	8	2	1	0	0	0	0	11
07:30	7	4	1	0	0	0	0	12	10	2	1	0	0	0	0	13
07:45	13	4	0	0	0	0	0	17	8	2	1	0	0	0	0	11
H/TOT	30	16	4	0	0	0	0	50	37	8	3	0	0	0	0	48
08:00	14	4	0	0	0	0	0	18	9	6	0	0	0	0	0	15
08:15	16	4	1	0	0	0	0	21	8	2	0	0	0	0	0	10
08:30	44	3	0	0	0	0	0	47	27	3	2	0	0	0	0	32
08:45	50	0	0	1	0	0	0	51	20	2	0	0	0	0	0	22
H/TOT	124	11	1	1	0	0	0	137	64	13	2	0	0	0	0	79
09:00	51	3	0	0	0	0	0	54	33	5	0	0	0	0	0	38
09:15	39	5	1	0	0	0	0	45	35	4	0	0	0	0	0	39
09:30	38	7	0	0	0	0	0	45	43	4	0	1	0	0	0	48
09:45	54	2	1	2	0	0	0	59	43	4	0	0	0	0	0	47
H/TOT	182	17	2	2	0	0	0	203	154	17	0	1	0	0	0	172
P/TOT	336	44	7	3	0	0	0	390	255	38	5	1	0	0	0	299

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	53	5	0	0	0	1	0	59	51	6	0	0	0	0	0	57
16:15	59	4	1	0	0	0	0	64	54	5	0	0	0	1	0	60
16:30	57	8	2	0	0	1	0	68	52	6	1	0	0	0	0	59
16:45	47	5	0	0	0	0	0	52	45	5	1	0	0	1	0	52
H/TOT	216	22	3	0	0	2	0	243	202	22	2	0	0	2	0	228
17:00	43	1	0	0	0	0	0	44	54	2	0	0	0	0	0	56
17:15	39	2	0	0	0	0	0	41	47	6	0	0	0	0	0	53
17:30	40	1	0	0	0	0	0	41	52	1	1	0	0	0	0	54
17:45	40	6	0	0	0	0	0	46	34	2	0	0	0	0	0	36
H/TOT	162	10	0	0	0	0	0	172	187	11	1	0	0	0	0	199
18:00	37	5	0	0	0	0	0	42	32	2	0	0	0	0	0	34
18:15	31	3	0	0	0	0	0	34	33	3	0	0	0	0	0	36
18:30	35	2	0	0	0	0	0	37	33	4	0	0	0	0	0	37
18:45	32	0	0	0	0	0	0	32	33	0	0	0	0	0	0	33
H/TOT	135	10	0	0	0	0	0	145	131	9	0	0	0	0	0	140
P/TOT	513	42	3	0	0	2	0	560	520	42	3	0	0	2	0	567

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	TO ARM C THAXTED ROAD (SE)								FROM ARM C THAXTED ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	3	0	0	0	0	0	23	19	9	1	0	0	0	0	29
07:15	14	3	0	0	0	1	0	18	18	14	1	0	0	0	0	33
07:30	20	7	0	0	0	0	0	27	40	15	1	0	2	0	1	59
07:45	24	6	1	0	0	0	0	31	49	8	1	0	0	0	0	58
H/TOT	78	19	1	0	0	1	0	99	126	46	4	0	2	0	1	179
08:00	26	4	0	0	0	0	0	30	30	4	0	0	0	0	0	34
08:15	32	4	0	0	2	0	0	38	43	6	0	0	1	0	0	50
08:30	23	5	2	0	0	0	0	30	51	11	1	0	1	0	0	64
08:45	32	7	0	0	0	0	0	39	52	6	3	1	0	0	0	62
H/TOT	113	20	2	0	2	0	0	137	176	27	4	1	2	0	0	210
09:00	27	10	1	1	0	0	0	39	37	9	2	0	0	0	0	48
09:15	24	5	2	0	1	0	0	32	35	3	2	0	1	0	0	41
09:30	19	3	1	0	0	0	0	23	35	4	0	0	1	0	0	40
09:45	43	4	2	1	0	0	0	50	36	5	2	2	0	0	0	45
H/TOT	113	22	6	2	1	0	0	144	143	21	6	2	2	0	0	174
P/TOT	304	61	9	2	3	1	0	380	445	94	14	3	6	0	1	563

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

TIME	TO ARM C THAXTED ROAD (SE)								FROM ARM C THAXTED ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	43	11	2	1	0	1	0	58	36	5	2	0	0	1	0	44
16:15	40	6	2	0	1	0	0	49	38	3	1	0	1	0	0	43
16:30	68	9	1	0	0	0	0	78	33	4	0	0	0	1	0	38
16:45	53	15	1	0	0	1	0	70	28	5	1	0	1	1	0	36
H/TOT	204	41	6	1	1	2	0	255	135	17	4	0	2	3	0	161
17:00	59	4	0	0	0	0	0	63	29	3	0	0	0	0	0	32
17:15	55	5	0	0	2	1	0	63	29	3	0	0	0	0	0	32
17:30	65	4	1	0	0	0	0	70	23	1	0	0	1	0	0	25
17:45	51	2	0	0	0	0	0	53	37	0	0	0	0	0	0	37
H/TOT	230	15	1	0	2	1	0	249	118	7	0	0	1	0	0	126
18:00	50	3	1	0	1	0	0	55	29	7	0	0	0	1	0	37
18:15	29	0	0	0	0	0	0	29	26	2	1	0	0	0	0	29
18:30	27	2	0	0	0	0	0	29	25	4	0	0	1	0	0	30
18:45	27	4	1	0	0	0	1	33	29	1	0	0	0	0	0	30
H/TOT	133	9	2	0	1	0	1	146	109	14	1	0	1	1	0	126
P/TOT	567	65	9	1	4	3	1	650	362	38	5	0	4	4	0	413

QUEUE LENGTHS

JOB REF: 11719



JOB NAME: SAFFRON WALDEN

SITE: 1

DATE: 04/10/2022

LOCATION: THAXTED ROAD (NW) / UN-NAMED ROAD / THAXTED ROAD (SE)

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A THAXTED ROAD (NW)		ARM B UN-NAMED ROAD		ARM C THAXTED ROAD (SE)		TIME	ARM A THAXTED ROAD (NW)		ARM B UN-NAMED ROAD		ARM C THAXTED ROAD (SE)	
	LANE 1		LANE 1	LANE 2	LANE 1	LANE 2		LANE 1		LANE 1	LANE 2	LANE 1	LANE 2
	07:00	0	0	1	0	0		07:00	0	0	2	0	0
07:05	0	0	0	0	0	07:05	0	0	1	0	0	0	0
07:10	0	0	0	0	0	07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	07:15	0	0	1	0	0	0	0
07:20	0	0	0	0	0	07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	07:35	0	0	0	0	0	0	1
07:40	0	0	0	0	0	07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	07:55	0	0	1	0	0	0	0
08:00	0	0	0	0	0	08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	08:05	0	0	1	0	0	0	0
08:10	0	0	0	0	0	08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	08:15	0	0	1	0	0	0	0
08:20	0	0	0	0	0	08:20	0	1	0	0	0	0	0
08:25	0	0	0	0	0	08:25	0	0	0	0	0	0	0
08:30	0	0	1	0	0	08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	0	09:05	0	0	1	0	0	0	0
09:10	0	0	0	0	0	09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	09:35	0	0	0	0	0	0	0
09:40	0	0	2	0	0	09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	09:45	0	0	0	0	0	0	0
09:50	0	0	1	0	0	09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	09:55	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	A TO B FROM THAXTED ROAD (N) TO ACCESS								A TO C FROM THAXTED ROAD (N) TO THAXTED ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	17	3	0	0	0	0	0	20
07:15	11	5	0	0	0	0	0	16	15	5	2	0	0	1	0	23
07:30	1	5	0	0	0	0	1	7	25	10	0	0	0	0	0	35
07:45	3	1	0	0	0	0	0	4	27	8	1	0	0	0	0	36
H/TOT	19	11	0	0	0	0	1	31	84	26	3	0	0	1	0	114
08:00	0	0	0	0	0	0	0	0	37	5	0	0	0	0	0	42
08:15	0	0	0	0	0	0	0	0	40	9	1	0	2	0	0	52
08:30	0	0	0	2	0	0	0	2	52	5	2	0	0	0	0	59
08:45	0	3	0	1	0	0	0	4	64	7	0	0	0	0	0	71
H/TOT	0	3	0	3	0	0	0	6	193	26	3	0	2	0	0	224
09:00	0	1	0	0	0	0	0	1	57	10	0	1	0	0	0	68
09:15	0	0	0	1	0	0	0	1	43	7	3	0	1	0	0	54
09:30	0	0	1	1	0	0	0	2	47	7	1	0	0	0	0	55
09:45	1	0	0	0	0	0	0	1	67	6	2	2	0	0	1	78
H/TOT	1	1	1	2	0	0	0	5	214	30	6	3	1	0	1	255
P/TOT	20	15	1	5	0	0	1	42	491	82	12	3	3	1	1	593

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	A TO B FROM THAXTED ROAD (N) TO ACCESS								A TO C FROM THAXTED ROAD (N) TO THAXTED ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	1	0	0	0	2	76	11	2	0	0	2	0	91
16:15	1	0	0	0	0	0	0	1	69	6	3	0	1	0	0	79
16:30	0	1	0	0	0	0	0	1	98	15	3	0	0	1	0	117
16:45	0	0	0	0	0	0	0	0	76	6	1	0	0	1	0	84
H/TOT	2	1	0	1	0	0	0	4	319	38	9	0	1	4	0	371
17:00	0	0	0	0	0	0	0	0	80	5	0	0	0	0	0	85
17:15	0	0	0	0	0	0	0	0	63	4	0	0	2	1	0	70
17:30	0	0	0	0	0	0	0	0	81	5	0	0	0	0	0	86
17:45	0	0	0	0	0	0	0	0	74	8	0	0	0	0	0	82
H/TOT	0	0	0	0	0	0	0	0	298	22	0	0	2	1	0	323
18:00	0	0	0	0	0	0	0	0	78	5	1	0	1	0	0	85
18:15	0	0	0	0	0	0	0	0	42	2	0	0	0	0	0	44
18:30	1	0	0	0	0	0	0	1	49	1	0	0	0	0	1	51
18:45	0	0	0	0	0	0	0	0	53	4	1	0	0	0	0	58
H/TOT	1	0	0	0	0	0	0	1	222	12	2	0	1	0	1	238
P/TOT	3	1	0	1	0	0	0	5	839	72	11	0	4	5	1	932

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	B TO A FROM ACCESS TO THAXTED ROAD (N)								B TO C FROM ACCESS TO THAXTED ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
09:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
H/TOT	1	2	0	3	0	0	0	6	0	0	1	1	0	0	0	2
P/TOT	1	2	0	5	0	0	0	8	0	1	1	1	0	0	0	3

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	C TO A FROM THAXTED ROAD (S) TO THAXTED ROAD (N)								C TO B FROM THAXTED ROAD (S) TO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	3	0	0	0	0	0	24	2	5	0	0	0	0	0	7
07:15	23	6	2	0	0	0	0	31	0	5	0	0	0	0	0	5
07:30	45	9	1	0	2	0	1	58	3	8	0	0	0	0	0	11
07:45	49	9	0	0	0	0	0	58	1	0	1	0	0	0	0	2
H/TOT	138	27	3	0	2	0	1	171	6	18	1	0	0	0	0	25
08:00	36	5	1	0	0	0	0	42	2	0	0	0	0	0	0	2
08:15	46	9	0	0	1	0	0	56	0	0	0	0	0	0	0	0
08:30	63	12	2	0	1	0	0	78	0	0	1	0	0	0	0	1
08:45	55	8	1	0	0	0	0	64	0	0	2	0	0	0	0	2
H/TOT	200	34	4	0	2	0	0	240	2	0	3	0	0	0	0	5
09:00	53	9	1	0	0	0	0	63	0	1	1	0	0	0	0	2
09:15	53	5	2	0	1	0	0	61	0	0	0	0	0	0	0	0
09:30	63	6	0	1	1	0	0	71	2	0	0	0	0	0	0	2
09:45	54	8	1	1	0	0	0	64	1	0	0	1	0	0	0	2
H/TOT	223	28	4	2	2	0	0	259	3	1	1	1	0	0	0	6
P/TOT	561	89	11	2	6	0	1	670	11	19	5	1	0	0	0	36

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	TO ARM A THAXTED ROAD (N)								FROM ARM A THAXTED ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	3	0	0	0	0	0	24	21	3	0	0	0	0	0	24
07:15	23	6	2	0	0	0	0	31	26	10	2	0	0	1	0	39
07:30	45	9	1	0	2	0	1	58	26	15	0	0	0	0	1	42
07:45	49	9	0	0	0	0	0	58	30	9	1	0	0	0	0	40
H/TOT	138	27	3	0	2	0	1	171	103	37	3	0	0	1	1	145
08:00	36	5	1	0	0	0	0	42	37	5	0	0	0	0	0	42
08:15	46	9	0	0	1	0	0	56	40	9	1	0	2	0	0	52
08:30	63	12	2	2	1	0	0	80	52	5	2	2	0	0	0	61
08:45	55	8	1	0	0	0	0	64	64	10	0	1	0	0	0	75
H/TOT	200	34	4	2	2	0	0	242	193	29	3	3	2	0	0	230
09:00	53	10	1	0	0	0	0	64	57	11	0	1	0	0	0	69
09:15	53	6	2	0	1	0	0	62	43	7	3	1	1	0	0	55
09:30	63	6	0	4	1	0	0	74	47	7	2	1	0	0	0	57
09:45	55	8	1	1	0	0	0	65	68	6	2	2	0	0	1	79
H/TOT	224	30	4	5	2	0	0	265	215	31	7	5	1	0	1	260
P/TOT	562	91	11	7	6	0	1	678	511	97	13	8	3	1	2	635

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	TO ARM A THAXTED ROAD (N)								FROM ARM A THAXTED ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	65	8	2	0	0	1	0	76	77	11	2	1	0	2	0	93
16:15	64	6	1	0	0	1	0	72	70	6	3	0	1	0	0	80
16:30	65	10	1	0	1	1	0	78	98	16	3	0	0	1	0	118
16:45	57	8	2	0	1	1	1	70	76	6	1	0	0	1	0	84
H/TOT	251	32	6	0	2	4	1	296	321	39	9	1	1	4	0	375
17:00	65	5	0	0	0	1	0	71	80	5	0	0	0	0	0	85
17:15	50	7	0	0	0	0	0	57	63	4	0	0	2	1	0	70
17:30	52	2	0	0	1	0	0	55	81	5	0	0	0	0	0	86
17:45	56	2	0	0	0	0	0	58	74	8	0	0	0	0	0	82
H/TOT	223	16	0	0	1	1	0	241	298	22	0	0	2	1	0	323
18:00	46	7	0	0	0	1	0	54	78	5	1	0	1	0	0	85
18:15	43	6	1	0	0	0	0	50	42	2	0	0	0	0	0	44
18:30	50	4	0	0	1	0	0	55	50	1	0	0	0	0	1	52
18:45	51	1	0	0	0	0	0	52	53	4	1	0	0	0	0	58
H/TOT	190	18	1	0	1	1	0	211	223	12	2	0	1	0	1	239
P/TOT	664	66	7	0	4	6	1	748	842	73	11	1	4	5	1	937

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	TO ARM B ACCESS								FROM ARM B ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	5	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:15	11	10	0	0	0	0	0	21	0	0	0	0	0	0	0	0
07:30	4	13	0	0	0	0	1	18	0	0	0	0	0	0	0	0
07:45	4	1	1	0	0	0	0	6	0	1	0	0	0	0	0	1
H/TOT	25	29	1	0	0	0	1	56	0	1	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	2	0	0	0	3	0	0	0	2	0	0	0	2
08:45	0	3	2	1	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	2	3	3	3	0	0	0	11	0	0	0	2	0	0	0	2
09:00	0	2	1	0	0	0	0	3	0	1	1	0	0	0	0	2
09:15	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1
09:30	2	0	1	1	0	0	0	4	0	0	0	3	0	0	0	3
09:45	2	0	0	1	0	0	0	3	1	0	0	1	0	0	0	2
H/TOT	4	2	2	3	0	0	0	11	1	2	1	4	0	0	0	8
P/TOT	31	34	6	6	0	0	1	78	1	3	1	6	0	0	0	11

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	TO ARM B ACCESS								FROM ARM B ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	1	0	0	0	2	4	1	0	0	0	0	0	5
16:15	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
16:30	0	1	0	0	0	0	0	1	6	3	0	0	0	0	0	9
16:45	0	0	0	0	0	0	0	0	11	10	0	0	0	0	1	22
H/TOT	2	1	0	1	0	0	0	4	26	15	0	0	0	0	1	42
17:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	3	1	0	1	0	0	0	5	28	17	0	0	0	0	1	46

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	TO ARM C THAXTED ROAD (S)								FROM ARM C THAXTED ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	3	0	0	0	0	0	20	23	8	0	0	0	0	0	31
07:15	15	5	2	0	0	1	0	23	23	11	2	0	0	0	0	36
07:30	25	10	0	0	0	0	0	35	48	17	1	0	2	0	1	69
07:45	27	9	1	0	0	0	0	37	50	9	1	0	0	0	0	60
H/TOT	84	27	3	0	0	1	0	115	144	45	4	0	2	0	1	196
08:00	37	5	0	0	0	0	0	42	38	5	1	0	0	0	0	44
08:15	40	9	1	0	2	0	0	52	46	9	0	0	1	0	0	56
08:30	52	5	2	0	0	0	0	59	63	12	3	0	1	0	0	79
08:45	64	7	0	0	0	0	0	71	55	8	3	0	0	0	0	66
H/TOT	193	26	3	0	2	0	0	224	202	34	7	0	2	0	0	245
09:00	57	10	1	1	0	0	0	69	53	10	2	0	0	0	0	65
09:15	43	7	3	0	1	0	0	54	53	5	2	0	1	0	0	61
09:30	47	7	1	0	0	0	0	55	65	6	0	1	1	0	0	73
09:45	67	6	2	3	0	0	1	79	55	8	1	2	0	0	0	66
H/TOT	214	30	7	4	1	0	1	257	226	29	5	3	2	0	0	265
P/TOT	491	83	13	4	3	1	1	596	572	108	16	3	6	0	1	706

MANUAL CLASSIFIED COUNTS



JOB REF: 11719

JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

TIME	TO ARM C THAXTED ROAD (S)								FROM ARM C THAXTED ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	77	12	2	0	0	2	0	93	62	8	2	0	0	1	0	73
16:15	71	7	3	0	1	0	0	82	61	6	1	0	0	1	0	69
16:30	99	15	3	0	0	1	0	118	60	7	1	0	1	1	0	70
16:45	81	14	1	0	0	1	0	97	51	6	2	0	1	1	0	61
H/TOT	328	48	9	0	1	4	0	390	234	27	6	0	2	4	0	273
17:00	81	6	0	0	0	0	0	87	65	4	0	0	0	1	0	70
17:15	63	4	0	0	2	1	0	70	50	7	0	0	0	0	0	57
17:30	81	5	0	0	0	0	0	86	52	2	0	0	1	0	0	55
17:45	74	8	0	0	0	0	0	82	56	2	0	0	0	0	0	58
H/TOT	299	23	0	0	2	1	0	325	223	15	0	0	1	1	0	240
18:00	78	5	1	0	1	0	0	85	46	7	0	0	0	1	0	54
18:15	42	2	0	0	0	0	0	44	43	6	1	0	0	0	0	50
18:30	50	1	0	0	0	0	1	52	50	4	0	0	1	0	0	55
18:45	53	4	1	0	0	0	0	58	51	1	0	0	0	0	0	52
H/TOT	223	12	2	0	1	0	1	239	190	18	1	0	1	1	0	211
P/TOT	850	83	11	0	4	5	1	954	647	60	7	0	4	6	0	724

QUEUE LENGTHS

JOB REF: 11719



JOB NAME: SAFFRON WALDEN

SITE: 2

DATE: 04/10/2022

LOCATION: THAXTED ROAD (N) / ACCESS / THAXTED ROAD (S)

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A		ARM B		ARM C		TIME	ARM A		ARM B		ARM C	
	THAXTED ROAD (N)		ACCESS		THAXTED ROAD (S)			THAXTED ROAD (N)		ACCESS		THAXTED ROAD (S)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	1		0	0	0	1	16:00	0		1	0	3	0
07:05	1		0	0	0	1	16:05	1		1	0	0	0
07:10	1		0	0	0	0	16:10	1		0	0	0	0
07:15	1		0	0	0	1	16:15	0		0	0	0	0
07:20	1		0	0	1	1	16:20	3		1	0	0	0
07:25	1		0	0	0	1	16:25	0		1	0	1	0
07:30	1		0	0	3	1	16:30	3		2	0	2	0
07:35	1		0	0	1	1	16:35	0		0	0	0	0
07:40	1		0	0	2	1	16:40	0		1	0	0	0
07:45	1		0	0	0	1	16:45	2		1	0	1	0
07:50	0		0	0	0	0	16:50	2		1	0	0	0
07:55	2		1	0	2	1	16:55	2		1	0	1	0
08:00	0		0	0	0	1	17:00	3		1	0	1	0
08:05	0		0	0	0	0	17:05	0		0	0	3	0
08:10	1		0	0	0	1	17:10	0		0	0	0	0
08:15	0		0	0	3	0	17:15	4		0	0	0	0
08:20	0		0	0	0	0	17:20	0		0	0	0	0
08:25	0		0	0	0	0	17:25	0		0	0	0	0
08:30	0		0	0	6	0	17:30	0		0	0	0	0
08:35	2		0	0	1	1	17:35	0		0	0	0	0
08:40	1		1	0	1	0	17:40	0		0	0	0	0
08:45	0		0	0	0	0	17:45	0		0	0	0	0
08:50	0		0	0	0	0	17:50	0		0	0	0	0
08:55	1		0	0	1	1	17:55	2		0	0	0	0
09:00	0		0	0	0	0	18:00	0		0	0	0	0
09:05	2		0	0	0	0	18:05	0		0	0	0	0
09:10	1		1	0	0	1	18:10	0		0	0	0	0
09:15	0		0	0	0	0	18:15	0		0	0	0	0
09:20	0		0	0	0	0	18:20	0		0	0	0	0
09:25	0		0	0	0	0	18:25	0		0	0	0	0
09:30	1		1	0	1	1	18:30	0		0	0	0	0
09:35	1		0	0	2	1	18:35	0		0	0	0	0
09:40	0		0	0	0	0	18:40	0		0	0	0	0
09:45	5		1	0	6	0	18:45	0		0	0	0	0
09:50	1		0	0	0	0	18:50	0		0	0	0	0
09:55	1		1	0	1	0	18:55	0		0	0	0	0

Appendix 11

Assessment Parameters:

- Base Year: 2022
- Future Year: 2027
- Location: Uttlesford (Authority)
- Area Type: All
- Road Type: All
- Alternative Assumptions (accounting for CD):
 - Future HH = 38,713 (Originals = 39,381).

Weekday AM Peak Period

Growth Rate: 1.0211

The screenshot shows the 'NTM Traffic Growth Calculations' software interface. It includes a navigation bar with back, forward, help, and close buttons. The main area is divided into five sections for configuration: 1. Select NTM Dataset (with a table showing 'RTF 2018 Scenario 1 - Reference' from 2015 to 2050 and 'NTM AF15 Dataset' from 2010 to 2040); 2. Select Areas to make up the geographic region (with 'Uttlesford' selected); 3. Select area type (with 'All' selected); 4. Select road type (with 'All' selected); and 5. Select which area it serves (with 'Region' selected). A 'Calculate the adjusted local growth figure' button is present. Below these sections is a 'Results' table:

Level	Area	Local Growth Figure
Authority	Uttlesford	1.0211

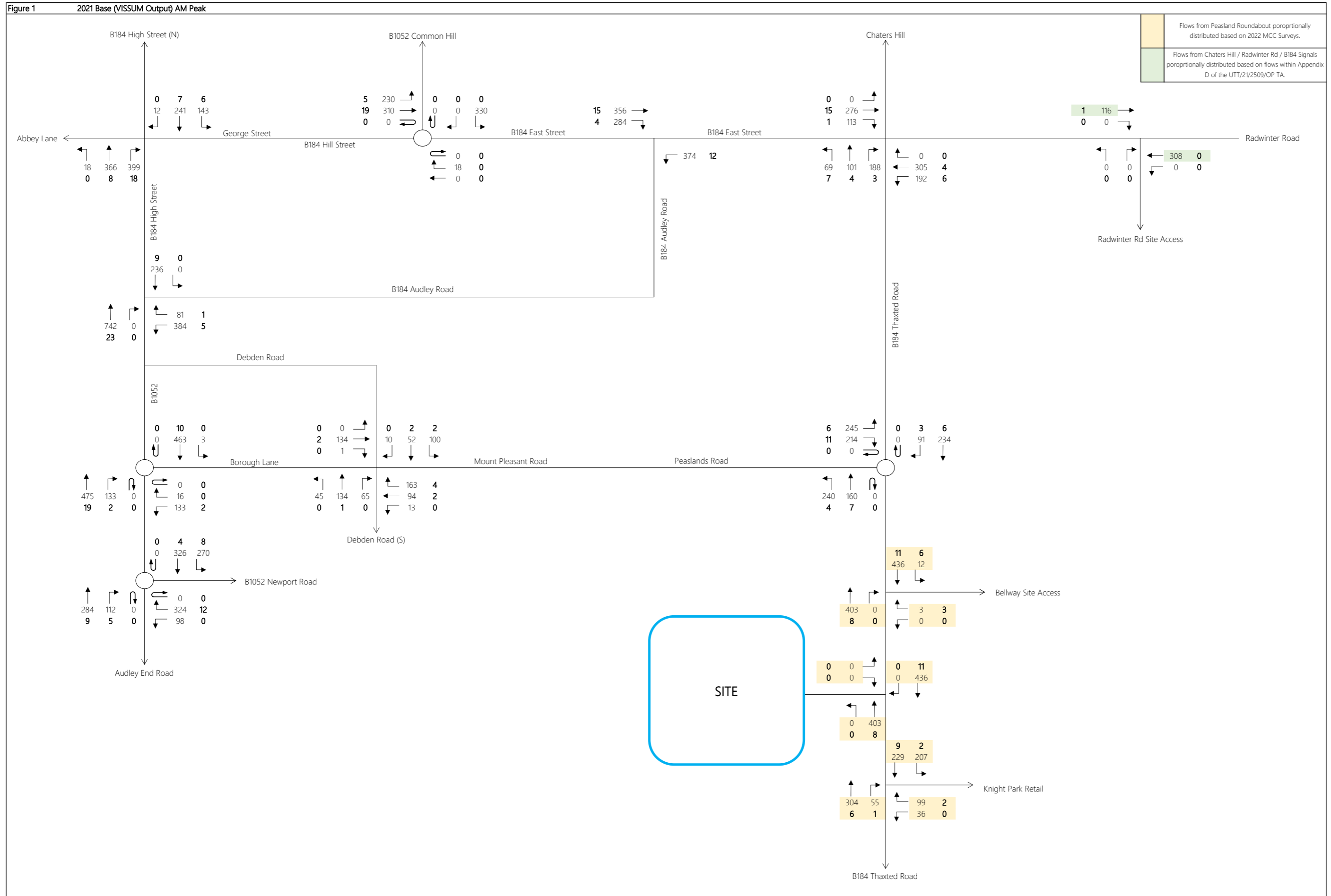
Weekday PM Peak Period

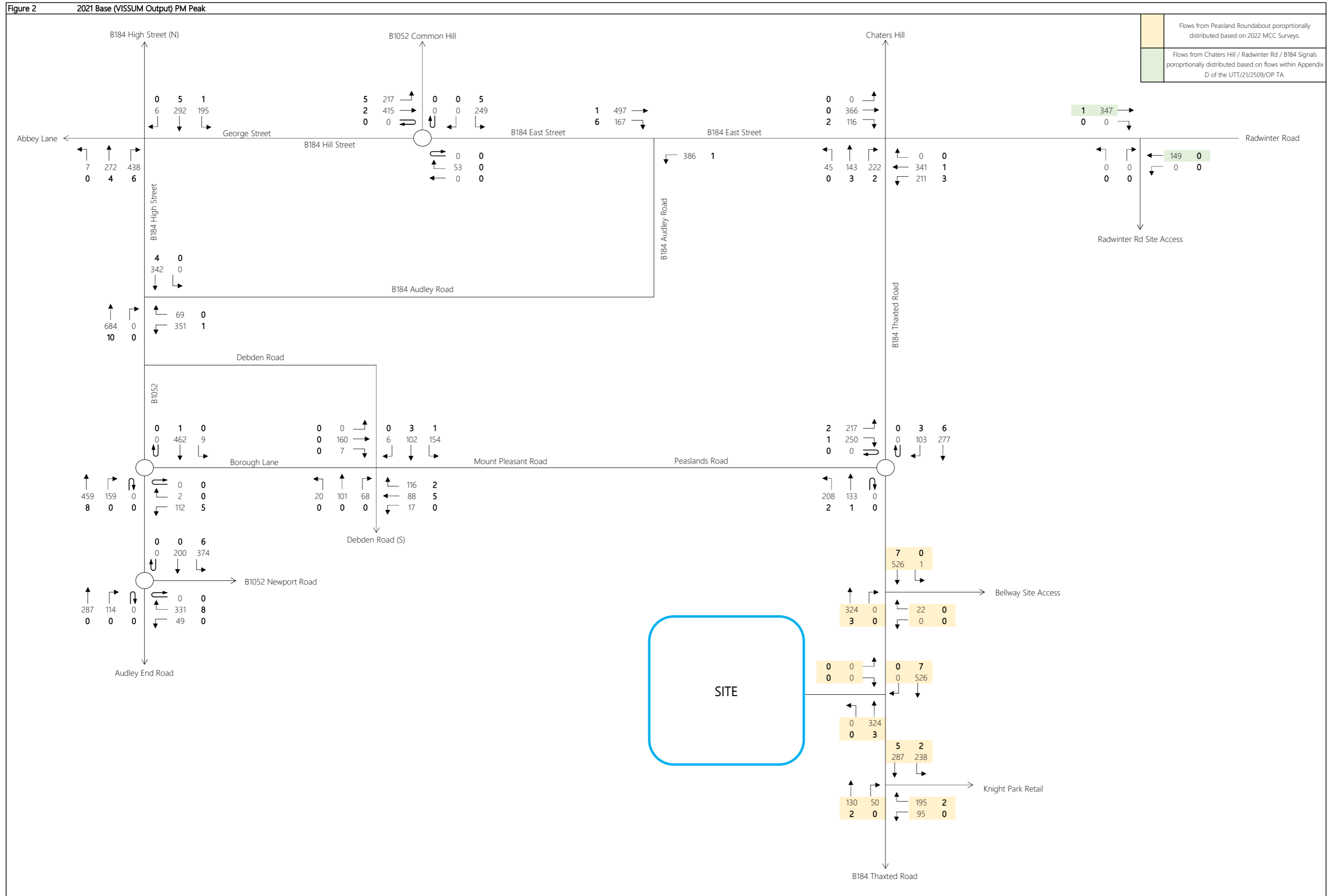
Growth Rate: 1.0227

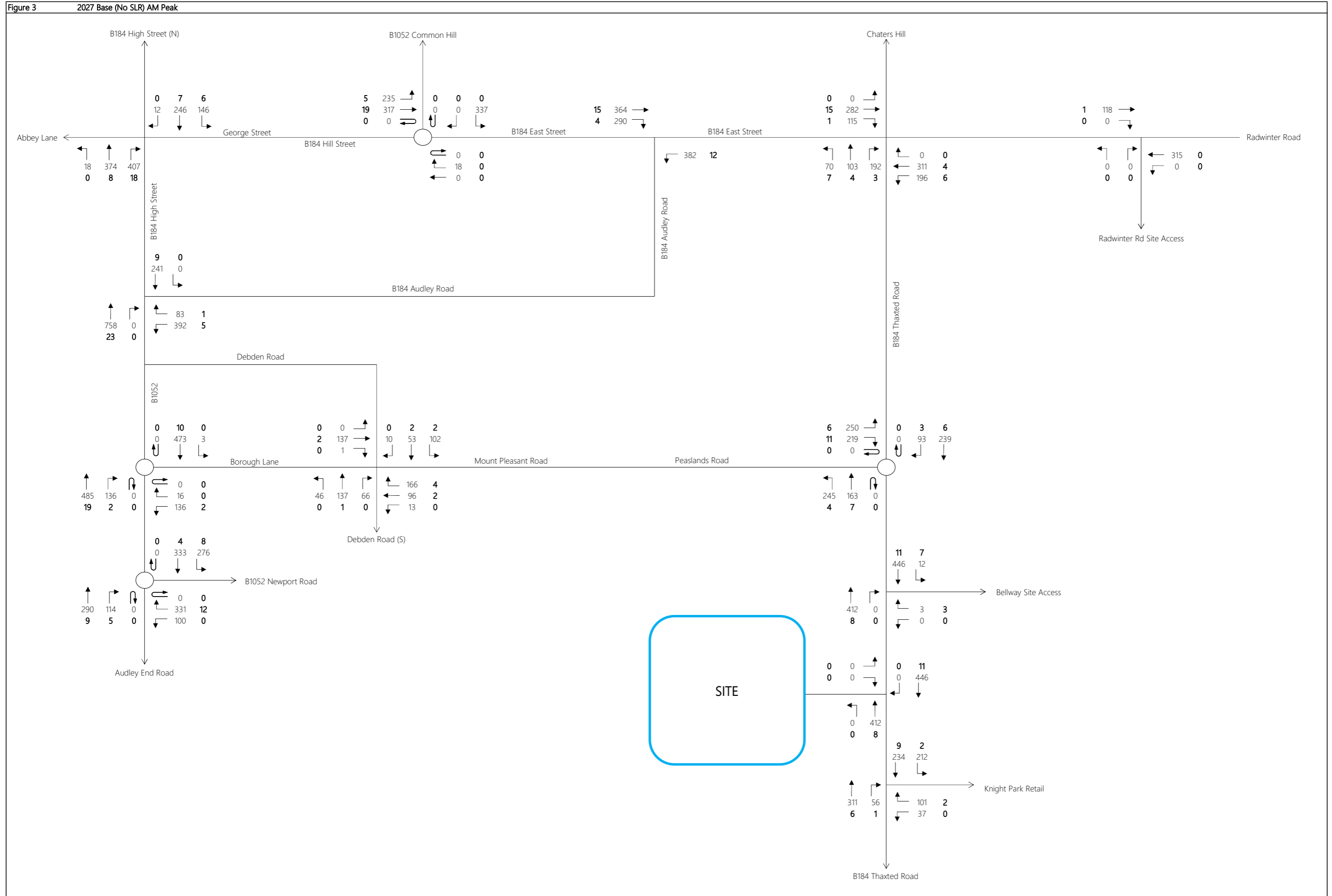
The screenshot shows the 'NTM Traffic Growth Calculations' software interface for the Weekday PM Peak Period. It has the same layout as the AM screenshot, with the same configuration in sections 1-5. The 'Results' table is as follows:

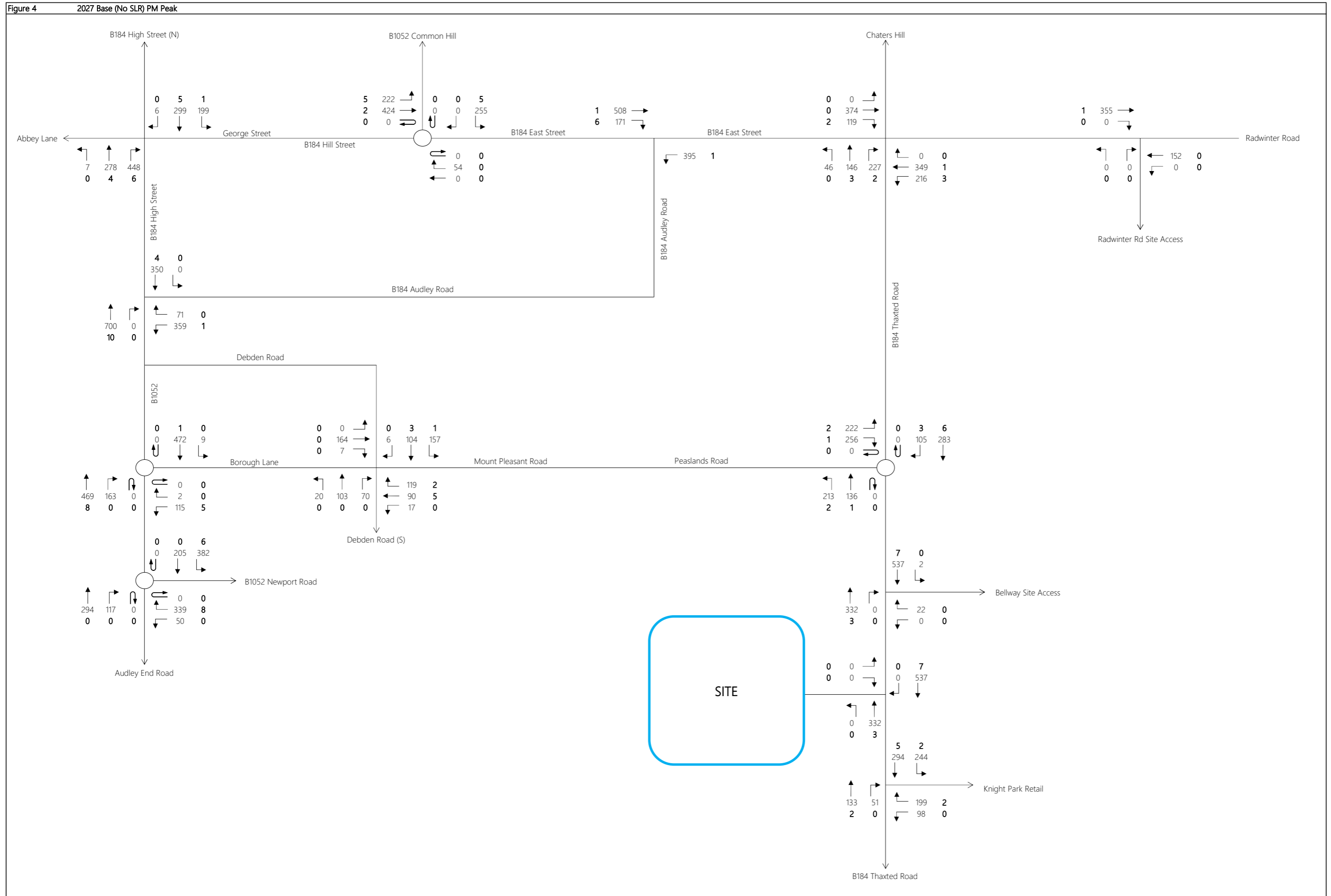
Level	Area	Local Growth Figure
Authority	Uttlesford	1.0227

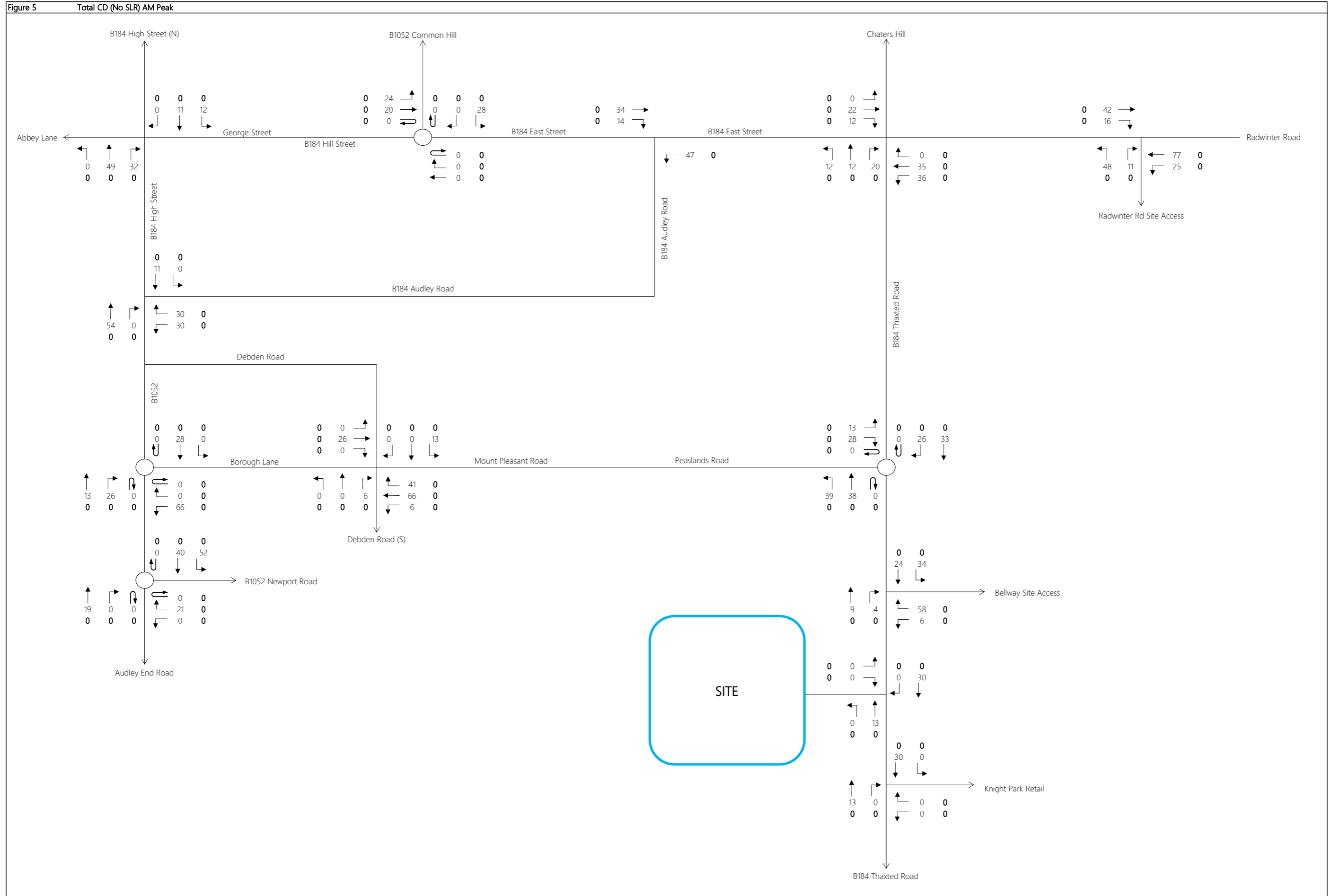
Appendix 12











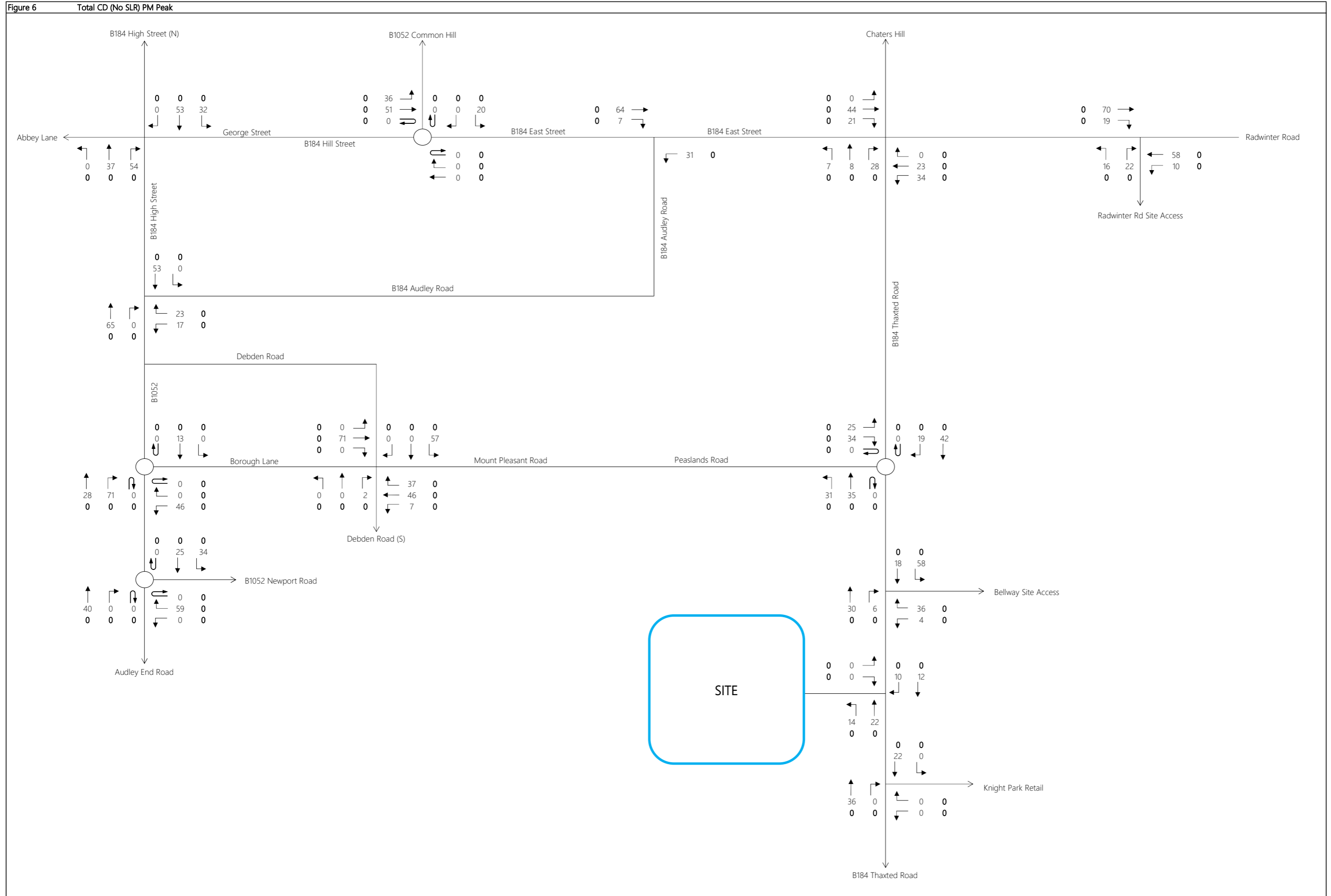
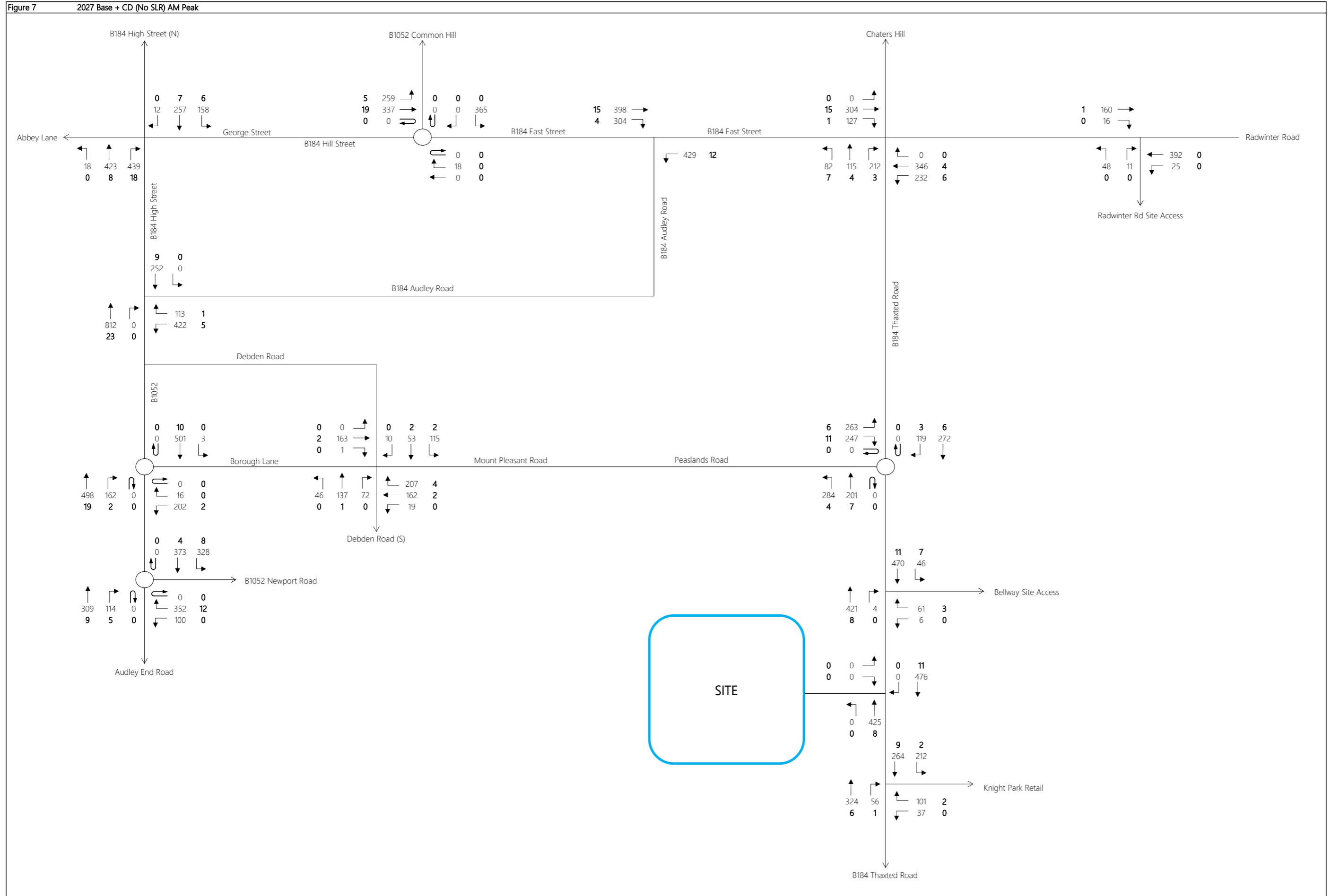
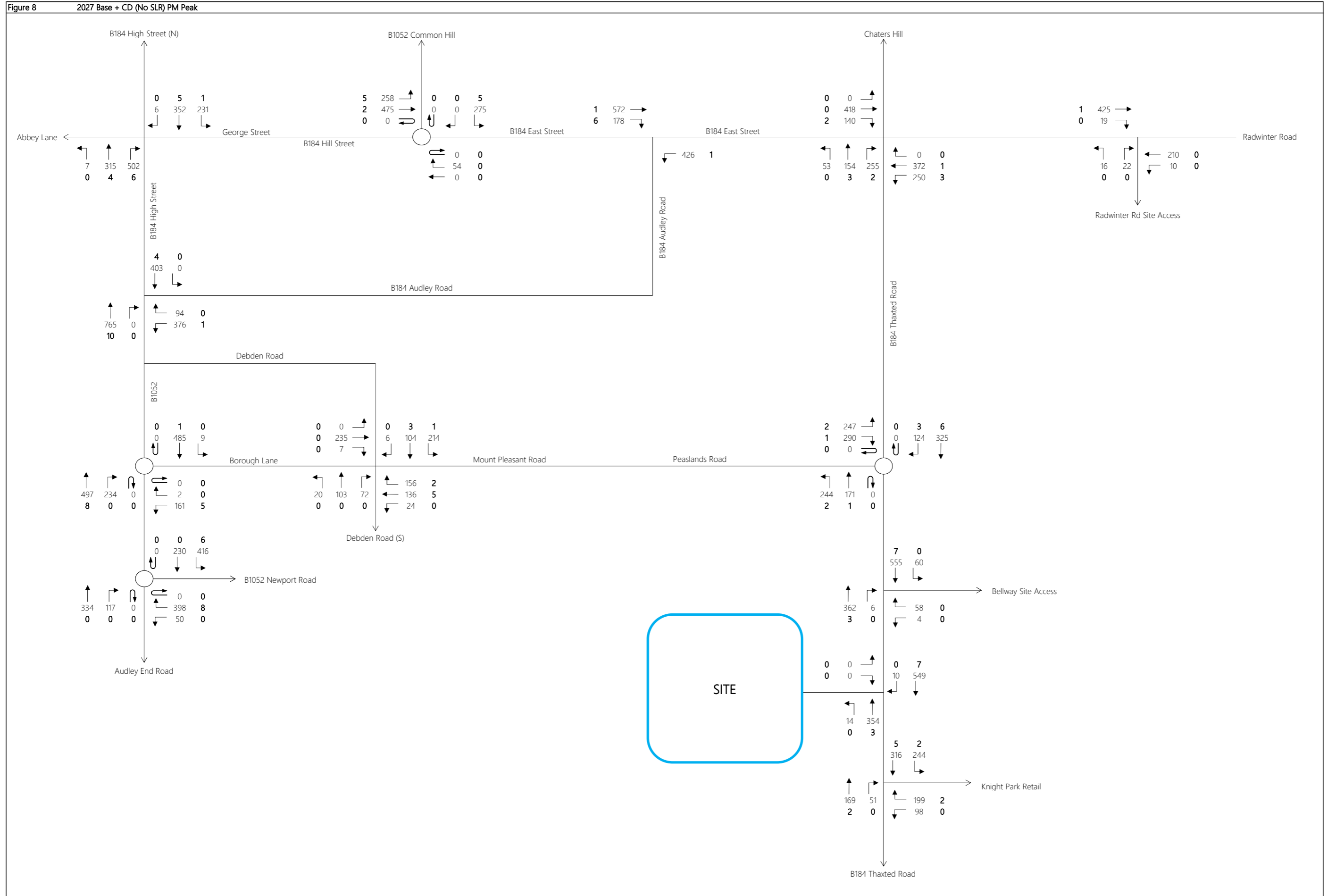


Figure 7 2027 Base + CD (No SLR) AM Peak





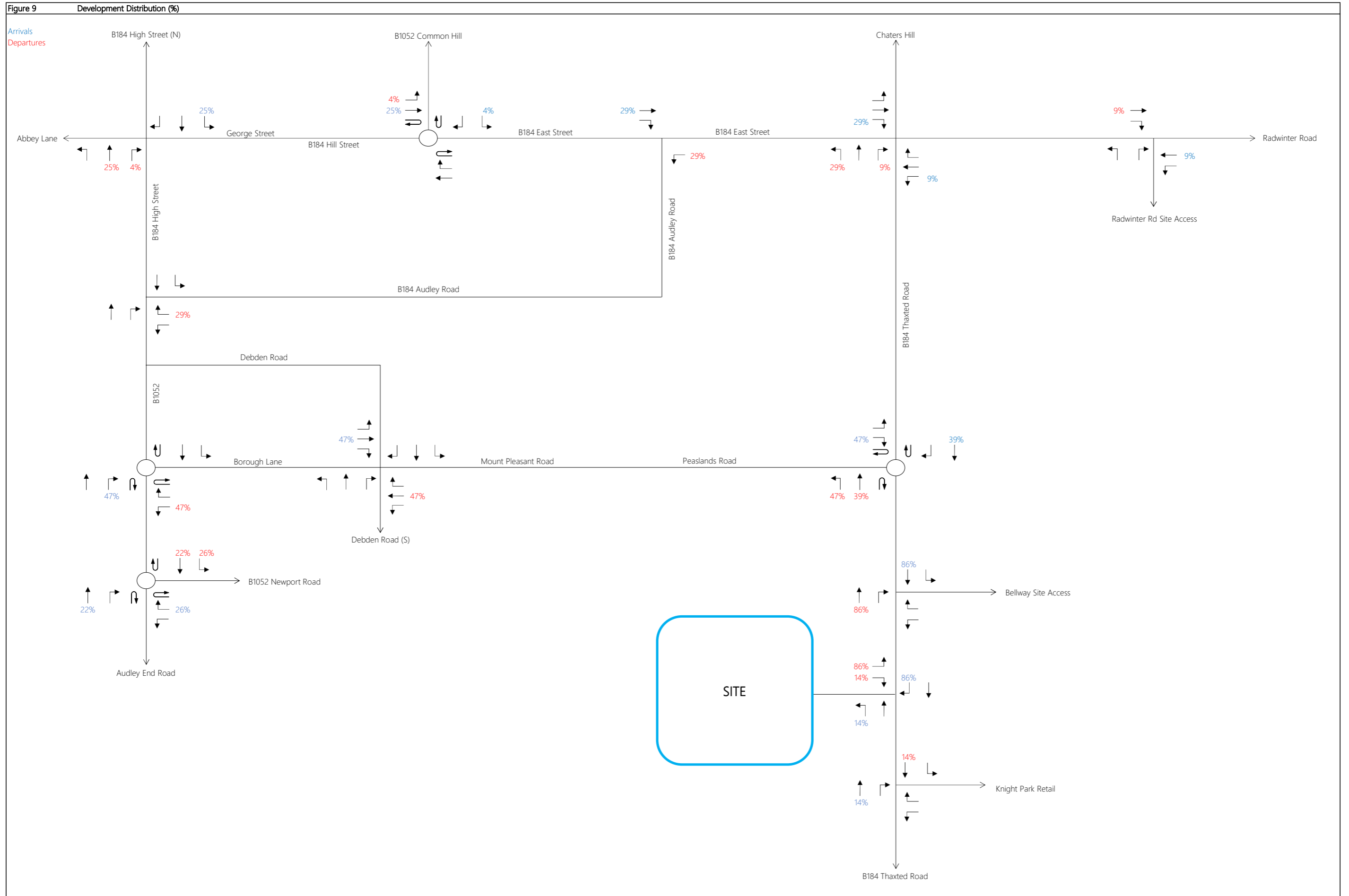


Figure 10 Development Trips (170 Units, Mode Share = 77% Car) (No SLR) AM Peak

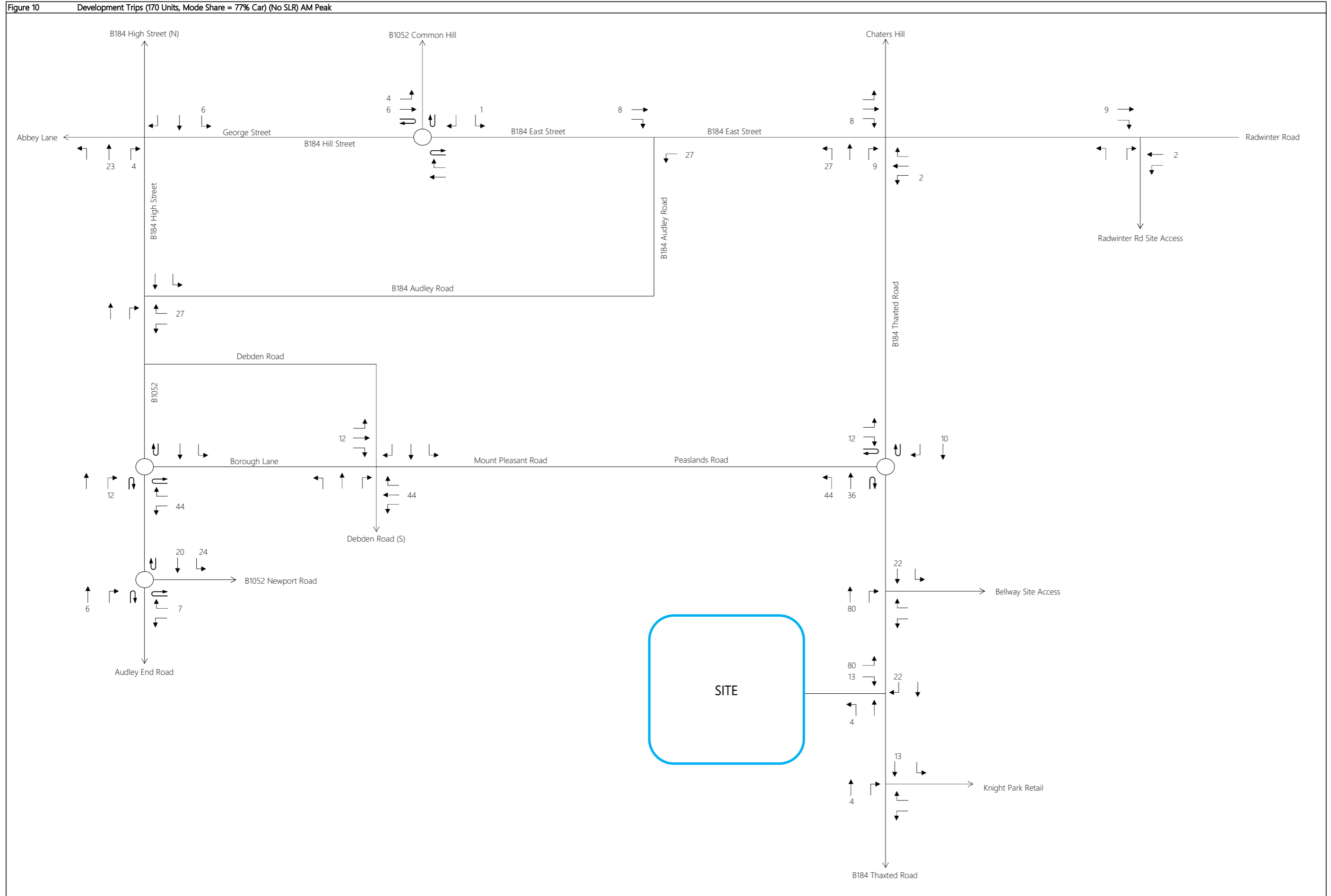


Figure 11 Development Trips (170 Units, Mode Share = 77% Car) (No SLR) PM Peak

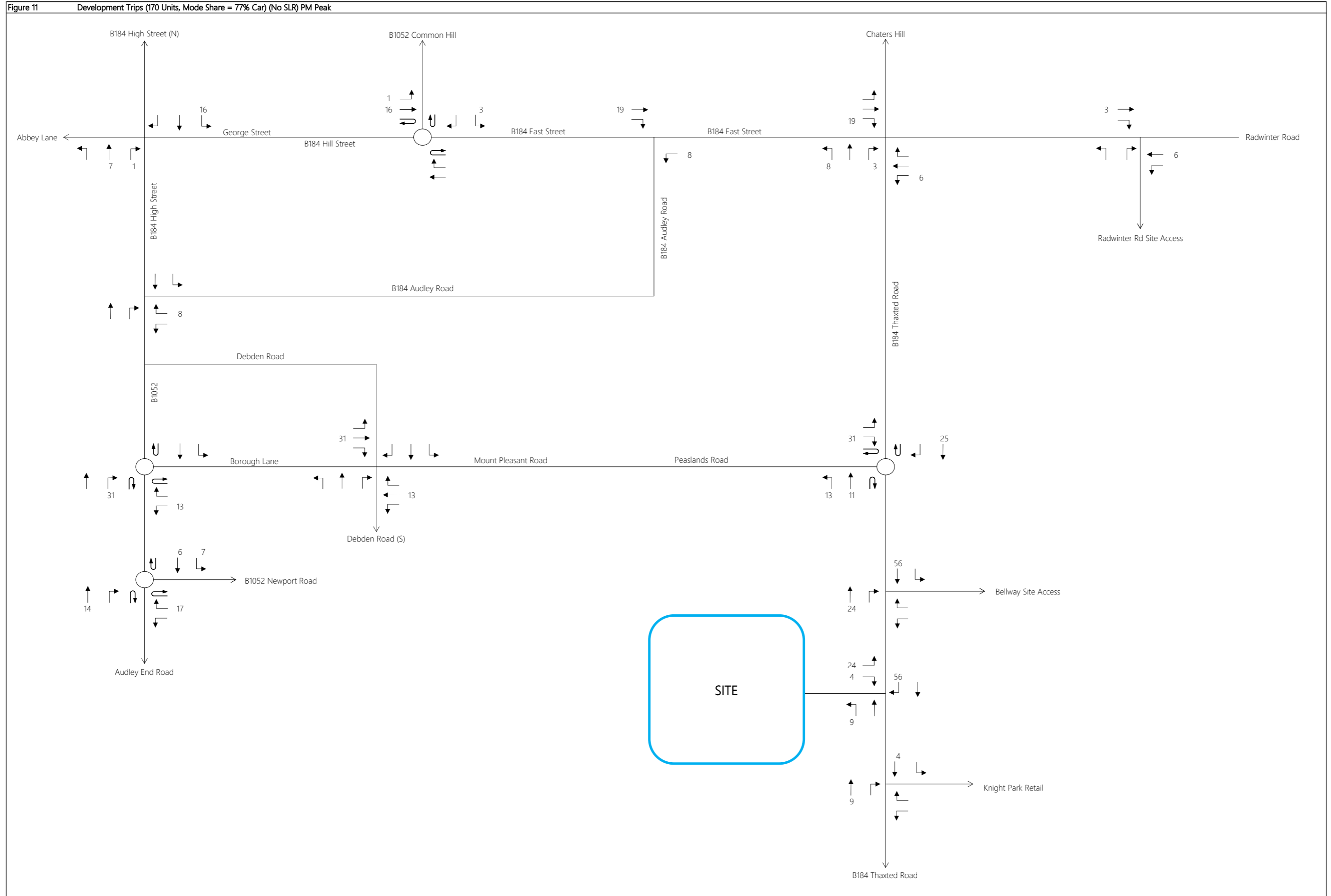


Figure 12 2027 Base + CD + Development (No SLR) AM Peak

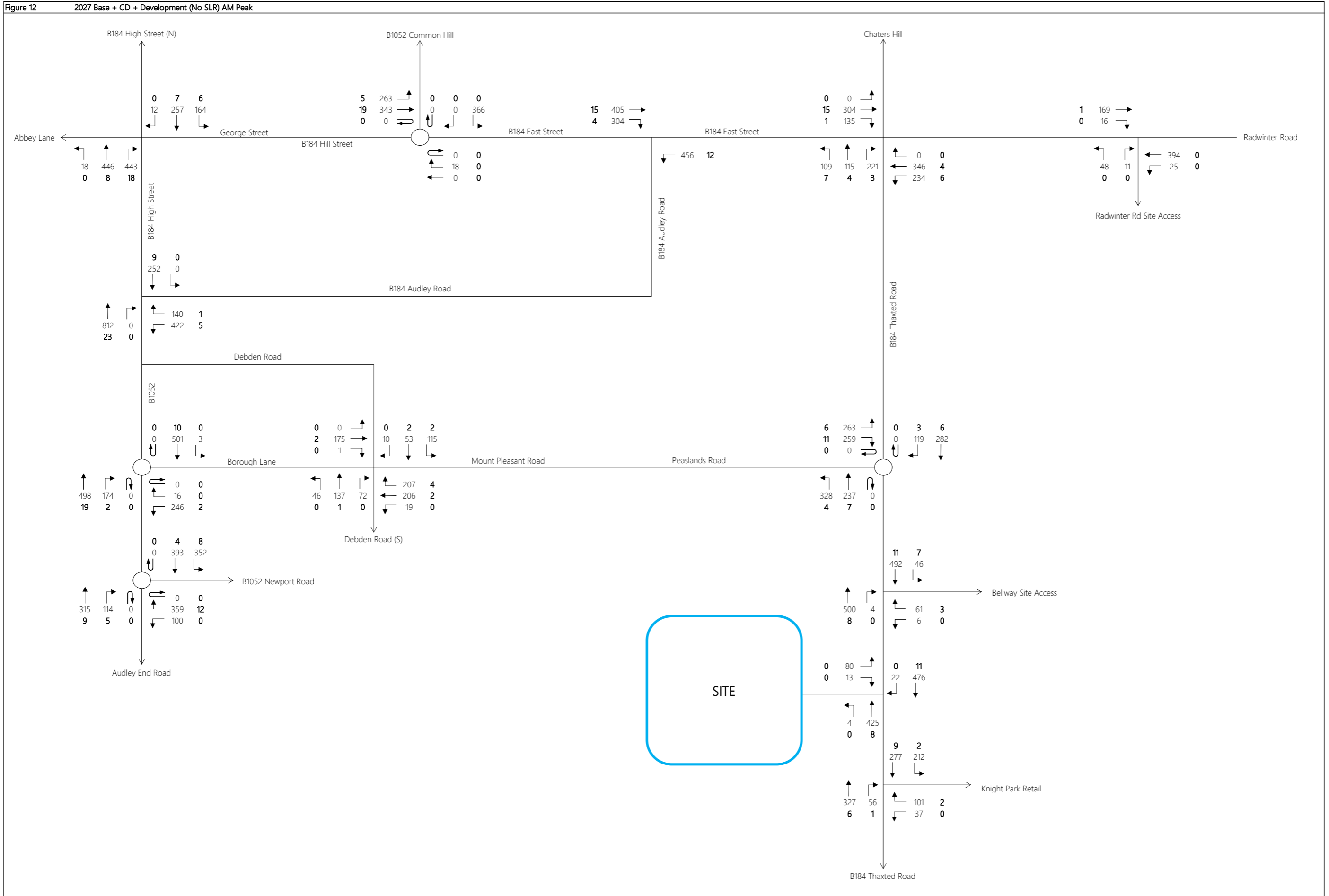


Figure 13 2027 Base + CD + Development (No SLR) PM Peak

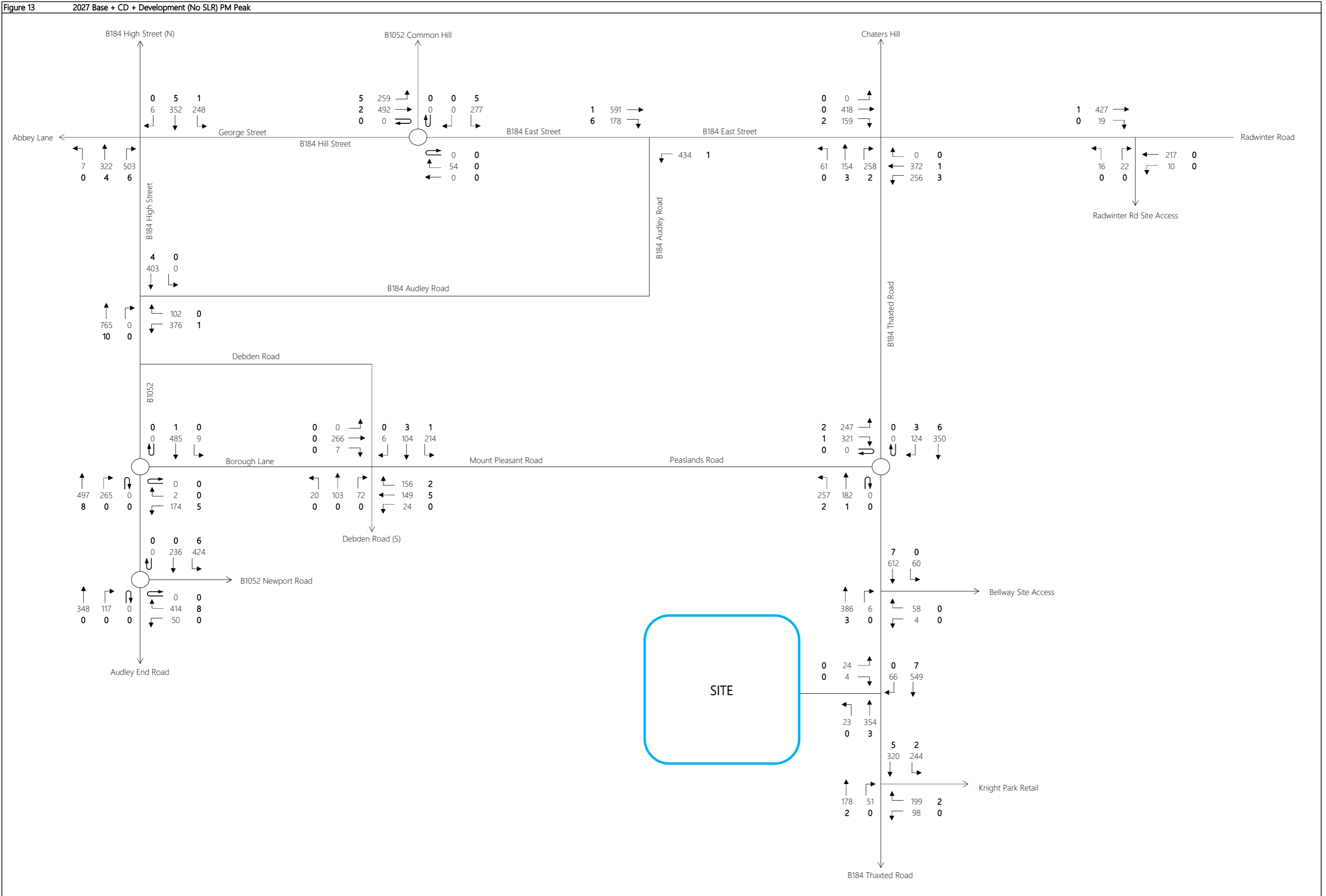
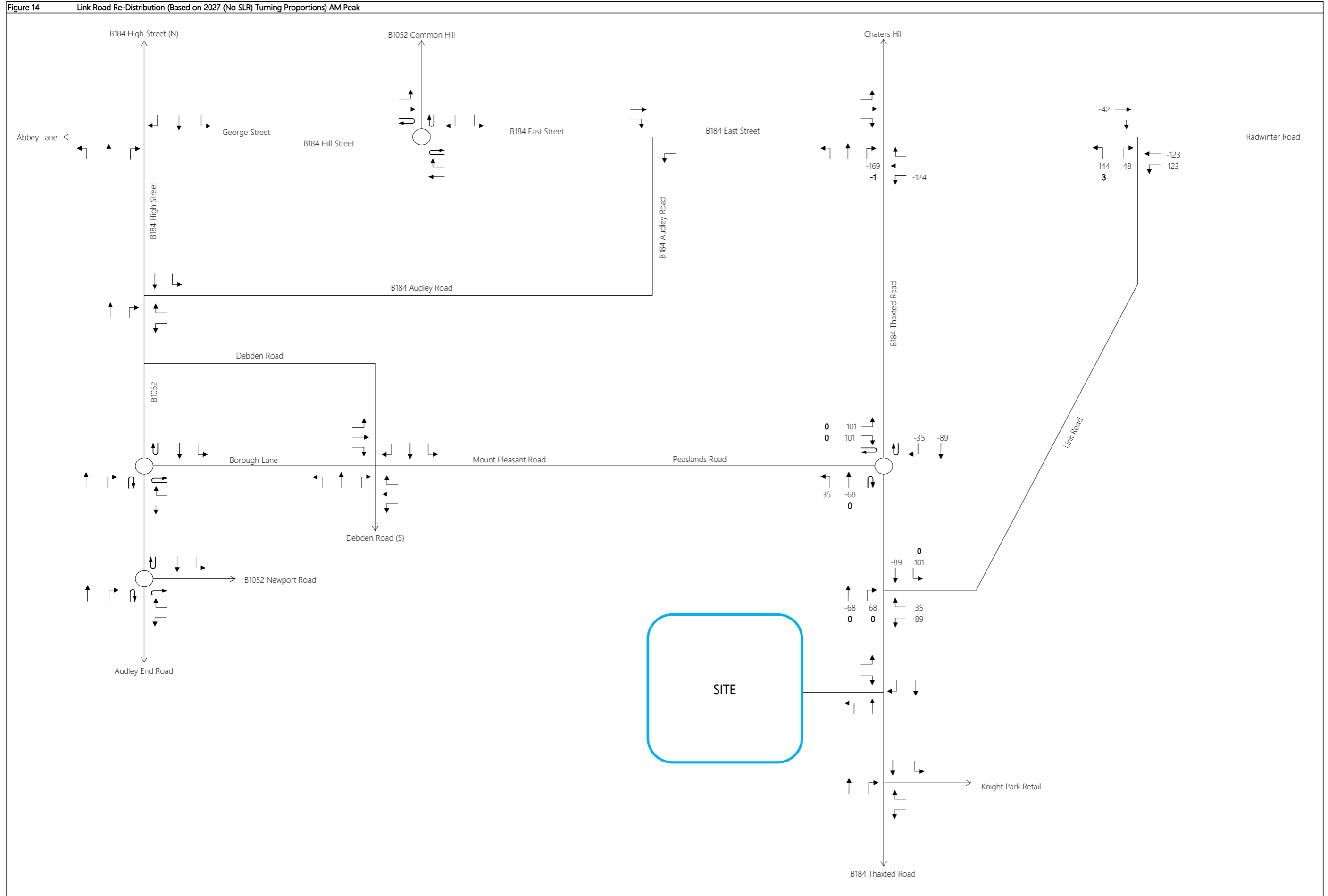


Figure 14 Link Road Re-Distribution (Based on 2027 (No SLR) Turning Proportions) AM Peak



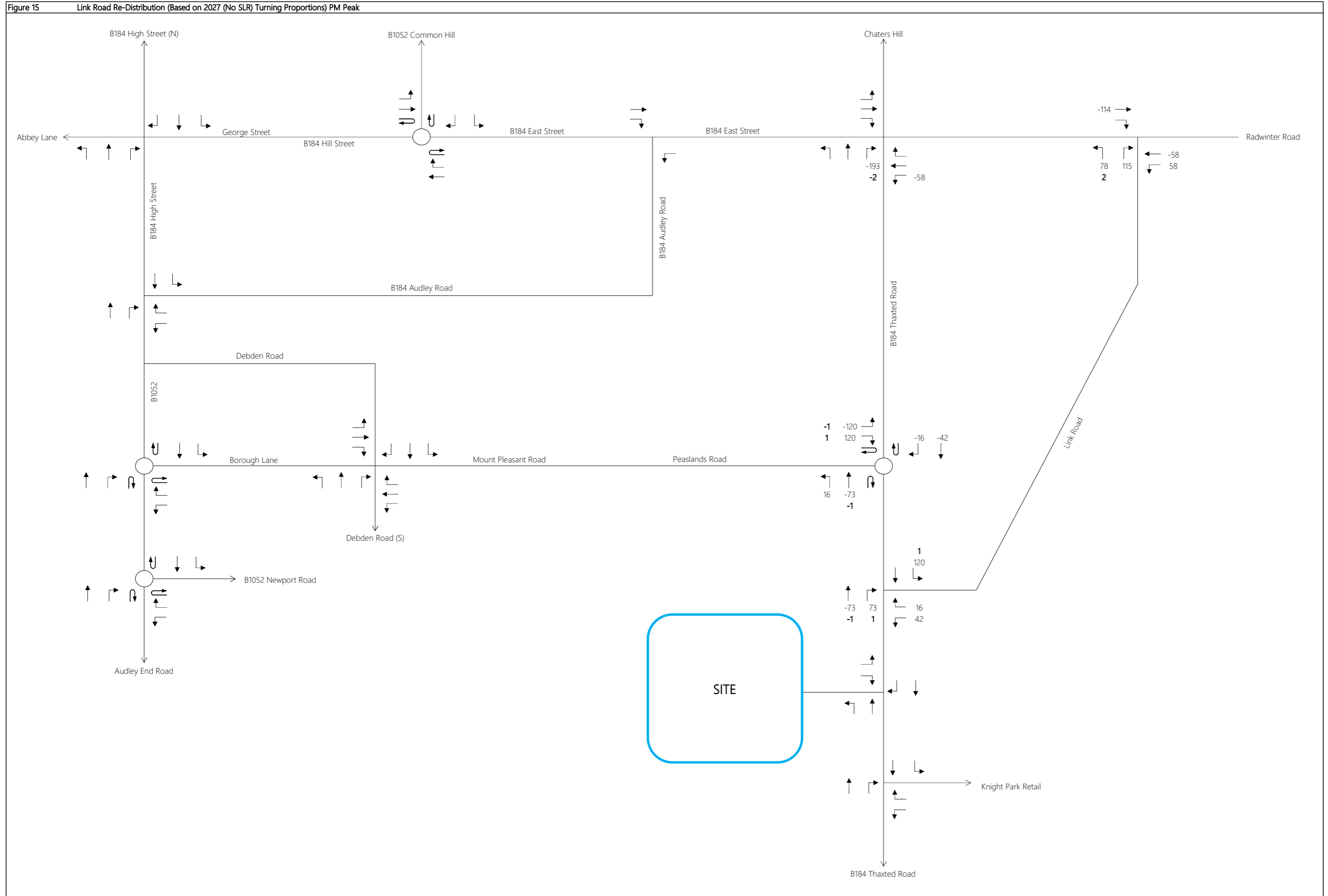


Figure 16 2027 Base (SLR) AM Peak

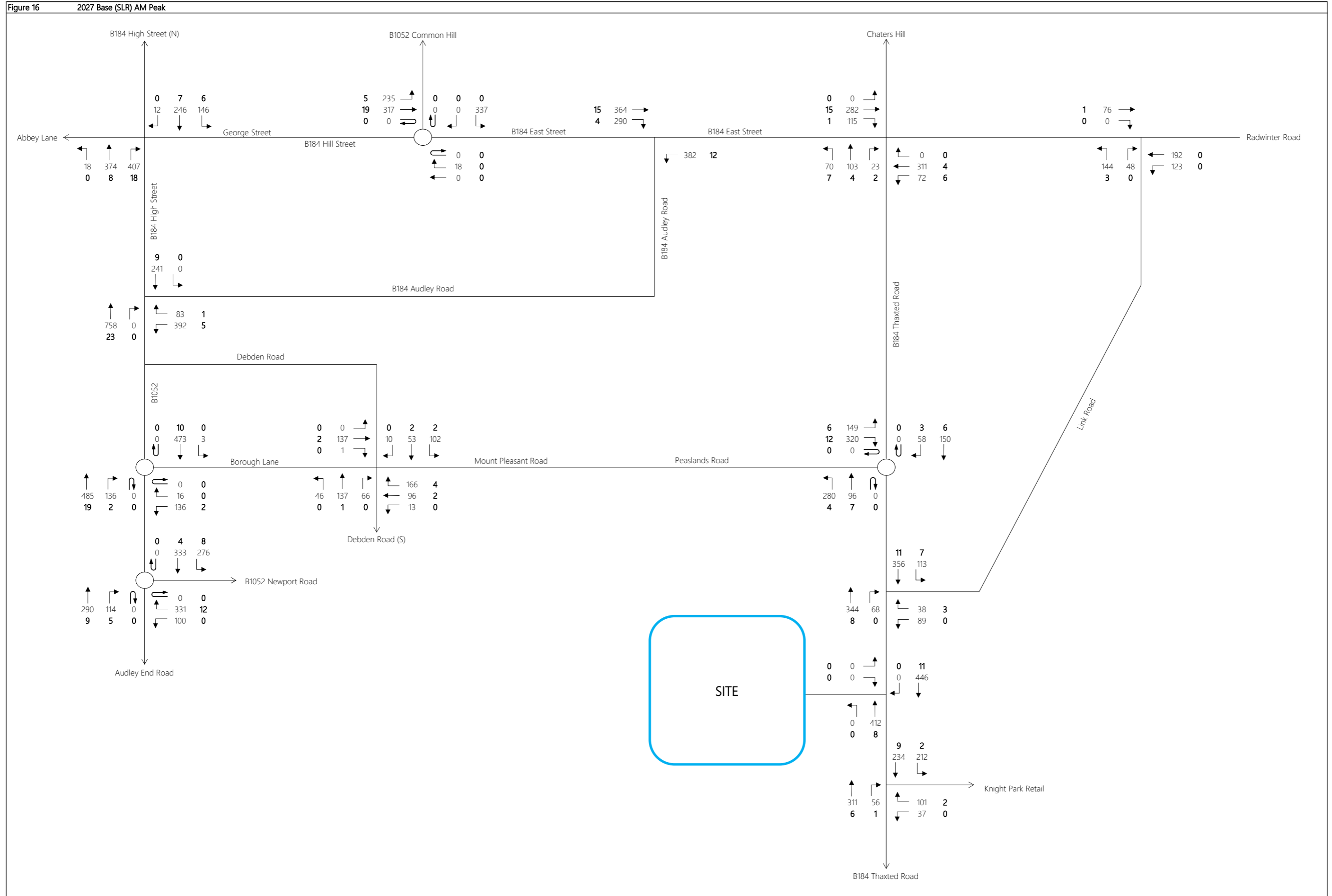
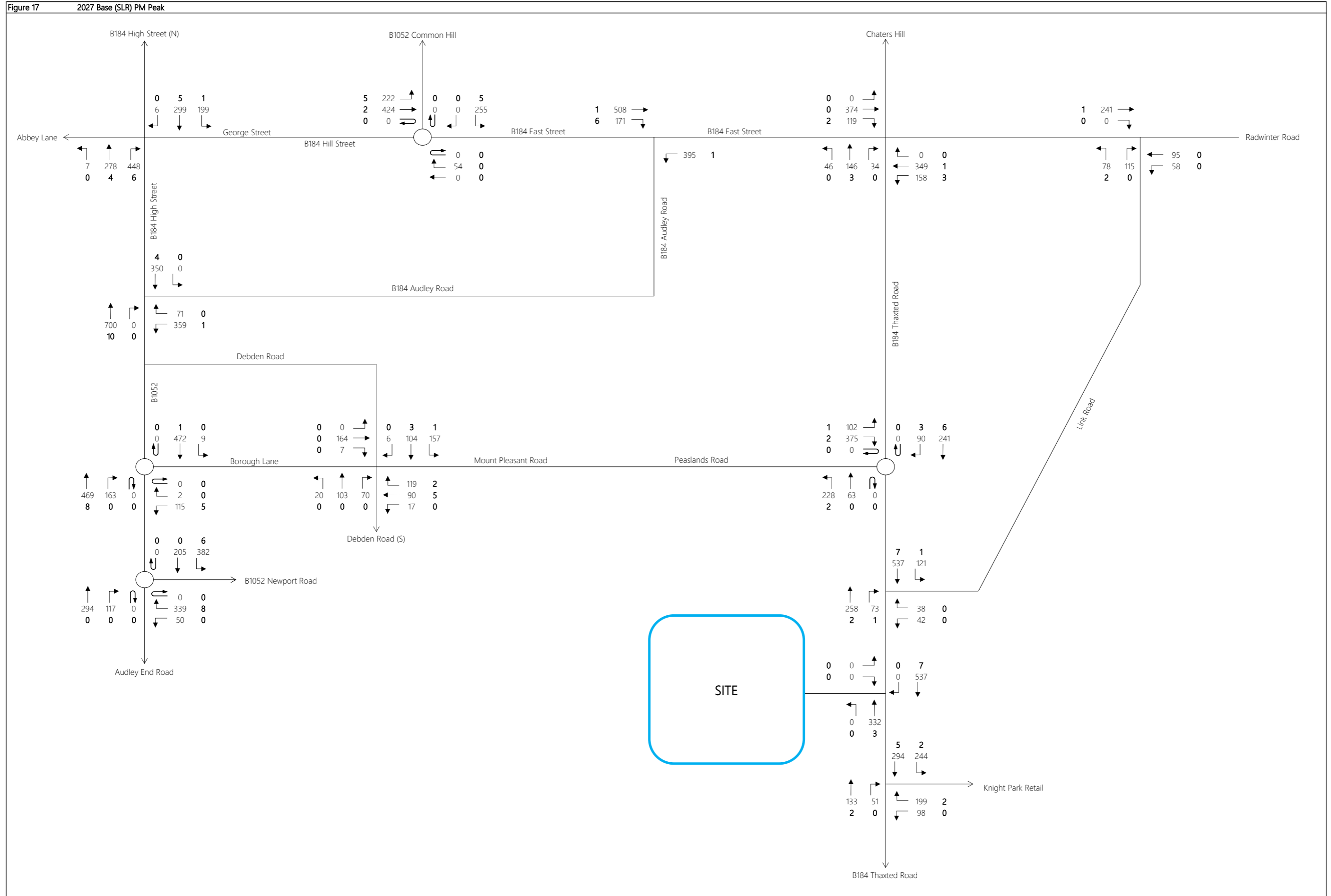


Figure 17 2027 Base (SLR) PM Peak



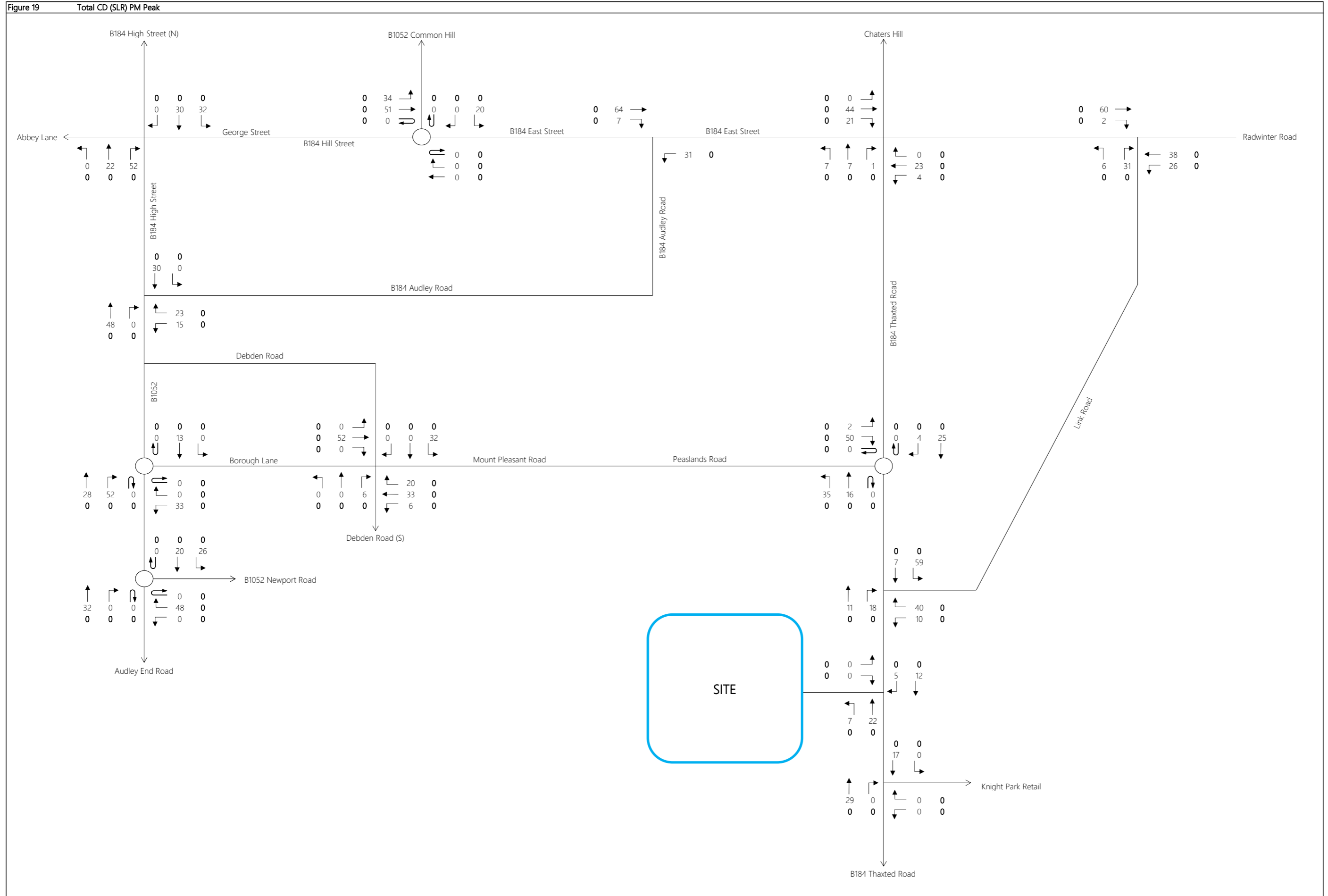


Figure 20 2027 Base SLR + Total CD (SLR) AM Peak

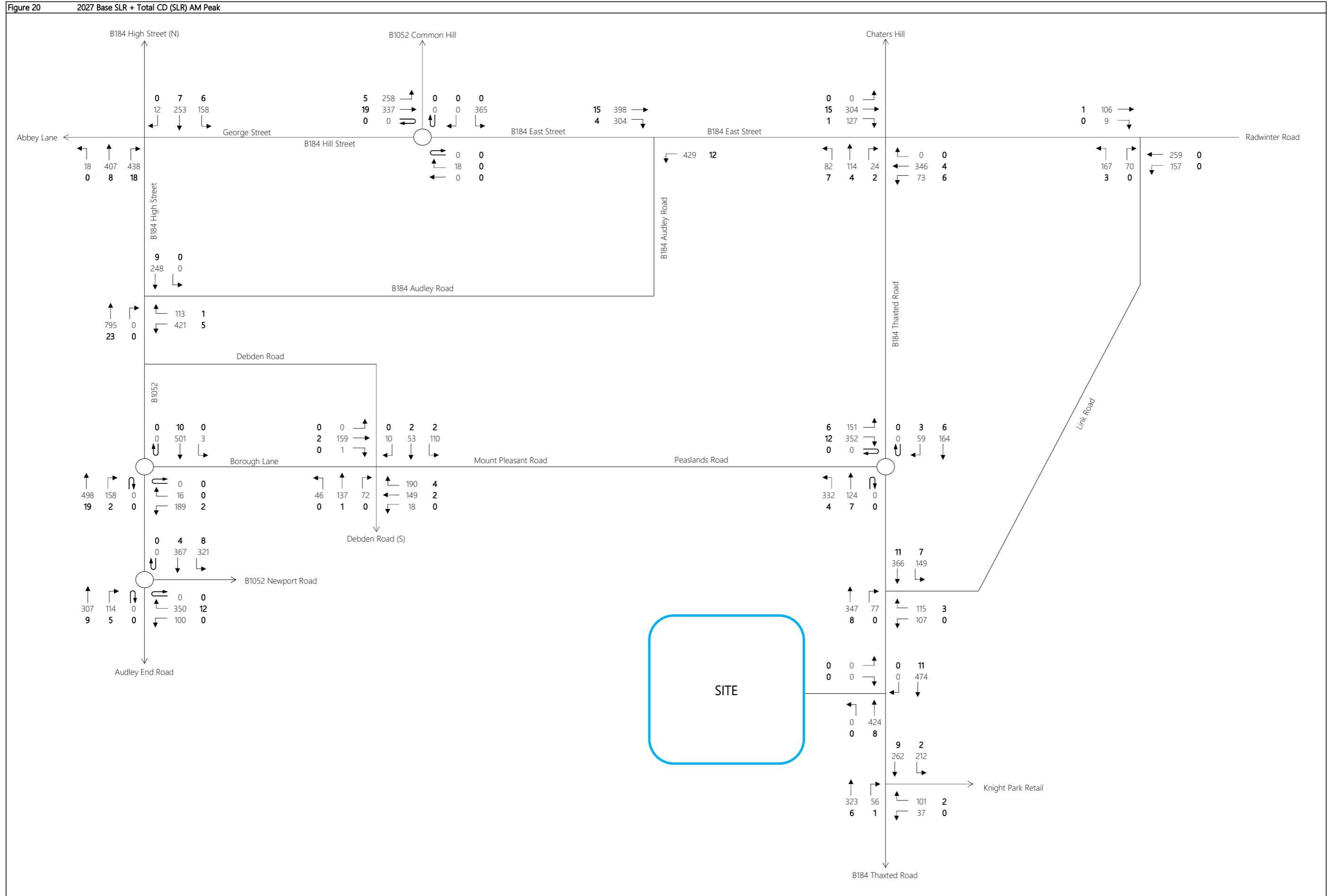
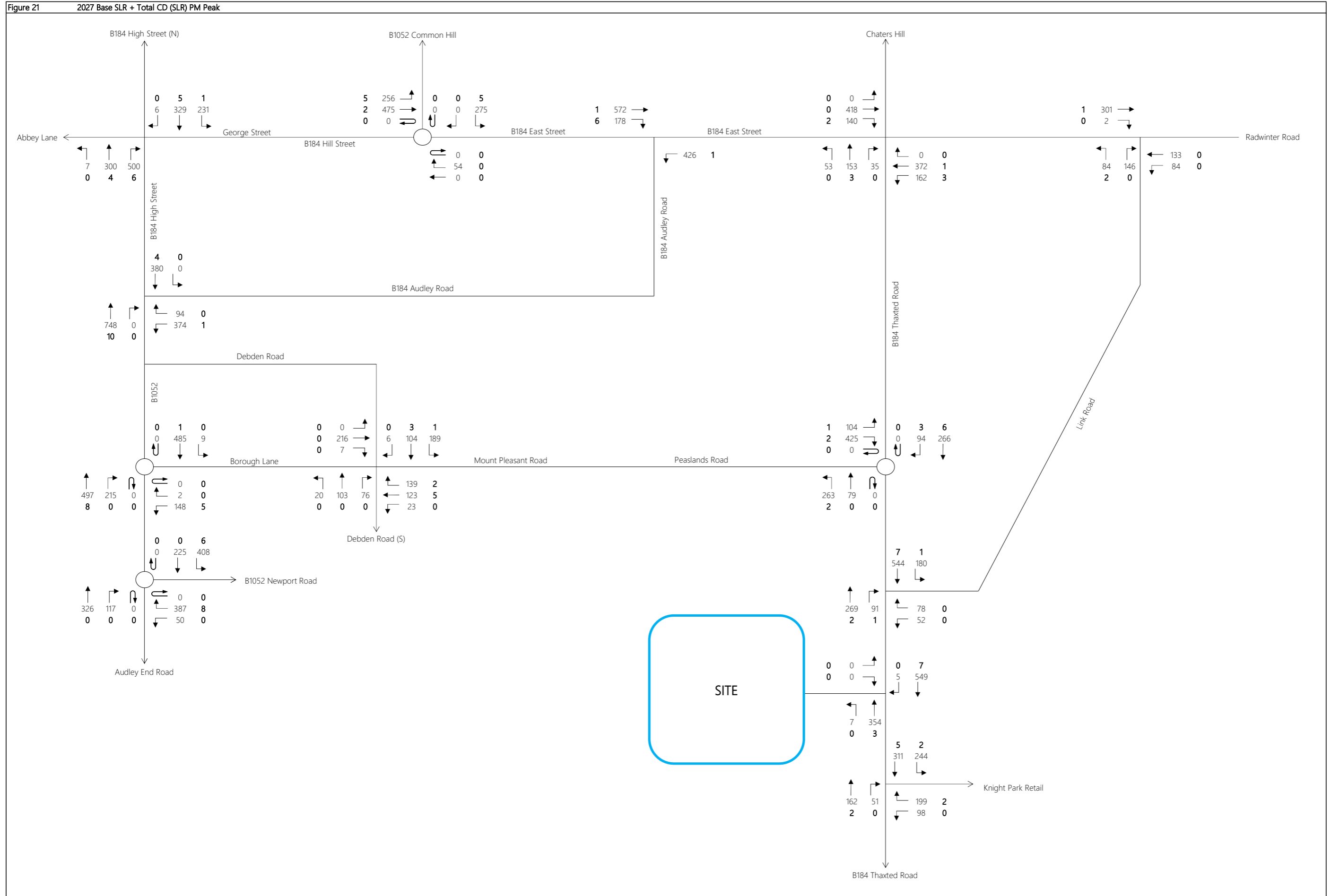


Figure 21 2027 Base SLR + Total CD (SLR) PM Peak



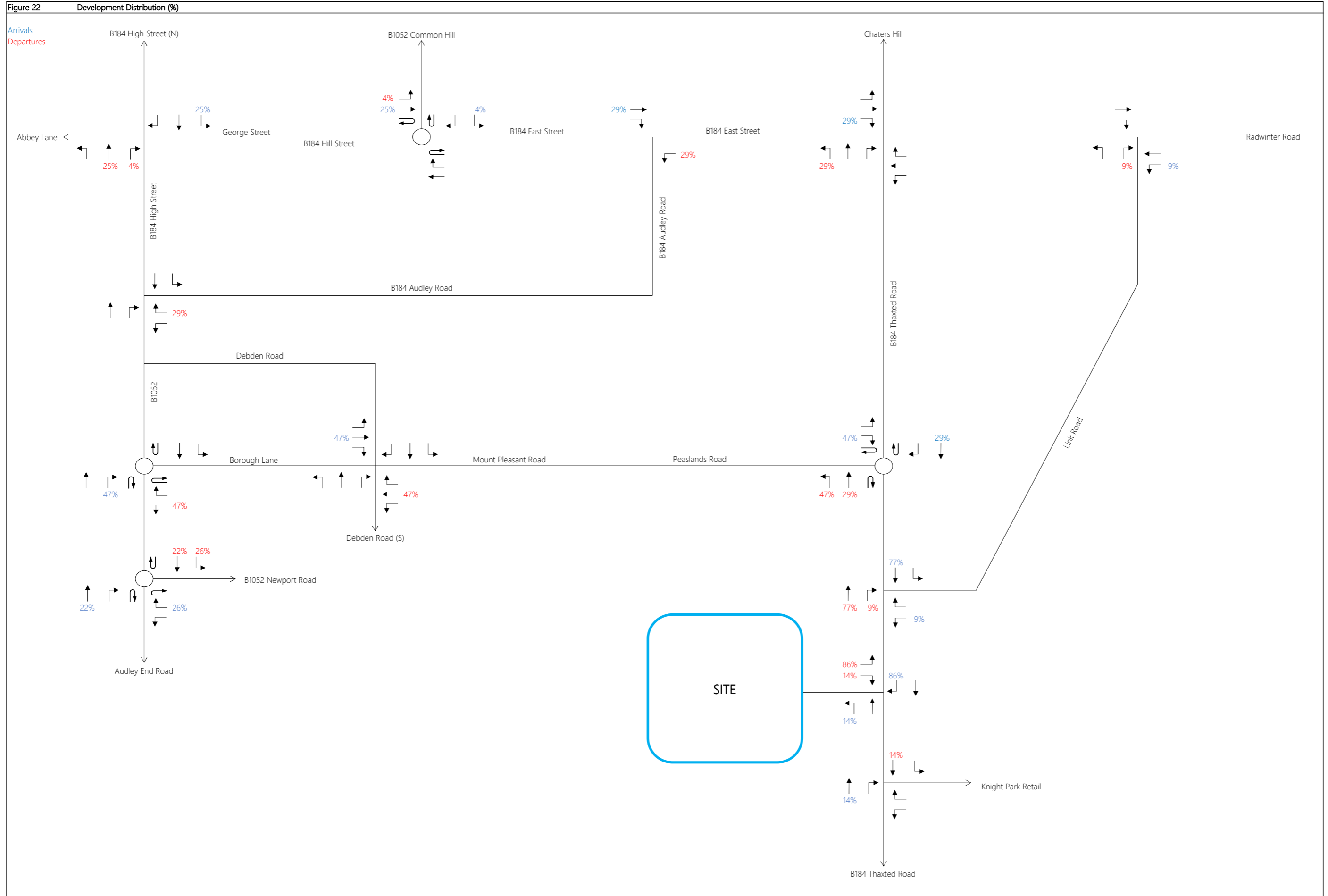


Figure 23 Development Trips (170 Units, Mode Share = 77% Car) (No SLR) AM Peak

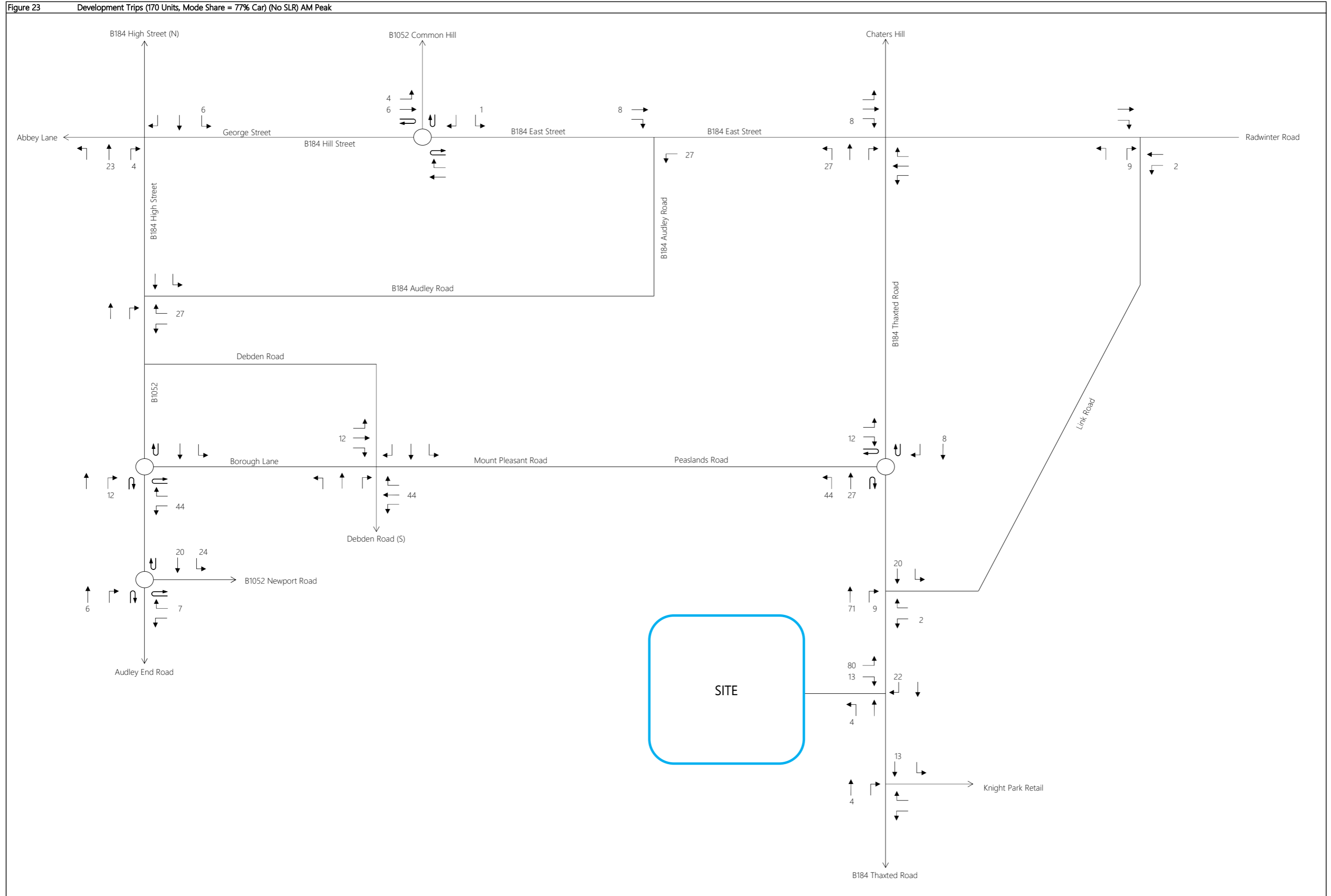


Figure 24 Development Trips (170 Units, Mode Share = 77% Car) (No SLR) PM Peak

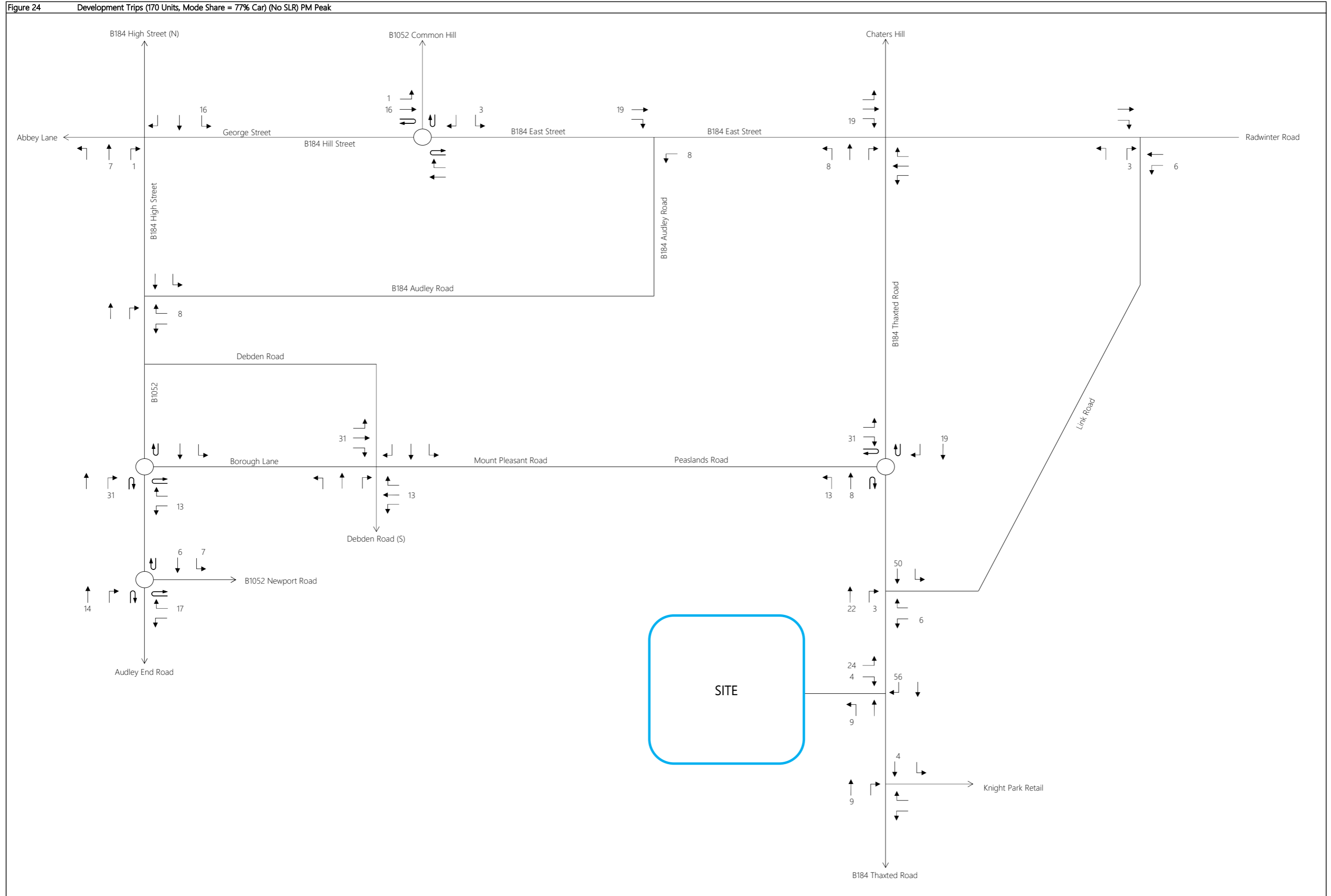


Figure 25 2027 Base SLR + Total CD + Development (SLR) AM Peak

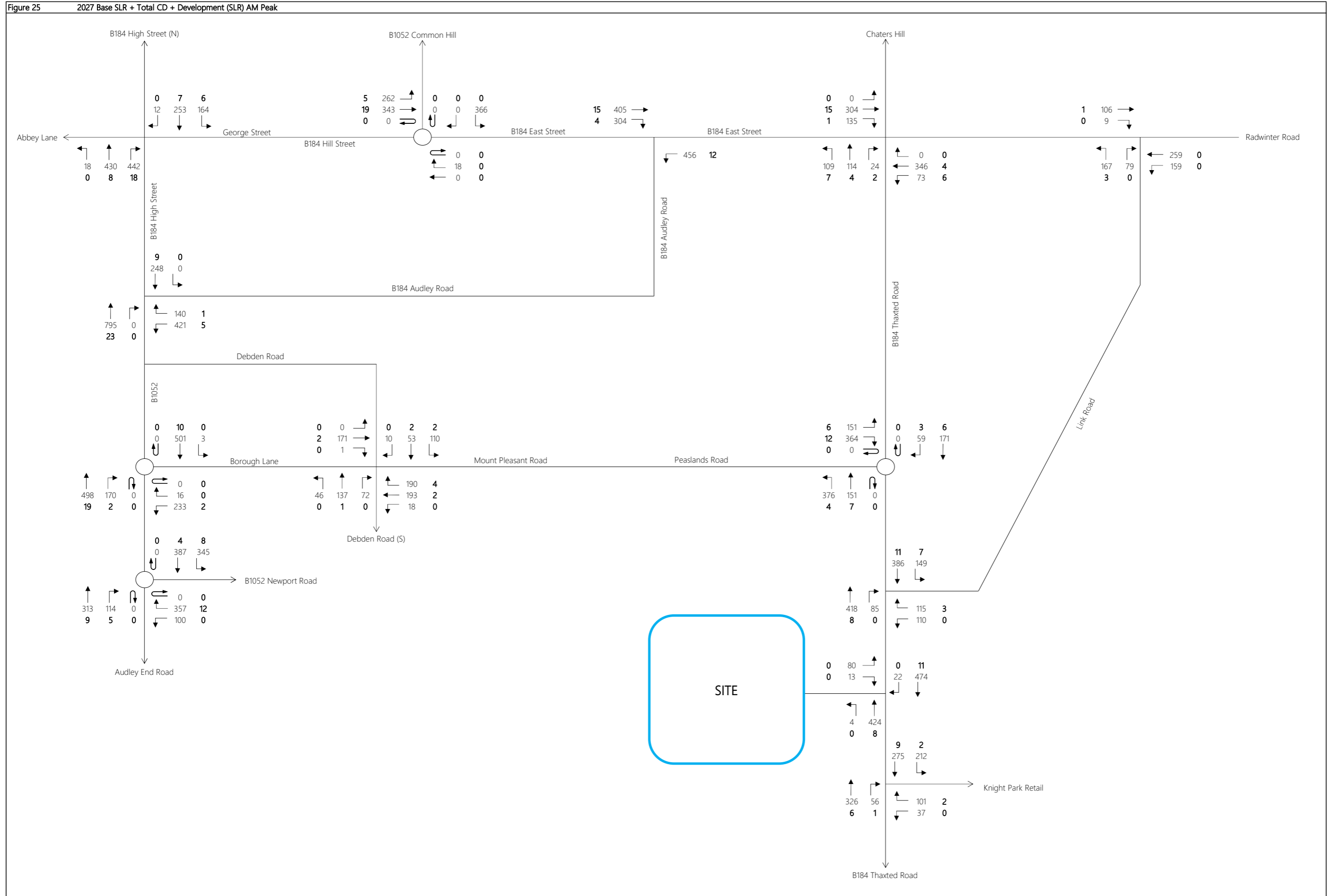
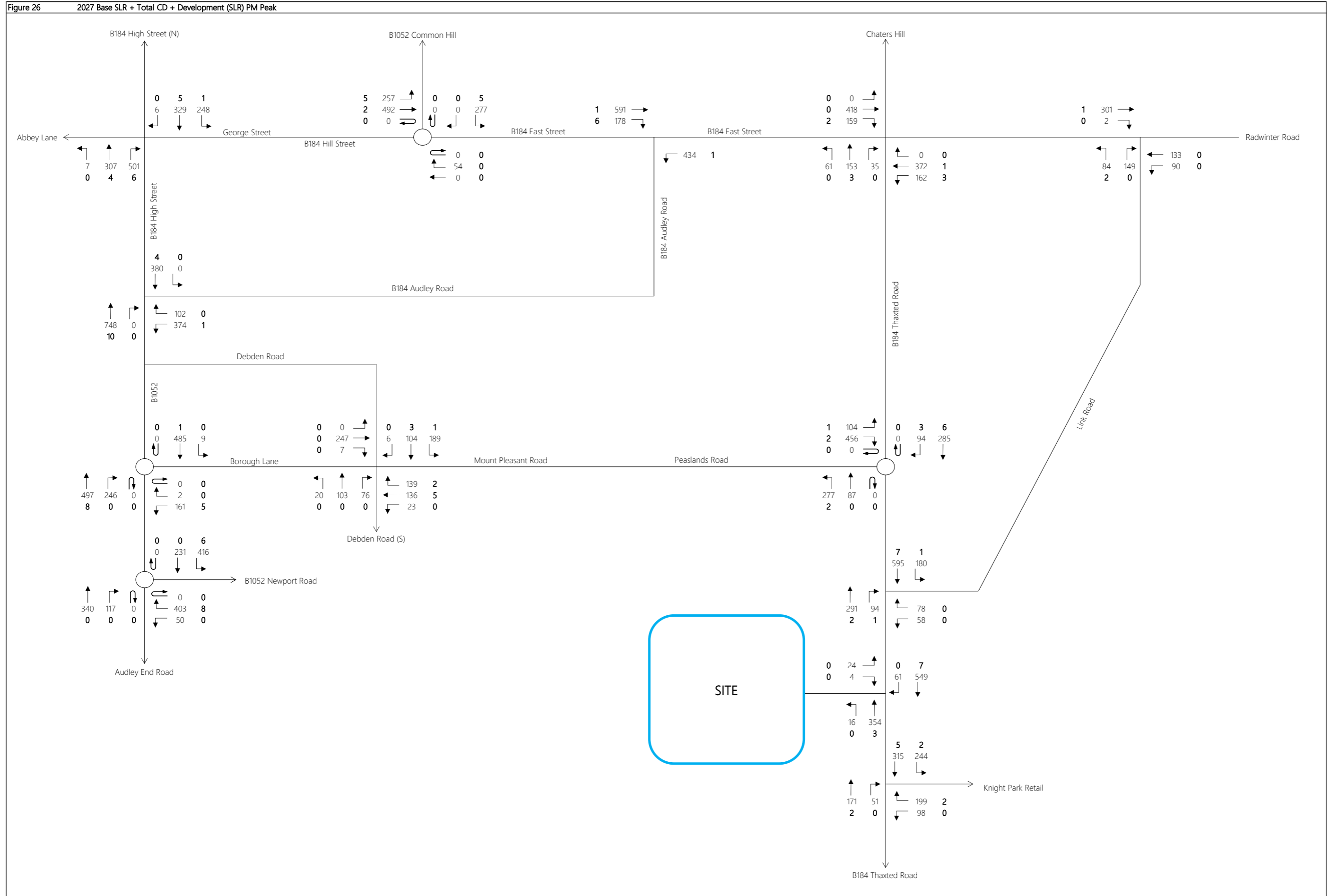


Figure 26 2027 Base SLR + Total CD + Development (SLR) PM Peak



Appendix 13

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 22078 - B184-Site Access.j9
Path: P:\22 Jobs\078 Land South of Saffron Walden\Technical Assessments\PICADY
Report generation date: 08/11/2022 12:52:14

- »2027 Base + CD + Dev (No SLR), AM
- »2027 Base + CD + Dev (No SLR), PM
- »2027 Base + CD + Dev (SLR), AM
- »2027 Base + CD + Dev (SLR), PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2027 Base + CD + Dev (No SLR)										
Stream B-C	0.2	7.33	0.15	A	0.82	0.0	6.27	0.04	A	0.51
Stream B-A	0.0	10.36	0.04	B		0.0	10.36	0.01	B	
Stream C-AB	0.0	5.84	0.04	A		0.1	6.03	0.09	A	
2027 Base + CD + Dev (SLR)										
Stream B-C	0.2	7.33	0.15	A	0.82	0.0	6.25	0.04	A	0.52
Stream B-A	0.0	10.34	0.04	B		0.0	10.27	0.01	B	
Stream C-AB	0.0	5.84	0.04	A		0.1	6.01	0.09	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2027 Base + CD + Dev (No SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B184 Thaxted Road (S)		Major
B	Site Access		Minor
C	B184 Thaxted Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B184 Thaxted Road (N)	6.75		✓	3.00	250.0	✓	8.00

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 - Site Access	One lane plus flare	10.00	4.93	3.57	3.04	2.77	✓	1.00	250	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	584	0.103	0.260	0.164	0.371
B-C	713	0.106	0.267	-	-
C-B	781	0.293	0.293	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Thaxted Road (S)		ONE HOUR	✓	429	100.000
B - Site Access		ONE HOUR	✓	93	100.000
C - B184 Thaxted Road (N)		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
A - B184 Thaxted Road (S)	0	4	425
B - Site Access	13	0	80
C - B184 Thaxted Road (N)	476	22	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
A - B184 Thaxted Road (S)	0	0	2
B - Site Access	0	0	0
C - B184 Thaxted Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	7.33	0.2	A	73	110
B-A	0.04	10.36	0.0	B	12	18
C-AB	0.04	5.84	0.0	A	20	30
C-A					437	655
A-B					4	6
A-C					390	585

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	622	0.097	60	0.0	0.1	6.400	A
B-A	10	2	432	0.023	10	0.0	0.0	8.514	A
C-AB	17	4	685	0.024	16	0.0	0.0	5.386	A
C-A	358	90			358				
A-B	3	0.75			3				
A-C	320	80			320				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	604	0.119	72	0.1	0.1	6.762	A
B-A	12	3	403	0.029	12	0.0	0.0	9.203	A
C-AB	20	5	666	0.030	20	0.0	0.0	5.569	A
C-A	428	107			428				
A-B	4	0.90			4				
A-C	382	96			382				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	579	0.152	88	0.1	0.2	7.328	A
B-A	14	4	362	0.040	14	0.0	0.0	10.360	B
C-AB	24	6	640	0.038	24	0.0	0.0	5.843	A
C-A	524	131			524				
A-B	4	1			4				
A-C	468	117			468				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	579	0.152	88	0.2	0.2	7.331	A
B-A	14	4	362	0.040	14	0.0	0.0	10.362	B
C-AB	24	6	640	0.038	24	0.0	0.0	5.843	A
C-A	524	131			524				
A-B	4	1			4				
A-C	468	117			468				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	604	0.119	72	0.2	0.1	6.769	A
B-A	12	3	403	0.029	12	0.0	0.0	9.207	A
C-AB	20	5	666	0.030	20	0.0	0.0	5.571	A
C-A	428	107			428				
A-B	4	0.90			4				
A-C	382	96			382				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	622	0.097	60	0.1	0.1	6.413	A
B-A	10	2	432	0.023	10	0.0	0.0	8.519	A
C-AB	17	4	685	0.024	17	0.0	0.0	5.388	A
C-A	358	90			358				
A-B	3	0.75			3				
A-C	320	80			320				

2027 Base + CD + Dev (No SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Thaxted Road (S)		ONE HOUR	✓	377	100.000
B - Site Access		ONE HOUR	✓	28	100.000
C - B184 Thaxted Road (N)		ONE HOUR	✓	615	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
From	A - B184 Thaxted Road (S)	0	9	368
	B - Site Access	4	0	24
	C - B184 Thaxted Road (N)	559	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
From	A - B184 Thaxted Road (S)	0	0	1
	B - Site Access	0	0	0
	C - B184 Thaxted Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	6.27	0.0	A	22	33
B-A	0.01	10.36	0.0	B	4	6
C-AB	0.09	6.03	0.1	A	51	77
C-A					513	769
A-B					8	12
A-C					338	507

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	636	0.028	18	0.0	0.0	5.822	A
B-A	3	0.75	426	0.007	3	0.0	0.0	8.519	A
C-AB	42	11	697	0.060	42	0.0	0.1	5.492	A
C-A	421	105			421				
A-B	7	2			7				
A-C	277	69			277				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	621	0.035	22	0.0	0.0	6.002	A
B-A	4	0.90	395	0.009	4	0.0	0.0	9.205	A
C-AB	50	13	681	0.074	50	0.1	0.1	5.706	A
C-A	503	126			503				
A-B	8	2			8				
A-C	331	83			331				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	601	0.044	26	0.0	0.0	6.269	A
B-A	4	1	352	0.013	4	0.0	0.0	10.355	B
C-AB	62	15	659	0.094	62	0.1	0.1	6.030	A
C-A	615	154			615				
A-B	10	2			10				
A-C	405	101			405				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	601	0.044	26	0.0	0.0	6.269	A
B-A	4	1	352	0.013	4	0.0	0.0	10.356	B
C-AB	62	15	659	0.094	62	0.1	0.1	6.030	A
C-A	615	154			615				
A-B	10	2			10				
A-C	405	101			405				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	621	0.035	22	0.0	0.0	6.005	A
B-A	4	0.90	395	0.009	4	0.0	0.0	9.208	A
C-AB	50	13	681	0.074	50	0.1	0.1	5.708	A
C-A	503	126			503				
A-B	8	2			8				
A-C	331	83			331				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	636	0.028	18	0.0	0.0	5.826	A
B-A	3	0.75	425	0.007	3	0.0	0.0	8.521	A
C-AB	42	11	697	0.060	42	0.1	0.1	5.496	A
C-A	421	105			421				
A-B	7	2			7				
A-C	277	69			277				

2027 Base + CD + Dev (SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Thaxted Road (S)		ONE HOUR	✓	428	100.000
B - Site Access		ONE HOUR	✓	93	100.000
C - B184 Thaxted Road (N)		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
From	A - B184 Thaxted Road (S)	0	4	424
	B - Site Access	13	0	80
	C - B184 Thaxted Road (N)	474	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
From	A - B184 Thaxted Road (S)	0	0	2
	B - Site Access	0	0	0
	C - B184 Thaxted Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	7.33	0.2	A	73	110
B-A	0.04	10.34	0.0	B	12	18
C-AB	0.04	5.84	0.0	A	20	30
C-A					435	652
A-B					4	6
A-C					389	584

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	622	0.097	60	0.0	0.1	6.398	A
B-A	10	2	433	0.023	10	0.0	0.0	8.505	A
C-AB	17	4	685	0.024	16	0.0	0.0	5.384	A
C-A	357	89			357				
A-B	3	0.75			3				
A-C	319	80			319				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	604	0.119	72	0.1	0.1	6.759	A
B-A	12	3	403	0.029	12	0.0	0.0	9.191	A
C-AB	20	5	666	0.030	20	0.0	0.0	5.566	A
C-A	426	107			426				
A-B	4	0.90			4				
A-C	381	95			381				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	579	0.152	88	0.1	0.2	7.323	A
B-A	14	4	362	0.040	14	0.0	0.0	10.340	B
C-AB	24	6	641	0.038	24	0.0	0.0	5.840	A
C-A	522	130			522				
A-B	4	1			4				
A-C	467	117			467				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	579	0.152	88	0.2	0.2	7.326	A
B-A	14	4	362	0.040	14	0.0	0.0	10.342	B
C-AB	24	6	641	0.038	24	0.0	0.0	5.840	A
C-A	522	130			522				
A-B	4	1			4				
A-C	467	117			467				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	604	0.119	72	0.2	0.1	6.769	A
B-A	12	3	403	0.029	12	0.0	0.0	9.195	A
C-AB	20	5	666	0.030	20	0.0	0.0	5.569	A
C-A	426	107			426				
A-B	4	0.90			4				
A-C	381	95			381				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	622	0.097	60	0.1	0.1	6.411	A
B-A	10	2	433	0.023	10	0.0	0.0	8.509	A
C-AB	17	4	685	0.024	17	0.0	0.0	5.386	A
C-A	357	89			357				
A-B	3	0.75			3				
A-C	319	80			319				

2027 Base + CD + Dev (SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Thaxted Road (S)		ONE HOUR	✓	370	100.000
B - Site Access		ONE HOUR	✓	28	100.000
C - B184 Thaxted Road (N)		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
From	A - B184 Thaxted Road (S)	0	9	361
	B - Site Access	4	0	24
	C - B184 Thaxted Road (N)	554	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Thaxted Road (S)	B - Site Access	C - B184 Thaxted Road (N)
From	A - B184 Thaxted Road (S)	0	0	1
	B - Site Access	0	0	0
	C - B184 Thaxted Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	6.25	0.0	A	22	33
B-A	0.01	10.27	0.0	B	4	6
C-AB	0.09	6.01	0.1	A	51	77
C-A					508	763
A-B					8	12
A-C					331	497

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	638	0.028	18	0.0	0.0	5.809	A
B-A	3	0.75	428	0.007	3	0.0	0.0	8.479	A
C-AB	42	11	699	0.060	42	0.0	0.1	5.479	A
C-A	417	104			417				
A-B	7	2			7				
A-C	272	68			272				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	623	0.035	22	0.0	0.0	5.985	A
B-A	4	0.90	397	0.009	4	0.0	0.0	9.149	A
C-AB	50	13	683	0.074	50	0.1	0.1	5.690	A
C-A	498	125			498				
A-B	8	2			8				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	603	0.044	26	0.0	0.0	6.246	A
B-A	4	1	355	0.012	4	0.0	0.0	10.269	B
C-AB	62	15	661	0.093	62	0.1	0.1	6.007	A
C-A	610	152			610				
A-B	10	2			10				
A-C	397	99			397				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	603	0.044	26	0.0	0.0	6.247	A
B-A	4	1	355	0.012	4	0.0	0.0	10.269	B
C-AB	62	15	661	0.093	62	0.1	0.1	6.007	A
C-A	610	152			610				
A-B	10	2			10				
A-C	397	99			397				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	623	0.035	22	0.0	0.0	5.986	A
B-A	4	0.90	397	0.009	4	0.0	0.0	9.151	A
C-AB	50	13	683	0.074	50	0.1	0.1	5.693	A
C-A	498	125			498				
A-B	8	2			8				
A-C	325	81			325				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	5	638	0.028	18	0.0	0.0	5.812	A
B-A	3	0.75	427	0.007	3	0.0	0.0	8.482	A
C-AB	42	11	699	0.060	42	0.1	0.1	5.483	A
C-A	417	104			417				
A-B	7	2			7				
A-C	272	68			272				

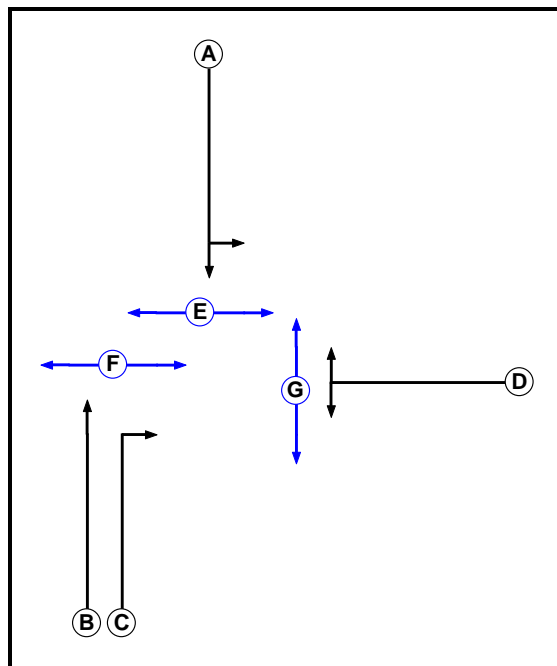
Appendix 14

MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078- B184 Thaxted Road-Bellway Site Access Signals.lsg3x
Author:	
Company:	
Address:	

Phase Diagram



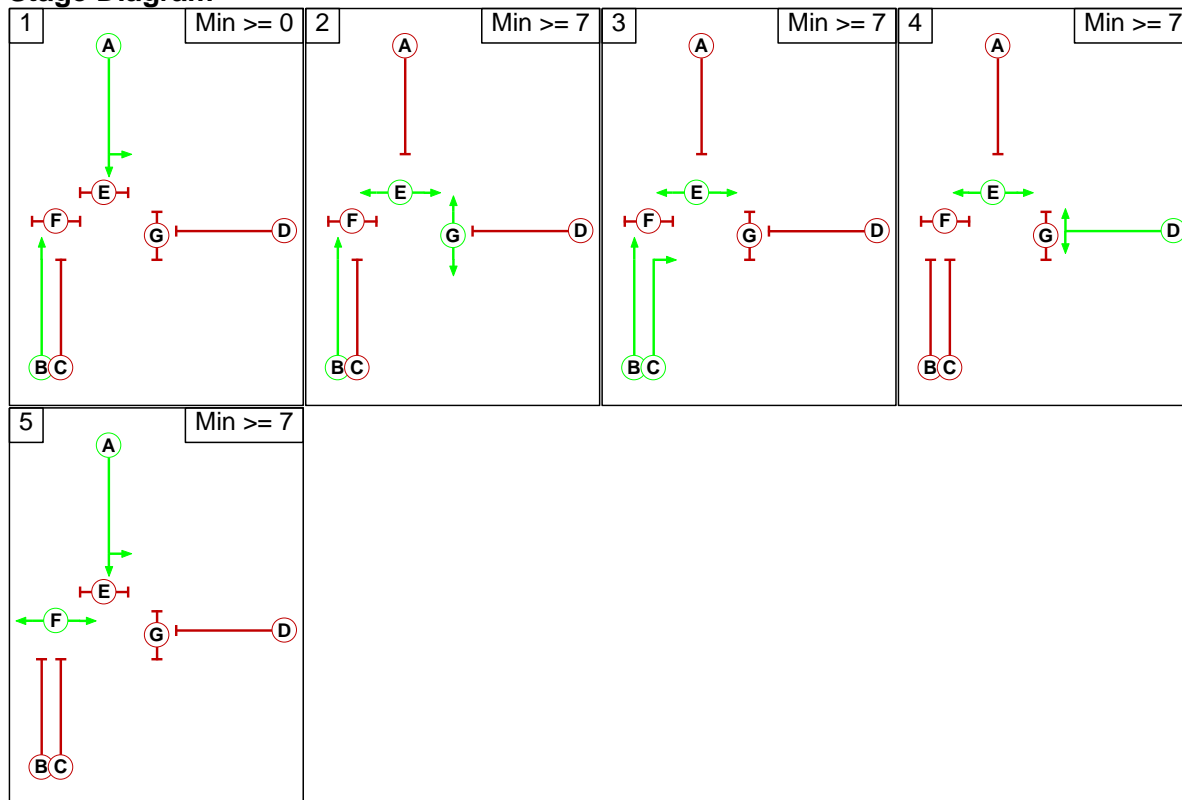
Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Phase Intergrens Matrix

Terminating Phase	Starting Phase						
	A	B	C	D	E	F	G
A	-	8	9	7	-	11	
B	-	-	7	-	10	-	
C	6	-	6	-	-	10	
D	5	5	5	-	10	5	
E	8	-	-	-	-	-	
F	-	8	-	8	-	-	
G	5	-	5	5	-	-	

Stage Diagram



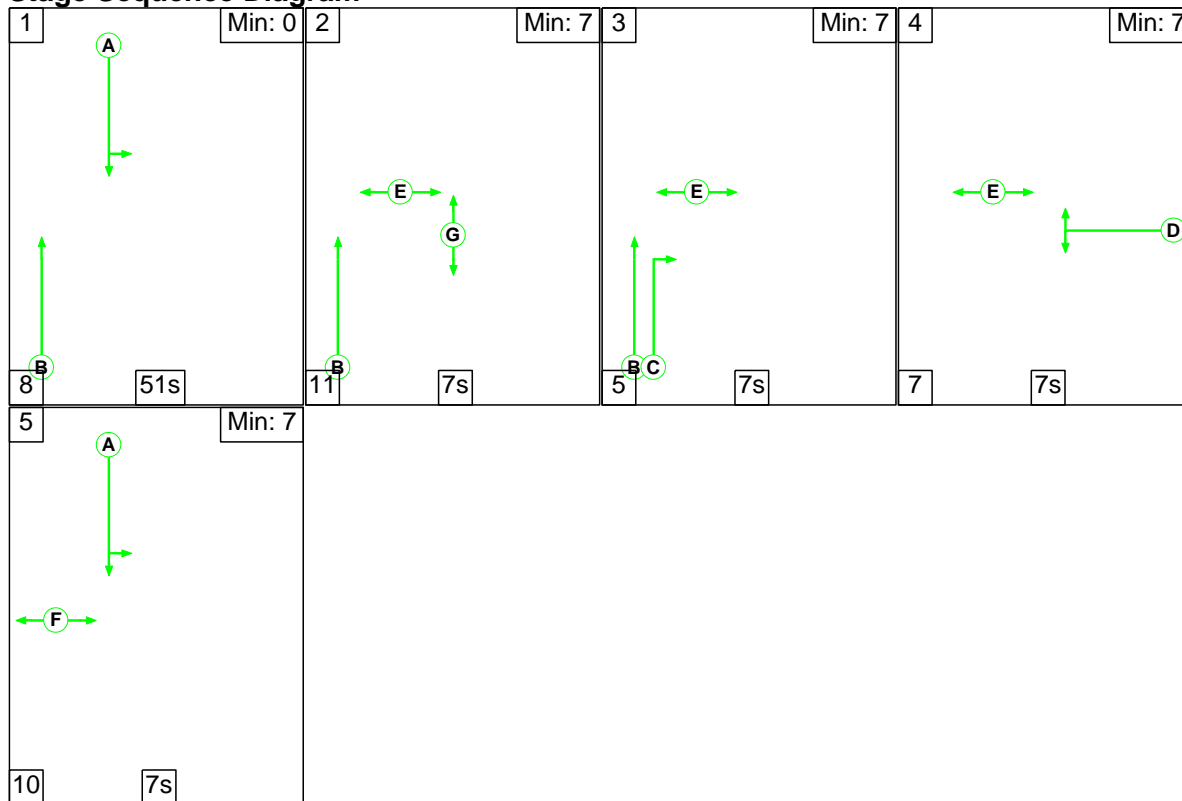
Phase Delays

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

MTP Results Summary

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
											Arm 5 Right	12.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 6 Right	10.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

MTP Results Summary

Give-Way Lane Input Data

Junction: Unnamed Junction

There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

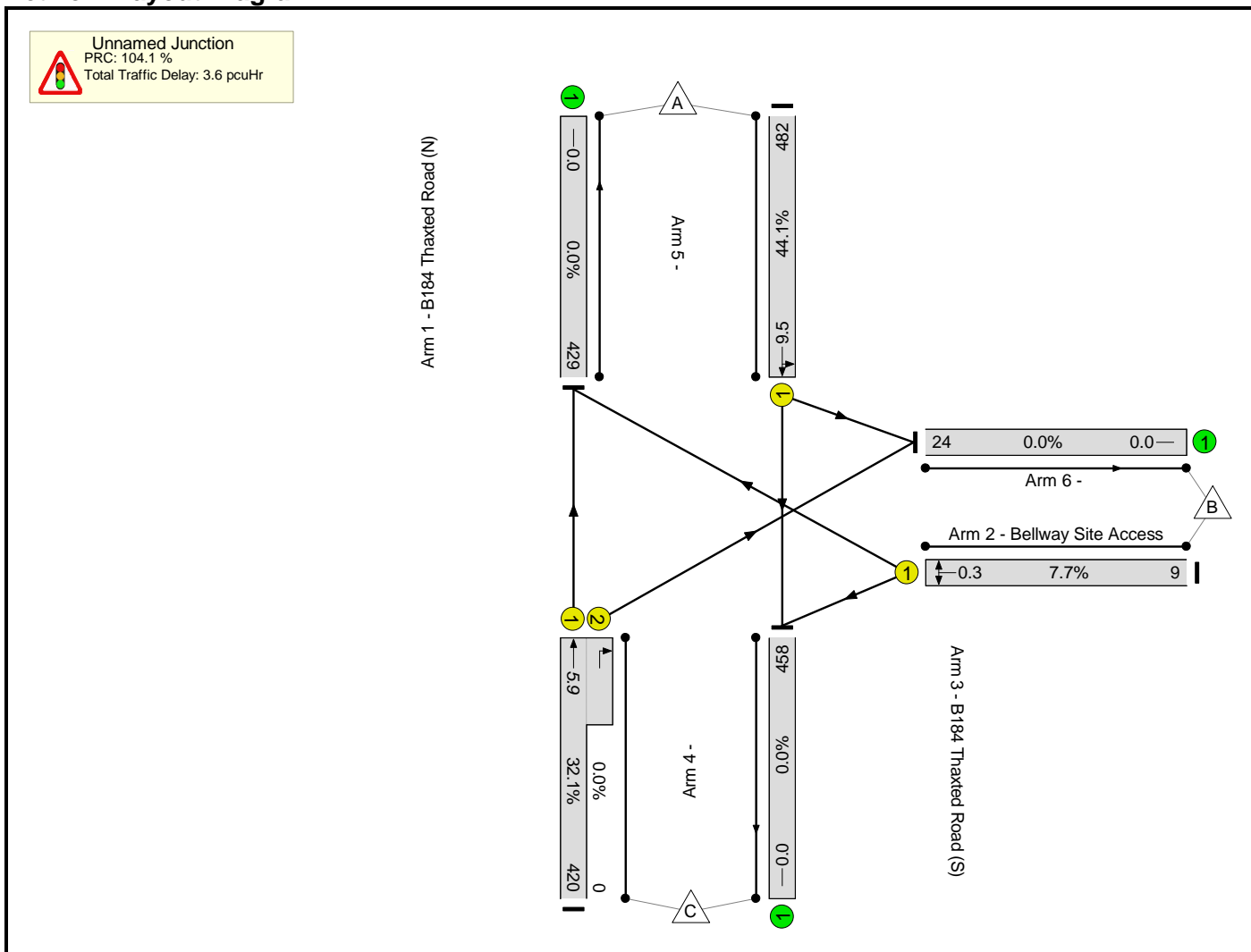
		Destination			
		A	B	C	Tot.
Origin	A	0	24	458	482
	B	9	0	0	9
	C	420	0	0	420
	Tot.	429	24	458	911

MTP Results Summary

Network Results

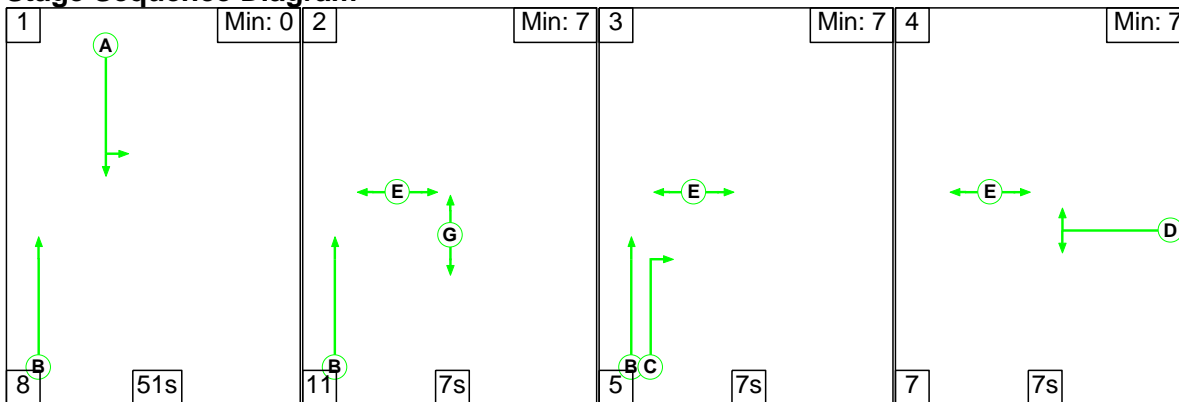
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	44.1%	0	0	0	3.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	44.1%	0	0	0	3.6	-
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	68	-	482	1901	1093	44.1%	-	-	-	2.3	9.5
2/1	Bellway Site Access Left Right	U	D		1	7	-	9	1747	116	7.7%	-	-	-	0.2	0.3
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	81:7	-	420	1915:1915	1309+0	32.1 : 0.0%	-	-	-	1.1	5.9
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 104.1 Total Delay for Signalled Lanes (pcuHr): 3.65 Cycle Time (s): 120 PRC Over All Lanes (%): 104.1 Total Delay Over All Lanes(pcuHr): 3.65</p>																

MTP Results Summary
Network Layout Diagram

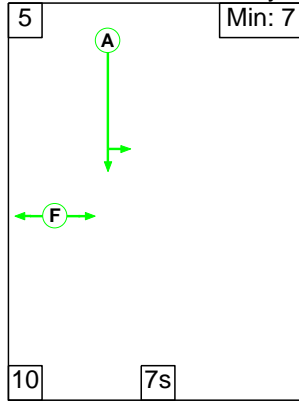


Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2021 Base PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

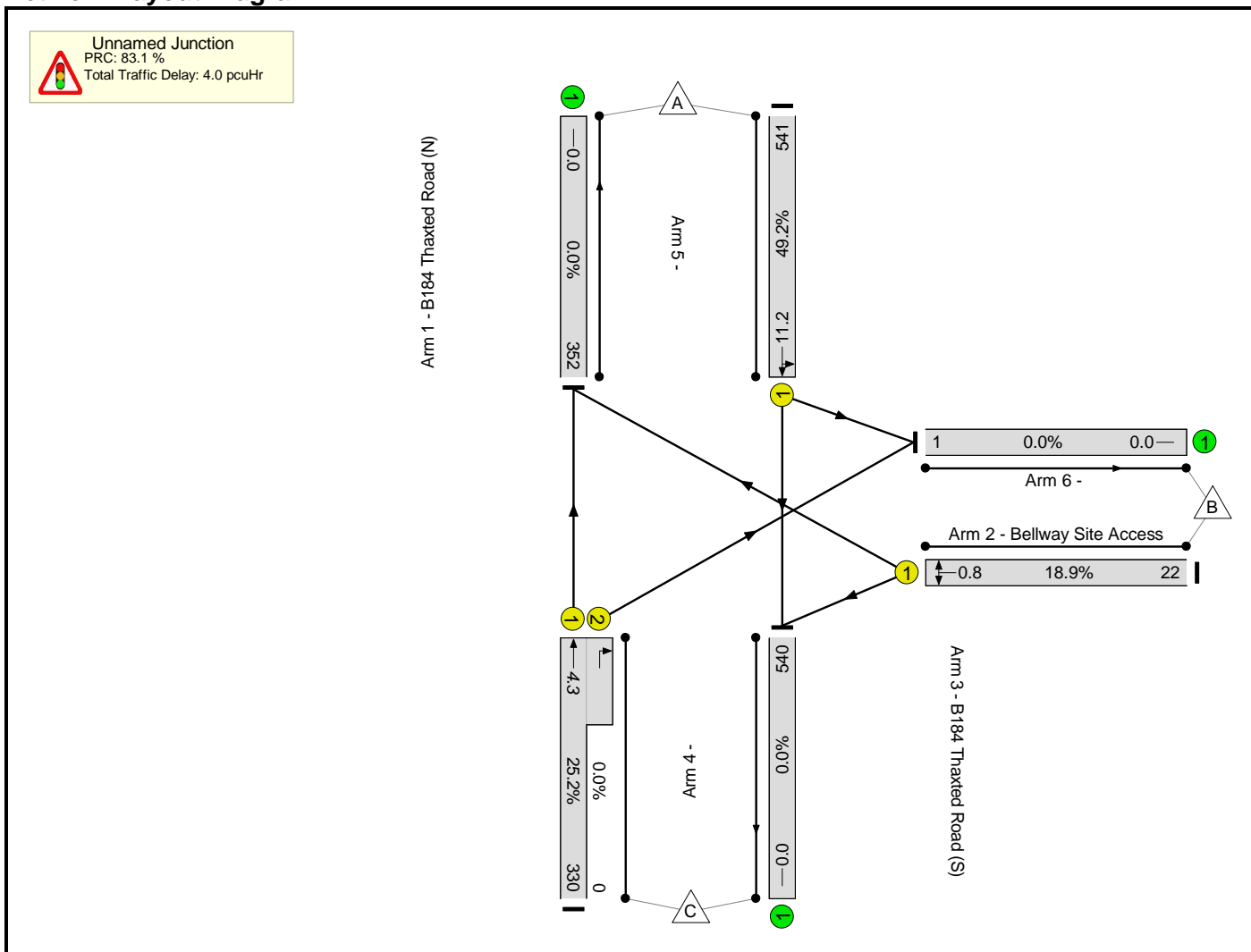
		Destination			
		A	B	C	Tot.
Origin	A	0	1	540	541
	B	22	0	0	22
	C	330	0	0	330
	Tot.	352	1	540	893

MTP Results Summary

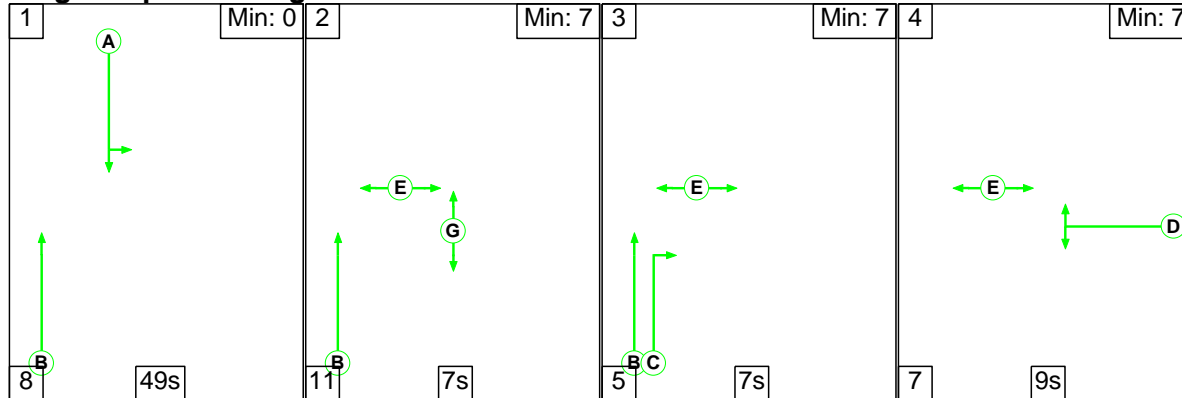
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	49.2%	0	0	0	4.0	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	49.2%	0	0	0	4.0	-	
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	68	-	541	1914	1101	49.2%	-	-	-	2.8	11.2	
2/1	Bellway Site Access Left Right	U	D		1	7	-	22	1747	116	18.9%	-	-	-	0.4	0.8	
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	81:7	-	330	1915:1915	1309+0	25.2 : 0.0%	-	-	-	0.8	4.3	
C1							PRC for Signalled Lanes (%):	83.1	Total Delay for Signalled Lanes (pcuHr):			4.03	Cycle Time (s): 120				
							PRC Over All Lanes (%):	83.1	Total Delay Over All Lanes(pcuHr):			4.03					

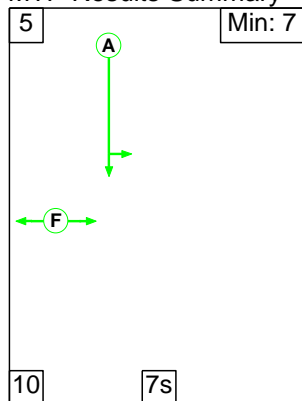
MTP Results Summary
Network Layout Diagram



Scenario 3: '2027 Base + CD (No SLR) AM' (FG3: '2027 Base + CD (No SLR) AM', Plan 1: 'Network Control Plan 1')



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2027 Base + CD (No SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

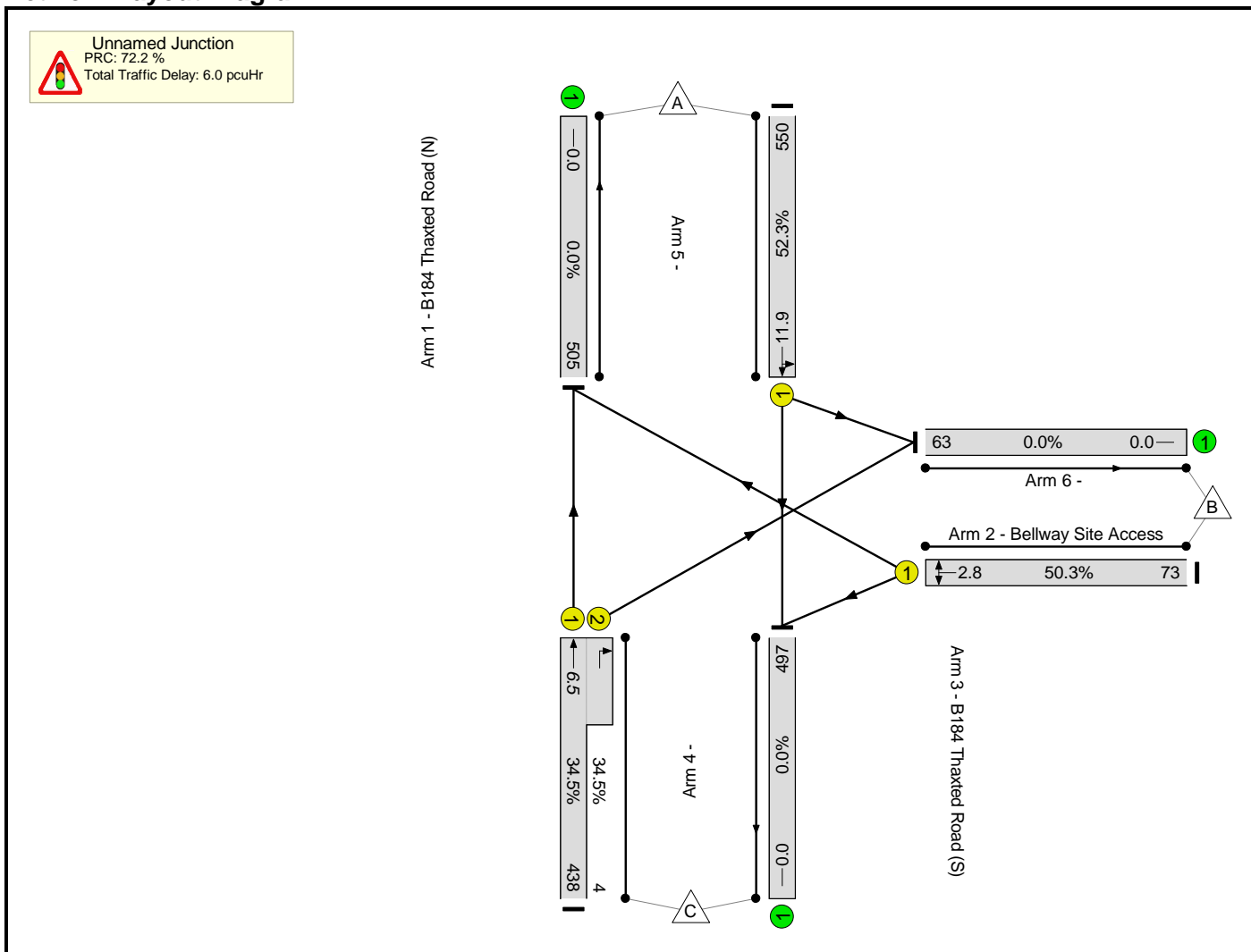
	Destination				
	A	B	C	Tot.	
Origin	A	0	59	491	550
	B	67	0	6	73
	C	438	4	0	442
	Tot.	505	63	497	1065

MTP Results Summary

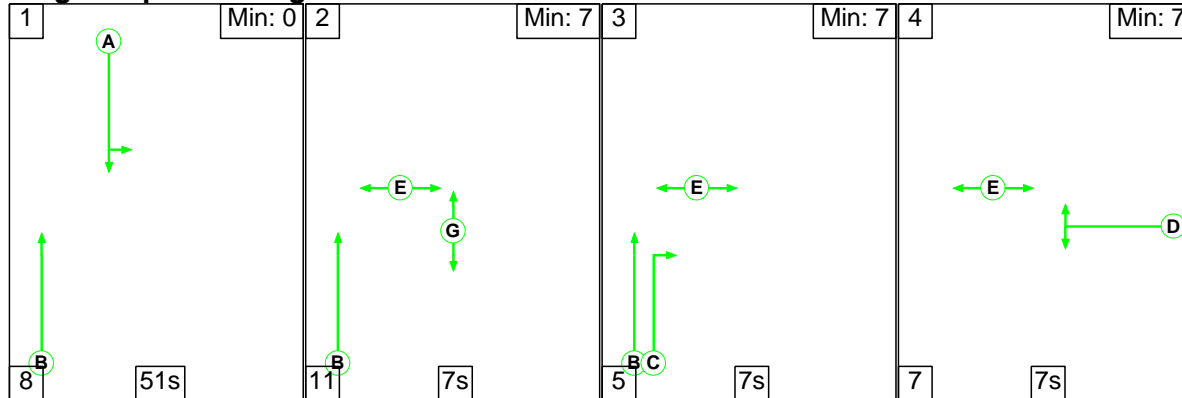
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	52.3%	0	0	0	6.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	52.3%	0	0	0	6.0	-
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	66	-	550	1885	1052	52.3%	-	-	-	3.1	11.9
2/1	Bellway Site Access Left Right	U	D		1	9	-	73	1743	145	50.3%	-	-	-	1.6	2.8
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	79:7	-	442	1915:1665	1271+12	34.5 : 34.5%	-	-	-	1.4	6.5
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 72.2 Total Delay for Signalled Lanes (pcuHr): 6.01 Cycle Time (s): 120 PRC Over All Lanes (%): 72.2 Total Delay Over All Lanes(pcuHr): 6.01</p>																

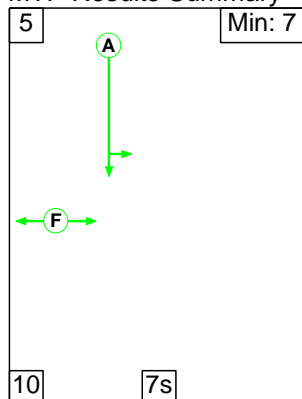
MTP Results Summary
Network Layout Diagram



Scenario 4: '2027 Base + CD (No SLR) PM' (FG4: '2027 Base + CD (No SLR) PM', Plan 1: 'Network Control Plan 1')



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2027 Base + CD (No SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

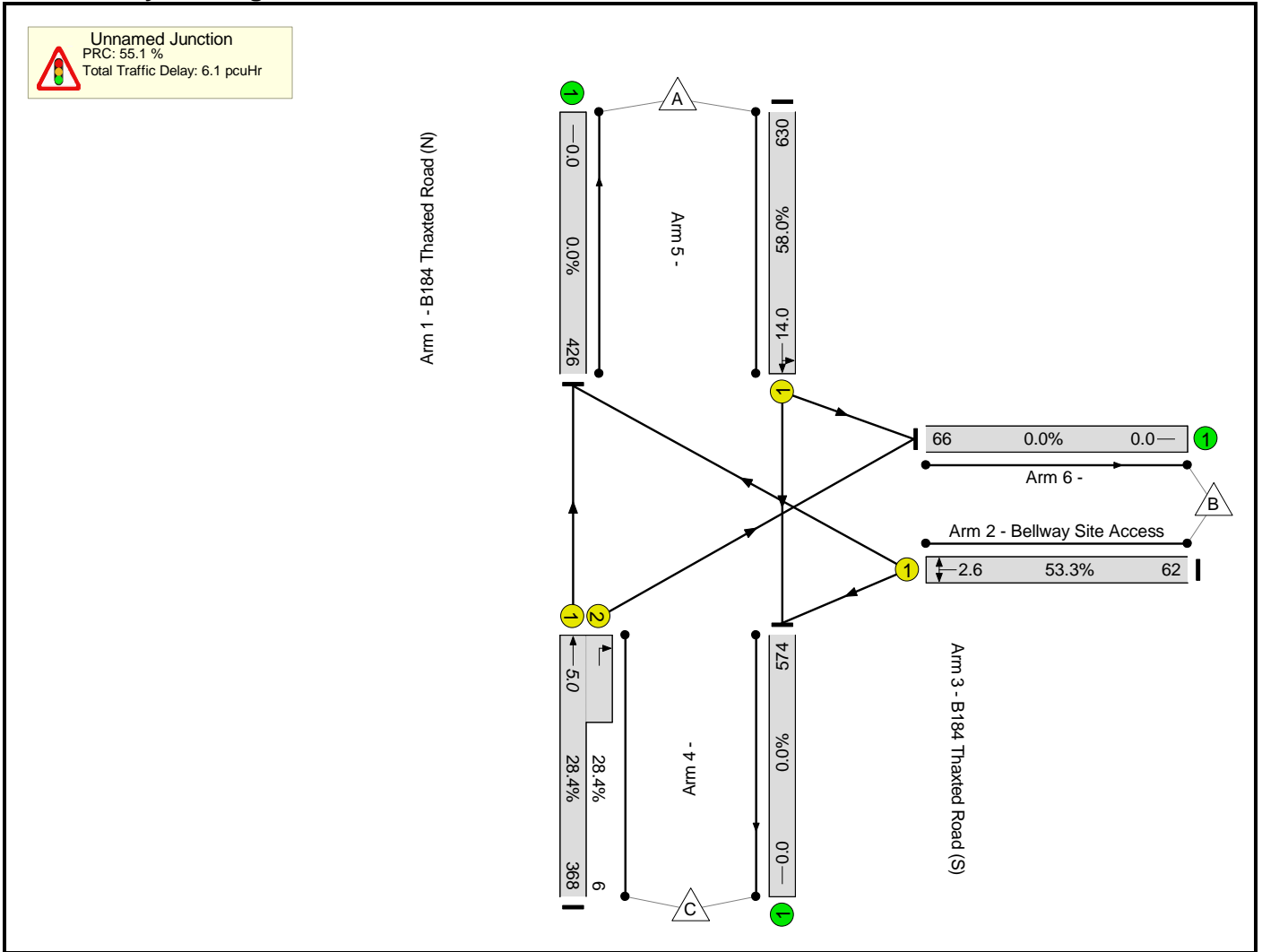
		Destination			
		A	B	C	Tot.
Origin	A	0	60	570	630
	B	58	0	4	62
	C	368	6	0	374
	Tot.	426	66	574	1066

MTP Results Summary

Network Results

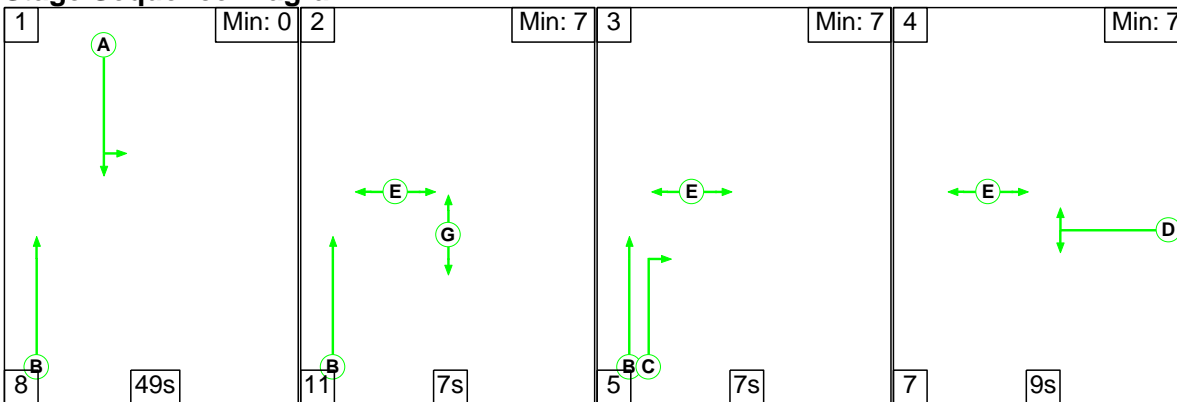
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	58.0%	0	0	0	6.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	58.0%	0	0	0	6.1	-
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	68	-	630	1888	1086	58.0%	-	-	-	3.5	14.0
2/1	Bellway Site Access Left Right	U	D		1	7	-	62	1744	116	53.3%	-	-	-	1.5	2.6
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	81:7	-	374	1915:1665	1294+21	28.4 : 28.4%	-	-	-	1.0	5.0
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 55.1 Total Delay for Signalled Lanes (pcuHr): 6.08 Cycle Time (s): 120 PRC Over All Lanes (%): 55.1 Total Delay Over All Lanes(pcuHr): 6.08</p>																

MTP Results Summary
Network Layout Diagram

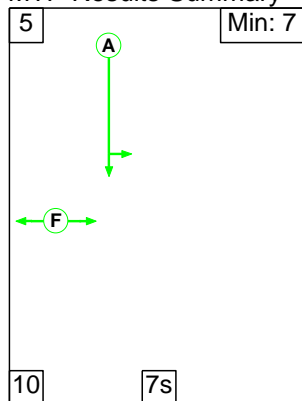


Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD + Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2027 Base + CD + Dev (No SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

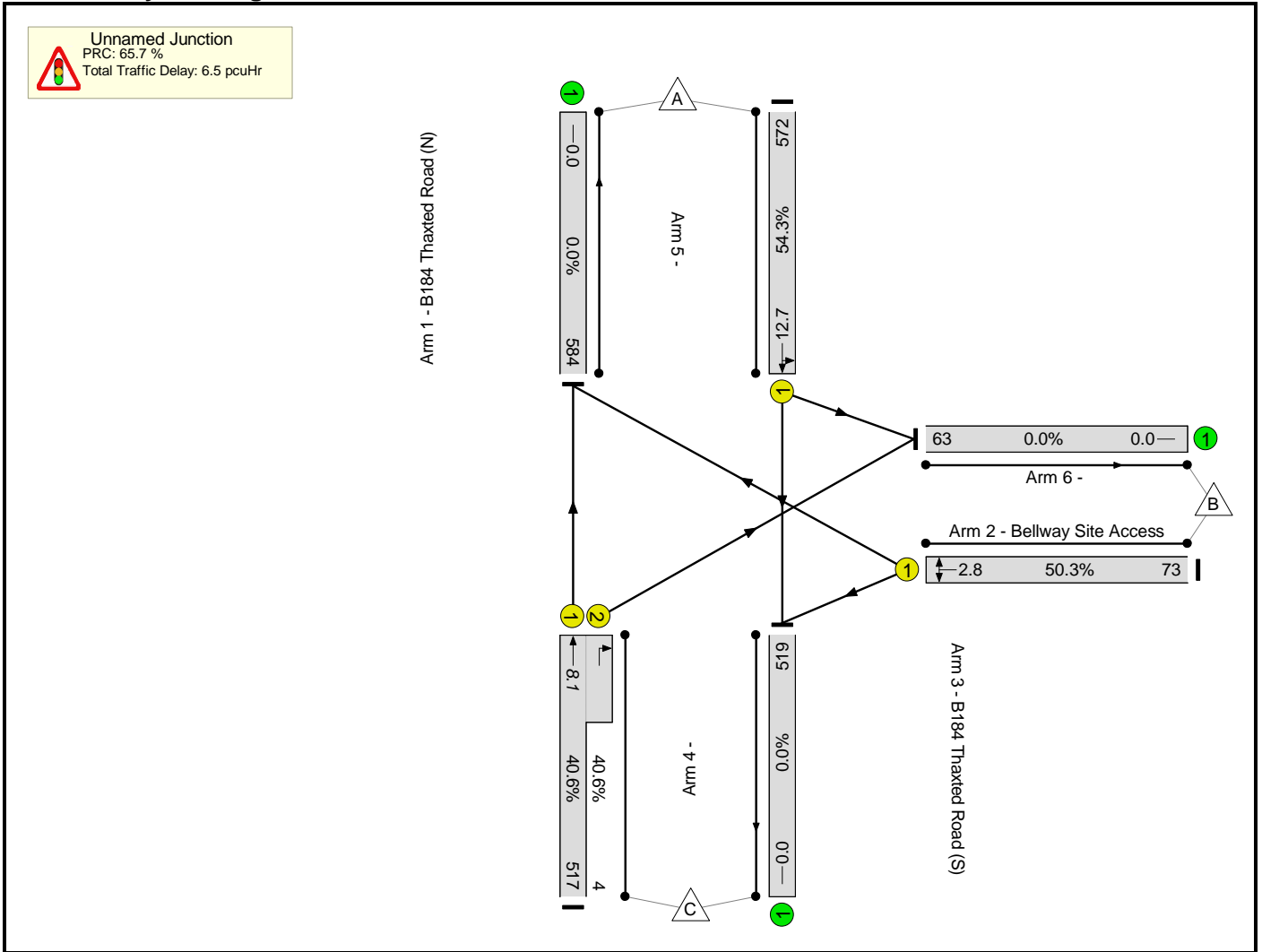
	Destination				
	A	B	C	Tot.	
Origin	A	0	59	513	572
	B	67	0	6	73
	C	517	4	0	521
	Tot.	584	63	519	1166

MTP Results Summary

Network Results

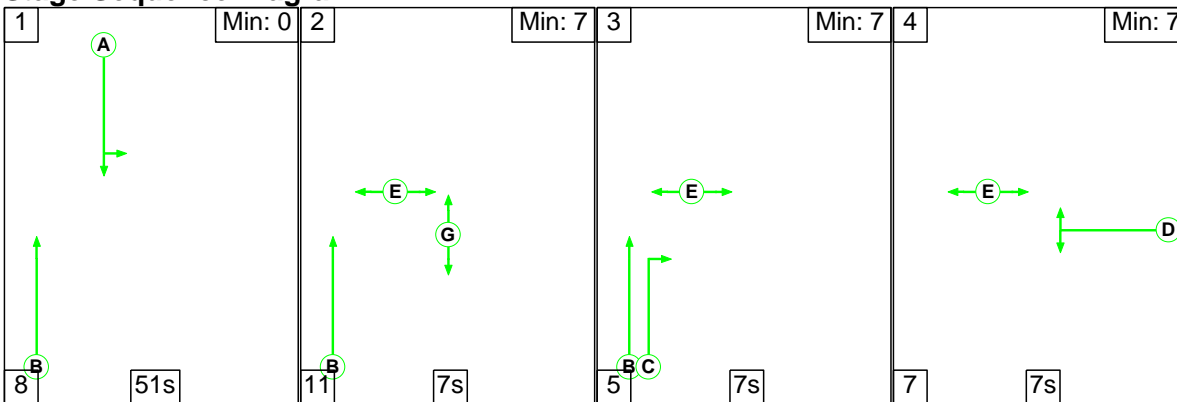
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	54.3%	0	0	0	6.5	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	54.3%	0	0	0	6.5	-
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	66	-	572	1886	1053	54.3%	-	-	-	3.3	12.7
2/1	Bellway Site Access Left Right	U	D		1	9	-	73	1743	145	50.3%	-	-	-	1.6	2.8
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	79:7	-	521	1915:1665	1273+10	40.6 : 40.6%	-	-	-	1.7	8.1
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 65.7 Total Delay for Signalled Lanes (pcuHr): 6.54 Cycle Time (s): 120 PRC Over All Lanes (%): 65.7 Total Delay Over All Lanes(pcuHr): 6.54</p>																

MTP Results Summary
Network Layout Diagram

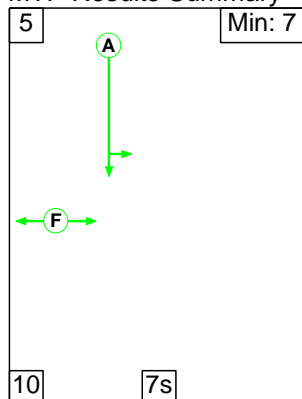


Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: '2027 Base + CD + Dev (No SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

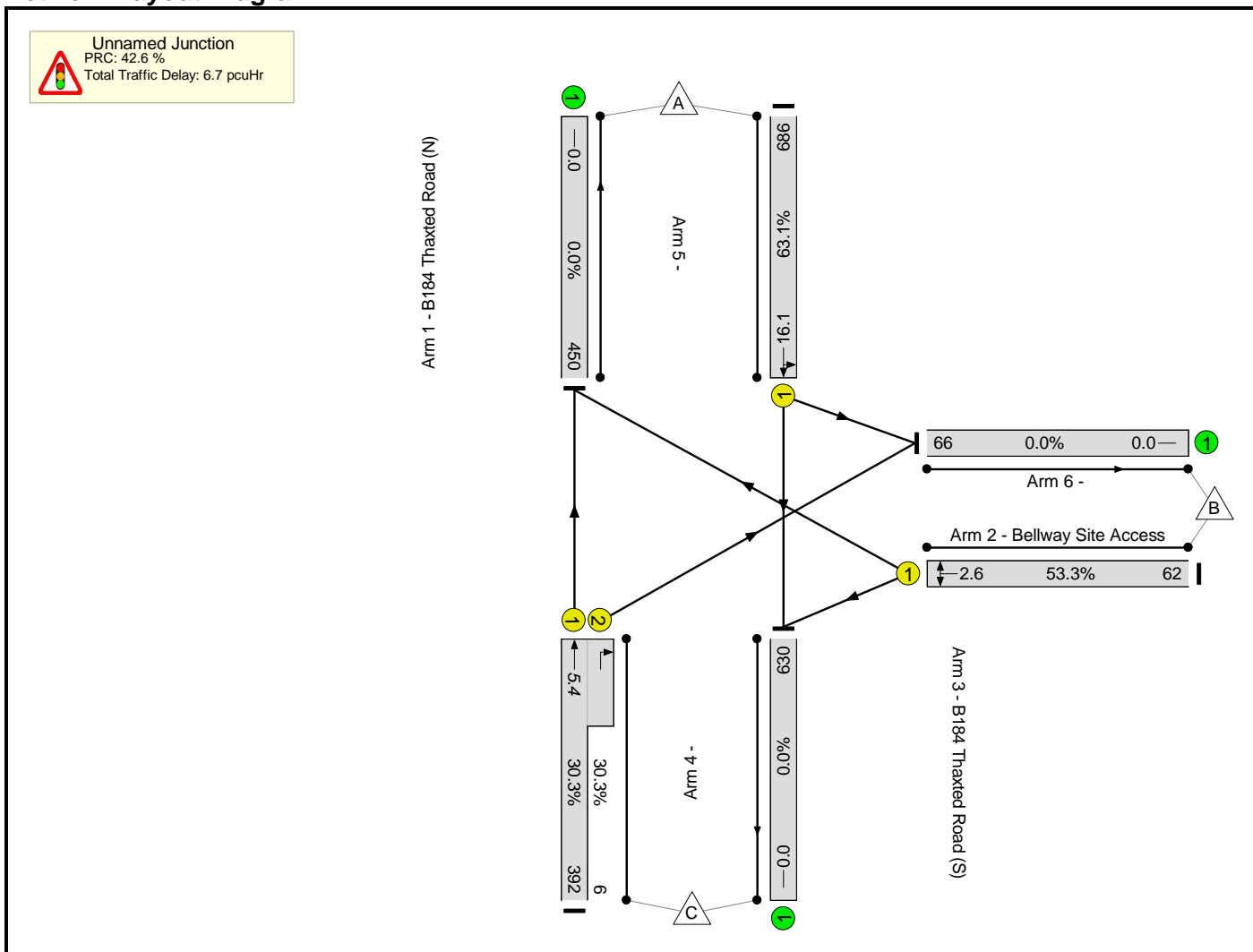
		Destination			
		A	B	C	Tot.
Origin	A	0	60	626	686
	B	58	0	4	62
	C	392	6	0	398
	Tot.	450	66	630	1146

MTP Results Summary

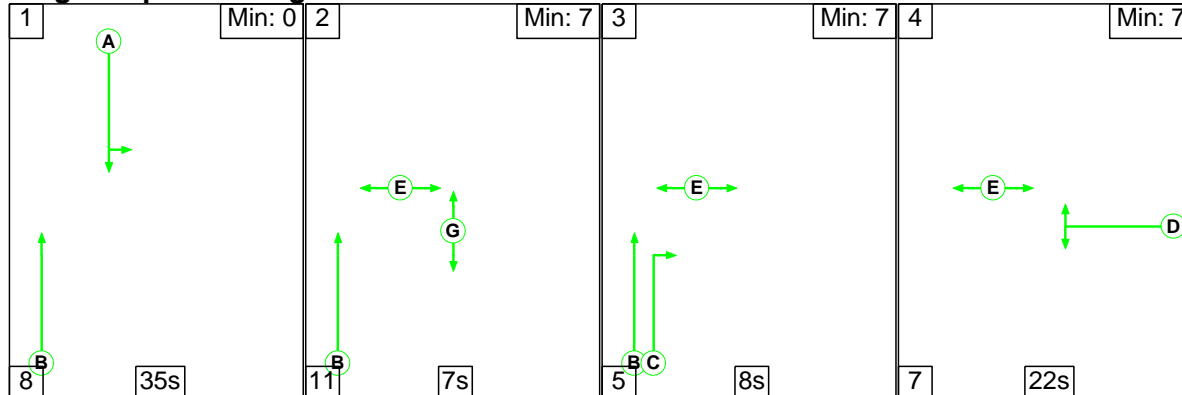
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	63.1%	0	0	0	6.7	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.1%	0	0	0	6.7	-	
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	68	-	686	1890	1087	63.1%	-	-	-	4.1	16.1	
2/1	Bellway Site Access Left Right	U	D		1	7	-	62	1744	116	53.3%	-	-	-	1.5	2.6	
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	81:7	-	398	1915:1665	1295+20	30.3 : 30.3%	-	-	-	1.1	5.4	
C1							PRC for Signalled Lanes (%):	42.6	Total Delay for Signalled Lanes (pcuHr):			6.72	Cycle Time (s): 120				
							PRC Over All Lanes (%):	42.6	Total Delay Over All Lanes(pcuHr):			6.72					

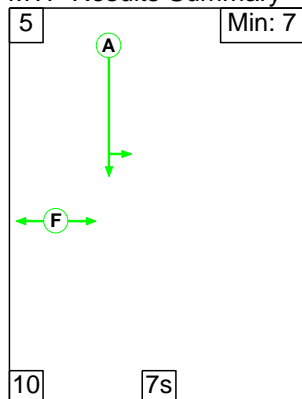
MTP Results Summary
Network Layout Diagram



Scenario 7: '2027 Base + CD (SLR) AM' (FG7: '2027 Base + CD (SLR) AM', Plan 1: 'Network Control Plan 1')



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2027 Base + CD (SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

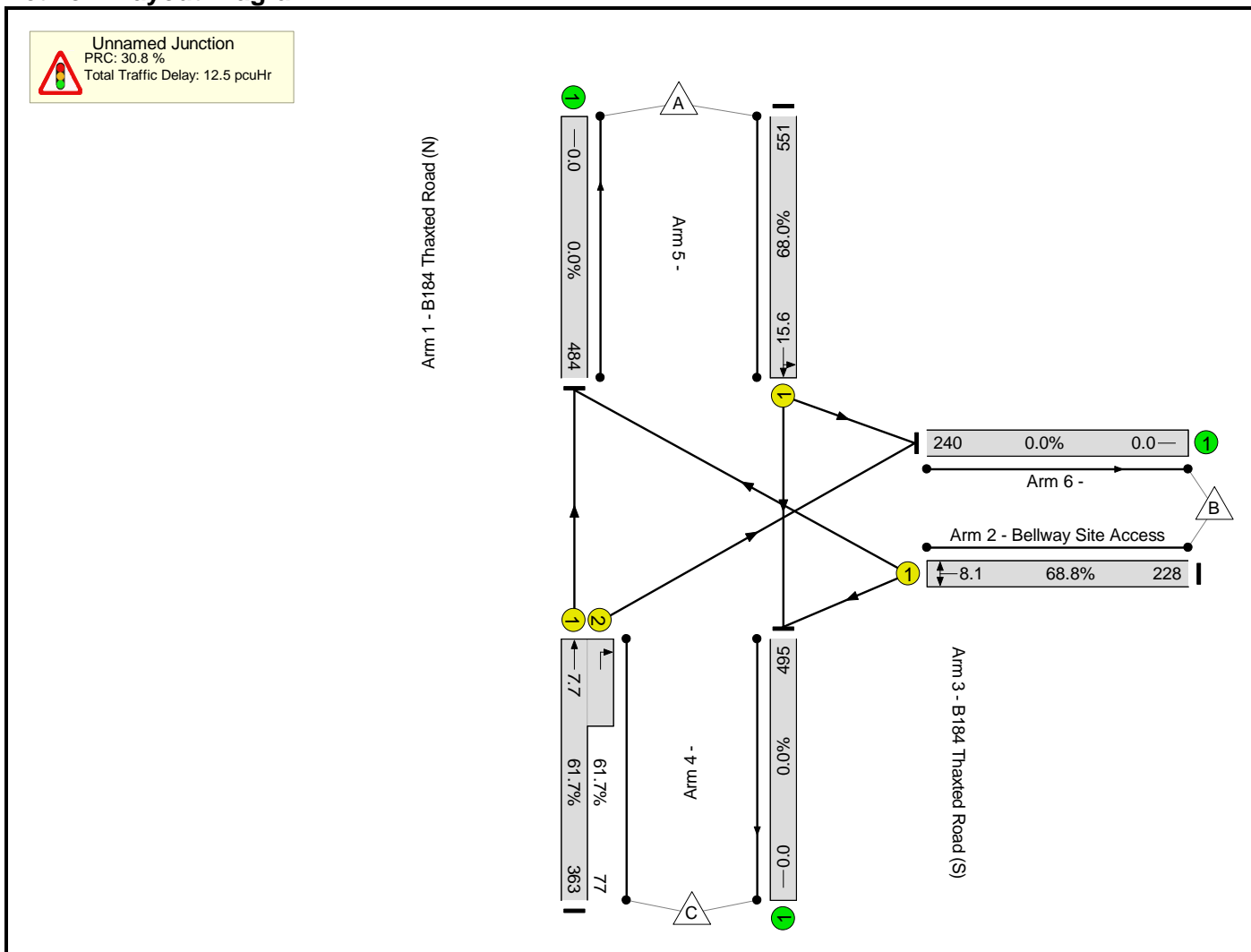
		Destination			
		A	B	C	Tot.
Origin	A	0	163	388	551
	B	121	0	107	228
	C	363	77	0	440
	Tot.	484	240	495	1219

MTP Results Summary

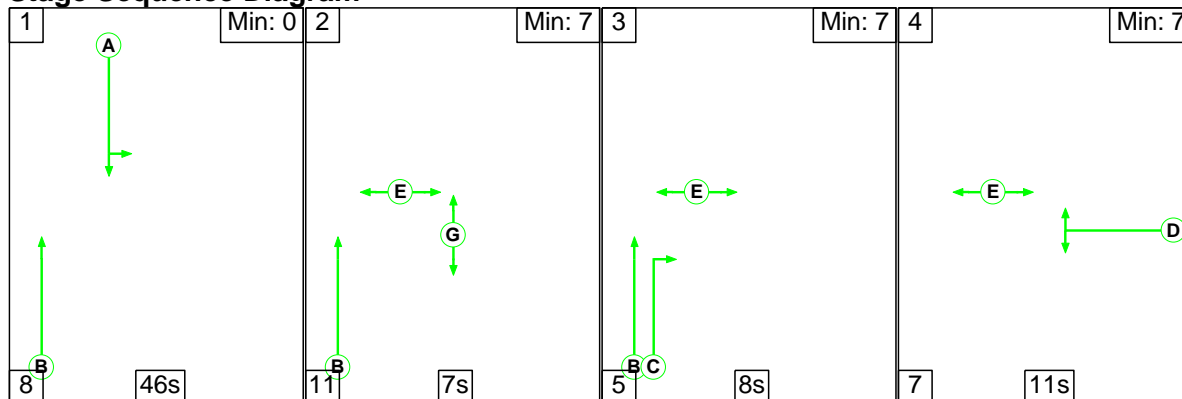
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	68.8%	0	0	0	12.5	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	68.8%	0	0	0	12.5	-	
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	52	-	551	1834	810	68.0%	-	-	-	5.1	15.6	
2/1	Bellway Site Access Left Right	U	D		1	22	-	228	1729	331	68.8%	-	-	-	3.9	8.1	
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	66:8	-	440	1915:1665	589+125	61.7 : 61.7%	-	-	-	3.4	7.7	
C1							PRC for Signalled Lanes (%): 30.8	PRC Over All Lanes (%): 30.8	Total Delay for Signalled Lanes (pcuHr): 12.50			Total Delay Over All Lanes(pcuHr): 12.50		Cycle Time (s): 120			

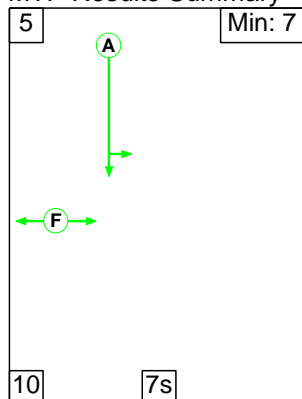
MTP Results Summary
Network Layout Diagram



Scenario 8: '2027 Base + CD (SLR) PM' (FG8: '2027 Base + CD (SLR) PM', Plan 1: 'Network Control Plan 1')



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2027 Base + CD (SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

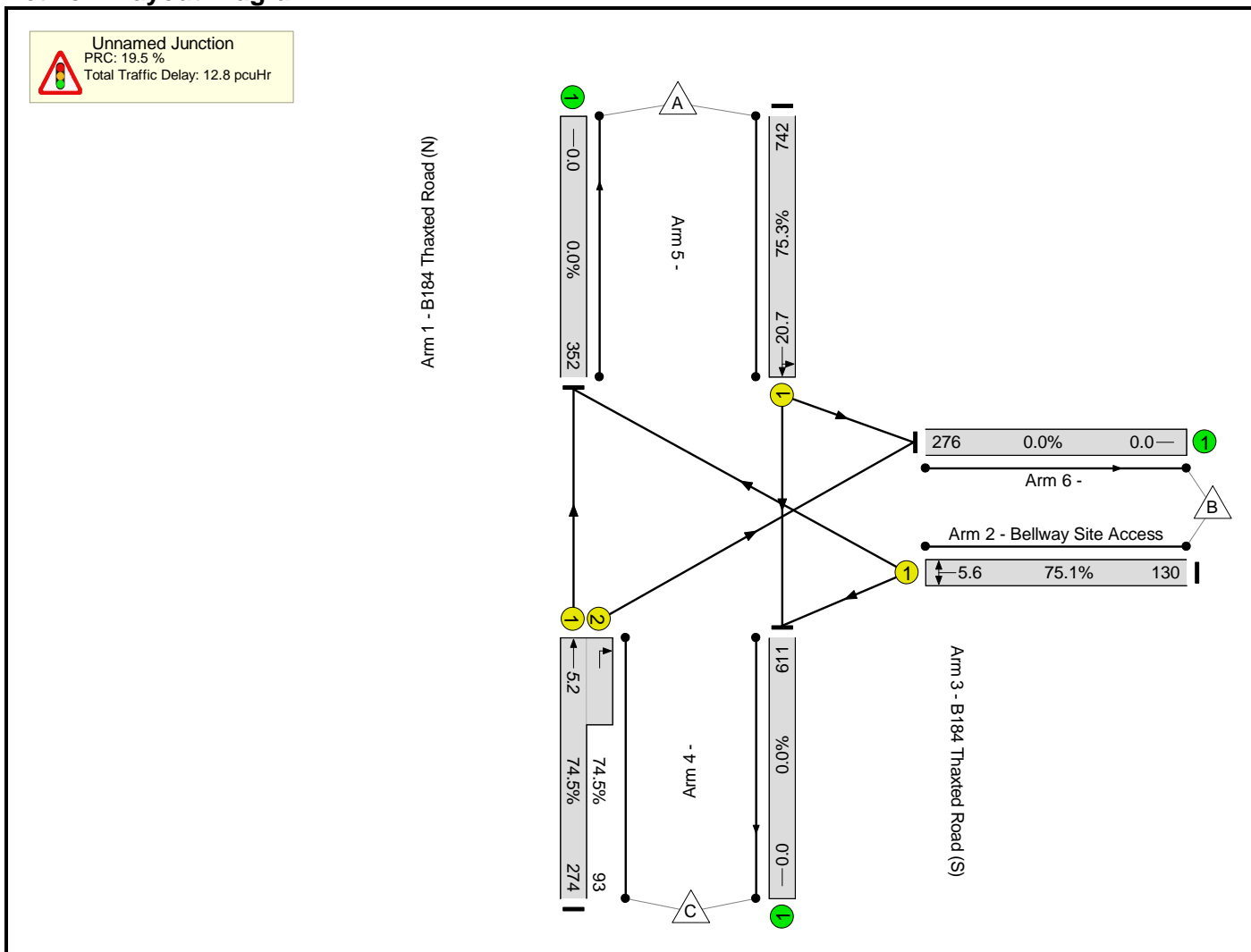
		Destination			
		A	B	C	Tot.
Origin	A	0	183	559	742
	B	78	0	52	130
	C	274	93	0	367
	Tot.	352	276	611	1239

MTP Results Summary

Network Results

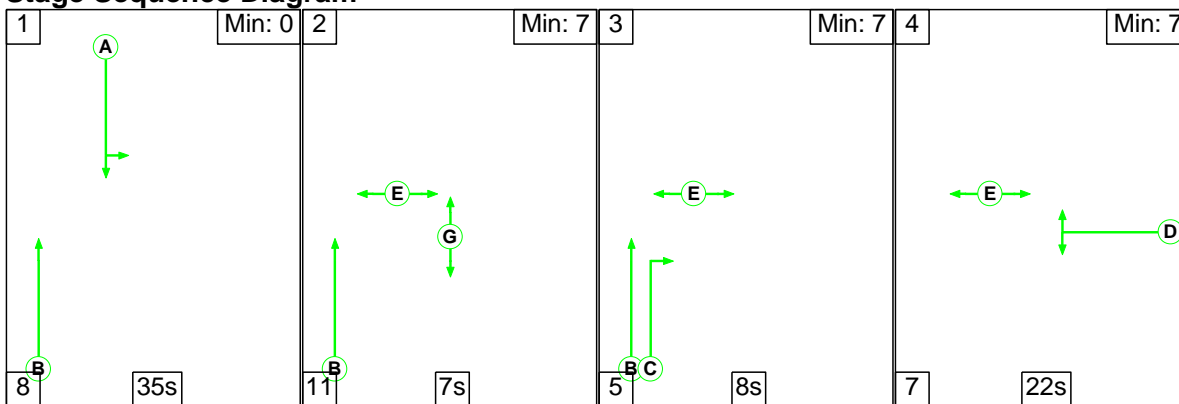
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	75.3%	0	0	0	12.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	75.3%	0	0	0	12.8	-
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	63	-	742	1847	985	75.3%	-	-	-	6.0	20.7
2/1	Bellway Site Access Left Right	U	D		1	11	-	130	1731	173	75.1%	-	-	-	3.3	5.6
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	77:8	-	367	1915:1665	368+125	74.5 : 74.5%	-	-	-	3.5	5.2
		C1	PRC for Signalled Lanes (%):		19.5		Total Delay for Signalled Lanes (pcuHr):		12.81		Cycle Time (s):		120			
			PRC Over All Lanes (%):		19.5		Total Delay Over All Lanes(pcuHr):		12.81							

MTP Results Summary
Network Layout Diagram

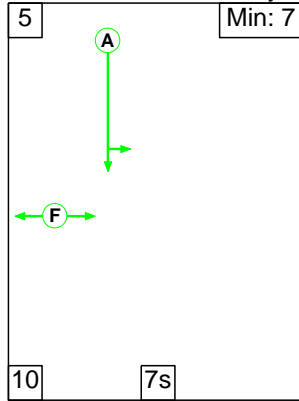


Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD + Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	5.0	Geom	-	3.00	0.00	Y	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
9: '2027 Base + CD + Dev (SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

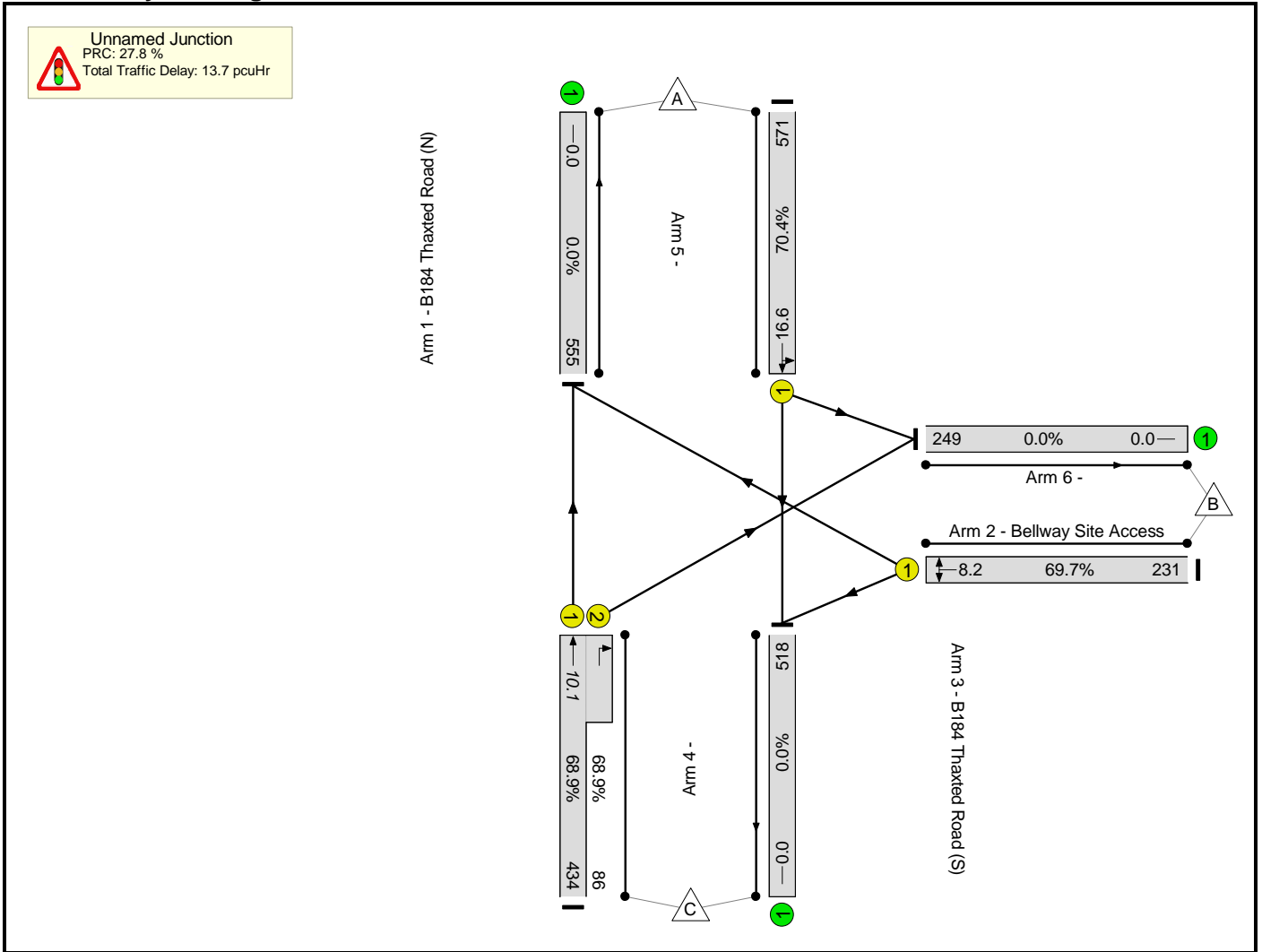
	Destination				
	A	B	C	Tot.	
Origin	A	0	163	408	571
	B	121	0	110	231
	C	434	86	0	520
	Tot.	555	249	518	1322

MTP Results Summary

Network Results

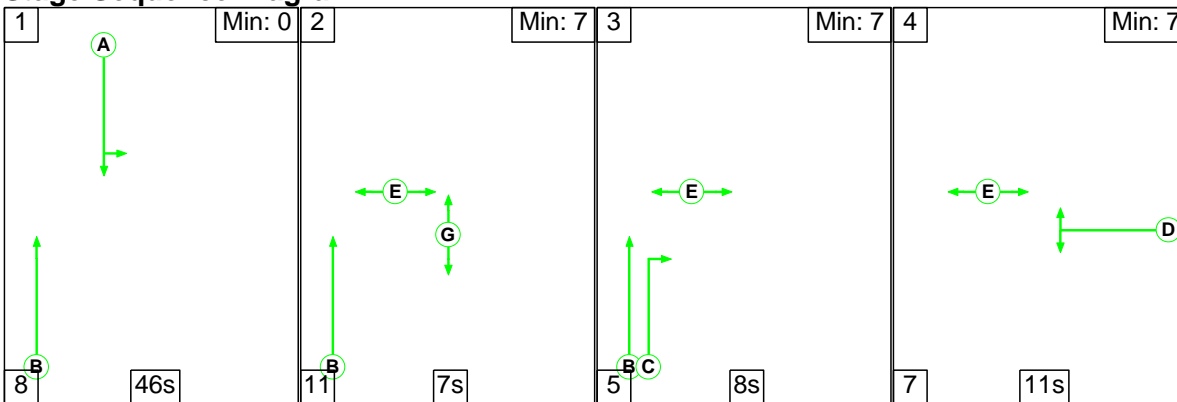
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	70.4%	0	0	0	13.7	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.4%	0	0	0	13.7	-	
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	52	-	571	1836	811	70.4%	-	-	-	5.5	16.6	
2/1	Bellway Site Access Left Right	U	D		1	22	-	231	1728	331	69.7%	-	-	-	4.0	8.2	
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	66:8	-	520	1915:1665	630+125	68.9 : 68.9%	-	-	-	4.2	10.1	
C1							PRC for Signalled Lanes (%): 27.8	27.8	Total Delay for Signalled Lanes (pcuHr):			13.74	Cycle Time (s): 120				
							PRC Over All Lanes (%): 27.8		Total Delay Over All Lanes(pcuHr):			13.74					

MTP Results Summary
Network Layout Diagram

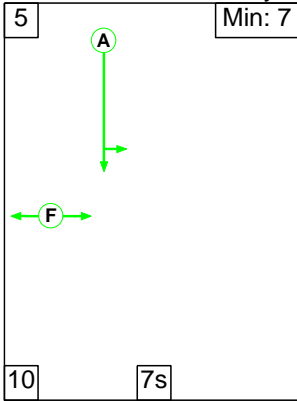


Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	10.00
2/1 (Bellway Site Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.00
3/1 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
3/2 (B184 Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
10: '2027 Base + CD + Dev (SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :


		Destination			
		A	B	C	Tot.
Origin	A	0	183	609	792
	B	78	0	58	136
	C	296	95	0	391
	Tot.	374	278	667	1319

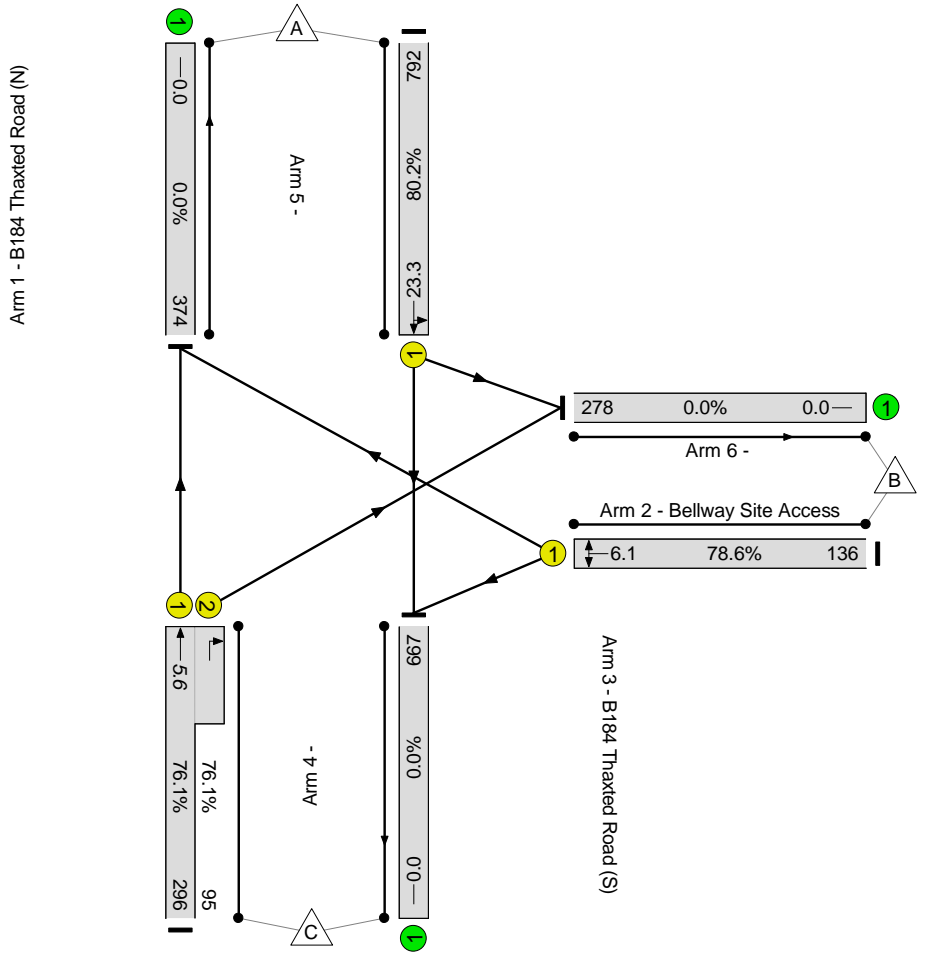
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.2%	0	0	0	14.4	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	80.2%	0	0	0	14.4	-
1/1	B184 Thaxted Road (N) Ahead Left	U	A		1	63	-	792	1851	987	80.2%	-	-	-	7.0	23.3
2/1	Bellway Site Access Left Right	U	D		1	11	-	136	1730	173	78.6%	-	-	-	3.7	6.1
3/1+3/2	B184 Thaxted Road (S) Ahead Right	U	B C		1	77:8	-	391	1915:1665	389+125	76.1 : 76.1%	-	-	-	3.7	5.6
		C1	PRC for Signalled Lanes (%):		12.2		Total Delay for Signalled Lanes (pcuHr):		14.39		Cycle Time (s):		120			
			PRC Over All Lanes (%):		12.2		Total Delay Over All Lanes(pcuHr):		14.39							

MTP Results Summary
Network Layout Diagram


 Unnamed Junction
 PRC: 12.2 %
 Total Traffic Delay: 14.4 pcuHr



Appendix 15

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 22078 - B184-Peaslands Rd Mini Rdbt.j9

Path: P:\22 Jobs\078 Land South of Saffron Walden\Technical Assessments\ARCADY

Report generation date: 09/11/2022 10:12:17

-
- »2021 Base, AM
 - »2021 Base, PM
 - »2027 Base + CD (No SLR), AM
 - »2027 Base + CD (No SLR), PM
 - »2027 Base + CD + Dev (No SLR), AM
 - »2027 Base + CD + Dev (No SLR), PM
 - »2027 Base + CD (SLR), AM
 - »2027 Base + CD (SLR), PM
 - »2027 Base + CD + Dev (SLR), AM
 - »2027 Base + CD + Dev (SLR), PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2021 Base										
1 - B184 Thaxted Road (N)	0.7	6.73	0.40	A	9.45	0.9	7.78	0.47	A	8.92
2 - B184 Thaxted Road (S)	0.9	7.04	0.46	A		0.6	6.15	0.39	A	
3 - Peaslands Road	1.9	13.46	0.65	B		1.7	11.89	0.63	B	
2027 Base + CD (No SLR)										
1 - B184 Thaxted Road (N)	1.0	8.11	0.49	A	12.64	1.4	9.96	0.58	A	12.22
2 - B184 Thaxted Road (S)	1.3	8.91	0.57	A		0.9	7.35	0.48	A	
3 - Peaslands Road	3.0	19.58	0.75	C		2.9	17.94	0.75	C	
2027 Base + CD + Dev (No SLR)										
1 - B184 Thaxted Road (N)	1.0	8.45	0.51	A	14.90	1.6	11.52	0.63	B	14.57
2 - B184 Thaxted Road (S)	1.9	11.26	0.66	B		1.0	7.76	0.51	A	
3 - Peaslands Road	3.6	23.72	0.79	C		3.7	22.45	0.80	C	
2027 Base + CD (SLR)										
1 - B184 Thaxted Road (N)	0.5	6.65	0.31	A	10.45	1.1	10.01	0.52	B	10.39
2 - B184 Thaxted Road (S)	1.0	7.54	0.51	A		0.6	6.08	0.39	A	
3 - Peaslands Road	2.2	14.76	0.69	B		2.1	13.44	0.69	B	
2027 Base + CD + Dev (SLR)										
1 - B184 Thaxted Road (N)	0.5	6.85	0.33	A	11.79	1.3	11.35	0.57	B	11.84
2 - B184 Thaxted Road (S)	1.4	8.96	0.59	A		0.7	6.33	0.41	A	
3 - Peaslands Road	2.6	16.87	0.73	C		2.6	15.74	0.73	C	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	9.45	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B184 Thaxted Road (N)	
2	B184 Thaxted Road (S)	
3	Peaslands Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B184 Thaxted Road (N)	3.00	3.00	5.30	7.4	14.14	14.01	0.0	
2 - B184 Thaxted Road (S)	3.00	3.00	4.60	2.9	11.72	8.71	0.0	
3 - Peaslands Road	3.20	3.20	4.89	2.7	7.47	5.24	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B184 Thaxted Road (N)	0.649	1080
2 - B184 Thaxted Road (S)	0.613	1042
3 - Peaslands Road	0.619	912

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	325	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	400	100.000
3 - Peaslands Road		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	234	91
	2 - B184 Thaxted Road (S)	160	0	240
	3 - Peaslands Road	245	214	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	3	3
	2 - B184 Thaxted Road (S)	4	0	2
	3 - Peaslands Road	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.40	6.73	0.7	A	298	447
2 - B184 Thaxted Road (S)	0.46	7.04	0.9	A	367	551
3 - Peaslands Road	0.65	13.46	1.9	B	421	632

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	245	61	160	943	0.260	243	303	0.0	0.3	5.137	A
2 - B184 Thaxted Road (S)	301	75	68	971	0.310	299	335	0.0	0.4	5.342	A
3 - Peaslands Road	346	86	120	807	0.428	343	248	0.0	0.7	7.699	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	292	73	192	921	0.317	292	363	0.3	0.5	5.714	A
2 - B184 Thaxted Road (S)	360	90	82	963	0.373	359	402	0.4	0.6	5.955	A
3 - Peaslands Road	413	103	144	793	0.521	411	297	0.7	1.1	9.411	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	358	89	234	893	0.401	357	444	0.5	0.7	6.704	A
2 - B184 Thaxted Road (S)	440	110	100	952	0.463	439	491	0.6	0.8	7.010	A
3 - Peaslands Road	505	126	176	772	0.654	502	364	1.1	1.8	13.176	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	358	89	236	892	0.401	358	446	0.7	0.7	6.733	A
2 - B184 Thaxted Road (S)	440	110	100	952	0.463	440	493	0.8	0.9	7.039	A
3 - Peaslands Road	505	126	176	772	0.654	505	364	1.8	1.9	13.462	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	292	73	194	920	0.318	293	366	0.7	0.5	5.747	A
2 - B184 Thaxted Road (S)	360	90	82	963	0.373	361	405	0.9	0.6	5.986	A
3 - Peaslands Road	413	103	144	792	0.521	416	298	1.9	1.1	9.635	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	245	61	162	941	0.260	245	306	0.5	0.4	5.176	A
2 - B184 Thaxted Road (S)	301	75	69	971	0.310	302	338	0.6	0.5	5.382	A
3 - Peaslands Road	346	86	121	807	0.428	347	250	1.1	0.8	7.854	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	8.92	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	380	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	341	100.000
3 - Peaslands Road		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	277	103
	2 - B184 Thaxted Road (S)	133	0	208
	3 - Peaslands Road	217	250	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	2	3
	2 - B184 Thaxted Road (S)	1	0	1
	3 - Peaslands Road	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.47	7.78	0.9	A	349	523
2 - B184 Thaxted Road (S)	0.39	6.15	0.6	A	313	469
3 - Peaslands Road	0.63	11.89	1.7	B	429	643

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	286	72	187	937	0.305	284	262	0.0	0.4	5.500	A
2 - B184 Thaxted Road (S)	257	64	77	983	0.261	255	394	0.0	0.4	4.937	A
3 - Peaslands Road	352	88	100	846	0.416	349	233	0.0	0.7	7.204	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	342	85	224	913	0.374	341	314	0.4	0.6	6.282	A
2 - B184 Thaxted Road (S)	307	77	92	974	0.315	306	473	0.4	0.5	5.390	A
3 - Peaslands Road	420	105	119	833	0.504	419	279	0.7	1.0	8.655	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	418	105	274	882	0.474	417	384	0.6	0.9	7.727	A
2 - B184 Thaxted Road (S)	375	94	113	961	0.391	375	578	0.5	0.6	6.136	A
3 - Peaslands Road	514	129	146	817	0.630	512	342	1.0	1.6	11.696	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	418	105	275	881	0.475	418	385	0.9	0.9	7.779	A
2 - B184 Thaxted Road (S)	375	94	113	960	0.391	375	580	0.6	0.6	6.153	A
3 - Peaslands Road	514	129	146	817	0.630	514	342	1.6	1.7	11.888	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	342	85	226	912	0.374	343	316	0.9	0.6	6.336	A
2 - B184 Thaxted Road (S)	307	77	93	973	0.315	307	476	0.6	0.5	5.412	A
3 - Peaslands Road	420	105	120	833	0.504	422	280	1.7	1.0	8.818	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	286	72	189	936	0.306	287	264	0.6	0.4	5.553	A
2 - B184 Thaxted Road (S)	257	64	78	983	0.261	257	398	0.5	0.4	4.965	A
3 - Peaslands Road	352	88	100	845	0.416	353	235	1.0	0.7	7.328	A

2027 Base + CD (No SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	12.64	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	391	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	485	100.000
3 - Peaslands Road		ONE HOUR	✓	510	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	272	119
	2 - B184 Thaxted Road (S)	201	0	284
	3 - Peaslands Road	263	247	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	2	3
	2 - B184 Thaxted Road (S)	4	0	1
	3 - Peaslands Road	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.49	8.11	1.0	A	359	538
2 - B184 Thaxted Road (S)	0.57	8.91	1.3	A	445	668
3 - Peaslands Road	0.75	19.58	3.0	C	468	702

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	294	74	184	933	0.316	293	346	0.0	0.5	5.608	A
2 - B184 Thaxted Road (S)	365	91	89	964	0.379	363	388	0.0	0.6	5.965	A
3 - Peaslands Road	384	96	150	788	0.487	380	301	0.0	0.9	8.753	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	352	88	221	908	0.387	351	416	0.5	0.6	6.452	A
2 - B184 Thaxted Road (S)	436	109	107	953	0.458	435	465	0.6	0.8	6.939	A
3 - Peaslands Road	458	115	180	769	0.596	456	362	0.9	1.4	11.434	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	431	108	269	876	0.491	429	507	0.6	1.0	8.032	A
2 - B184 Thaxted Road (S)	534	133	131	938	0.569	532	568	0.8	1.3	8.827	A
3 - Peaslands Road	562	140	221	744	0.755	556	442	1.4	2.8	18.564	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	431	108	272	874	0.492	430	511	1.0	1.0	8.109	A
2 - B184 Thaxted Road (S)	534	133	131	938	0.569	534	571	1.3	1.3	8.909	A
3 - Peaslands Road	562	140	221	744	0.755	561	444	2.8	3.0	19.583	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	352	88	225	906	0.388	353	421	1.0	0.6	6.526	A
2 - B184 Thaxted Road (S)	436	109	107	952	0.458	438	470	1.3	0.9	7.021	A
3 - Peaslands Road	458	115	181	769	0.597	464	364	3.0	1.5	12.039	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	294	74	187	931	0.316	295	351	0.6	0.5	5.670	A
2 - B184 Thaxted Road (S)	365	91	90	963	0.379	366	392	0.9	0.6	6.039	A
3 - Peaslands Road	384	96	152	787	0.488	386	304	1.5	1.0	9.030	A

2027 Base + CD (No SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	12.22	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	449	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	415	100.000
3 - Peaslands Road		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	325	124
	2 - B184 Thaxted Road (S)	171	0	244
	3 - Peaslands Road	247	290	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	2	2
	2 - B184 Thaxted Road (S)	1	0	1
	3 - Peaslands Road	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.58	9.96	1.4	A	412	618
2 - B184 Thaxted Road (S)	0.48	7.35	0.9	A	381	571
3 - Peaslands Road	0.75	17.94	2.9	C	493	739

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	338	85	216	921	0.367	336	312	0.0	0.6	6.130	A
2 - B184 Thaxted Road (S)	312	78	93	974	0.321	311	459	0.0	0.5	5.411	A
3 - Peaslands Road	404	101	128	828	0.488	401	275	0.0	0.9	8.349	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	404	101	260	893	0.452	403	375	0.6	0.8	7.322	A
2 - B184 Thaxted Road (S)	373	93	111	962	0.388	372	551	0.5	0.6	6.095	A
3 - Peaslands Road	483	121	153	812	0.594	481	330	0.9	1.4	10.796	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	494	124	316	857	0.577	492	457	0.8	1.3	9.809	A
2 - B184 Thaxted Road (S)	457	114	136	947	0.482	456	673	0.6	0.9	7.307	A
3 - Peaslands Road	591	148	188	791	0.748	586	404	1.4	2.8	17.120	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	494	124	319	855	0.578	494	460	1.3	1.4	9.961	A
2 - B184 Thaxted Road (S)	457	114	137	947	0.483	457	677	0.9	0.9	7.347	A
3 - Peaslands Road	591	148	188	791	0.748	591	405	2.8	2.9	17.937	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	404	101	264	891	0.453	406	379	1.4	0.8	7.451	A
2 - B184 Thaxted Road (S)	373	93	112	962	0.388	374	557	0.9	0.6	6.138	A
3 - Peaslands Road	483	121	154	812	0.595	488	332	2.9	1.5	11.303	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	338	85	219	919	0.368	339	316	0.8	0.6	6.219	A
2 - B184 Thaxted Road (S)	312	78	94	973	0.321	313	465	0.6	0.5	5.459	A
3 - Peaslands Road	404	101	129	827	0.489	406	278	1.5	1.0	8.595	A

2027 Base + CD + Dev (No SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	14.90	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	401	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	565	100.000
3 - Peaslands Road		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	282	119
	2 - B184 Thaxted Road (S)	237	0	328
	3 - Peaslands Road	263	259	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	2	3
	2 - B184 Thaxted Road (S)	3	0	1
	3 - Peaslands Road	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.51	8.45	1.0	A	368	552
2 - B184 Thaxted Road (S)	0.66	11.26	1.9	B	518	778
3 - Peaslands Road	0.79	23.72	3.6	C	479	718

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	302	75	193	928	0.325	300	373	0.0	0.5	5.714	A
2 - B184 Thaxted Road (S)	425	106	89	968	0.440	422	404	0.0	0.8	6.565	A
3 - Peaslands Road	393	98	177	776	0.507	389	334	0.0	1.0	9.215	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	360	90	232	903	0.399	360	448	0.5	0.7	6.624	A
2 - B184 Thaxted Road (S)	508	127	107	957	0.531	507	485	0.8	1.1	7.973	A
3 - Peaslands Road	469	117	212	754	0.623	467	401	1.0	1.6	12.442	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	442	110	281	870	0.508	440	545	0.7	1.0	8.351	A
2 - B184 Thaxted Road (S)	622	156	131	942	0.660	619	591	1.1	1.9	11.043	B
3 - Peaslands Road	575	144	260	725	0.793	567	490	1.6	3.4	21.896	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	442	110	285	868	0.509	441	550	1.0	1.0	8.447	A
2 - B184 Thaxted Road (S)	622	156	131	942	0.661	622	595	1.9	1.9	11.258	B
3 - Peaslands Road	575	144	261	724	0.794	574	492	3.4	3.6	23.724	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	360	90	237	899	0.401	362	455	1.0	0.7	6.717	A
2 - B184 Thaxted Road (S)	508	127	107	956	0.531	511	491	1.9	1.2	8.138	A
3 - Peaslands Road	469	117	214	753	0.623	477	404	3.6	1.7	13.391	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	302	75	196	926	0.326	303	378	0.7	0.5	5.784	A
2 - B184 Thaxted Road (S)	425	106	90	967	0.440	427	409	1.2	0.8	6.679	A
3 - Peaslands Road	393	98	179	775	0.507	396	338	1.7	1.1	9.565	A

2027 Base + CD + Dev (No SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	14.57	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	474	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	439	100.000
3 - Peaslands Road		ONE HOUR	✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	350	124
	2 - B184 Thaxted Road (S)	182	0	257
	3 - Peaslands Road	247	321	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	2	2
	2 - B184 Thaxted Road (S)	1	0	1
	3 - Peaslands Road	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.63	11.52	1.6	B	435	652
2 - B184 Thaxted Road (S)	0.51	7.76	1.0	A	403	604
3 - Peaslands Road	0.80	22.45	3.7	C	521	782

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	357	89	239	906	0.394	354	320	0.0	0.6	6.492	A
2 - B184 Thaxted Road (S)	331	83	93	974	0.339	328	501	0.0	0.5	5.561	A
3 - Peaslands Road	428	107	136	823	0.519	423	285	0.0	1.1	8.914	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	426	107	287	876	0.487	425	384	0.6	0.9	7.965	A
2 - B184 Thaxted Road (S)	395	99	111	963	0.410	394	601	0.5	0.7	6.324	A
3 - Peaslands Road	511	128	163	806	0.633	508	342	1.1	1.7	11.975	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	522	130	349	836	0.624	519	468	0.9	1.6	11.253	B
2 - B184 Thaxted Road (S)	483	121	136	947	0.510	482	733	0.7	1.0	7.714	A
3 - Peaslands Road	625	156	200	784	0.798	618	418	1.7	3.6	20.787	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	522	130	353	834	0.626	522	472	1.6	1.6	11.522	B
2 - B184 Thaxted Road (S)	483	121	136	947	0.510	483	738	1.0	1.0	7.765	A
3 - Peaslands Road	625	156	200	783	0.798	625	419	3.6	3.7	22.445	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	426	107	293	872	0.489	429	390	1.6	1.0	8.169	A
2 - B184 Thaxted Road (S)	395	99	112	962	0.410	396	610	1.0	0.7	6.378	A
3 - Peaslands Road	511	128	164	806	0.634	518	344	3.7	1.8	12.846	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	357	89	243	904	0.395	358	324	1.0	0.7	6.614	A
2 - B184 Thaxted Road (S)	331	83	94	973	0.340	331	508	0.7	0.5	5.614	A
3 - Peaslands Road	428	107	137	822	0.520	430	288	1.8	1.1	9.246	A

2027 Base + CD (SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.45	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	223	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	456	100.000
3 - Peaslands Road		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	164	59
	2 - B184 Thaxted Road (S)	124	0	332
	3 - Peaslands Road	151	352	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	4	5
	2 - B184 Thaxted Road (S)	5	0	1
	3 - Peaslands Road	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.31	6.65	0.5	A	205	307
2 - B184 Thaxted Road (S)	0.51	7.54	1.0	A	418	628
3 - Peaslands Road	0.69	14.76	2.2	B	462	692

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	168	42	263	867	0.194	167	205	0.0	0.2	5.136	A
2 - B184 Thaxted Road (S)	343	86	44	992	0.346	341	385	0.0	0.5	5.510	A
3 - Peaslands Road	379	95	93	824	0.459	375	293	0.0	0.8	7.960	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	200	50	315	833	0.241	200	247	0.2	0.3	5.683	A
2 - B184 Thaxted Road (S)	410	102	53	987	0.415	409	463	0.5	0.7	6.223	A
3 - Peaslands Road	452	113	111	813	0.556	451	351	0.8	1.2	9.898	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	246	61	385	789	0.311	245	301	0.3	0.4	6.613	A
2 - B184 Thaxted Road (S)	502	126	65	979	0.513	501	565	0.7	1.0	7.498	A
3 - Peaslands Road	554	138	136	797	0.695	550	429	1.2	2.2	14.349	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	246	61	387	787	0.312	246	303	0.4	0.5	6.646	A
2 - B184 Thaxted Road (S)	502	126	65	979	0.513	502	568	1.0	1.0	7.541	A
3 - Peaslands Road	554	138	137	797	0.695	554	430	2.2	2.2	14.764	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	200	50	319	831	0.241	201	249	0.5	0.3	5.721	A
2 - B184 Thaxted Road (S)	410	102	53	987	0.415	411	467	1.0	0.7	6.267	A
3 - Peaslands Road	452	113	112	812	0.557	456	353	2.2	1.3	10.203	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	168	42	266	865	0.194	168	208	0.3	0.2	5.169	A
2 - B184 Thaxted Road (S)	343	86	45	992	0.346	344	390	0.7	0.5	5.561	A
3 - Peaslands Road	379	95	94	824	0.460	380	295	1.3	0.9	8.147	A

2027 Base + CD (SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.39	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	360	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	342	100.000
3 - Peaslands Road		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	266	94
	2 - B184 Thaxted Road (S)	79	0	263
	3 - Peaslands Road	104	425	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	2	3
	2 - B184 Thaxted Road (S)	0	0	1
	3 - Peaslands Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.52	10.01	1.1	B	330	496
2 - B184 Thaxted Road (S)	0.39	6.08	0.6	A	314	471
3 - Peaslands Road	0.69	13.44	2.1	B	485	728

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	271	68	317	852	0.318	269	137	0.0	0.5	6.173	A
2 - B184 Thaxted Road (S)	257	64	70	990	0.260	256	516	0.0	0.3	4.899	A
3 - Peaslands Road	398	100	59	867	0.460	395	267	0.0	0.8	7.579	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	324	81	381	812	0.399	323	164	0.5	0.7	7.352	A
2 - B184 Thaxted Road (S)	307	77	84	981	0.313	307	619	0.3	0.5	5.339	A
3 - Peaslands Road	476	119	71	859	0.553	474	320	0.8	1.2	9.304	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	396	99	465	758	0.523	395	201	0.7	1.1	9.872	A
2 - B184 Thaxted Road (S)	377	94	103	969	0.389	376	757	0.5	0.6	6.060	A
3 - Peaslands Road	582	146	87	850	0.685	579	392	1.2	2.1	13.123	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	396	99	468	756	0.524	396	201	1.1	1.1	10.005	B
2 - B184 Thaxted Road (S)	377	94	103	969	0.389	377	761	0.6	0.6	6.077	A
3 - Peaslands Road	582	146	87	850	0.686	582	393	2.1	2.1	13.441	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	324	81	385	809	0.400	325	165	1.1	0.7	7.467	A
2 - B184 Thaxted Road (S)	307	77	85	980	0.314	308	625	0.6	0.5	5.359	A
3 - Peaslands Road	476	119	71	859	0.553	479	322	2.1	1.3	9.553	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	271	68	321	850	0.319	272	138	0.7	0.5	6.238	A
2 - B184 Thaxted Road (S)	257	64	71	989	0.260	258	522	0.5	0.4	4.926	A
3 - Peaslands Road	398	100	60	866	0.460	400	269	1.3	0.9	7.745	A

2027 Base + CD + Dev (SLR), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.79	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	230	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	527	100.000
3 - Peaslands Road		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	171	59
	2 - B184 Thaxted Road (S)	151	0	376
	3 - Peaslands Road	151	364	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	4	5
	2 - B184 Thaxted Road (S)	4	0	1
	3 - Peaslands Road	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.33	6.85	0.5	A	211	317
2 - B184 Thaxted Road (S)	0.59	8.96	1.4	A	484	725
3 - Peaslands Road	0.73	16.87	2.6	C	473	709

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	173	43	272	861	0.201	172	226	0.0	0.2	5.215	A
2 - B184 Thaxted Road (S)	397	99	44	995	0.399	394	399	0.0	0.7	5.967	A
3 - Peaslands Road	388	97	113	812	0.477	384	325	0.0	0.9	8.338	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	207	52	326	827	0.250	206	271	0.2	0.3	5.802	A
2 - B184 Thaxted Road (S)	474	118	53	989	0.479	473	479	0.7	0.9	6.956	A
3 - Peaslands Road	463	116	135	798	0.580	461	390	0.9	1.3	10.616	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	253	63	397	781	0.324	253	331	0.3	0.5	6.810	A
2 - B184 Thaxted Road (S)	580	145	65	982	0.591	578	585	0.9	1.4	8.878	A
3 - Peaslands Road	567	142	166	780	0.727	562	477	1.3	2.5	16.225	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	253	63	401	779	0.325	253	332	0.5	0.5	6.849	A
2 - B184 Thaxted Road (S)	580	145	65	982	0.591	580	589	1.4	1.4	8.964	A
3 - Peaslands Road	567	142	166	779	0.728	567	479	2.5	2.6	16.874	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	207	52	331	824	0.251	207	273	0.5	0.3	5.848	A
2 - B184 Thaxted Road (S)	474	118	53	989	0.479	476	485	1.4	0.9	7.042	A
3 - Peaslands Road	463	116	136	798	0.580	468	393	2.6	1.4	11.051	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	173	43	275	859	0.202	173	228	0.3	0.3	5.253	A
2 - B184 Thaxted Road (S)	397	99	45	995	0.399	398	404	0.9	0.7	6.043	A
3 - Peaslands Road	388	97	114	812	0.478	390	328	1.4	0.9	8.569	A

2027 Base + CD + Dev (SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.84	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	379	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	364	100.000
3 - Peaslands Road		ONE HOUR	✓	560	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	285	94
	2 - B184 Thaxted Road (S)	87	0	277
	3 - Peaslands Road	104	456	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B184 Thaxted Road (N)	2 - B184 Thaxted Road (S)	3 - Peaslands Road
From	1 - B184 Thaxted Road (N)	0	2	3
	2 - B184 Thaxted Road (S)	0	0	1
	3 - Peaslands Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B184 Thaxted Road (N)	0.57	11.35	1.3	B	348	522
2 - B184 Thaxted Road (S)	0.41	6.33	0.7	A	334	501
3 - Peaslands Road	0.73	15.74	2.6	C	514	771

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	285	71	340	838	0.341	283	143	0.0	0.5	6.469	A
2 - B184 Thaxted Road (S)	274	69	70	990	0.277	273	553	0.0	0.4	5.009	A
3 - Peaslands Road	422	105	65	863	0.489	418	278	0.0	0.9	8.022	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	341	85	408	794	0.429	340	171	0.5	0.7	7.907	A
2 - B184 Thaxted Road (S)	327	82	84	981	0.334	327	664	0.4	0.5	5.499	A
3 - Peaslands Road	503	126	78	855	0.589	502	333	0.9	1.4	10.132	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	417	104	498	736	0.567	415	209	0.7	1.3	11.130	B
2 - B184 Thaxted Road (S)	401	100	103	969	0.413	400	810	0.5	0.7	6.314	A
3 - Peaslands Road	617	154	96	844	0.730	612	407	1.4	2.6	15.186	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	417	104	502	734	0.568	417	210	1.3	1.3	11.347	B
2 - B184 Thaxted Road (S)	401	100	103	969	0.414	401	816	0.7	0.7	6.335	A
3 - Peaslands Road	617	154	96	844	0.730	616	408	2.6	2.6	15.742	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	341	85	414	791	0.431	343	173	1.3	0.8	8.076	A
2 - B184 Thaxted Road (S)	327	82	85	980	0.334	328	671	0.7	0.5	5.525	A
3 - Peaslands Road	503	126	78	855	0.589	508	335	2.6	1.5	10.514	B

18:00 - 18:15

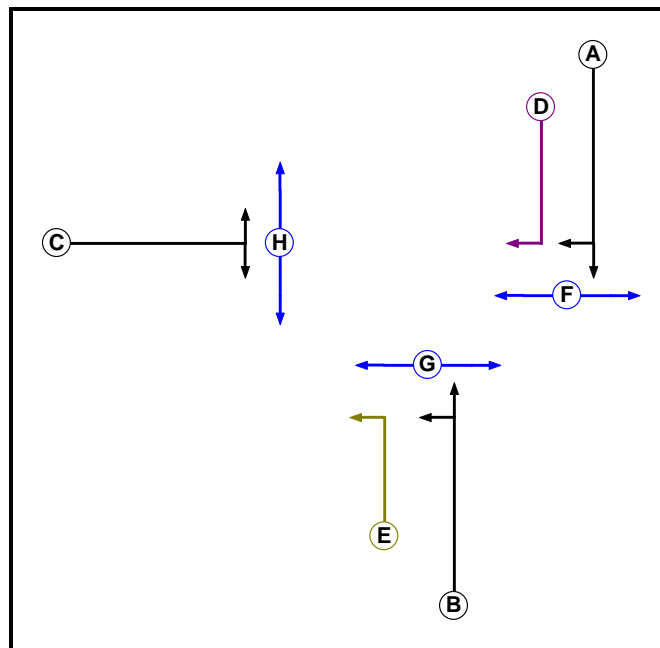
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B184 Thaxted Road (N)	285	71	345	835	0.342	286	144	0.8	0.5	6.576	A
2 - B184 Thaxted Road (S)	274	69	71	989	0.277	275	560	0.5	0.4	5.039	A
3 - Peaslands Road	422	105	66	863	0.489	424	280	1.5	1.0	8.237	A

MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078 - B184-Peaslands Rdbt Signals.lsg3x
Author:	
Company:	
Address:	

Phase Diagram



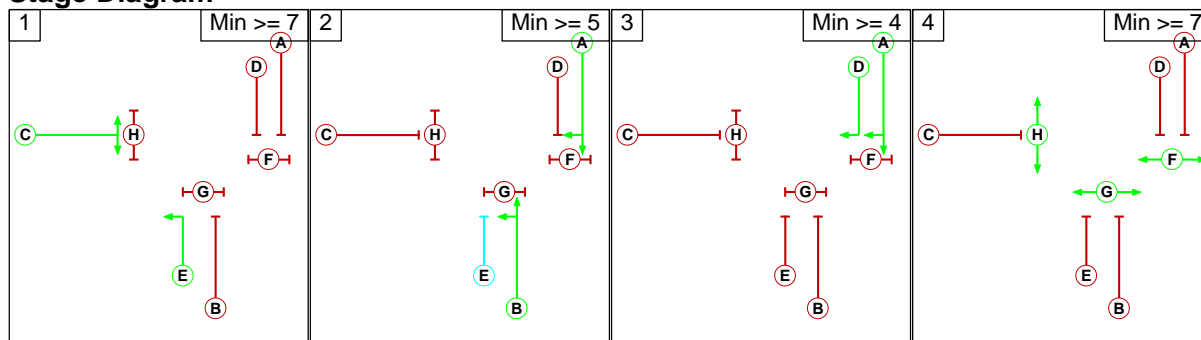
Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	A	4	4
E	Filter	B	4	0
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase							
	A	B	C	D	E	F	G	H
A	-	5	-	-	9	9	9	
B	-	-	6	6	-	9	9	9
C	7	5	-	7	-	9	9	9
D	-	7	5	-	5	9	-	9
E	-	-	-	6	-	9	9	
F	5	5	5	5	-	-	-	
G	5	5	5	-	5	-	-	
H	5	5	5	5	5	-	-	

Stage Diagram

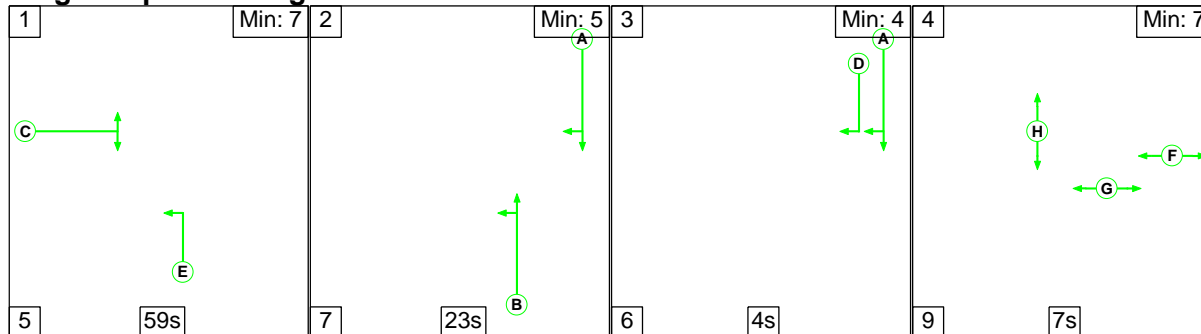


Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00	
				3/2	1.09	All						

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :


		Destination			
		A	B	C	Tot.
Origin	A	0	246	97	343
	B	174	0	248	422
	C	257	236	0	493
	Tot.	431	482	345	1258

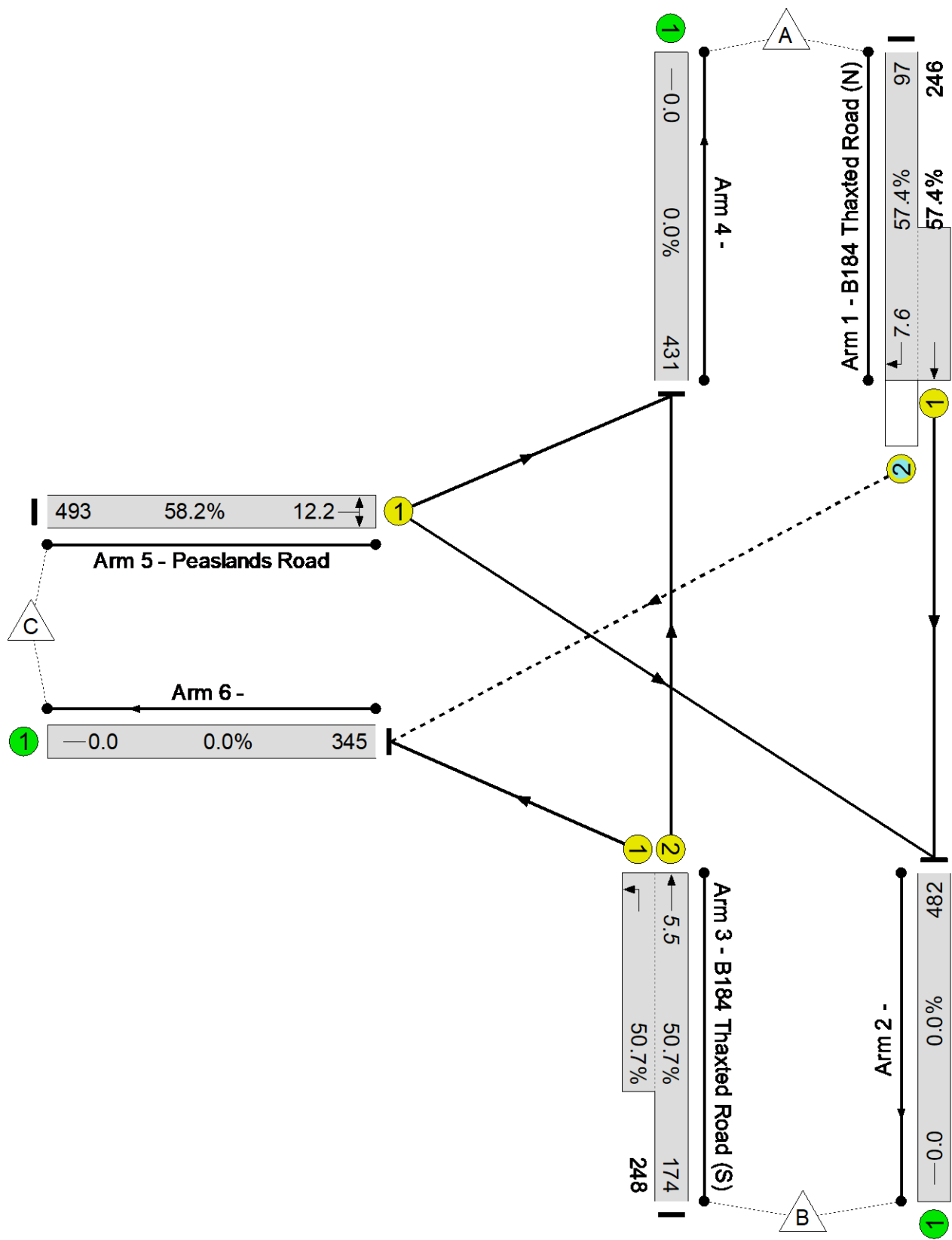
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	58.2%	88	6	2	10.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	58.2%	88	6	2	10.6	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	33	4	343	1741:1865	169+429	57.4 : 57.4%	88	6	2	4.2	7.6
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	25:89	64	422	1915:1702	343+489	50.7 : 50.7%	-	-	-	2.8	5.5
5/1	Peaslands Road Right Left	U	C		1	59	-	493	1693	847	58.2%	-	-	-	3.6	12.2
		C1	PRC for Signalled Lanes (%):		54.5		Total Delay for Signalled Lanes (pcuHr):		10.57		Cycle Time (s):		120			
			PRC Over All Lanes (%):		54.5		Total Delay Over All Lanes(pcuHr):		10.57							

MTP Results Summary
Network Layout Diagram

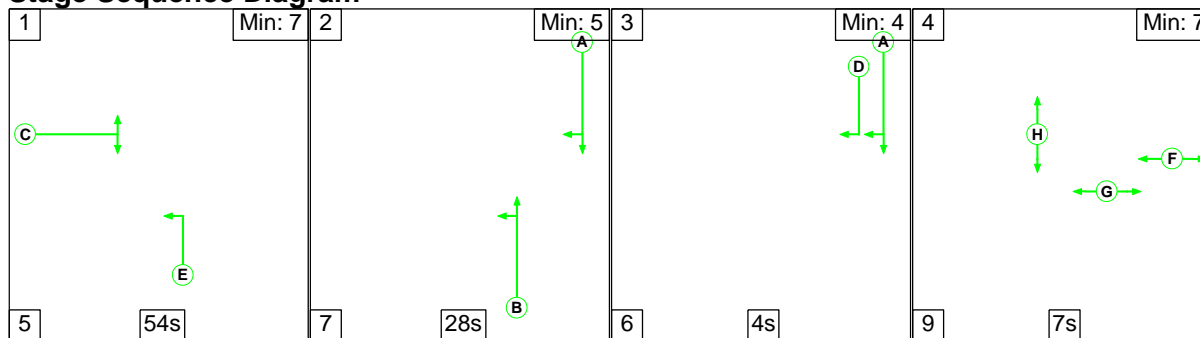

Unnamed Junction
 PRC: 54.5 %
 Total Traffic Delay: 10.6 pcuHr



MTP Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2021 Base PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination				
		A	B	C	Tot.
Origin	A	0	289	109	398
	B	135	0	212	347
	C	221	252	0	473
	Tot.	356	541	321	1218

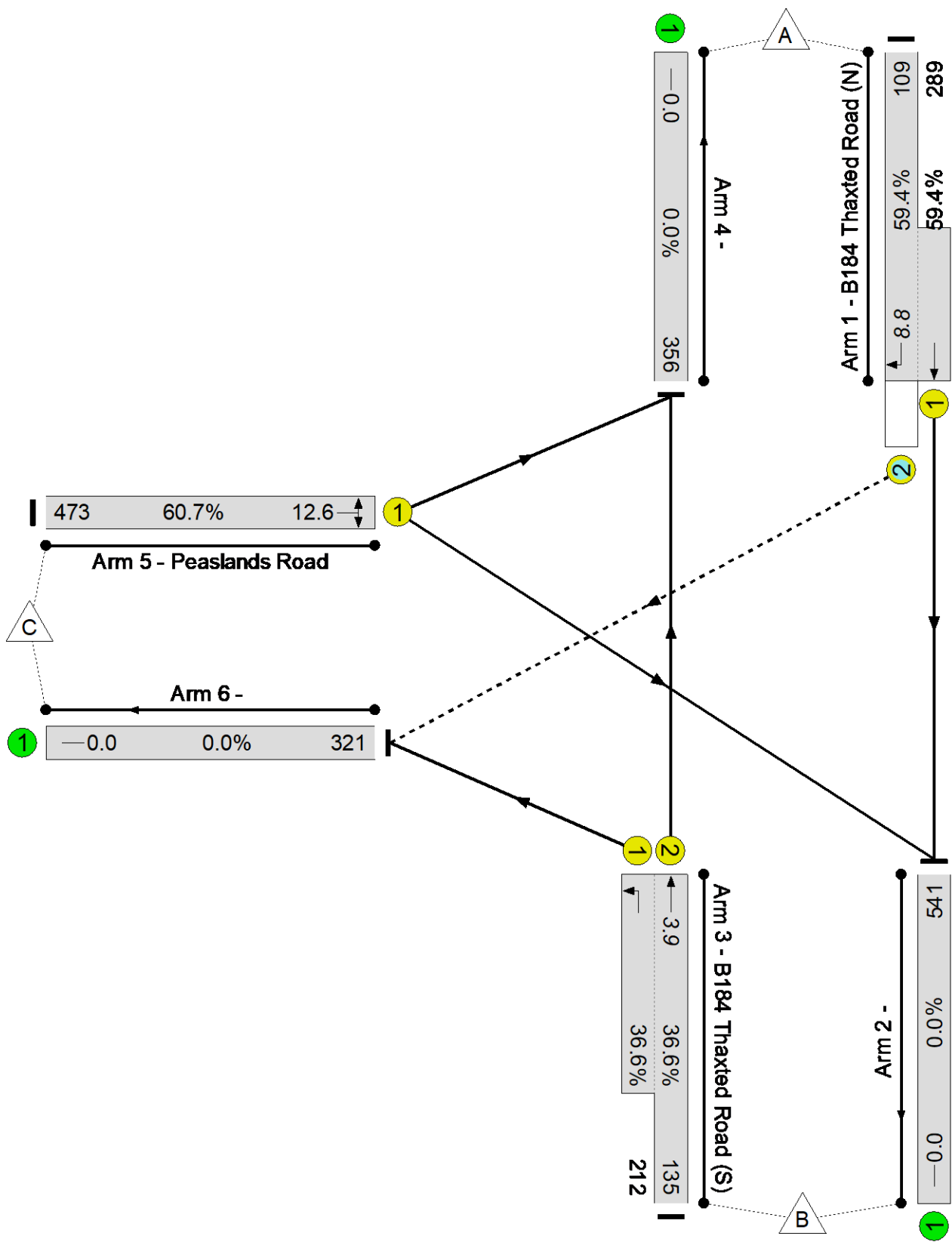
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	60.7%	99	7	3	10.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	60.7%	99	7	3	10.3	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	38	4	398	1741:1865	184+487	59.4 : 59.4%	99	7	3	4.4	8.8
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	30:89	59	347	1915:1702	369+580	36.6 : 36.6%	-	-	-	1.9	3.9
5/1	Peaslands Road Right Left	U	C		1	54	-	473	1700	779	60.7%	-	-	-	4.0	12.6
		C1	PRC for Signalled Lanes (%):		48.3		48.3		Total Delay for Signalled Lanes (pcuHr):		10.26		Cycle Time (s):		120	
			PRC Over All Lanes (%):		48.3				Total Delay Over All Lanes(pcuHr):		10.26					

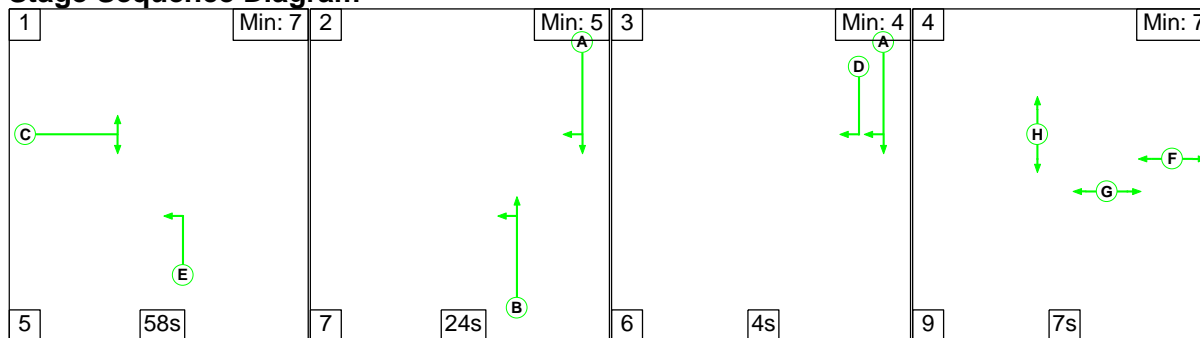
MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 48.3 %
 Total Traffic Delay: 10.3 pcuHr



Scenario 3: '2027 Base + CD (No SLR) AM' (FG3: '2027 Base + CD (No SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2027 Base + CD (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination				
		A	B	C	Tot.
Origin	A	0	284	125	409
	B	216	0	292	508
	C	275	269	0	544
	Tot.	491	553	417	1461

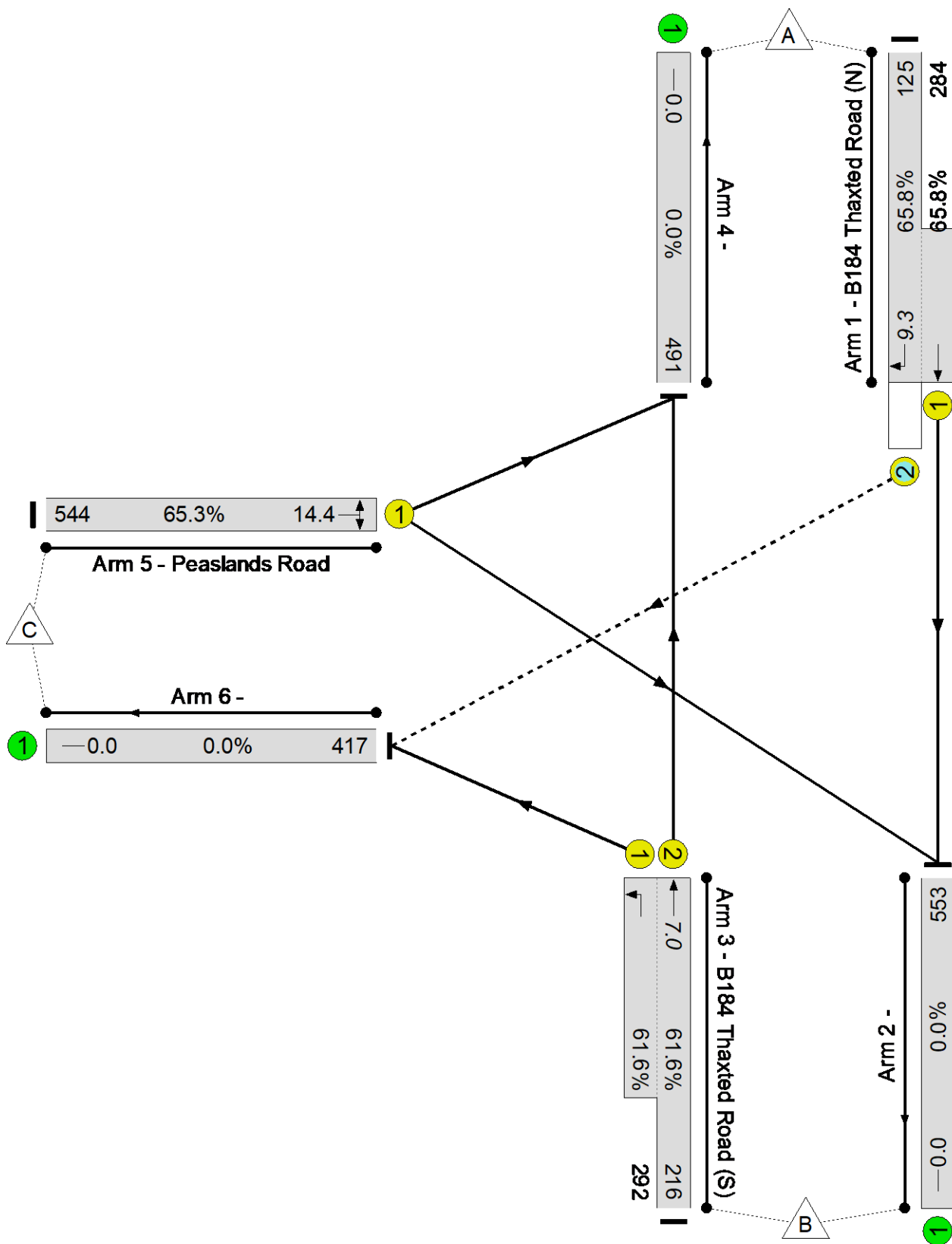
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	65.8%	111	11	3	13.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	65.8%	111	11	3	13.3	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	34	4	409	1741:1865	190+432	65.8 : 65.8%	111	11	3	5.3	9.3
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	26:89	63	508	1915:1702	351+474	61.6 : 61.6%	-	-	-	3.6	7.0
5/1	Peaslands Road Right Left	U	C		1	58	-	544	1695	833	65.3%	-	-	-	4.4	14.4
		C1	PRC for Signalled Lanes (%):		36.8		Total Delay for Signalled Lanes (pcuHr):		13.28		Cycle Time (s):		120			
			PRC Over All Lanes (%):		36.8		Total Delay Over All Lanes(pcuHr):		13.28							

MTP Results Summary
Network Layout Diagram

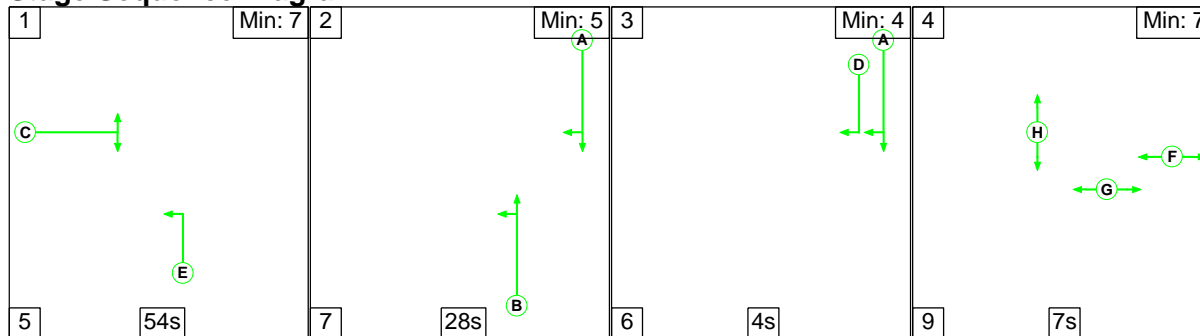

Unnamed Junction
 PRC: 36.8 %
 Total Traffic Delay: 13.3 pcuHr



MTP Results Summary

Scenario 4: '2027 Base + CD (No SLR) PM' (FG4: '2027 Base + CD (No SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2027 Base + CD (No SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	338	130	468
	B	173	0	248	421
	C	251	292	0	543
	Tot.	424	630	378	1432


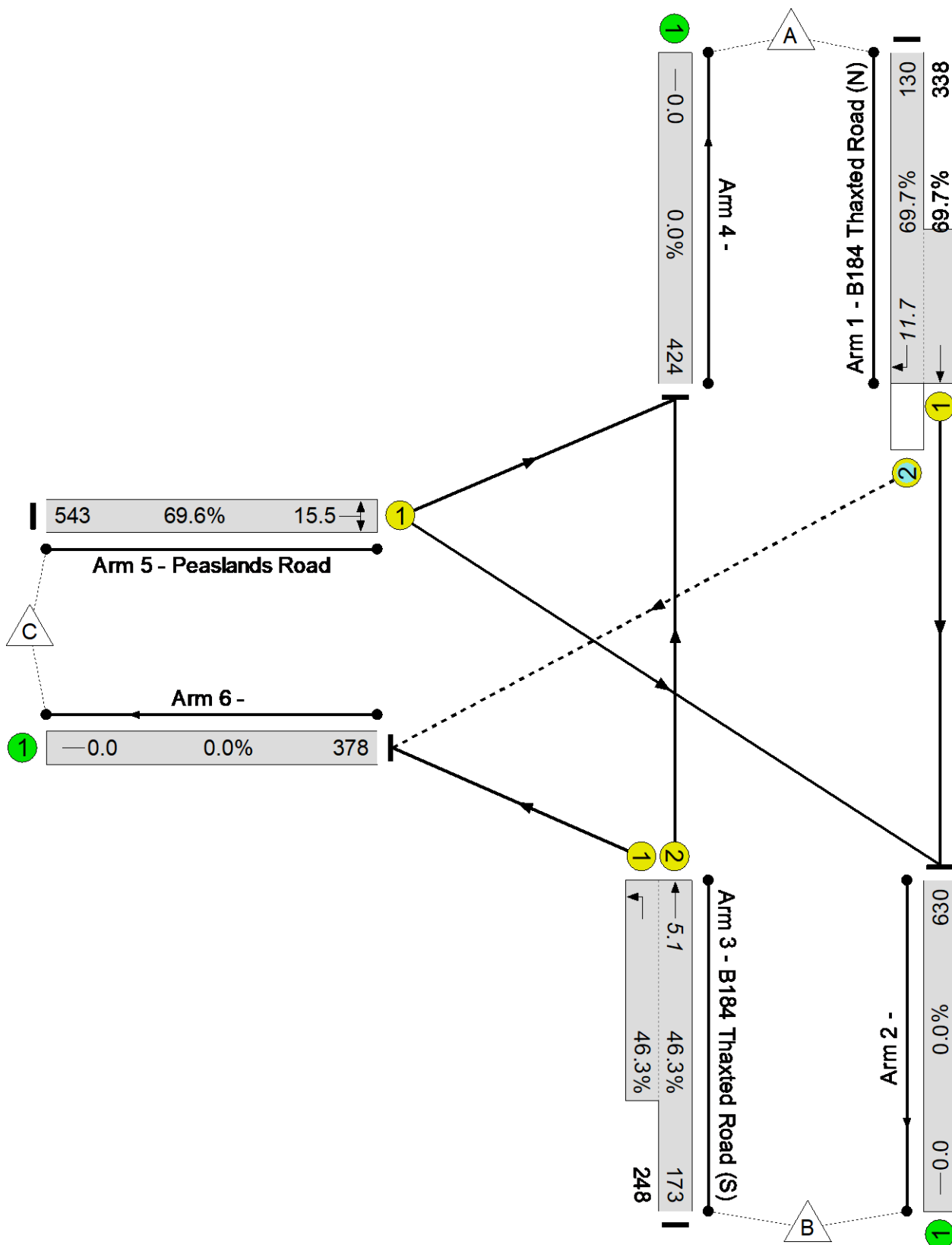
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	69.7%	118	9	3	13.2	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	69.7%	118	9	3	13.2	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	38	4	468	1741:1865	187+485	69.7 : 69.7%	118	9	3	5.7	11.7
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	30:89	59	421	1915:1702	373+535	46.3 : 46.3%	-	-	-	2.5	5.1
5/1	Peaslands Road Right Left	U	C		1	54	-	543	1701	780	69.6%	-	-	-	5.0	15.5
		C1	PRC for Signalled Lanes (%):		29.2		29.2		Total Delay for Signalled Lanes (pcuHr):		13.18		Cycle Time (s):		120	
			PRC Over All Lanes (%):		29.2				Total Delay Over All Lanes(pcuHr):		13.18					

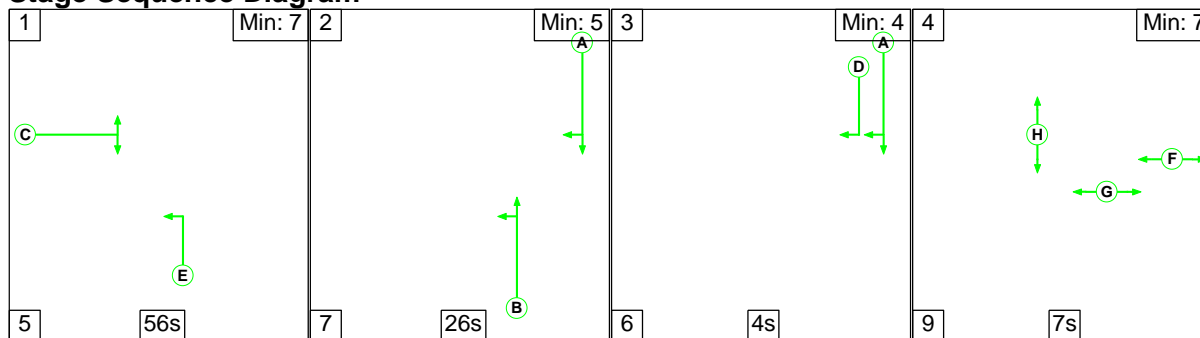
MTP Results Summary
Network Layout Diagram

Unnamed Junction
 PRC: 29.2 %
 Total Traffic Delay: 13.2 pcuHr

MTP Results Summary
Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

MTP Results Summary

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2027 Base + CD + Dev (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination				
		A	B	C	Tot.
Origin	A	0	294	125	419
	B	251	0	336	587
	C	275	281	0	556
	Tot.	526	575	461	1562

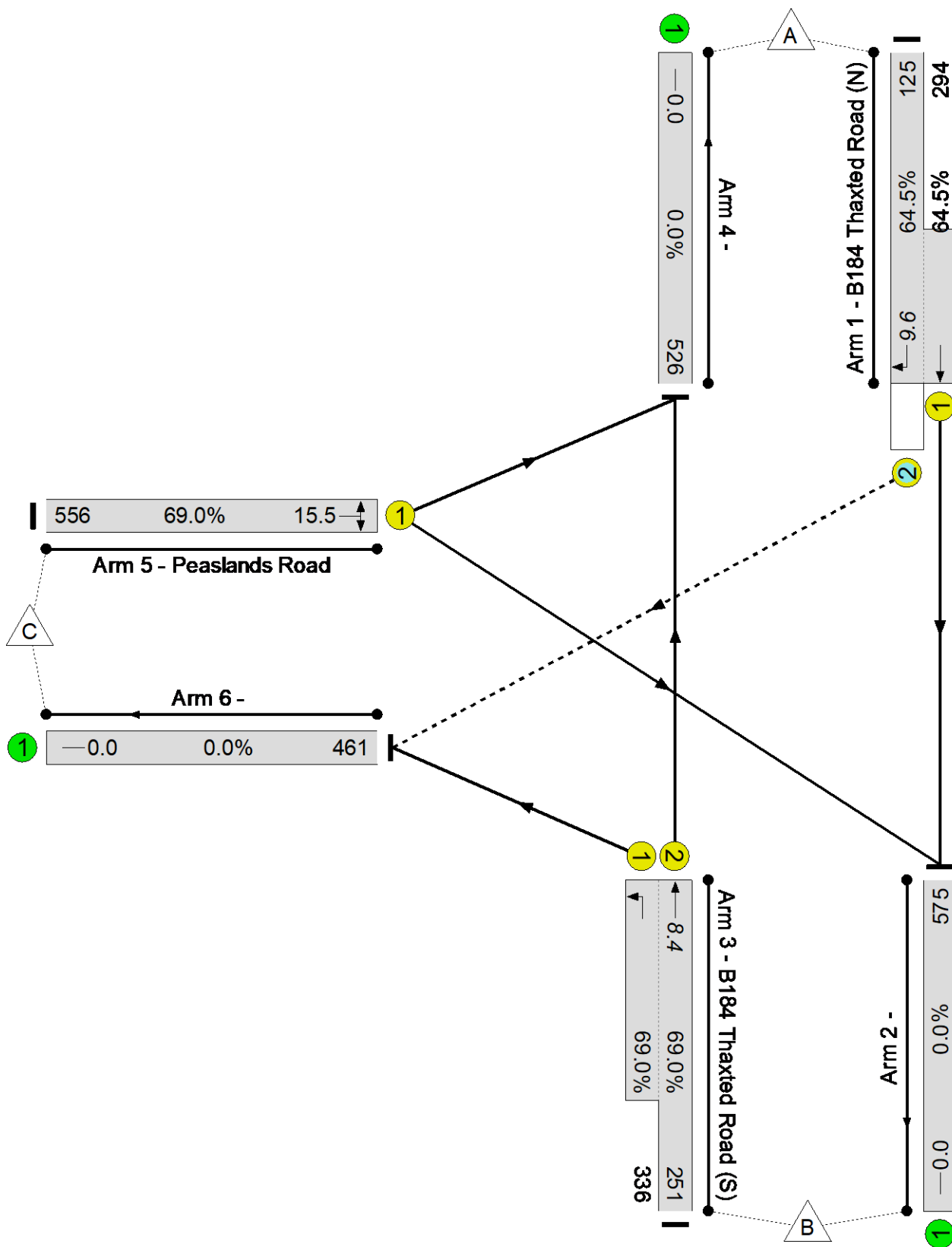
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	69.0%	100	22	3	14.4	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	69.0%	100	22	3	14.4	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	36	4	419	1741:1865	194+456	64.5 : 64.5%	100	22	3	5.2	9.6
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	28:89	61	587	1915:1702	364+487	69.0 : 69.0%	-	-	-	4.3	8.4
5/1	Peaslands Road Right Left	U	C		1	56	-	556	1697	806	69.0%	-	-	-	4.9	15.5
		C1	PRC for Signalled Lanes (%):		30.4		Total Delay for Signalled Lanes (pcuHr):		14.44		Cycle Time (s):		120			
			PRC Over All Lanes (%):		30.4		Total Delay Over All Lanes(pcuHr):		14.44							

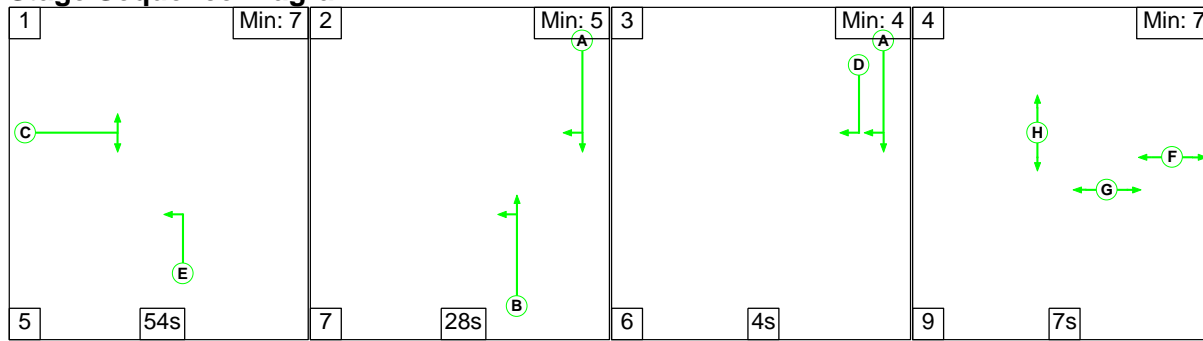
MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 30.4 %
 Total Traffic Delay: 14.4 pcuHr



MTP Results Summary
Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

MTP Results Summary

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: '2027 Base + CD + Dev (No SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination				
		A	B	C	Tot.
Origin	A	0	363	130	493
	B	184	0	261	445
	C	251	323	0	574
	Tot.	435	686	391	1512

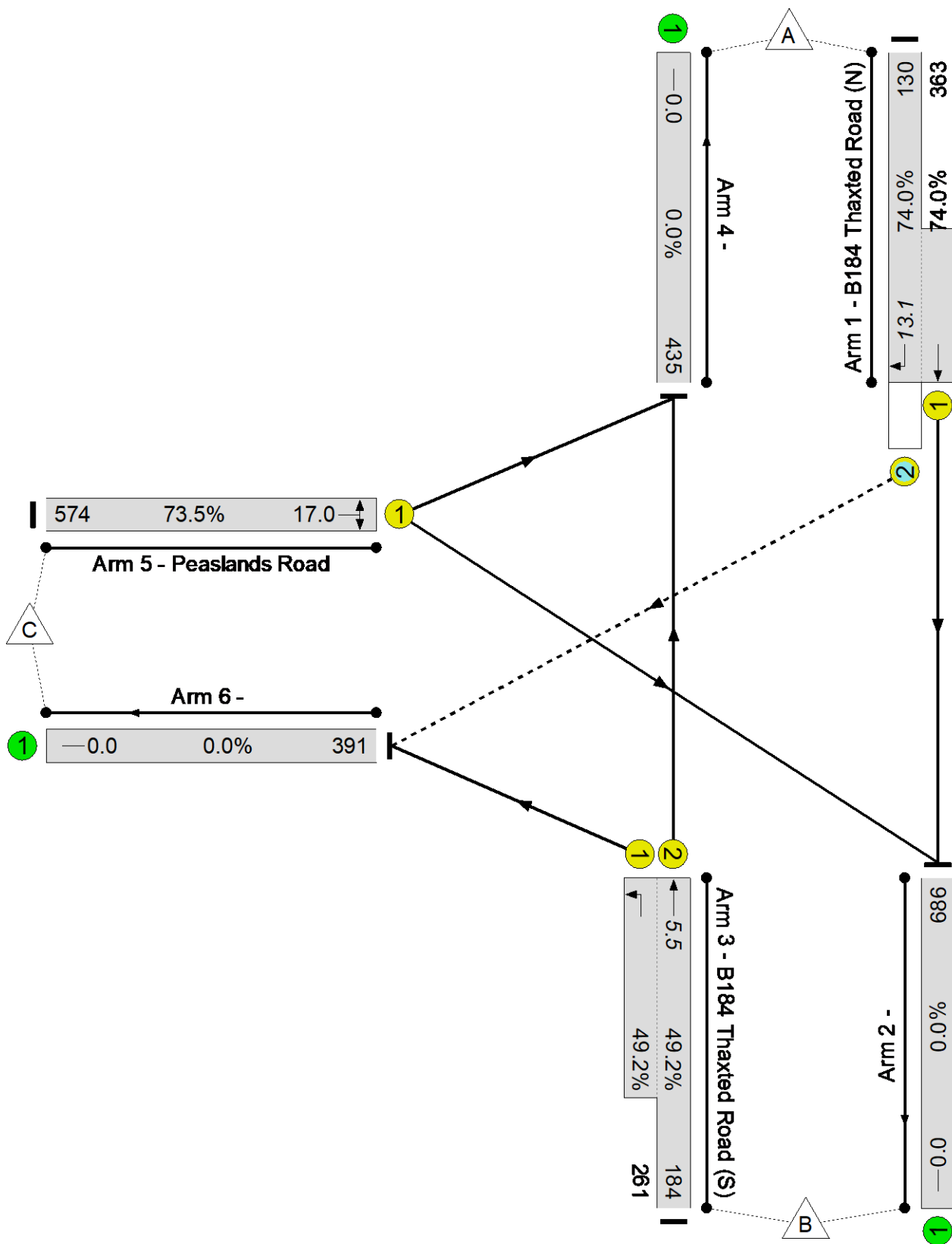
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)				
Network	-	-	-		-	-	-	-	-	-	74.0%	118	9	3	14.5	-				
Unnamed Junction	-	-	-		-	-	-	-	-	-	74.0%	118	9	3	14.5	-				
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	38	4	493	1741:1865	176+491	74.0 : 74.0%	118	9	3	6.3	13.1				
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	30:89	59	445	1915:1702	374+530	49.2 : 49.2%	-	-	-	2.7	5.5				
5/1	Peaslands Road Right Left	U	C		1	54	-	574	1704	781	73.5%	-	-	-	5.6	17.0				
		C1	PRC for Signalled Lanes (%):		21.7		PRC Over All Lanes (%):		21.7		Total Delay for Signalled Lanes (pcuHr):		14.54		Total Delay Over All Lanes(pcuHr):		14.54		Cycle Time (s): 120	

MTP Results Summary
Network Layout Diagram

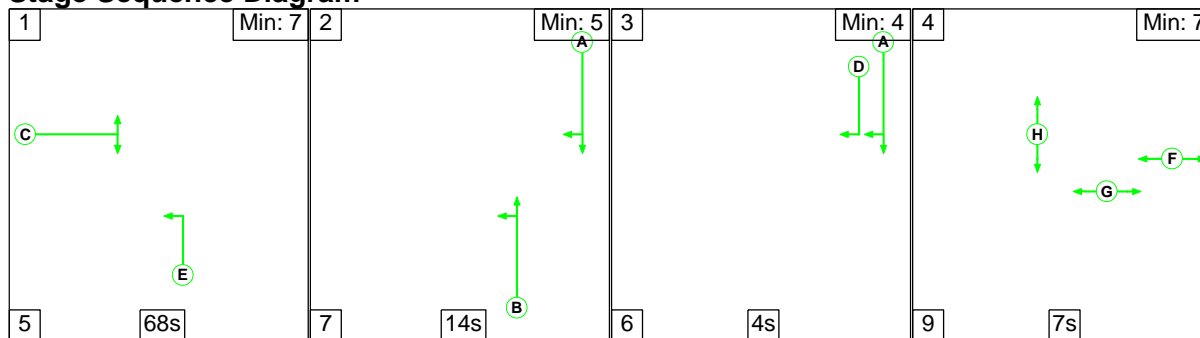

Unnamed Junction
 PRC: 21.7 %
 Total Traffic Delay: 14.5 pcuHr



MTP Results Summary

Scenario 7: '2027 Base + CD (SLR) AM' (FG7: '2027 Base + CD (SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2027 Base + CD (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination				
		A	B	C	Tot.
Origin	A	0	176	65	241
	B	137	0	340	477
	C	162	375	0	537
	Tot.	299	551	405	1255

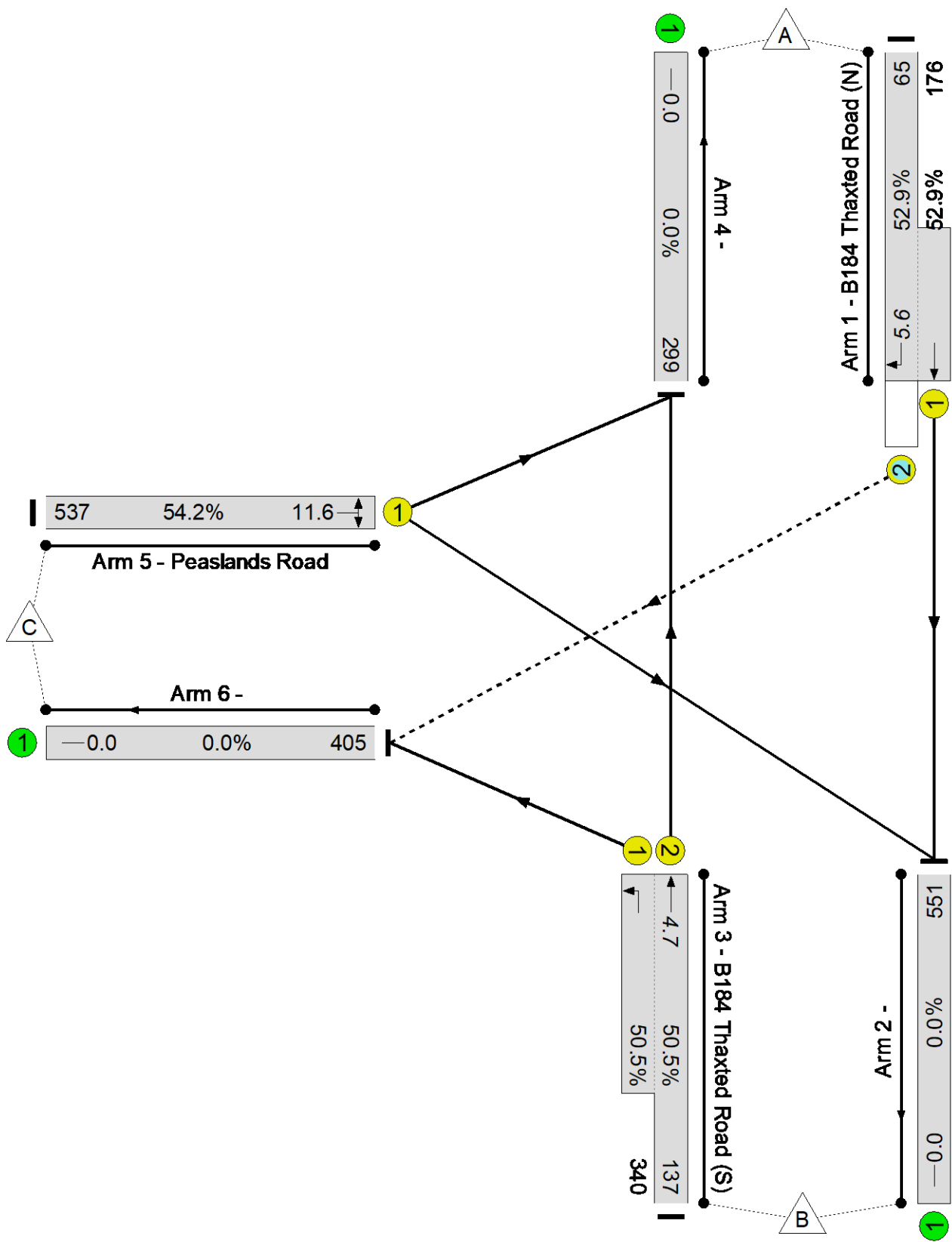
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	54.2%	59	4	2	9.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	54.2%	59	4	2	9.1	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	24	4	241	1741:1865	123+332	52.9 : 52.9%	59	4	2	3.4	5.6
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	16:89	73	477	1915:1702	271+673	50.5 : 50.5%	-	-	-	2.8	4.7
5/1	Peaslands Road Right Left	U	C		1	68	-	537	1722	990	54.2%	-	-	-	2.9	11.6
		C1	PRC for Signalled Lanes (%):		65.9		Total Delay for Signalled Lanes (pcuHr):		9.10		Cycle Time (s):		120			
			PRC Over All Lanes (%):		65.9		Total Delay Over All Lanes(pcuHr):		9.10							

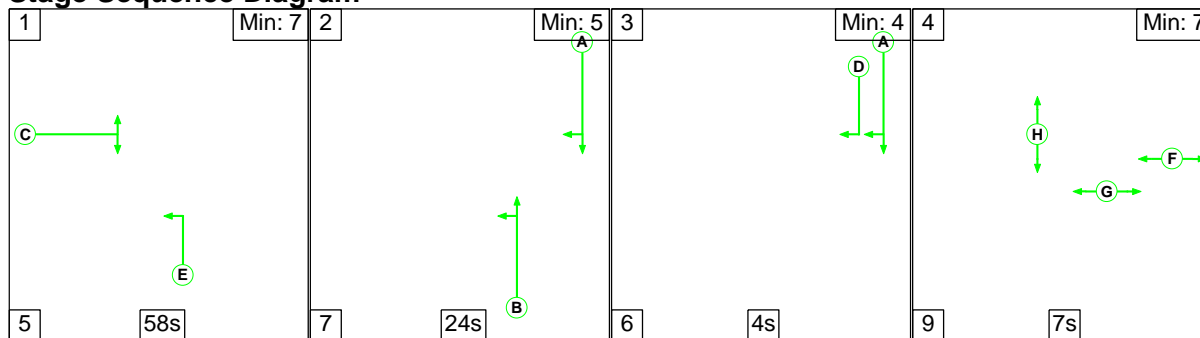
MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 65.9 %
 Total Traffic Delay: 9.1 pcuHr



Scenario 8: '2027 Base + CD (SLR) PM' (FG8: '2027 Base + CD (SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2027 Base + CD (SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination				
		A	B	C	Tot.
Origin	A	0	278	100	378
	B	79	0	267	346
	C	106	430	0	536
	Tot.	185	708	367	1260

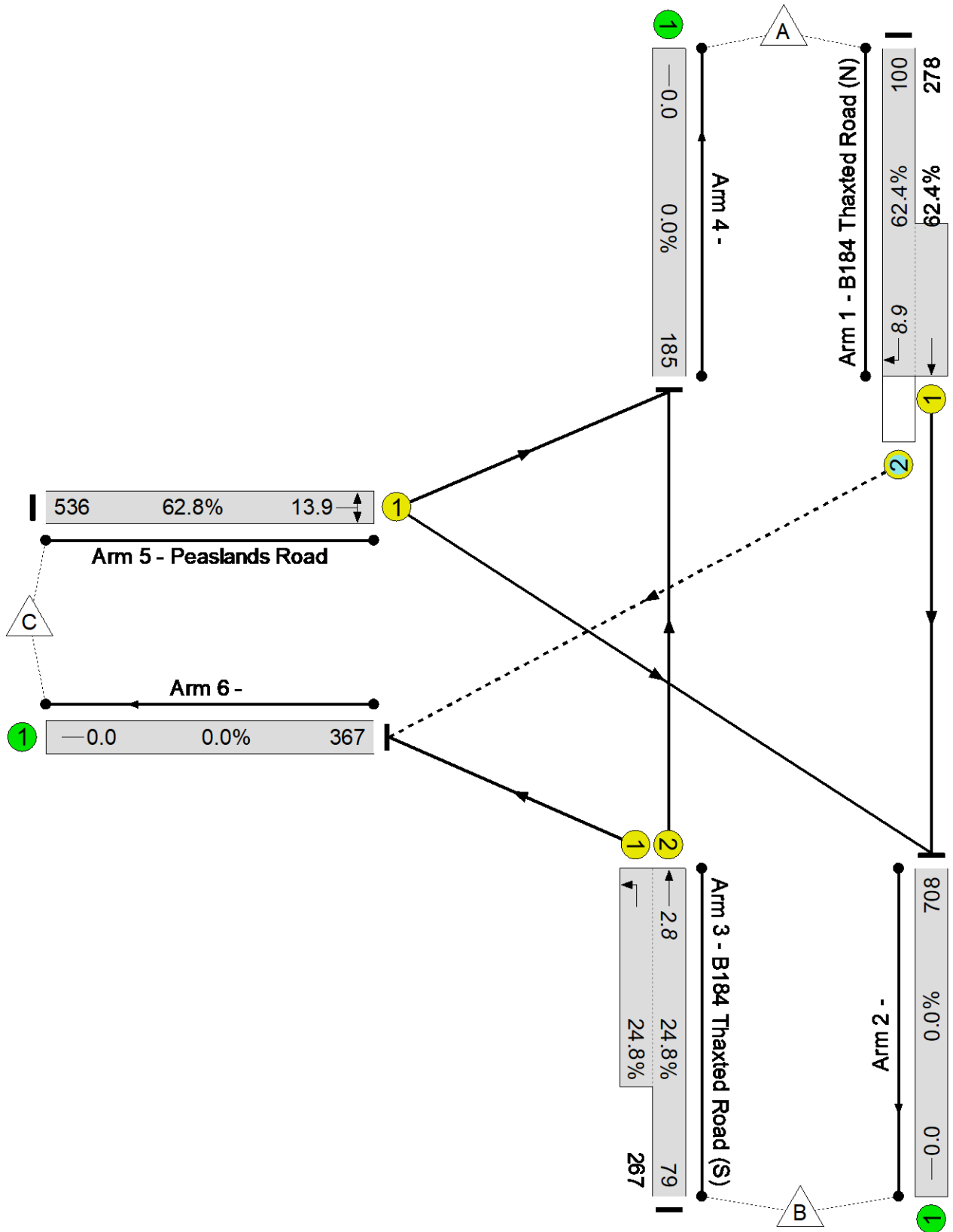
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	62.8%	91	7	3	10.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	62.8%	91	7	3	10.0	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	34	4	378	1741:1865	160+446	62.4 : 62.4%	91	7	3	4.5	8.9
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	26:89	63	346	1915:1702	318+1075	24.8 : 24.8%	-	-	-	1.3	2.8
5/1	Peaslands Road Right Left	U	C		1	58	-	536	1736	854	62.8%	-	-	-	4.2	13.9
		C1	PRC for Signalled Lanes (%):		43.3		43.3		Total Delay for Signalled Lanes (pcuHr):		10.01		Cycle Time (s):		120	
			PRC Over All Lanes (%):		43.3				Total Delay Over All Lanes(pcuHr):		10.01					

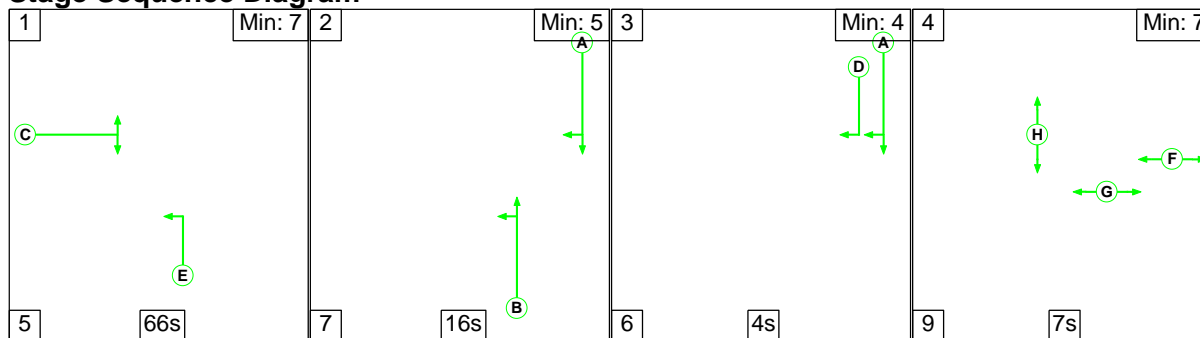
MTP Results Summary
Network Layout Diagram

 **Unnamed Junction**
 PRC: 43.3 %
 Total Traffic Delay: 10.0 pcuHr



MTP Results Summary
Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

MTP Results Summary

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
9: '2027 Base + CD + Dev (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	183	65	248
	B	164	0	384	548
	C	162	387	0	549
	Tot.	326	570	449	1345


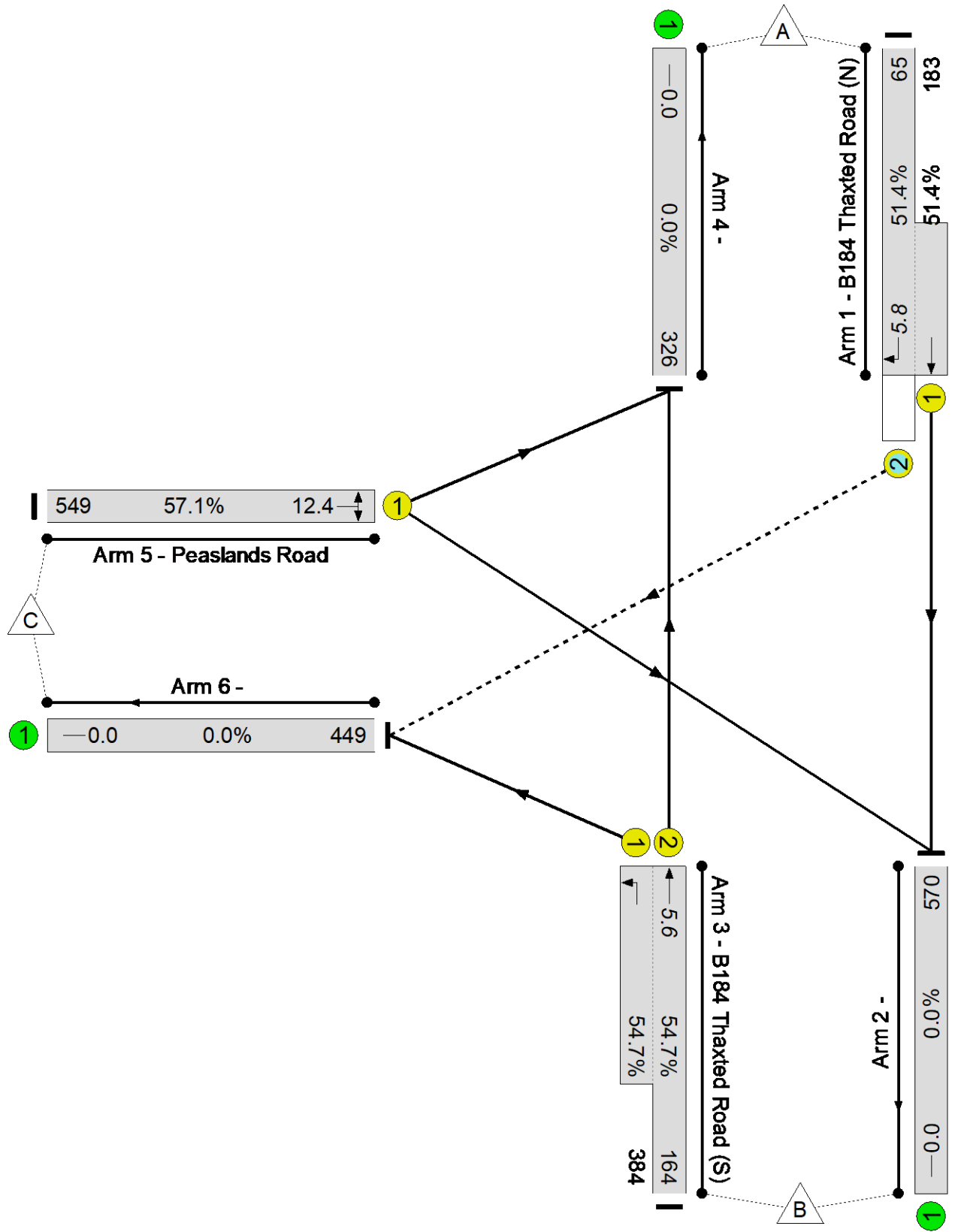
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.1%	59	4	2	9.9	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.1%	59	4	2	9.9	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	26	4	248	1741:1865	127+356	51.4 : 51.4%	59	4	2	3.4	5.8
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	18:89	71	548	1915:1702	300+702	54.7 : 54.7%	-	-	-	3.2	5.6
5/1	Peaslands Road Right Left	U	C		1	66	-	549	1723	962	57.1%	-	-	-	3.3	12.4
		C1	PRC for Signalled Lanes (%):		57.7		Total Delay for Signalled Lanes (pcuHr):		9.89		Cycle Time (s):		120			
			PRC Over All Lanes (%):		57.7		Total Delay Over All Lanes(pcuHr):		9.89							

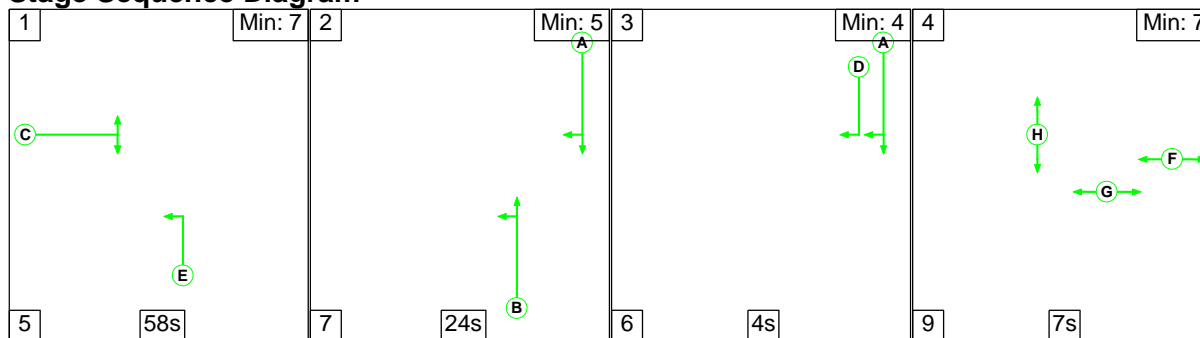
MTP Results Summary
Network Layout Diagram

Unnamed Junction
 PRC: 57.7 %
 Total Traffic Delay: 9.9 pcuHr

MTP Results Summary
Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 Thaxted Road (N))	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
1/2 (B184 Thaxted Road (N))	O	A D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (B184 Thaxted Road (S))	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
3/2 (B184 Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	15.00
											Arm 4 Left	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B184 Thaxted Road (N))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					

MTP Results Summary

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
10: '2027 Base + CD + Dev (SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination				
		A	B	C	Tot.
Origin	A	0	297	100	397
	B	88	0	281	369
	C	106	461	0	567
	Tot.	194	758	381	1333

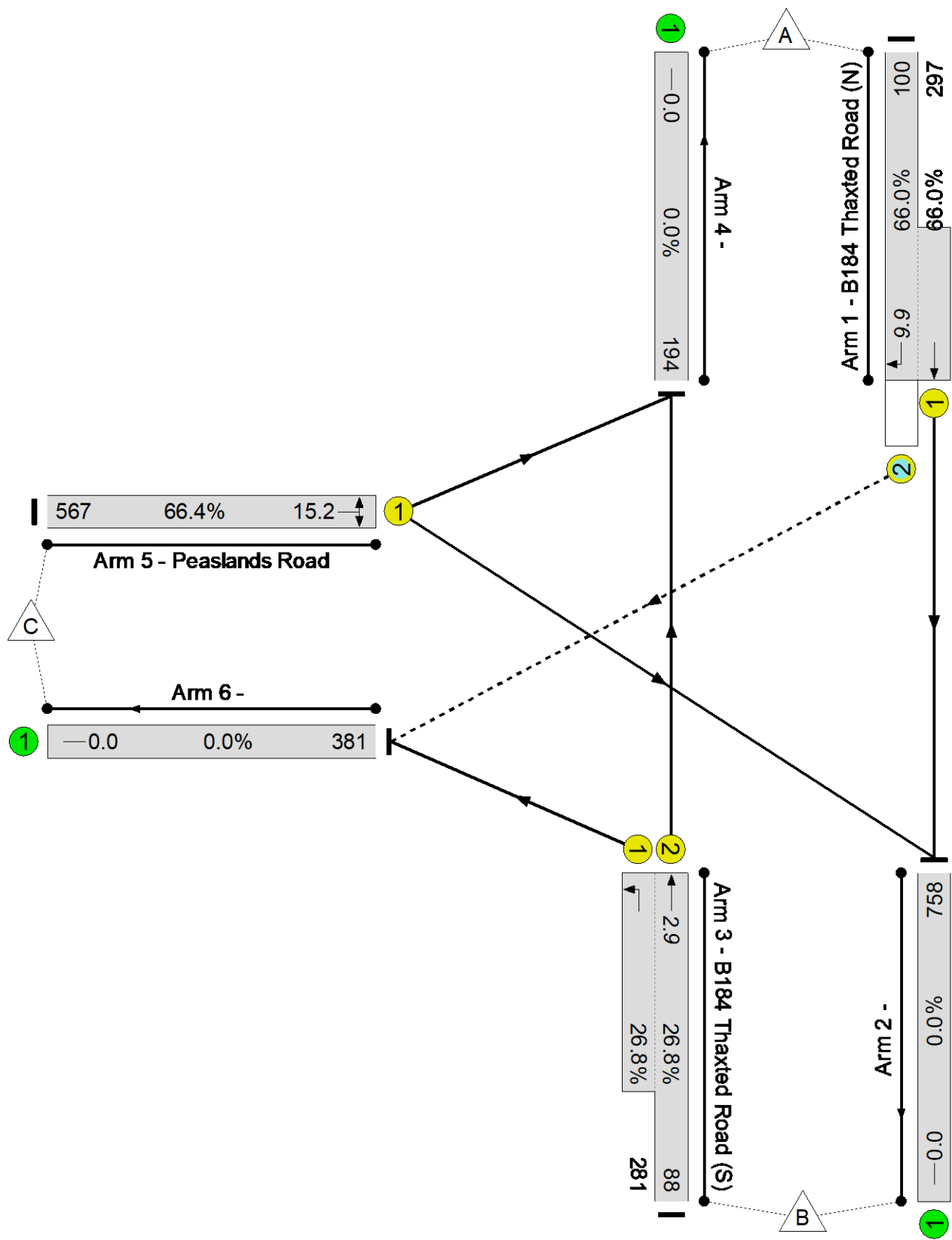
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)				
Network	-	-	-		-	-	-	-	-	-	66.4%	91	7	3	11.0	-				
Unnamed Junction	-	-	-		-	-	-	-	-	-	66.4%	91	7	3	11.0	-				
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	34	4	397	1741:1865	151+450	66.0 : 66.0%	91	7	3	4.9	9.9				
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	26:89	63	369	1915:1702	328+1047	26.8 : 26.8%	-	-	-	1.5	2.9				
5/1	Peaslands Road Right Left	U	C		1	58	-	567	1738	855	66.4%	-	-	-	4.6	15.2				
		C1	PRC for Signalled Lanes (%):		35.6		PRC Over All Lanes (%):		35.6		Total Delay for Signalled Lanes (pcuHr):		10.97		Total Delay Over All Lanes(pcuHr):		10.97		Cycle Time (s): 120	

MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 35.6 %
 Total Traffic Delay: 11.0 pcuHr



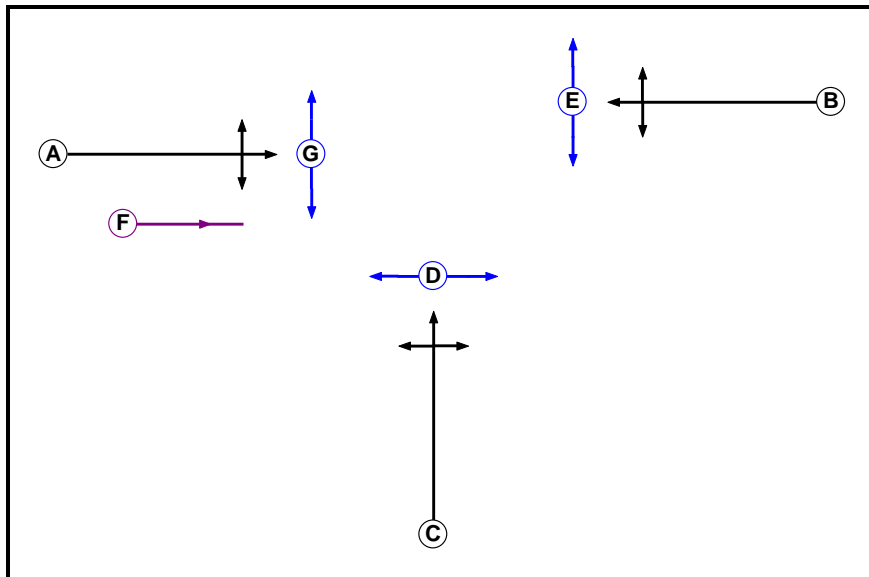
Appendix 16

MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078- Chaters Hill-Radwinter Road-B184 Thaxted Road-B184 East Street Signals.lsg3x
Author:	
Company:	
Address:	

Phase Diagram



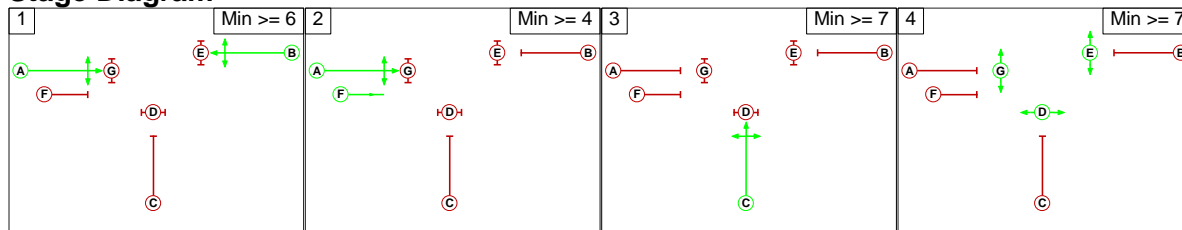
Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Ind. Arrow	A	4	4
G	Pedestrian		7	7

Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A	-	7	9	9	-	9	
	B	-	6	9	9	6	9	
	C	6	5	-	9	9	6	9
	D	5	5	5	-	5	-	
	E	5	5	5	-	-	5	-
	F	-	7	7	9	9	-	9
	G	5	5	5	-	-	5	-

Stage Diagram

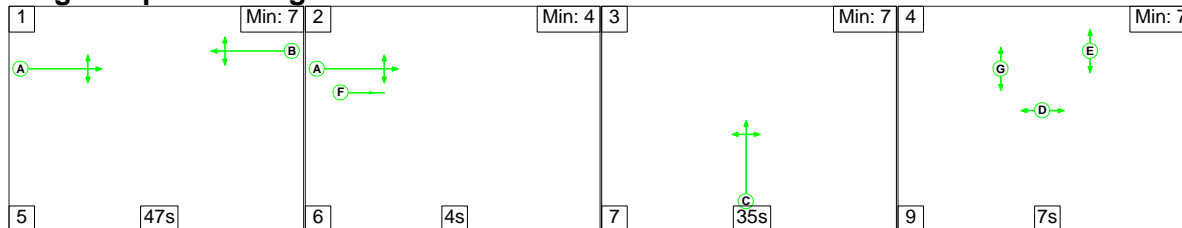


Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

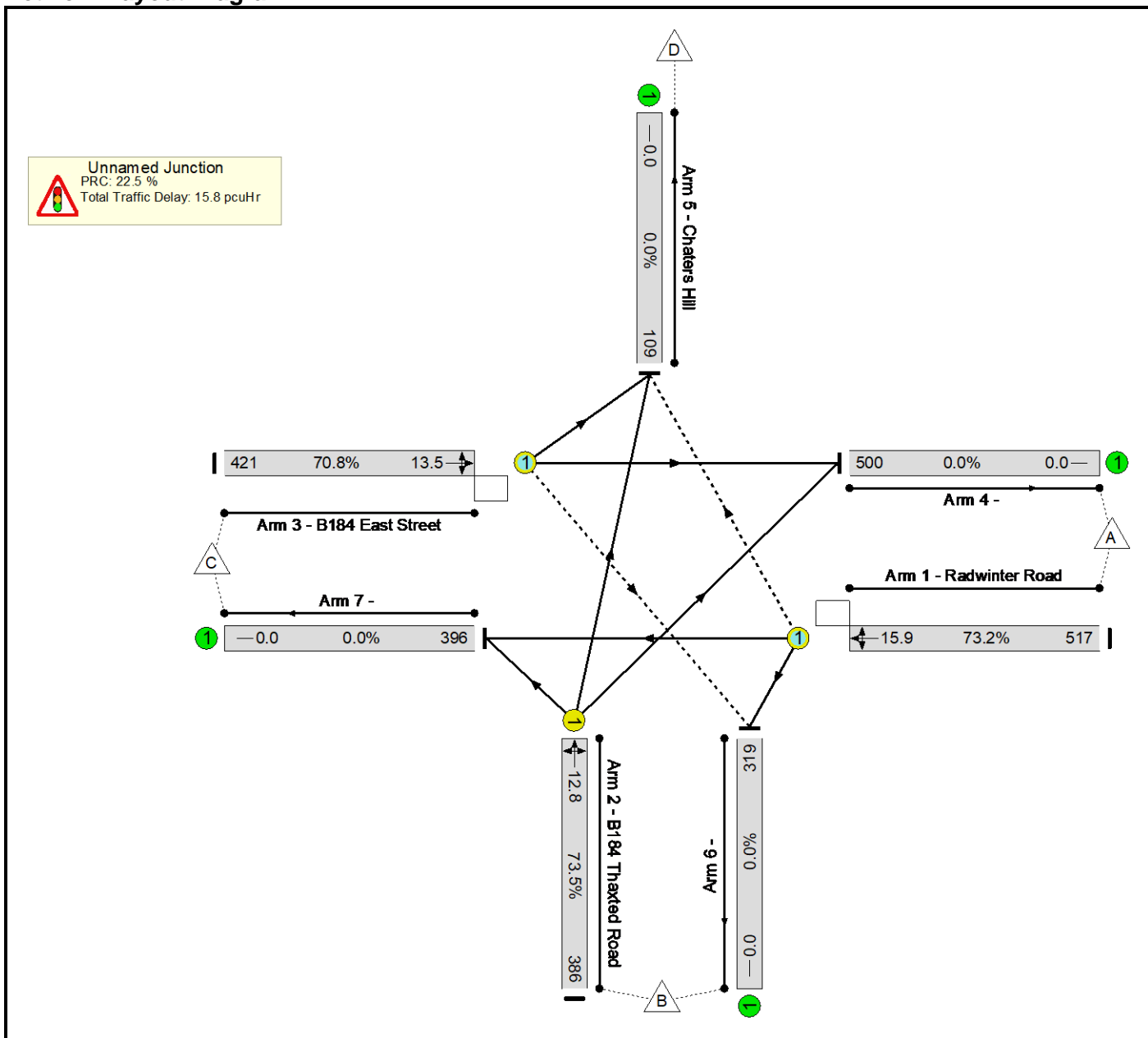
		Destination				
		A	B	C	D	Tot.
Origin	A	0	204	313	0	517
	B	194	0	83	109	386
	C	306	115	0	0	421
	D	0	0	0	0	0
	Tot.	500	319	396	109	1324

MTP Results Summary

Network Results

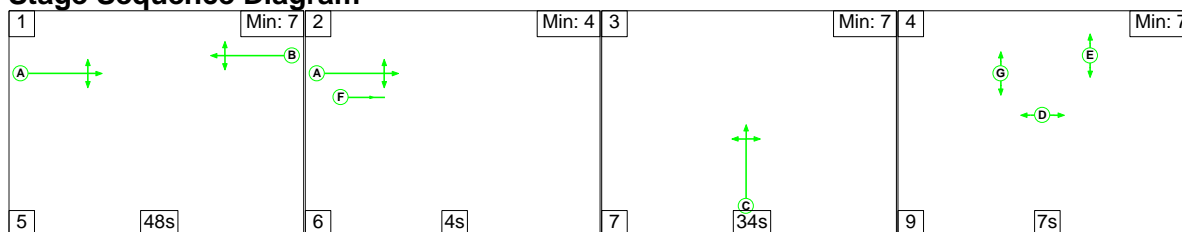
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	73.5%	105	8	2	15.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	73.5%	105	8	2	15.8	-
1/1	Radwinter Road Right Left Ahead	O	B		1	47	-	517	1766	706	73.2%	0	0	0	5.7	15.9
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	35	-	386	1751	525	73.5%	-	-	-	5.4	12.8
3/1	B184 East Street Ahead Left Right	O	A		1	57	-	421	1876	595	70.8%	105	8	2	4.7	13.5
		C1	PRC for Signalled Lanes (%):		22.5		22.5		Total Delay for Signalled Lanes (pcuHr):		15.81		Cycle Time (s):		120	
			PRC Over All Lanes (%):		22.5				Total Delay Over All Lanes(pcuHr):		15.81					

MTP Results Summary
Network Layout Diagram



Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2021 Base PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

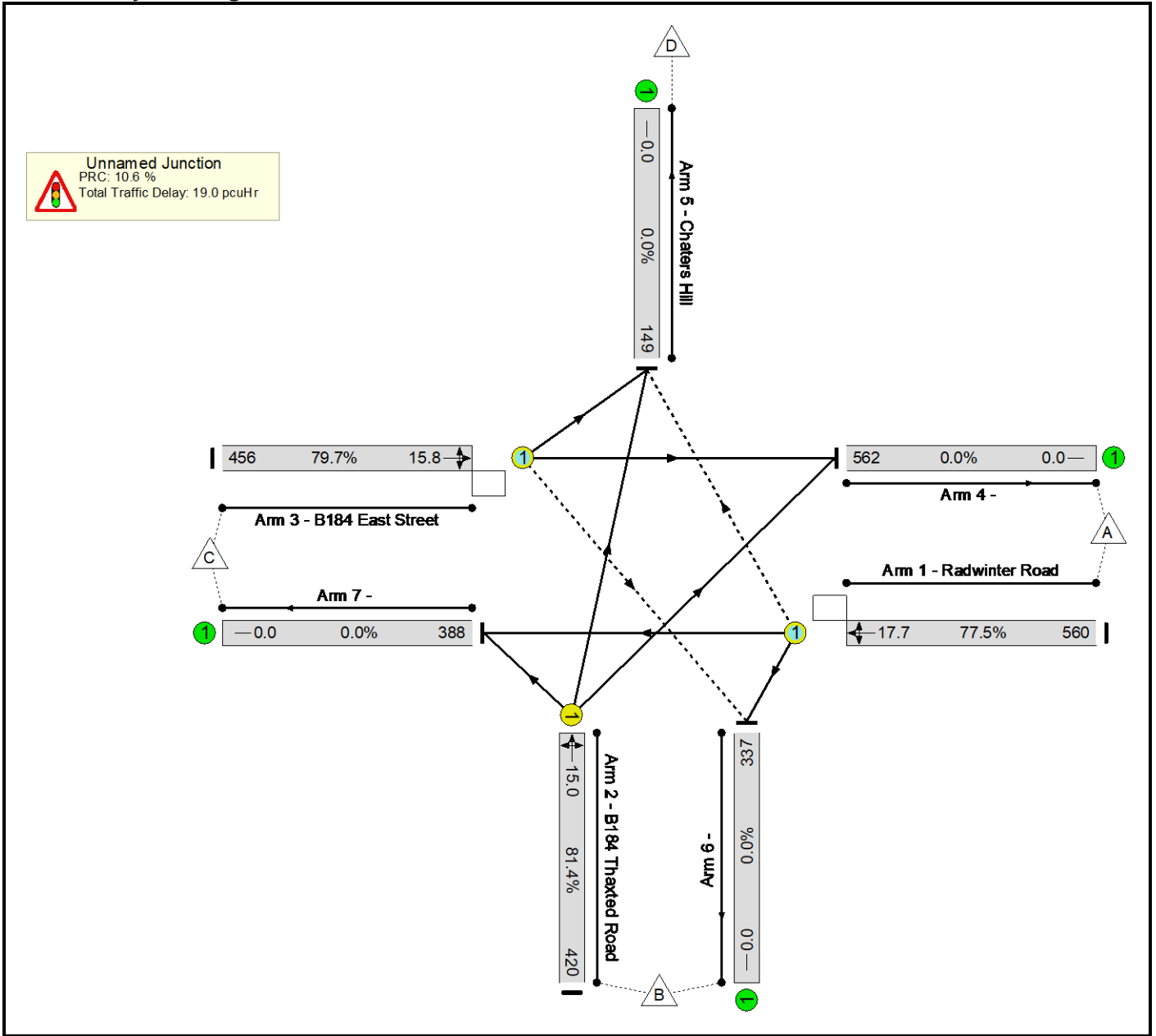
		Destination				
		A	B	C	D	Tot.
Origin	A	0	217	343	0	560
	B	226	0	45	149	420
	C	336	120	0	0	456
	D	0	0	0	0	0
	Tot.	562	337	388	149	1436

MTP Results Summary

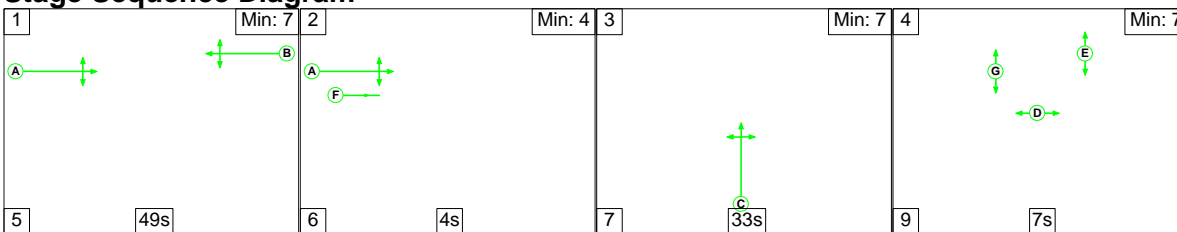
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)				
Network	-	-	-		-	-	-	-	-	-	81.4%	109	9	2	19.0	-				
Unnamed Junction	-	-	-		-	-	-	-	-	-	81.4%	109	9	2	19.0	-				
1/1	Radwinter Road Right Left Ahead	O	B		1	48	-	560	1769	722	77.5%	0	0	0	6.5	17.7				
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	34	-	420	1769	516	81.4%	-	-	-	6.7	15.0				
3/1	B184 East Street Ahead Left Right	O	A		1	58	-	456	1878	572	79.7%	109	9	2	5.9	15.8				
		C1	PRC for Signalled Lanes (%):		10.6		PRC Over All Lanes (%):		10.6		Total Delay for Signalled Lanes (pcuHr):		19.04		Total Delay Over All Lanes(pcuHr):		19.04		Cycle Time (s): 120	

MTP Results Summary
Network Layout Diagram



Scenario 3: '2027 Base + CD (No SLR) AM' (FG3: '2027 Base + CD (No SLR) AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2027 Base + CD (No SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

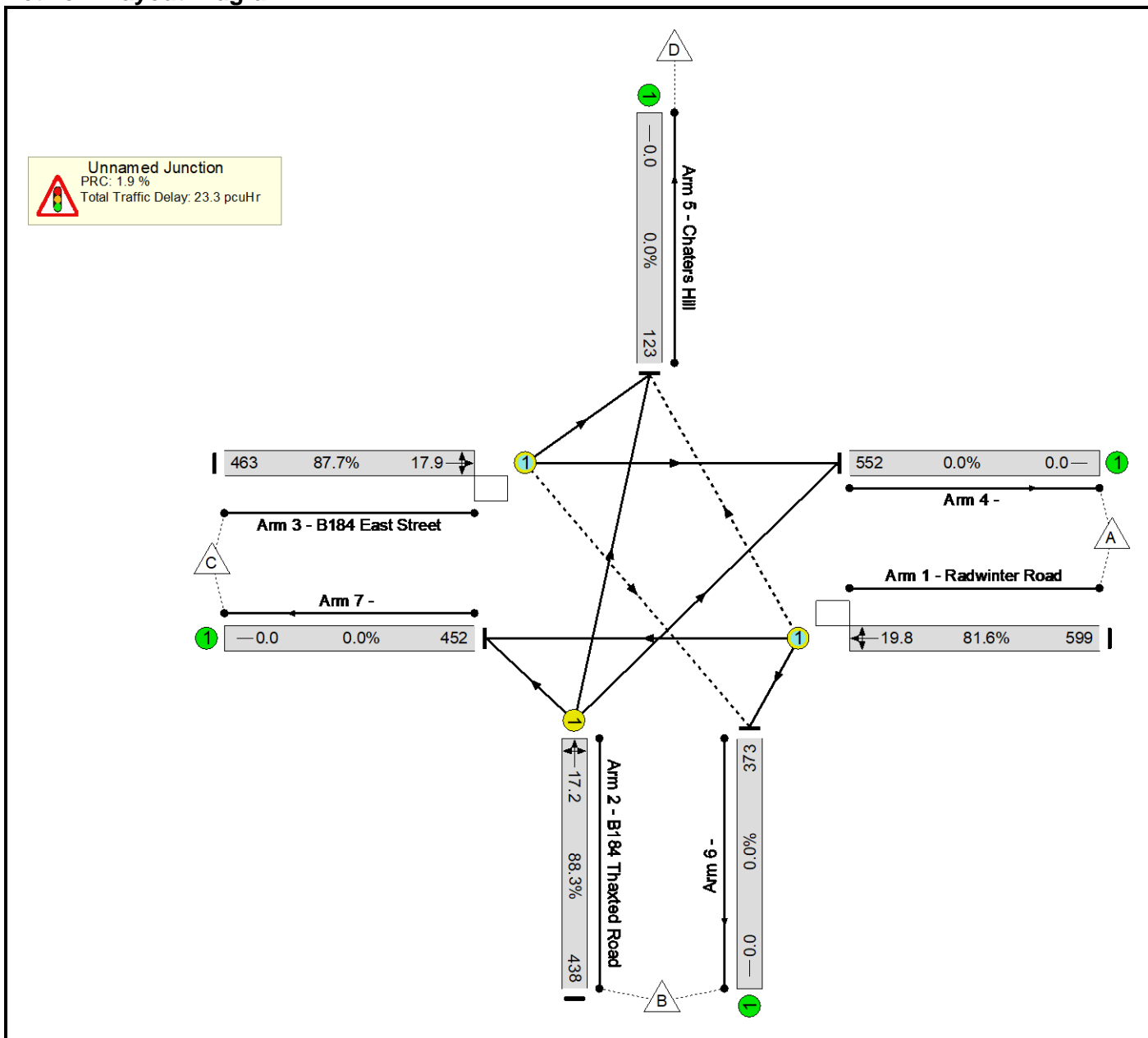
		Destination				
		A	B	C	D	Tot.
Origin	A	0	244	355	0	599
	B	218	0	97	123	438
	C	334	129	0	0	463
	D	0	0	0	0	0
	Tot.	552	373	452	123	1500

MTP Results Summary

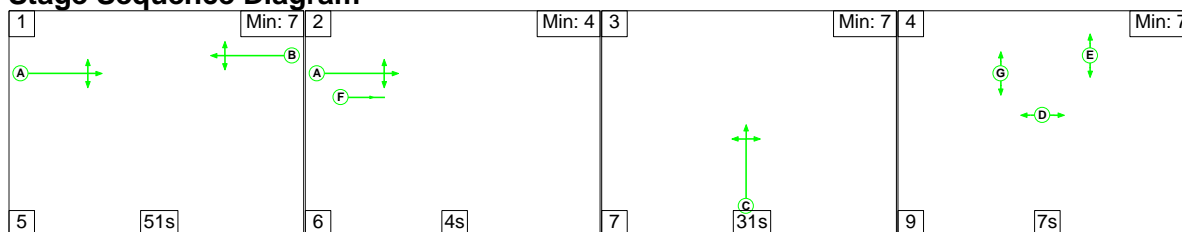
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	88.3%	91	36	2	23.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	88.3%	91	36	2	23.3	-
1/1	Radwinter Road Right Left Ahead	O	B		1	49	-	599	1761	734	81.6%	0	0	0	7.3	19.8
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	33	-	438	1751	496	88.3%	-	-	-	8.4	17.2
3/1	B184 East Street Ahead Left Right	O	A		1	59	-	463	1875	528	87.7%	91	36	2	7.6	17.9
		C1	PRC for Signalled Lanes (%):		1.9		Total Delay for Signalled Lanes (pcuHr):		23.25		Cycle Time (s):		120			
			PRC Over All Lanes (%):		1.9		Total Delay Over All Lanes(pcuHr):		23.25							

MTP Results Summary
Network Layout Diagram



Scenario 4: '2027 Base + CD (No SLR) PM' (FG4: '2027 Base + CD (No SLR) PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2027 Base + CD (No SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

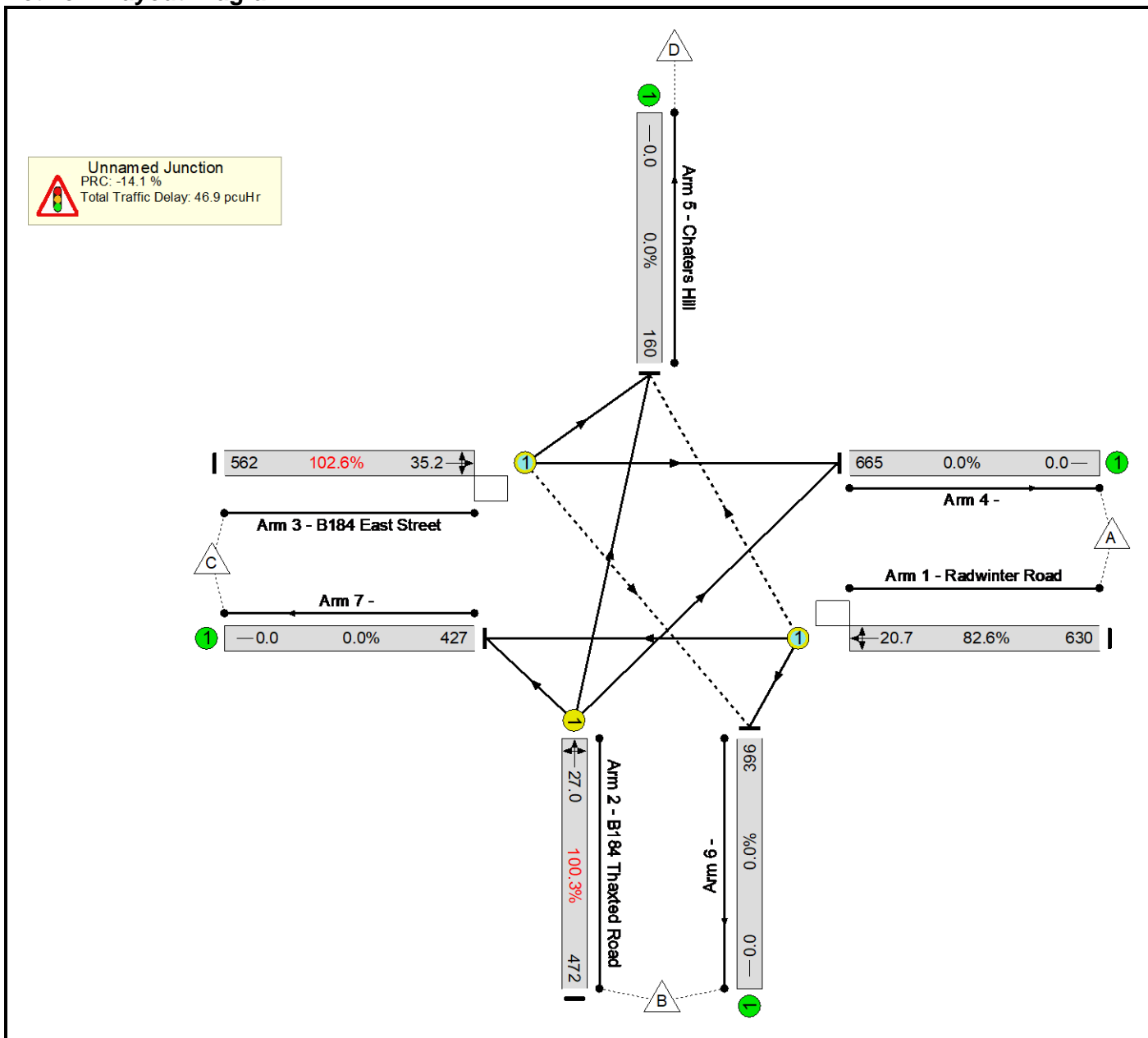
		Destination				
		A	B	C	D	Tot.
Origin	A	0	256	374	0	630
	B	259	0	53	160	472
	C	418	144	0	0	562
	D	0	0	0	0	0
	Tot.	677	400	427	160	1664

MTP Results Summary

Network Results

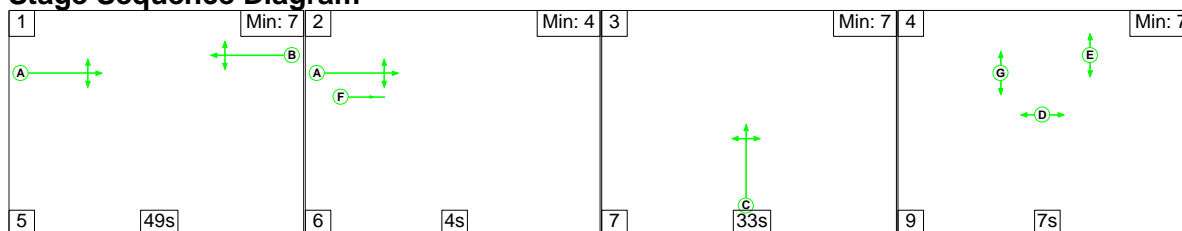
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	102.6%	88	44	8	46.9	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	102.6%	88	44	8	46.9	-
1/1	Radwinter Road Right Left Ahead	O	B		1	51	-	630	1761	763	82.6%	0	0	0	7.5	20.7
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	31	-	472	1765	471	100.3%	-	-	-	17.0	27.0
3/1	B184 East Street Ahead Left Right	O	A		1	61	-	562	1880	547	102.6%	88	44	8	22.3	35.2
		C1	PRC for Signalled Lanes (%):		-14.1		Total Delay for Signalled Lanes (pcuHr):		46.86		Cycle Time (s):		120			
			PRC Over All Lanes (%):		-14.1		Total Delay Over All Lanes(pcuHr):		46.86							

MTP Results Summary
Network Layout Diagram



Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD + Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2027 Base + CD + Dev (No SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

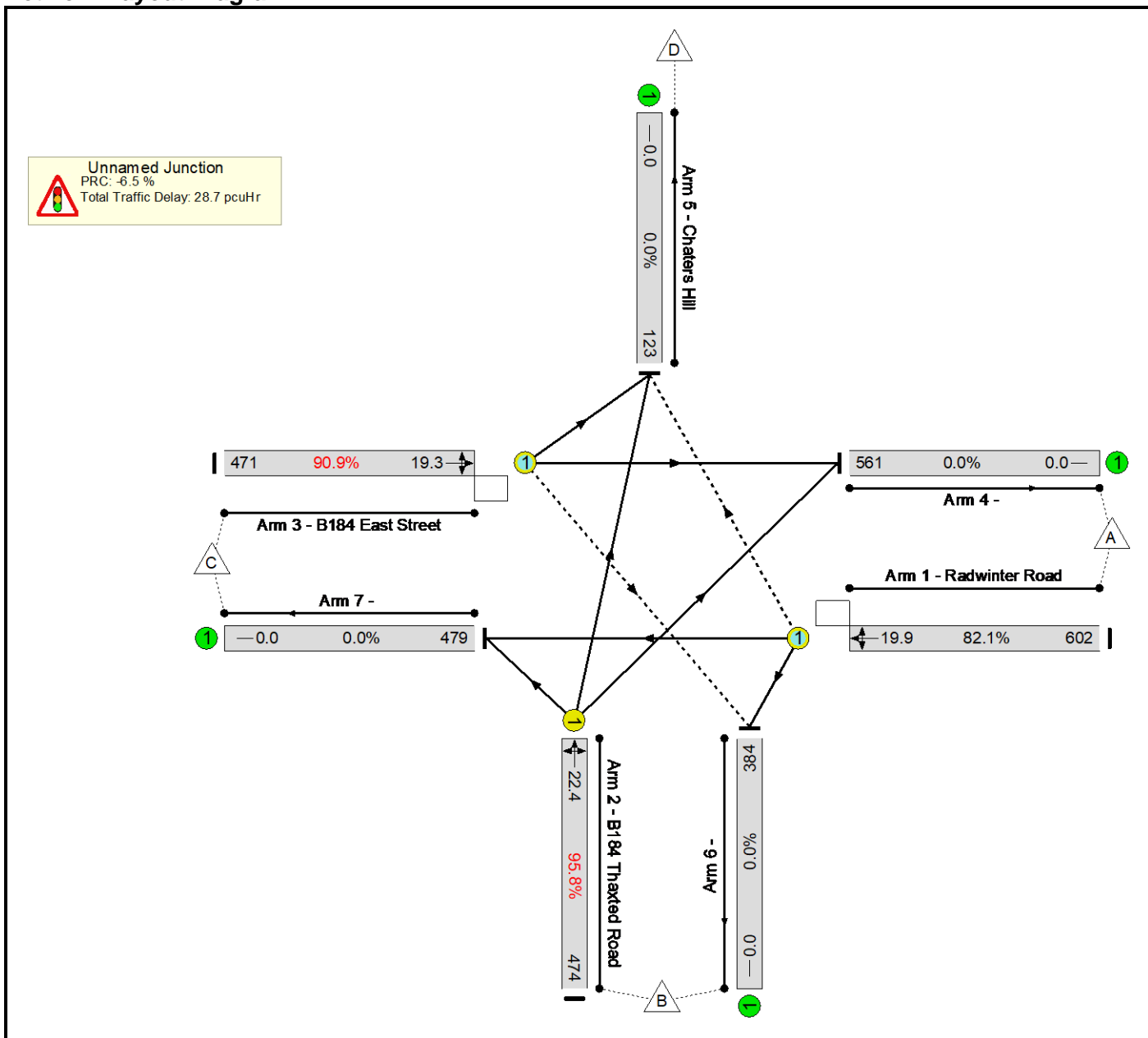
		Destination				
		A	B	C	D	Tot.
Origin	A	0	247	355	0	602
	B	227	0	124	123	474
	C	334	137	0	0	471
	D	0	0	0	0	0
	Tot.	561	384	479	123	1547

MTP Results Summary

Network Results

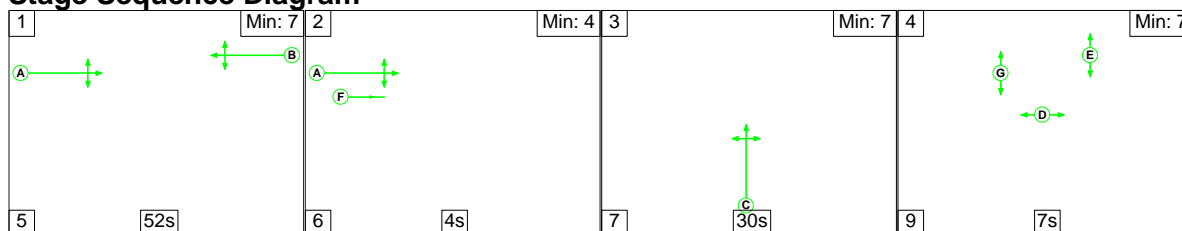
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	95.8%	87	48	2	28.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	95.8%	87	48	2	28.7	-
1/1	Radwinter Road Right Left Ahead	O	B		1	49	-	602	1760	733	82.1%	0	0	0	7.4	19.9
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	33	-	474	1746	495	95.8%	-	-	-	12.4	22.4
3/1	B184 East Street Ahead Left Right	O	A		1	59	-	471	1872	518	90.9%	87	48	2	8.8	19.3
		C1	PRC for Signalled Lanes (%):		-6.5		Total Delay for Signalled Lanes (pcuHr):		28.67		Cycle Time (s):		120			
			PRC Over All Lanes (%):		-6.5		Total Delay Over All Lanes(pcuHr):		28.67							

MTP Results Summary
Network Layout Diagram



Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: '2027 Base + CD + Dev (No SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

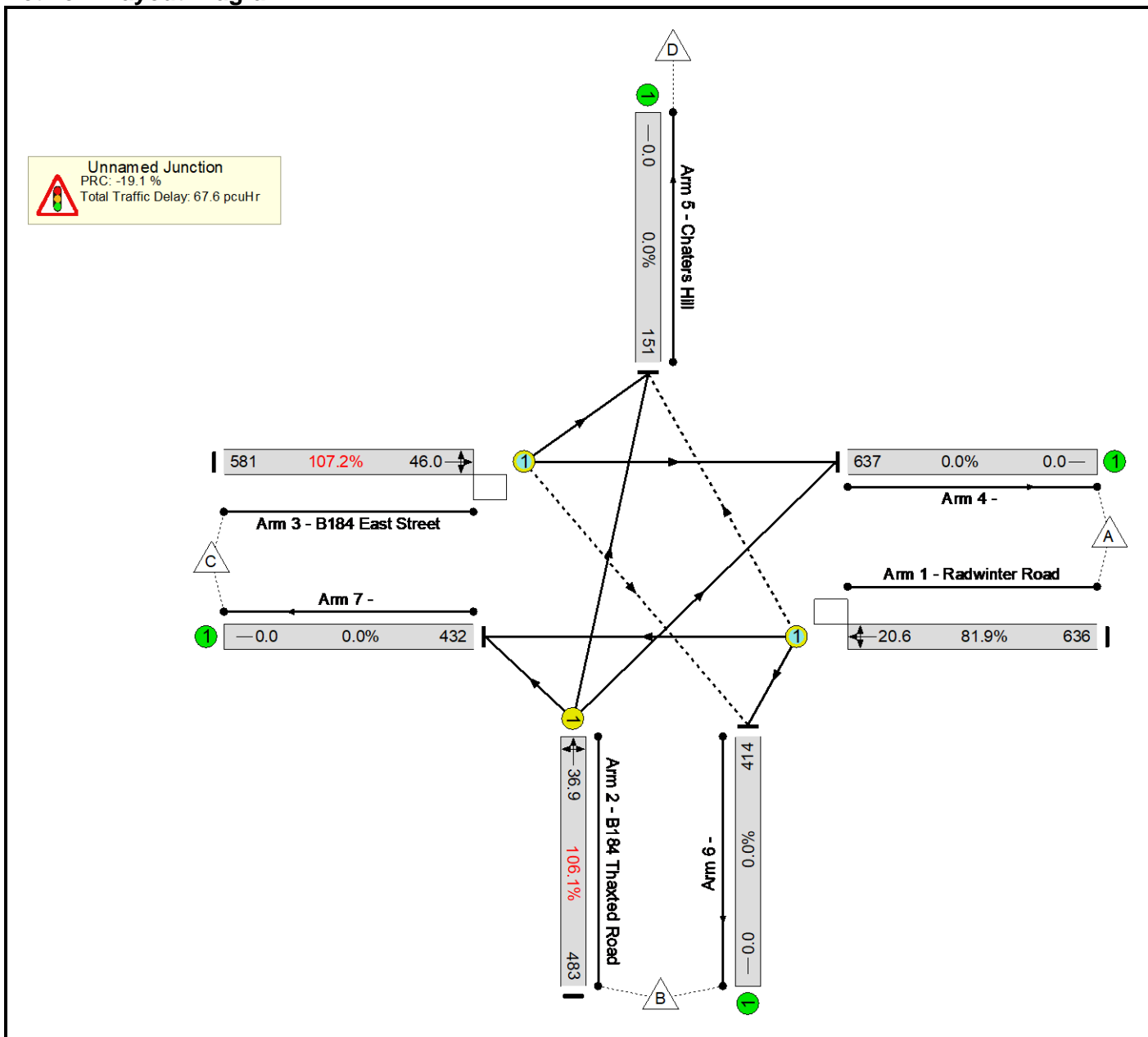
		Destination				
		A	B	C	D	Tot.
Origin	A	0	262	374	0	636
	B	262	0	61	160	483
	C	418	163	0	0	581
	D	0	0	0	0	0
	Tot.	680	425	435	160	1700

MTP Results Summary

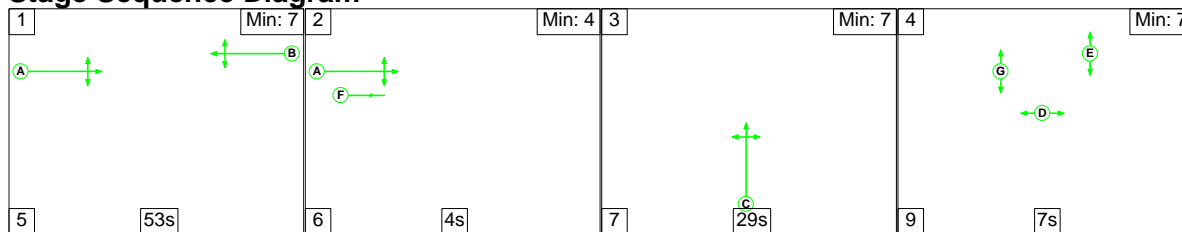
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	107.2%	93	50	9	67.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	107.2%	93	50	9	67.6	-
1/1	Radwinter Road Right Left Ahead	O	B		1	52	-	636	1759	777	81.9%	0	0	0	7.4	20.6
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	30	-	483	1763	455	106.1%	-	-	-	27.0	36.9
3/1	B184 East Street Ahead Left Right	O	A		1	62	-	581	1874	542	107.2%	93	50	9	33.2	46.0
		C1	PRC for Signalled Lanes (%):		-19.1		Total Delay for Signalled Lanes (pcuHr):		67.56		Cycle Time (s):		120			
			PRC Over All Lanes (%):		-19.1		Total Delay Over All Lanes(pcuHr):		67.56							

MTP Results Summary
Network Layout Diagram



Scenario 7: '2027 Base + CD (SLR) AM' (FG7: '2027 Base + CD (SLR) AM', Plan 1: 'Network Control Plan 1')



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2027 Base + CD (SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

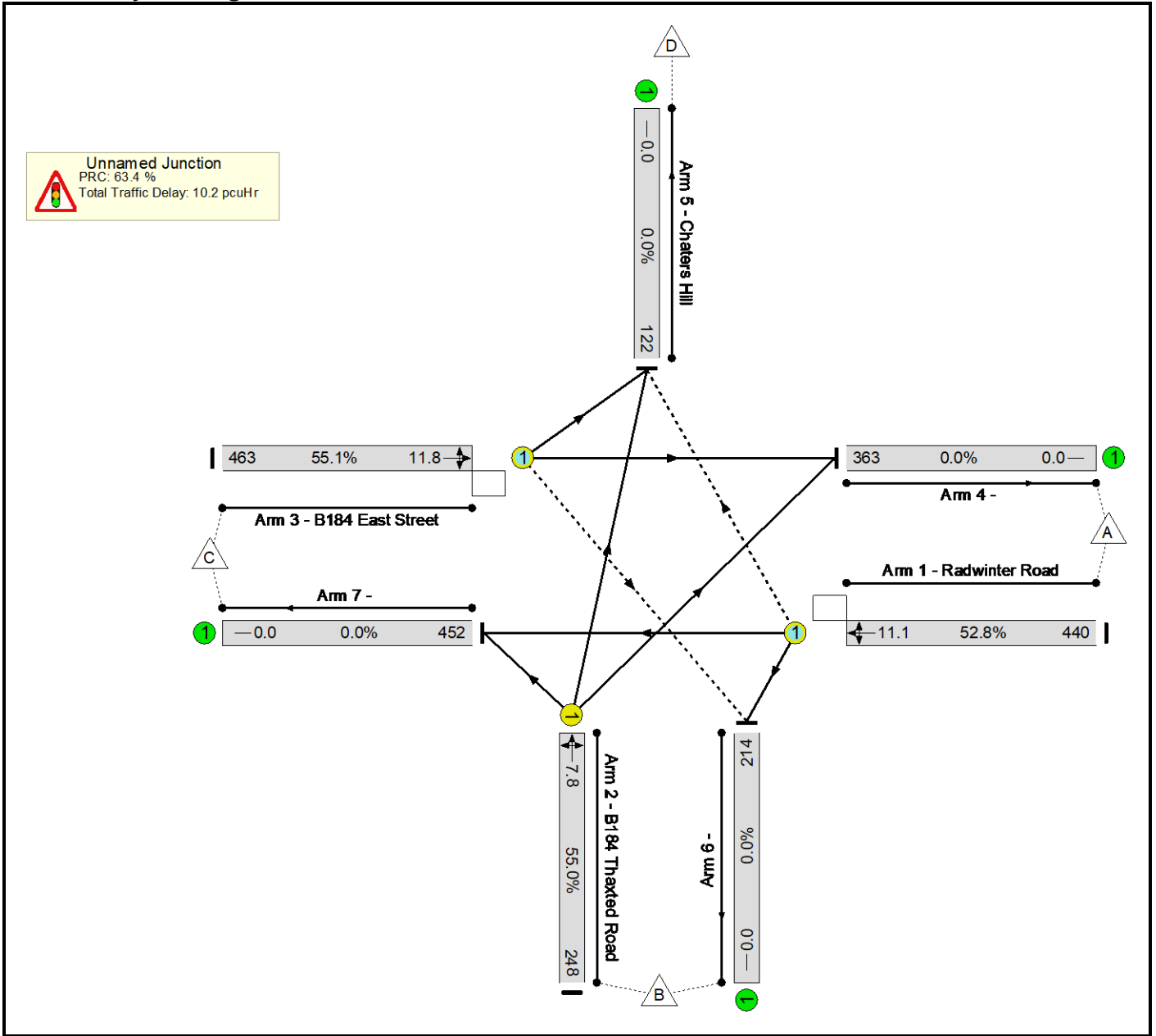
		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	355	0	440
	B	29	0	97	122	248
	C	334	129	0	0	463
	D	0	0	0	0	0
	Tot.	363	214	452	122	1151

MTP Results Summary

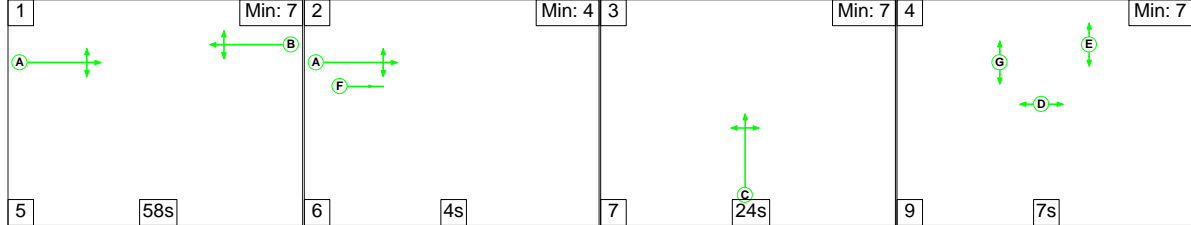
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)						
Network	-	-	-		-	-	-	-	-	-	55.1%	118	9	2	10.2	-						
Unnamed Junction	-	-	-		-	-	-	-	-	-	55.1%	118	9	2	10.2	-						
1/1	Radwinter Road Right Left Ahead	O	B		1	53	-	440	1851	833	52.8%	0	0	0	3.5	11.1						
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	29	-	248	1803	451	55.0%	-	-	-	3.3	7.8						
3/1	B184 East Street Ahead Left Right	O	A		1	63	-	463	1875	840	55.1%	118	9	2	3.4	11.8						
		C1	PRC for Signalled Lanes (%):		63.4		PRC Over All Lanes (%):		63.4		Total Delay for Signalled Lanes (pcuHr):		10.22		Total Delay Over All Lanes(pcuHr):		10.22		Cycle Time (s):		120	

MTP Results Summary
Network Layout Diagram



Scenario 8: '2027 Base + CD (SLR) PM' (FG8: '2027 Base + CD (SLR) PM', Plan 1: 'Network Control Plan 1')



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2027 Base + CD (SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

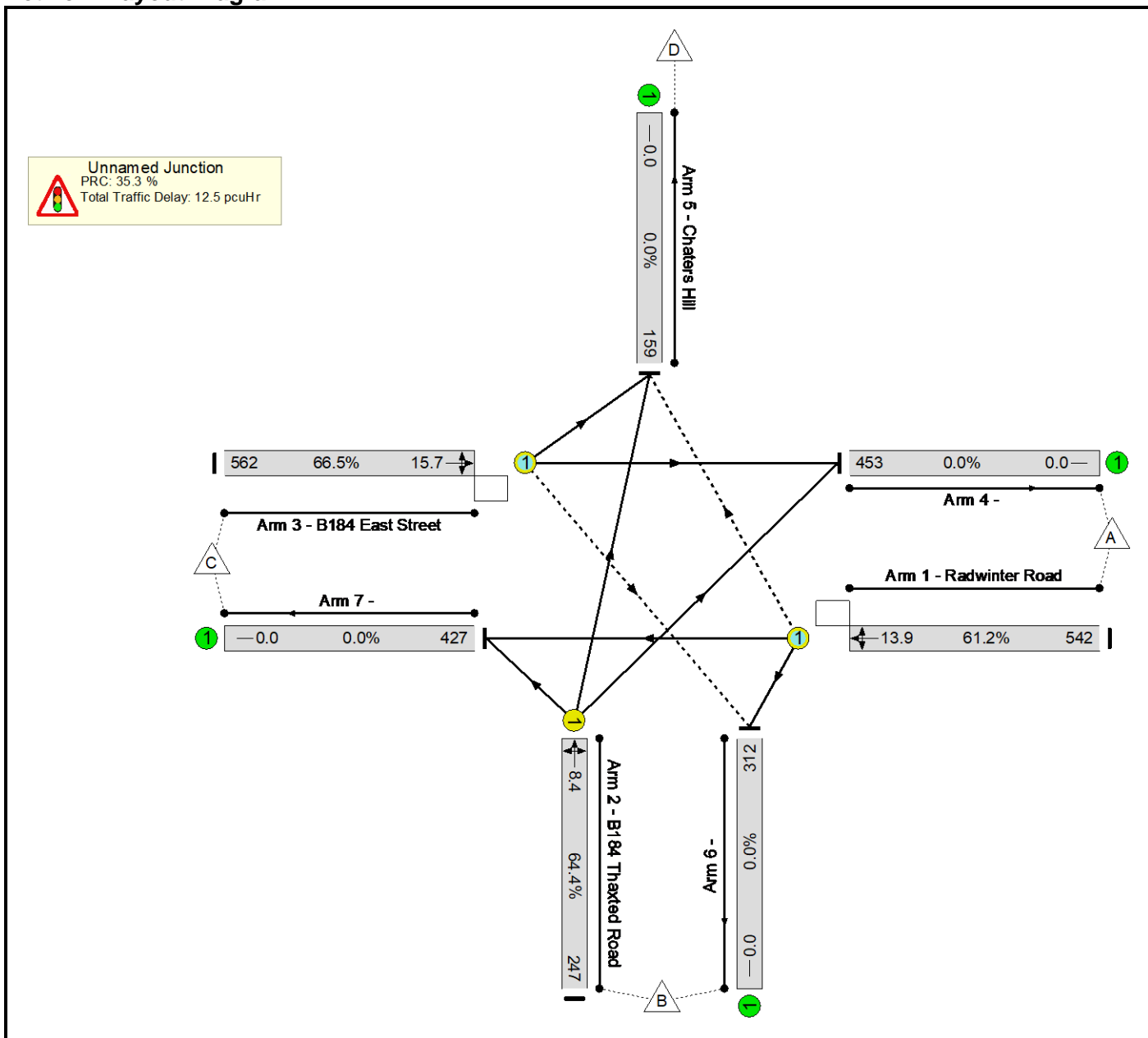
		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	374	0	542
	B	35	0	53	159	247
	C	418	144	0	0	562
	D	0	0	0	0	0
	Tot.	453	312	427	159	1351

MTP Results Summary

Network Results

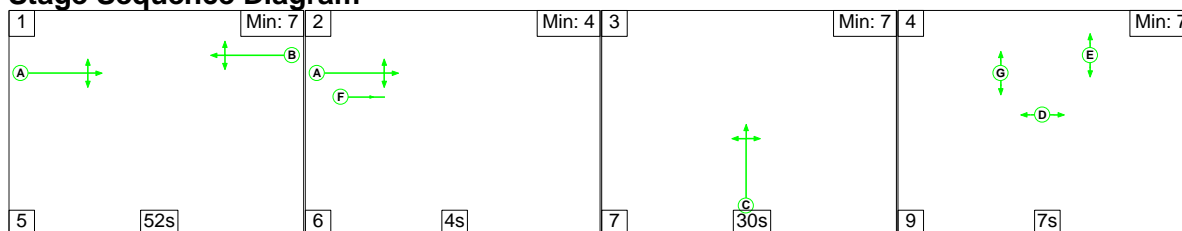
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	66.5%	132	10	2	12.5	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	66.5%	132	10	2	12.5	-
1/1	Radwinter Road Right Left Ahead	O	B		1	58	-	542	1800	885	61.2%	0	0	0	4.1	13.9
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	24	-	247	1842	384	64.4%	-	-	-	3.9	8.4
3/1	B184 East Street Ahead Left Right	O	A		1	68	-	562	1880	845	66.5%	132	10	2	4.5	15.7
		C1			PRC for Signalled Lanes (%):		35.3	Total Delay for Signalled Lanes (pcuHr):		12.48		Cycle Time (s): 120				
					PRC Over All Lanes (%):		35.3	Total Delay Over All Lanes(pcuHr):		12.48						

MTP Results Summary
Network Layout Diagram



Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD + Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
9: '2027 Base + CD + Dev (SLR) AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

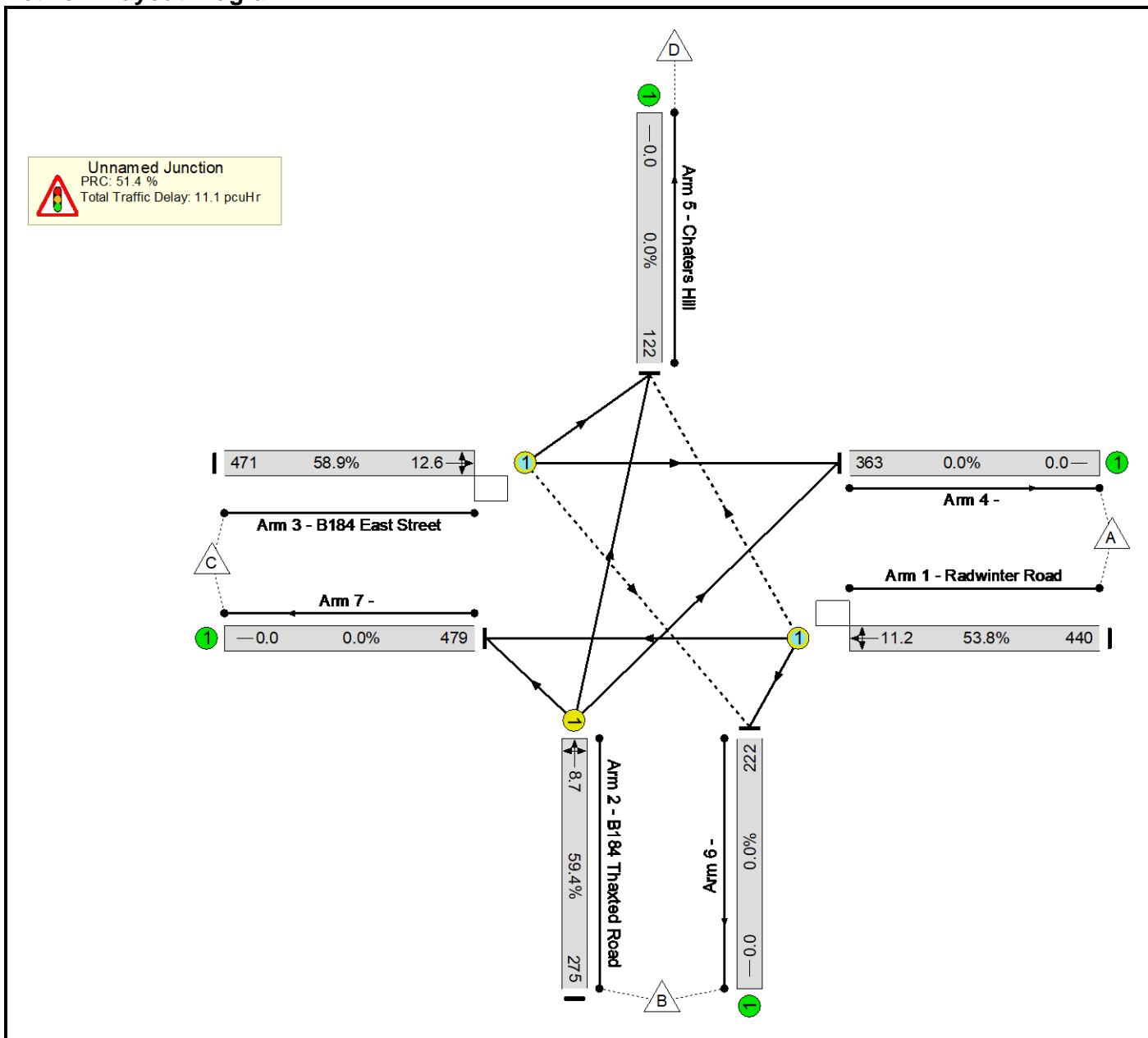
		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	355	0	440
	B	29	0	124	122	275
	C	334	137	0	0	471
	D	0	0	0	0	0
	Tot.	363	222	479	122	1186

MTP Results Summary

Network Results

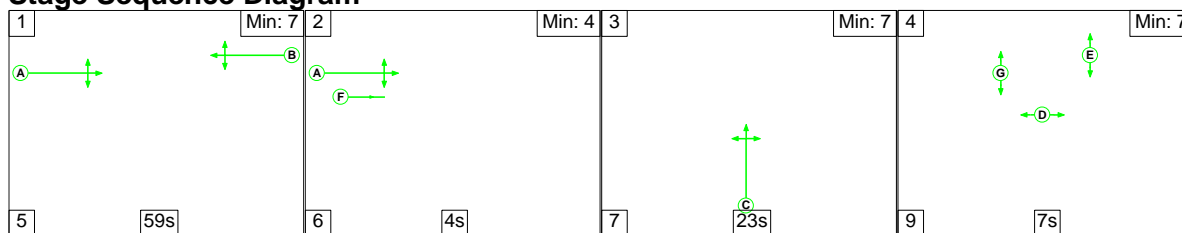
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	59.4%	126	9	2	11.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	59.4%	126	9	2	11.1	-
1/1	Radwinter Road Right Left Ahead	O	B		1	52	-	440	1851	818	53.8%	0	0	0	3.6	11.2
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	30	-	275	1791	463	59.4%	-	-	-	3.7	8.7
3/1	B184 East Street Ahead Left Right	O	A		1	62	-	471	1872	799	58.9%	126	9	2	3.8	12.6
		C1	PRC for Signalled Lanes (%):		51.4		Total Delay for Signalled Lanes (pcuHr):		11.09		Cycle Time (s):		120			
			PRC Over All Lanes (%):		51.4		Total Delay Over All Lanes(pcuHr):		11.09							

MTP Results Summary
Network Layout Diagram



Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	15.00
											Arm 6 Left	6.00
											Arm 7 Ahead	Inf
2/1 (B184 Thaxted Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	10.00
											Arm 5 Ahead	Inf
											Arm 7 Left	10.00
3/1 (B184 East Street)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	15.00
											Arm 6 Right	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Chaters Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
1/1 (Radwinter Road)	5/1 (Right)	1439	0	3/1	1.09	To 4/1 (Ahead) To 5/1 (Left)	2.00	2.00	0.50	2	2.00	
3/1 (B184 East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00	

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
10: '2027 Base + CD + Dev (SLR) PM'	17:00	18:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :


		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	374	0	542
	B	35	0	61	159	255
	C	418	163	0	0	581
	D	0	0	0	0	0
	Tot.	453	331	435	159	1378

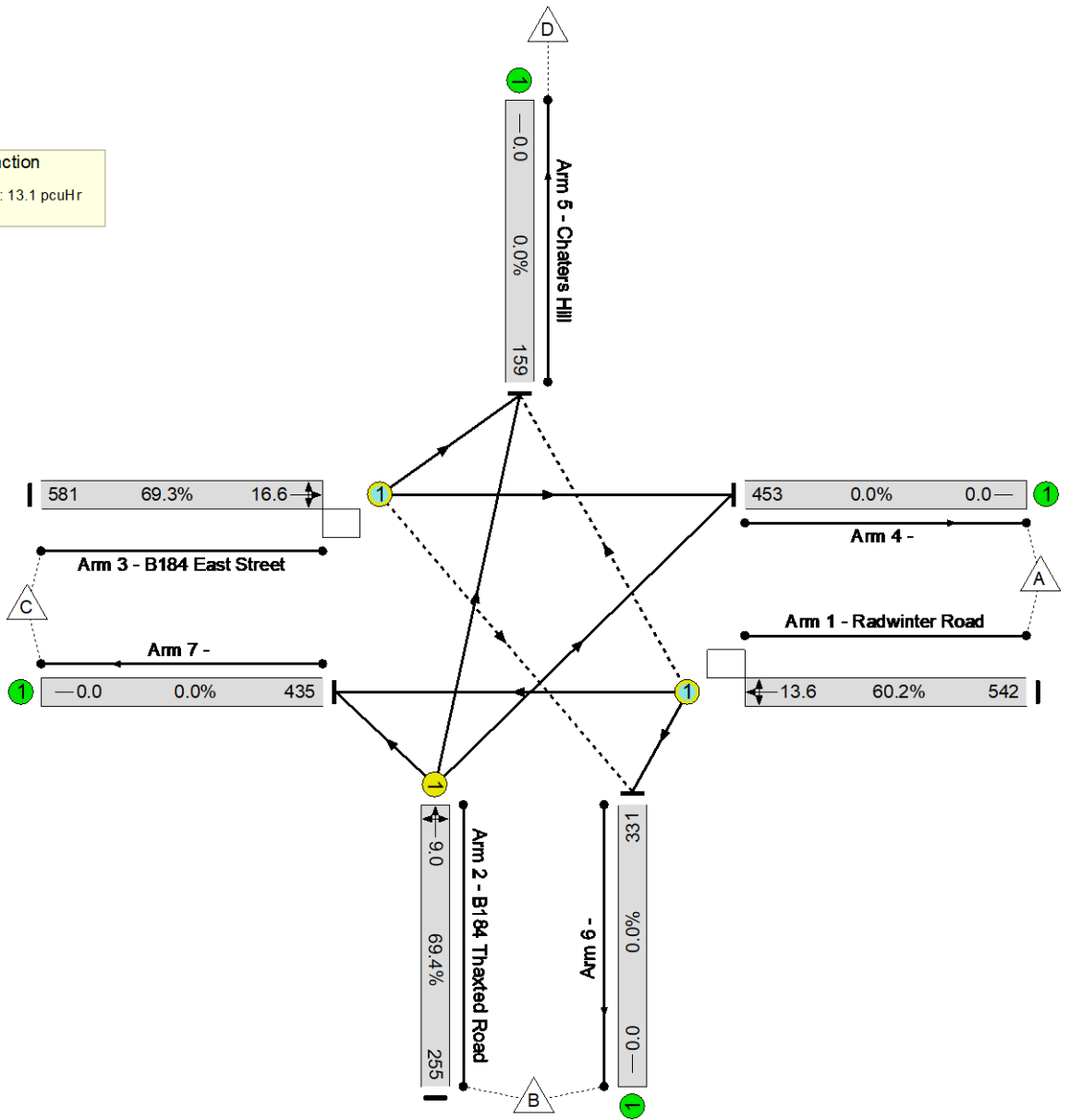
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	69.4%	149	11	3	13.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	69.4%	149	11	3	13.1	-
1/1	Radwinter Road Right Left Ahead	O	B		1	59	-	542	1800	900	60.2%	0	0	0	4.0	13.6
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	23	-	255	1836	367	69.4%	-	-	-	4.3	9.0
3/1	B184 East Street Ahead Left Right	O	A		1	69	-	581	1874	839	69.3%	149	11	3	4.9	16.6
		C1			PRC for Signalled Lanes (%):		29.6	Total Delay for Signalled Lanes (pcuHr):		13.12		Cycle Time (s):		120		
					PRC Over All Lanes (%):		29.6	Total Delay Over All Lanes(pcuHr):		13.12						

MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 29.6 %
 Total Traffic Delay: 13.1 pcuHr



Appendix 17

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: 22078 - B184 East Street-B184 Audley Road.j9
Path: P:\22 Jobs\078 Land South of Saffron Walden\Technical Assessments\PICADY
Report generation date: 08/11/2022 17:01:50

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base + CD (No SLR), AM
- »2027 Base + CD (No SLR), PM
- »2027 Base + CD + Dev (No SLR), AM
- »2027 Base + CD + Dev (No SLR), PM
- »2027 Base + CD (SLR), AM
- »2027 Base + CD (SLR), PM
- »2027 Base + CD + Dev (SLR), AM
- »2027 Base + CD + Dev (SLR), PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2021 Base										
Stream B-AC	1.6	19.42	0.63	C	8.29	0.6	12.03	0.38	B	3.73
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2027 Base + CD (No SLR)										
Stream B-AC	2.1	23.39	0.69	C	9.59	0.7	12.63	0.41	B	3.80
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2027 Base + CD + Dev (No SLR)										
Stream B-AC	2.2	24.13	0.69	C	9.54	0.7	12.69	0.41	B	3.77
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2027 Base + CD (SLR)										
Stream B-AC	2.1	23.39	0.69	C	9.59	0.7	12.63	0.41	B	3.80
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2027 Base + CD + Dev (SLR)										
Stream B-AC	2.2	24.13	0.69	C	9.54	0.7	12.69	0.41	B	3.77
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtpWTPGeneral
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B184 Audley Road		Major
B	B184 East Street (W)		Minor
C	B184 East Street (E)		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 - B184 East Street (E)	6.80			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - B184 East Street (W)	One lane	4.50	10	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	570	0.100	0.253	0.159	0.362
B-C	739	0.109	0.277	-	-
C-B	574	0.215	0.215	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	284	100.000
C - B184 East Street (E)		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
A - B184 Audley Road	0	0	0
B - B184 East Street (W)	284	0	0
C - B184 East Street (E)	374	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
A - B184 Audley Road	0	0	0
B - B184 East Street (W)	1	0	4
C - B184 East Street (E)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.63	19.42	1.6	C	261	391
C-AB	0.00	0.00	0.0	A	0	0
C-A					343	515
A-B					0	0
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	519	0.412	211	0.0	0.7	11.608	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	282	70			282				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	510	0.501	254	0.7	1.0	14.020	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	336	84			336				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	78	497	0.629	310	1.0	1.6	18.956	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	412	103			412				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	78	497	0.629	313	1.6	1.6	19.424	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	412	103			412				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	510	0.501	258	1.6	1.0	14.424	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	336	84			336				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	519	0.412	215	1.0	0.7	11.912	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	282	70			282				
A-B	0	0			0				
A-C	0	0			0				

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	167	100.000
C - B184 East Street (E)		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	167	0	0
	C - B184 East Street (E)	386	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	4	0	0
	C - B184 East Street (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	12.03	0.6	B	153	230
C-AB	0.00	0.00	0.0	A	0	0
C-A					354	531
A-B					0	0
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	31	504	0.250	124	0.0	0.3	9.464	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	291	73			291				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	38	495	0.303	150	0.3	0.4	10.416	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	347	87			347				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	483	0.381	183	0.4	0.6	11.979	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	425	106			425				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	483	0.381	184	0.6	0.6	12.033	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	425	106			425				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	150	38	495	0.303	151	0.6	0.4	10.484	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	347	87			347				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	126	31	504	0.250	126	0.4	0.3	9.551	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	291	73			291				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD (No SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	304	100.000
C - B184 East Street (E)		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	304	0	0
	C - B184 East Street (E)	429	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	1	0	4
	C - B184 East Street (E)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.69	23.39	2.1	C	279	418
C-AB	0.00	0.00	0.0	A	0	0
C-A					394	590
A-B					0	0
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	512	0.447	226	0.0	0.8	12.449	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	323	81			323				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	502	0.545	272	0.8	1.2	15.556	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	386	96			386				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	488	0.686	331	1.2	2.0	22.498	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	488	0.686	334	2.0	2.1	23.388	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	502	0.545	277	2.1	1.2	16.242	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	386	96			386				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	512	0.447	231	1.2	0.8	12.869	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	323	81			323				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD (No SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	178	100.000
C - B184 East Street (E)		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	178	0	0
	C - B184 East Street (E)	426	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	3	0	0
	C - B184 East Street (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.63	0.7	B	163	245
C-AB	0.00	0.00	0.0	A	0	0
C-A					391	586
A-B					0	0
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	504	0.266	133	0.0	0.4	9.663	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	321	80			321				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	494	0.324	160	0.4	0.5	10.744	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	383	96			383				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	481	0.408	195	0.5	0.7	12.566	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	481	0.408	196	0.7	0.7	12.632	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	494	0.324	161	0.7	0.5	10.826	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	383	96			383				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	504	0.266	134	0.5	0.4	9.761	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	321	80			321				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD + Dev (No SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	304	100.000
C - B184 East Street (E)		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	304	0	0
	C - B184 East Street (E)	456	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	1	0	4
	C - B184 East Street (E)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.69	24.13	2.2	C	279	418
C-AB	0.00	0.00	0.0	A	0	0
C-A					418	627
A-B					0	0
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	509	0.450	226	0.0	0.8	12.590	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	498	0.549	272	0.8	1.2	15.818	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	410	102			410				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	483	0.693	331	1.2	2.1	23.149	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	502	125			502				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	483	0.693	334	2.1	2.2	24.127	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	502	125			502				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	498	0.549	277	2.2	1.3	16.559	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	410	102			410				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	509	0.450	231	1.3	0.8	13.029	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD + Dev (No SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	178	100.000
C - B184 East Street (E)		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	178	0	0
	C - B184 East Street (E)	434	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	3	0	0
	C - B184 East Street (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.69	0.7	B	163	245
C-AB	0.00	0.00	0.0	A	0	0
C-A					398	597
A-B					0	0
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	503	0.267	133	0.0	0.4	9.687	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	493	0.325	160	0.4	0.5	10.780	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	390	98			390				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	479	0.409	195	0.5	0.7	12.622	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	479	0.409	196	0.7	0.7	12.693	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	493	0.325	161	0.7	0.5	10.861	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	390	98			390				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	503	0.267	134	0.5	0.4	9.787	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD (SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	304	100.000
C - B184 East Street (E)		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	304	0	0
	C - B184 East Street (E)	429	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	1	0	4
	C - B184 East Street (E)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.69	23.39	2.1	C	279	418
C-AB	0.00	0.00	0.0	A	0	0
C-A					394	590
A-B					0	0
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	512	0.447	226	0.0	0.8	12.449	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	323	81			323				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	502	0.545	272	0.8	1.2	15.556	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	386	96			386				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	488	0.686	331	1.2	2.0	22.498	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	488	0.686	334	2.0	2.1	23.388	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	502	0.545	277	2.1	1.2	16.242	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	386	96			386				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	512	0.447	231	1.2	0.8	12.869	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	323	81			323				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD (SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	178	100.000
C - B184 East Street (E)		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	178	0	0
	C - B184 East Street (E)	426	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	3	0	0
	C - B184 East Street (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.63	0.7	B	163	245
C-AB	0.00	0.00	0.0	A	0	0
C-A					391	586
A-B					0	0
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	504	0.266	133	0.0	0.4	9.663	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	321	80			321				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	494	0.324	160	0.4	0.5	10.744	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	383	96			383				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	481	0.408	195	0.5	0.7	12.566	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	481	0.408	196	0.7	0.7	12.632	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	469	117			469				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	494	0.324	161	0.7	0.5	10.826	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	383	96			383				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	504	0.266	134	0.5	0.4	9.761	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	321	80			321				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD + Dev (SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	304	100.000
C - B184 East Street (E)		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	304	0	0
	C - B184 East Street (E)	456	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	1	0	4
	C - B184 East Street (E)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.69	24.13	2.2	C	279	418
C-AB	0.00	0.00	0.0	A	0	0
C-A					418	628
A-B					0	0
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	509	0.450	226	0.0	0.8	12.591	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	498	0.549	272	0.8	1.2	15.820	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	410	102			410				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	483	0.693	331	1.2	2.1	23.151	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	502	126			502				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	335	84	483	0.693	334	2.1	2.2	24.132	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	502	126			502				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	273	68	498	0.549	277	2.2	1.3	16.559	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	410	102			410				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	509	0.450	231	1.3	0.8	13.030	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	0	0			0				

2027 Base + CD + Dev (SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B184 Audley Road		ONE HOUR	✓	0	100.000
B - B184 East Street (W)		ONE HOUR	✓	178	100.000
C - B184 East Street (E)		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	178	0	0
	C - B184 East Street (E)	434	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B184 Audley Road	B - B184 East Street (W)	C - B184 East Street (E)
From	A - B184 Audley Road	0	0	0
	B - B184 East Street (W)	3	0	0
	C - B184 East Street (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.69	0.7	B	163	245
C-AB	0.00	0.00	0.0	A	0	0
C-A					398	597
A-B					0	0
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	503	0.267	133	0.0	0.4	9.687	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	493	0.325	160	0.4	0.5	10.780	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	390	98			390				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	479	0.409	195	0.5	0.7	12.622	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	479	0.409	196	0.7	0.7	12.693	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	493	0.325	161	0.7	0.5	10.861	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	390	98			390				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	503	0.267	134	0.5	0.4	9.787	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
A-B	0	0			0				
A-C	0	0			0				

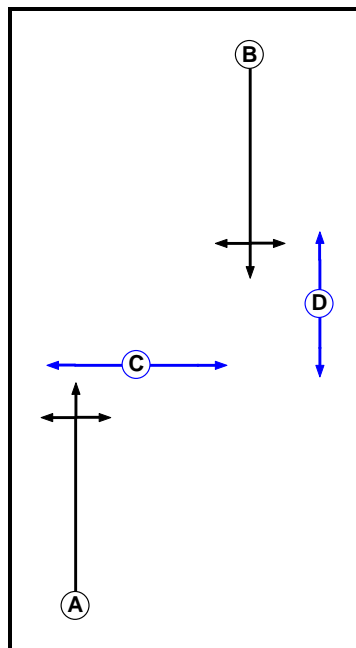
Appendix 18

MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078 - B184 High Street-George Street-Abbey Lane Signals.lsg3x
Author:	
Company:	
Address:	

Phase Diagram



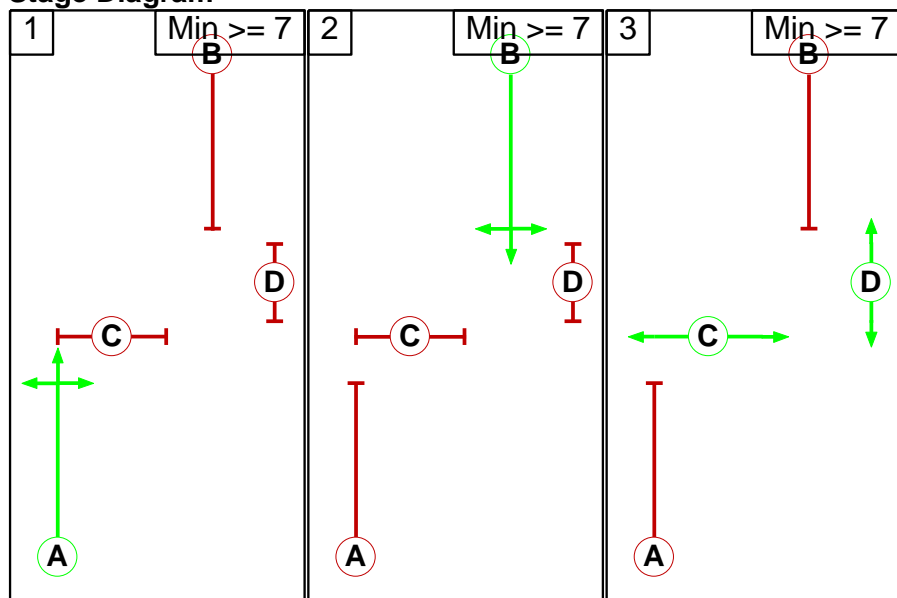
Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		7	7
D	Pedestrian		7	7

Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	5	7	7	
	B	7	9	9	
	C	7	7	-	
	D	7	7	-	

Stage Diagram

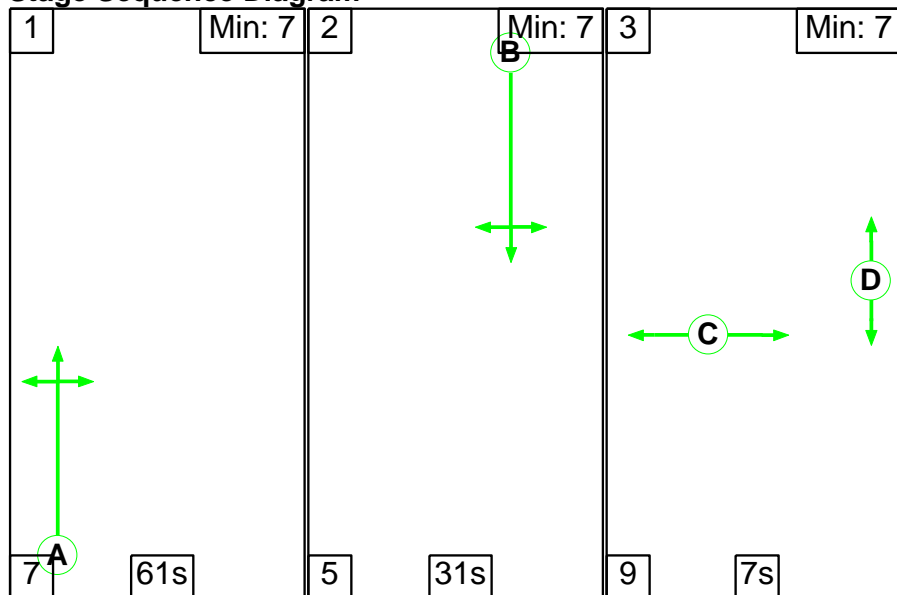


Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

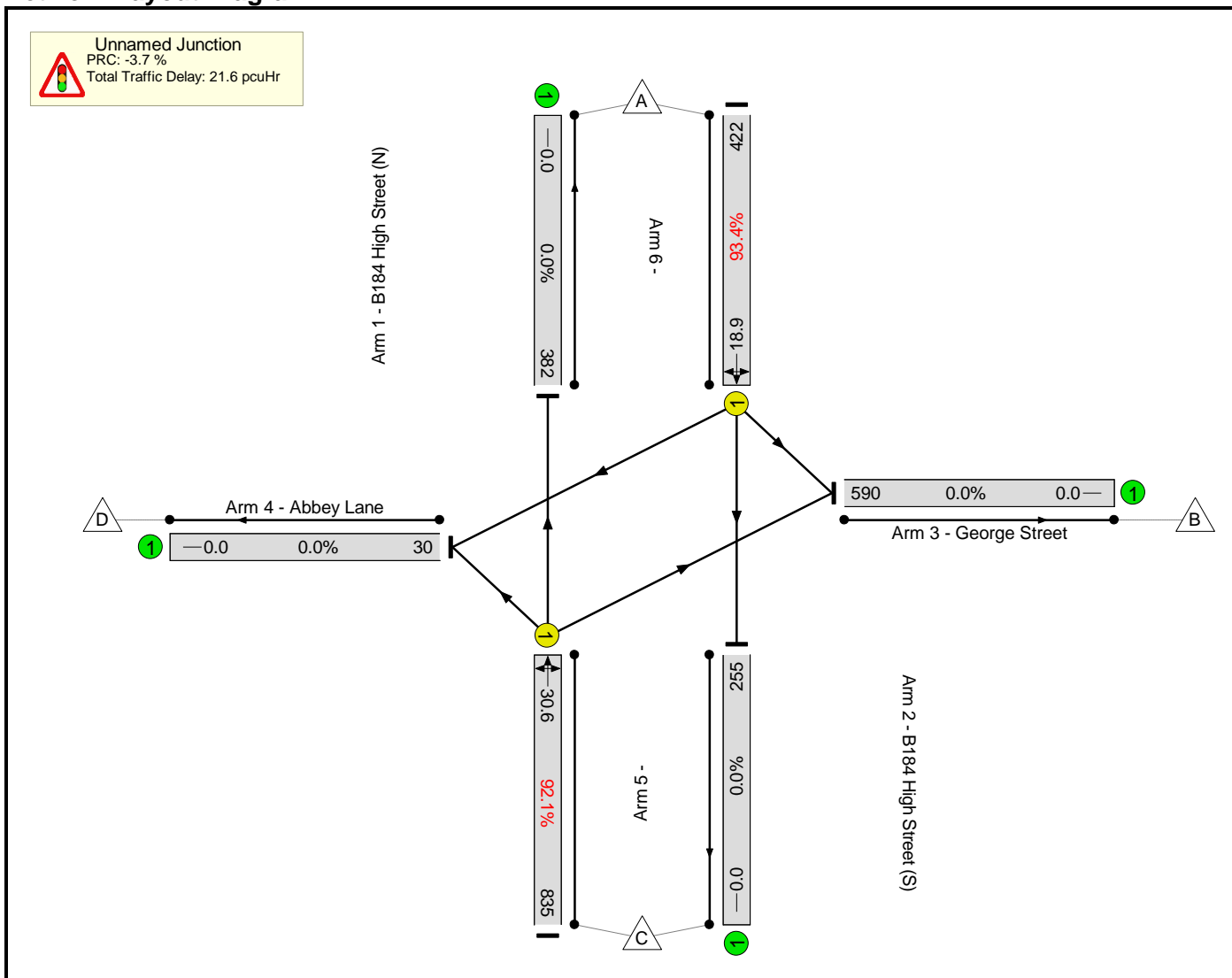
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	155	255	12	422
	B	0	0	0	0	0
	C	382	435	0	18	835
	D	0	0	0	0	0
	Tot.	382	590	255	30	1257

MTP Results Summary

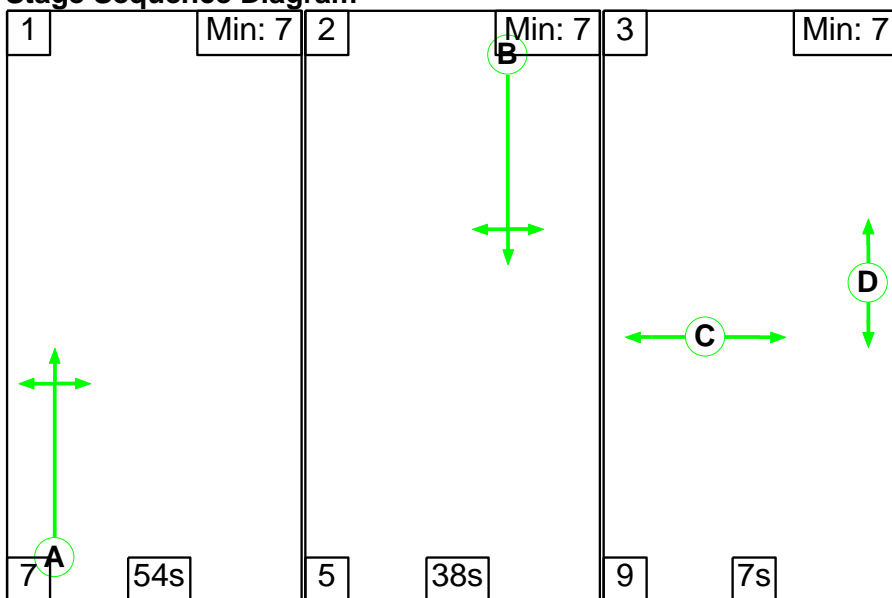
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	93.4%	0	0	0	21.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	93.4%	0	0	0	21.6	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	31	-	422	1695	452	93.4%	-	-	-	10.3	18.9
2/1	B184 High Street (S) Right Left Ahead	U	A		1	61	-	835	1754	906	92.1%	-	-	-	11.3	30.6
		C1			PRC for Signalled Lanes (%):		-3.7	Total Delay for Signalled Lanes (pcuHr):		21.58		Cycle Time (s):		120		
					PRC Over All Lanes (%):		-3.7	Total Delay Over All Lanes(pcuHr):		21.58						

MTP Results Summary
Network Layout Diagram



Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2021 Base PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

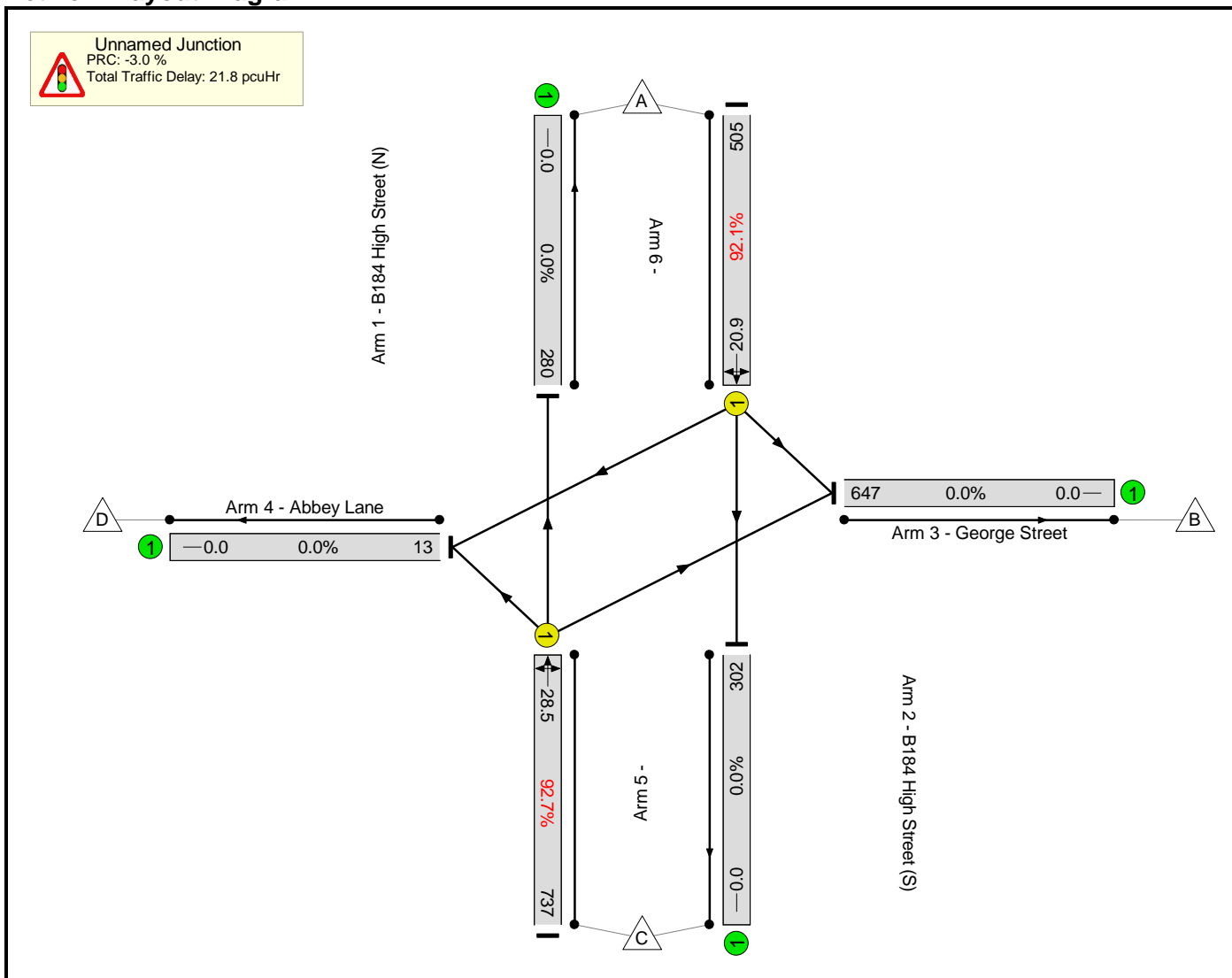
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	197	302	6	505
	B	0	0	0	0	0
	C	280	450	0	7	737
	D	0	0	0	0	0
	Tot.	280	647	302	13	1242

MTP Results Summary

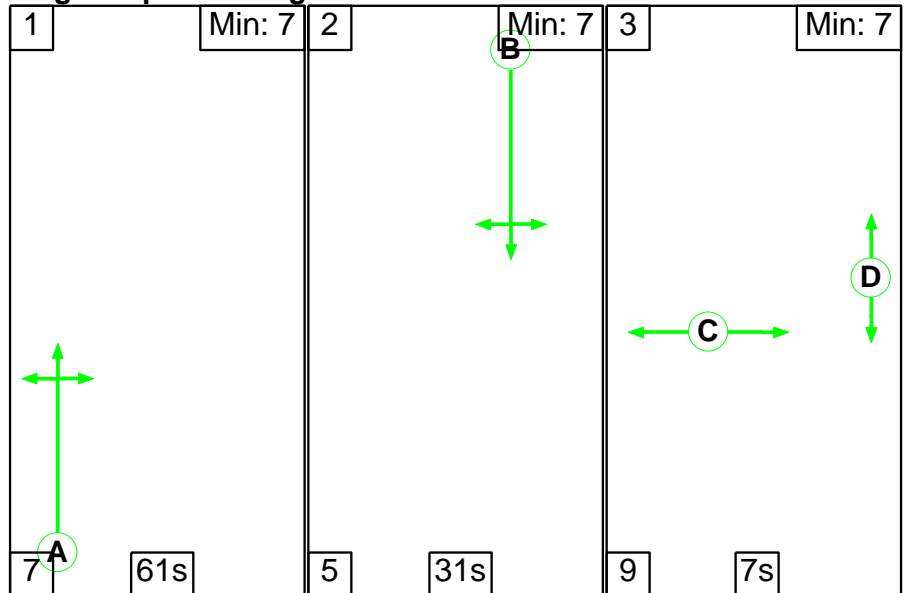
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	92.7%	0	0	0	21.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	92.7%	0	0	0	21.8	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	38	-	505	1688	549	92.1%	-	-	-	10.2	20.9
2/1	B184 High Street (S) Right Left Ahead	U	A		1	54	-	737	1735	795	92.7%	-	-	-	11.6	28.5
		C1			PRC for Signalled Lanes (%):		-3.0	Total Delay for Signalled Lanes (pcuHr):		21.84		Cycle Time (s):		120		
					PRC Over All Lanes (%):		-3.0	Total Delay Over All Lanes(pcuHr):		21.84						

MTP Results Summary
Network Layout Diagram



Scenario 3: '2027 Base + CD (No SLR) AM' (FG3: '2027 Base + CD (No SLR) AM', Plan 1: 'Network Control Plan 1')



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2027 Base + CD (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

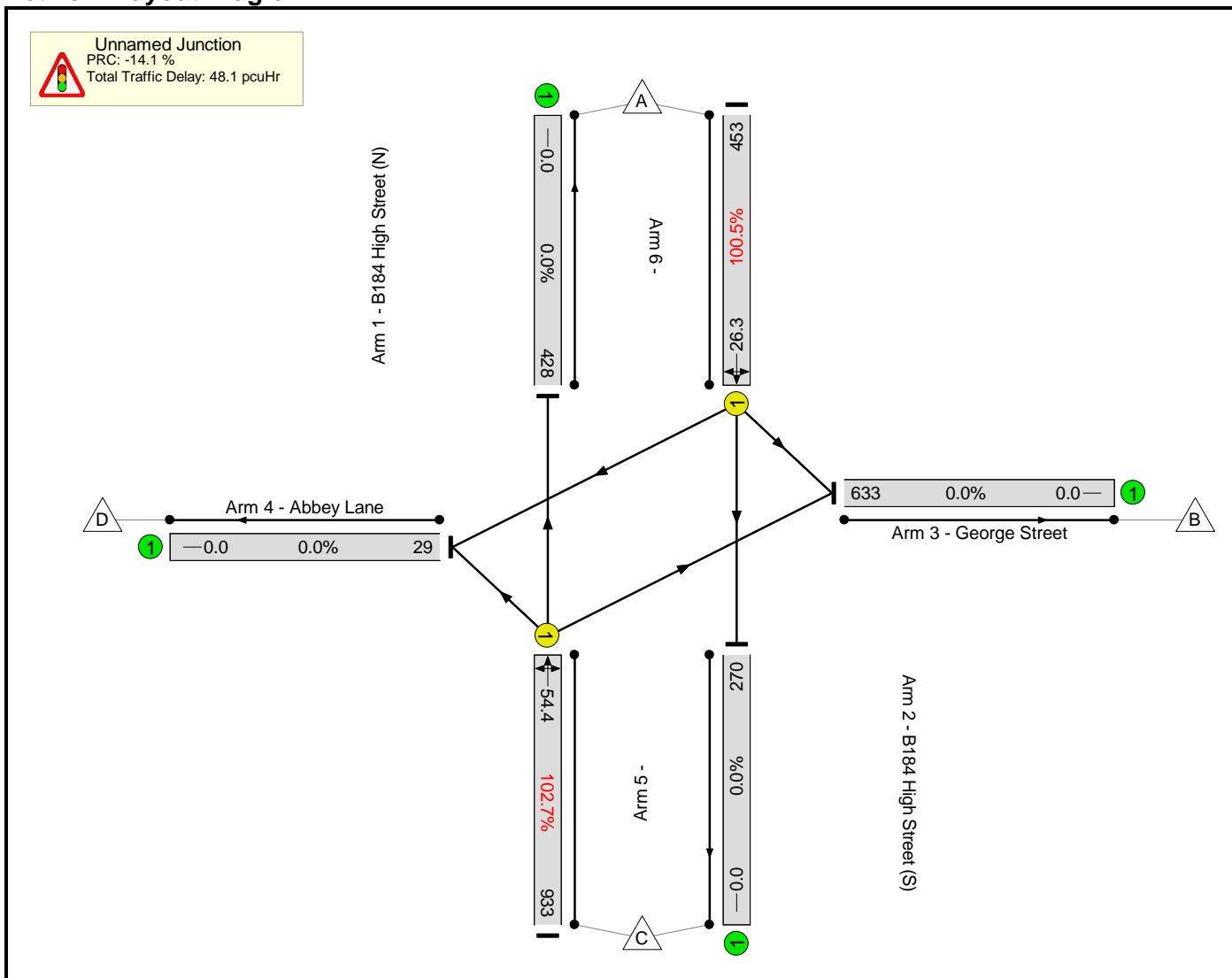
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	170	271	12	453
	B	0	0	0	0	0
	C	439	476	0	18	933
	D	0	0	0	0	0
	Tot.	439	646	271	30	1386

MTP Results Summary

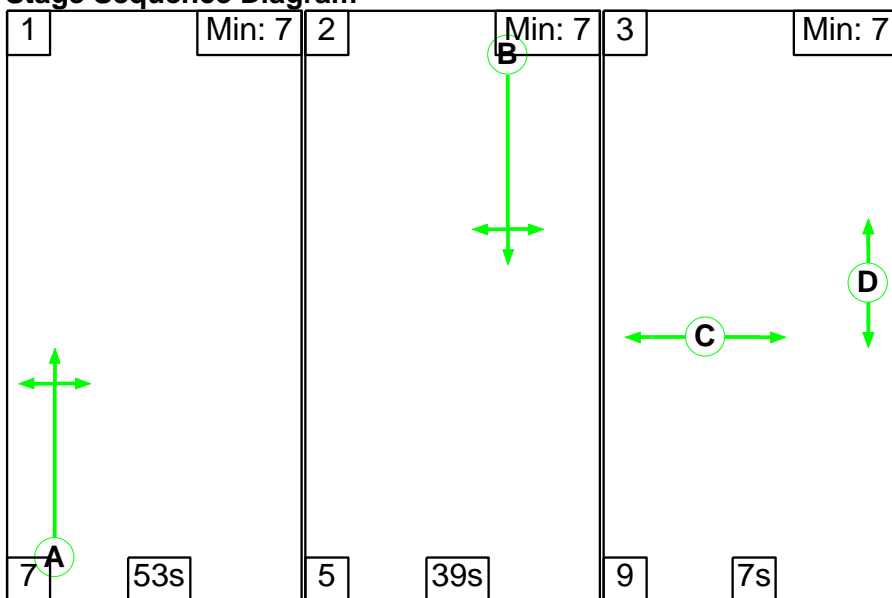
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	102.7%	0	0	0	48.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	102.7%	0	0	0	48.1	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	31	-	453	1691	451	100.5%	-	-	-	16.8	26.3
2/1	B184 High Street (S) Right Left Ahead	U	A		1	61	-	933	1759	909	102.7%	-	-	-	31.3	54.4
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -14.1 Total Delay for Signalled Lanes (pcuHr): 48.13 Cycle Time (s): 120 PRC Over All Lanes (%): -14.1 Total Delay Over All Lanes(pcuHr): 48.13</p>																

MTP Results Summary
Network Layout Diagram



Scenario 4: '2027 Base + CD (No SLR) PM' (FG4: '2027 Base + CD (No SLR) PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2027 Base + CD (No SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

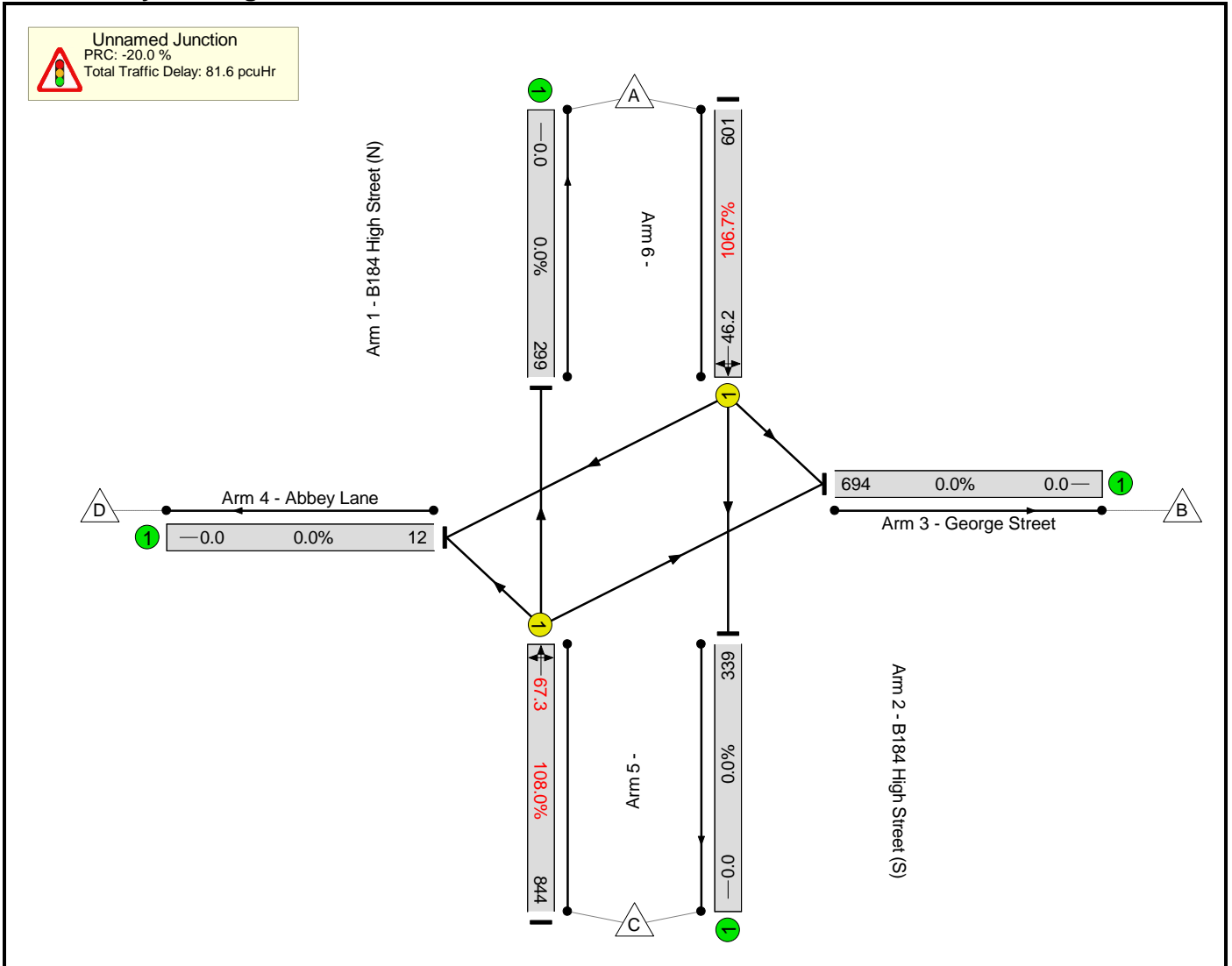
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	233	362	6	601
	B	0	0	0	0	0
	C	323	514	0	7	844
	D	0	0	0	0	0
	Tot.	323	747	362	13	1445

MTP Results Summary

Network Results

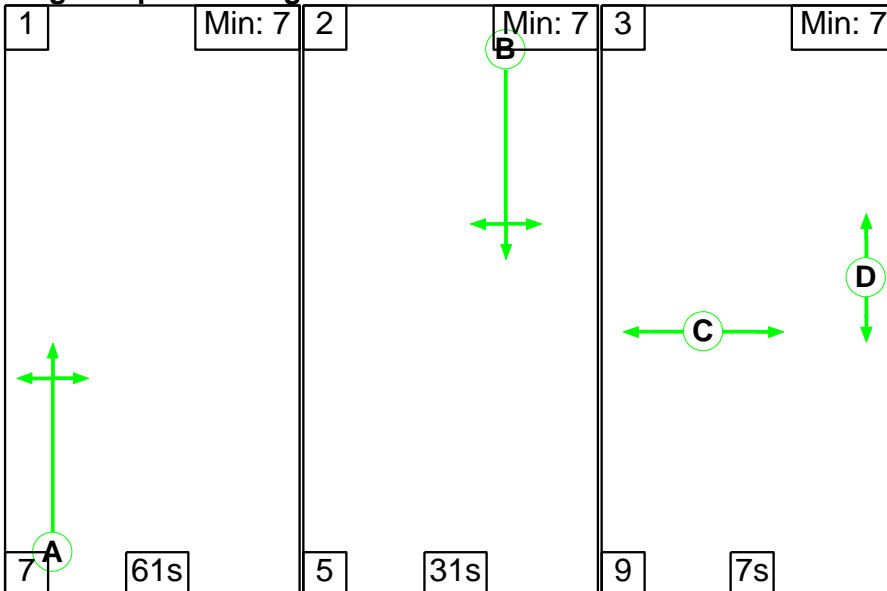
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	108.0%	0	0	0	81.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	108.0%	0	0	0	81.6	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	39	-	601	1690	563	106.7%	-	-	-	33.2	46.2
2/1	B184 High Street (S) Right Left Ahead	U	A		1	53	-	844	1736	781	108.0%	-	-	-	48.4	67.3
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -20.0 Total Delay for Signalled Lanes (pcuHr): 81.55 Cycle Time (s): 120 PRC Over All Lanes (%): -20.0 Total Delay Over All Lanes(pcuHr): 81.55</p>																

MTP Results Summary
Network Layout Diagram



Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD + Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2027 Base + CD + Dev (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

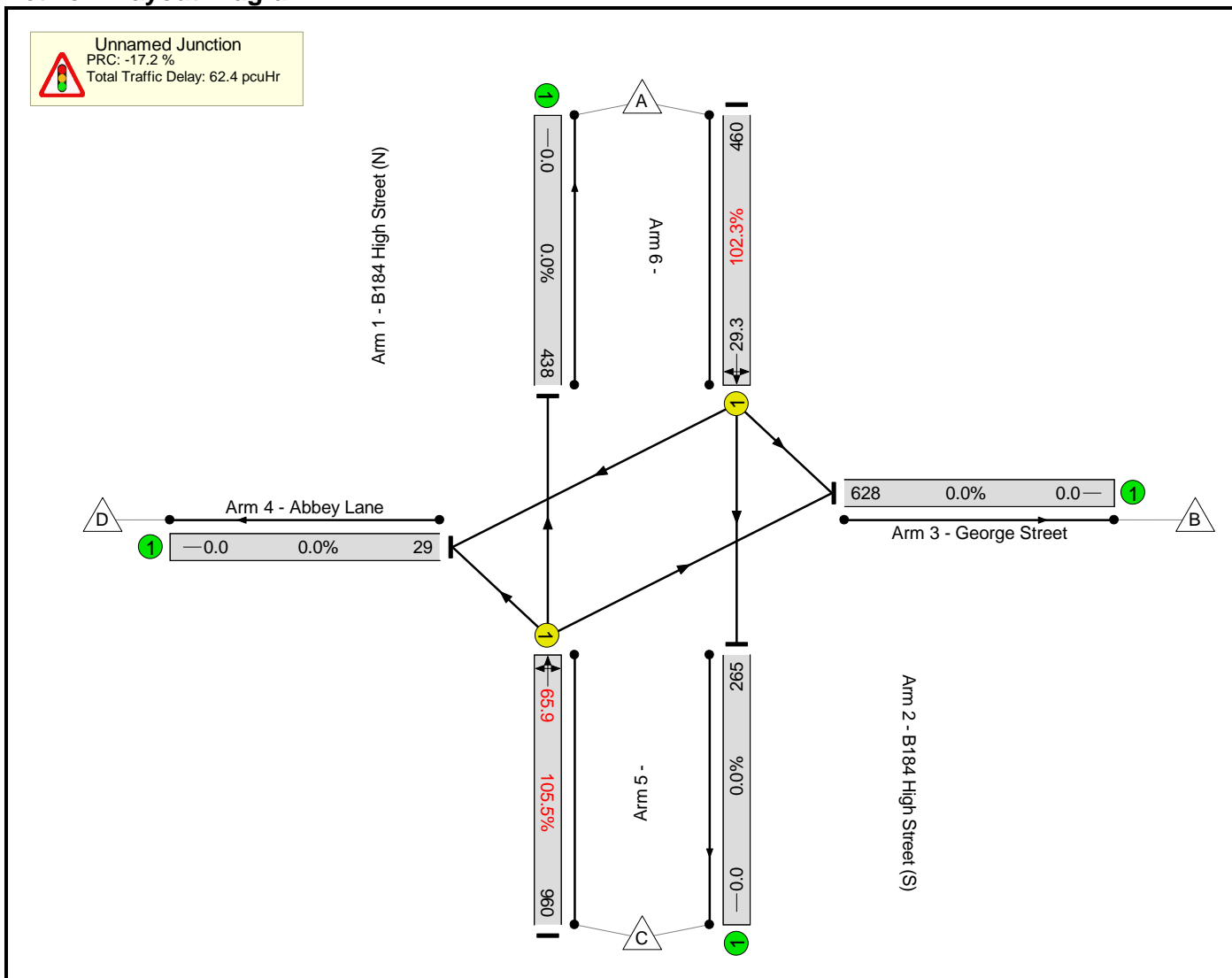
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	177	271	12	460
	B	0	0	0	0	0
	C	462	480	0	18	960
	D	0	0	0	0	0
	Tot.	462	657	271	30	1420

MTP Results Summary

Network Results

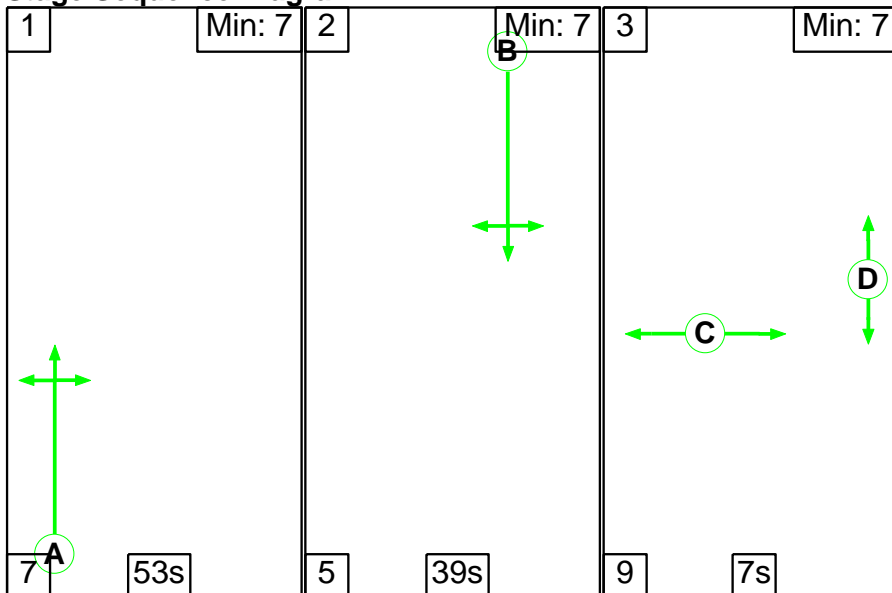
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	105.5%	0	0	0	62.4	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	105.5%	0	0	0	62.4	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	31	-	460	1686	450	102.3%	-	-	-	19.7	29.3
2/1	B184 High Street (S) Right Left Ahead	U	A		1	61	-	960	1762	910	105.5%	-	-	-	42.8	65.9
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -17.2 Total Delay for Signalled Lanes (pcuHr): 62.44 Cycle Time (s): 120</p> <p style="text-align: center;"> PRC Over All Lanes (%): -17.2 Total Delay Over All Lanes(pcuHr): 62.44</p>																

MTP Results Summary
Network Layout Diagram



Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: '2027 Base + CD + Dev (No SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

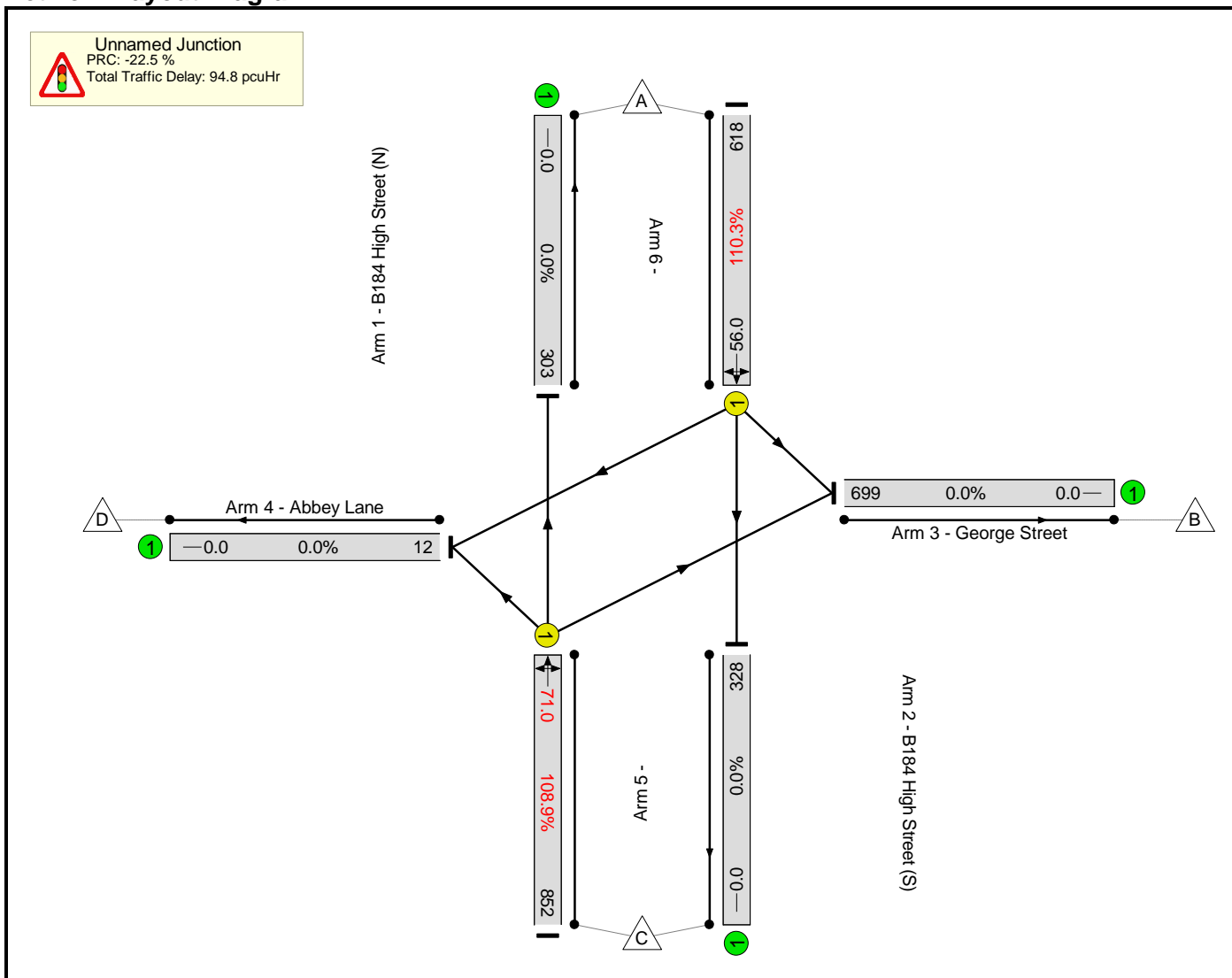
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	250	362	6	618
	B	0	0	0	0	0
	C	330	515	0	7	852
	D	0	0	0	0	0
	Tot.	330	765	362	13	1470

MTP Results Summary

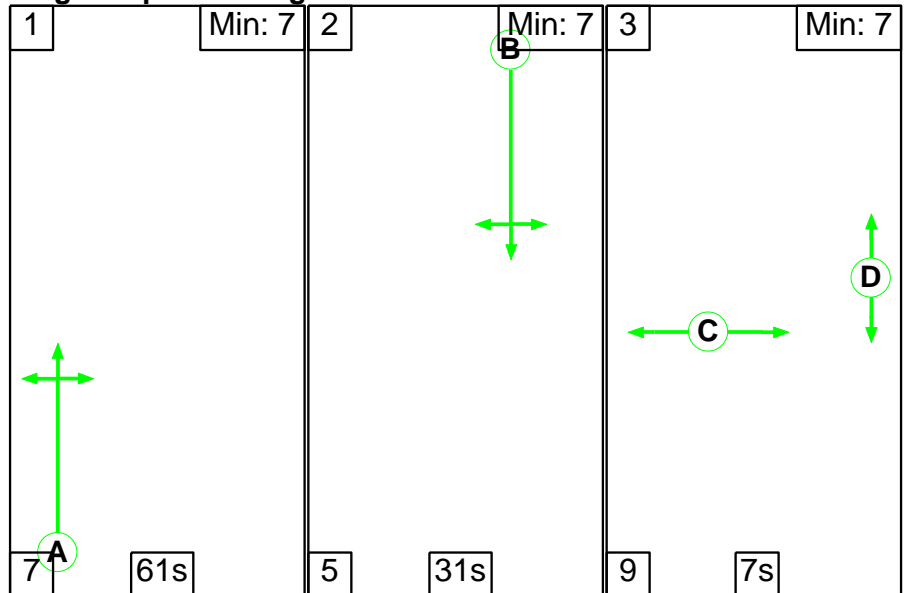
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)		
Network	-	-	-		-	-	-	-	-	-	110.3%	0	0	0	94.8	-		
Unnamed Junction	-	-	-		-	-	-	-	-	-	110.3%	0	0	0	94.8	-		
1/1	B184 High Street (N) Left Right Ahead	U	B		1	39	-	618	1681	560	110.3%	-	-	-	42.8	56.0		
2/1	B184 High Street (S) Right Left Ahead	U	A		1	53	-	852	1738	782	108.9%	-	-	-	52.0	71.0		
		C1			PRC for Signalled Lanes (%):		-22.5	Total Delay for Signalled Lanes (pcuHr):		94.80			Cycle Time (s):		120			
					PRC Over All Lanes (%):		-22.5	Total Delay Over All Lanes(pcuHr):		94.80								

MTP Results Summary
Network Layout Diagram



Scenario 7: '2027 Base + CD (SLR) AM' (FG7: '2027 Base + CD (SLR) AM', Plan 1: 'Network Control Plan 1')



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2027 Base + CD (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

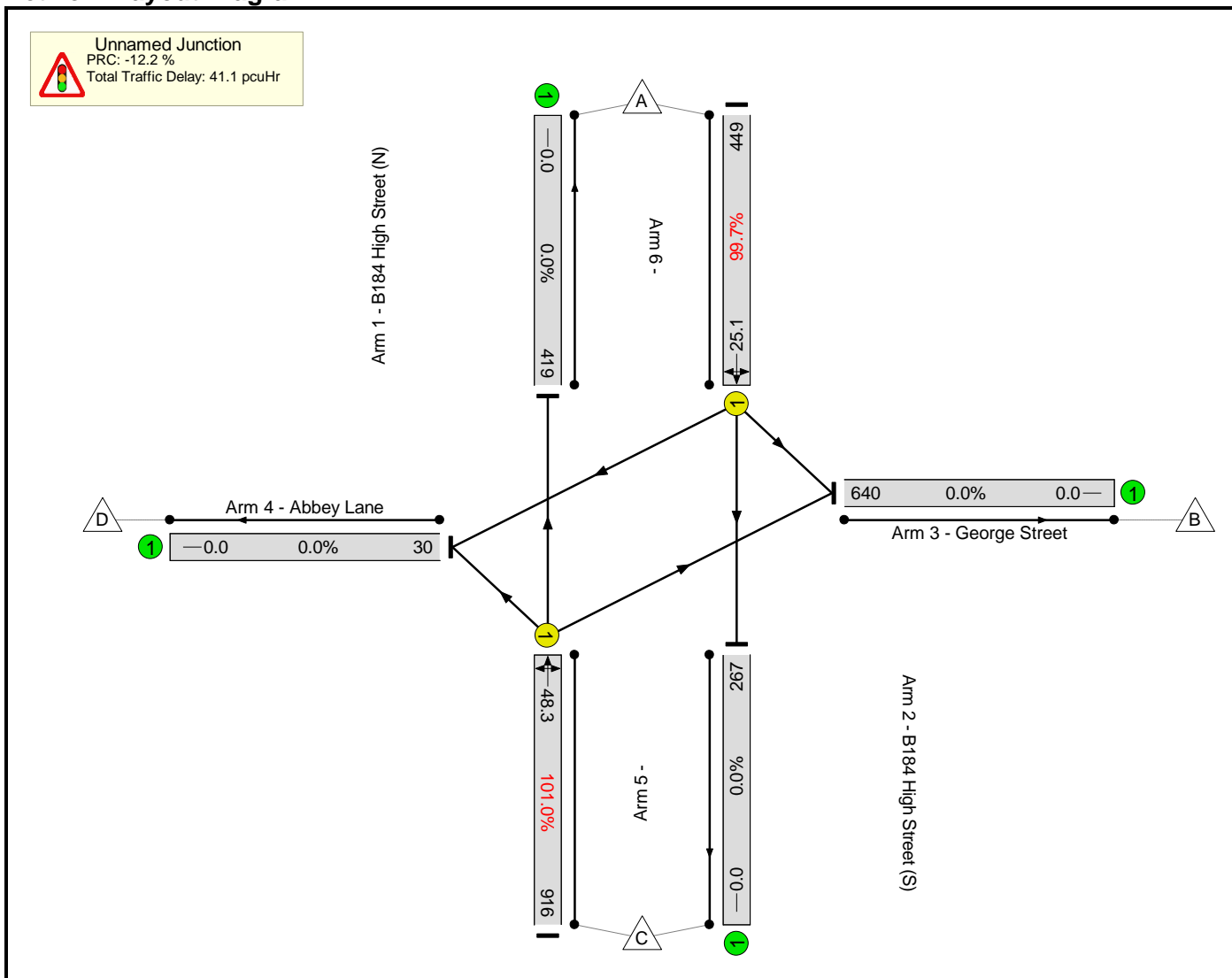
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	170	267	12	449
	B	0	0	0	0	0
	C	423	475	0	18	916
	D	0	0	0	0	0
	Tot.	423	645	267	30	1365

MTP Results Summary

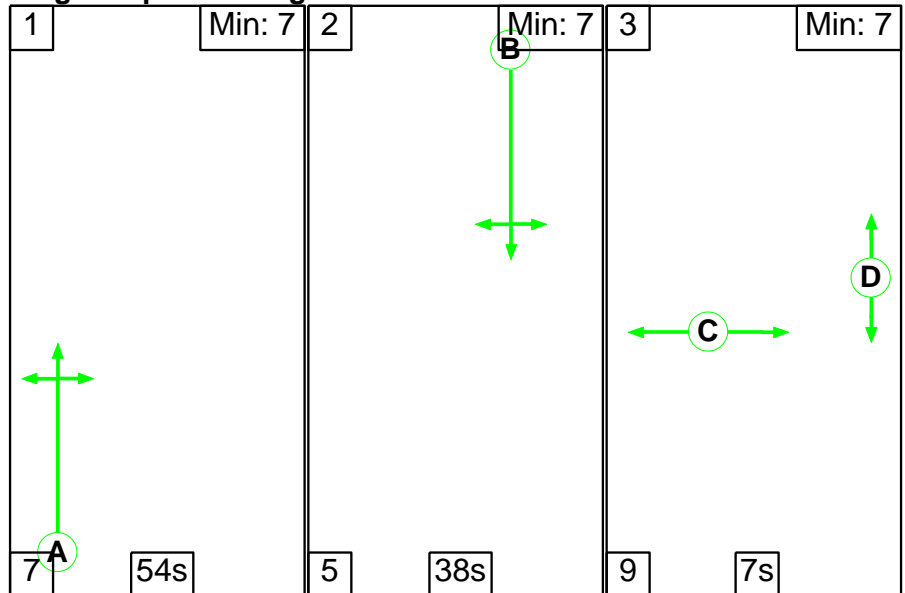
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	101.0%	0	0	0	41.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	101.0%	0	0	0	41.1	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	31	-	449	1689	450	99.7%	-	-	-	15.7	25.1
2/1	B184 High Street (S) Right Left Ahead	U	A		1	61	-	916	1756	907	101.0%	-	-	-	25.3	48.3
		C1	PRC for Signalled Lanes (%):		-12.2		Total Delay for Signalled Lanes (pcuHr):		41.07		Cycle Time (s):		120			
			PRC Over All Lanes (%):		-12.2		Total Delay Over All Lanes(pcuHr):		41.07							

MTP Results Summary
Network Layout Diagram



Scenario 8: '2027 Base + CD (SLR) PM' (FG8: '2027 Base + CD (SLR) PM', Plan 1: 'Network Control Plan 1')



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2027 Base + CD (SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

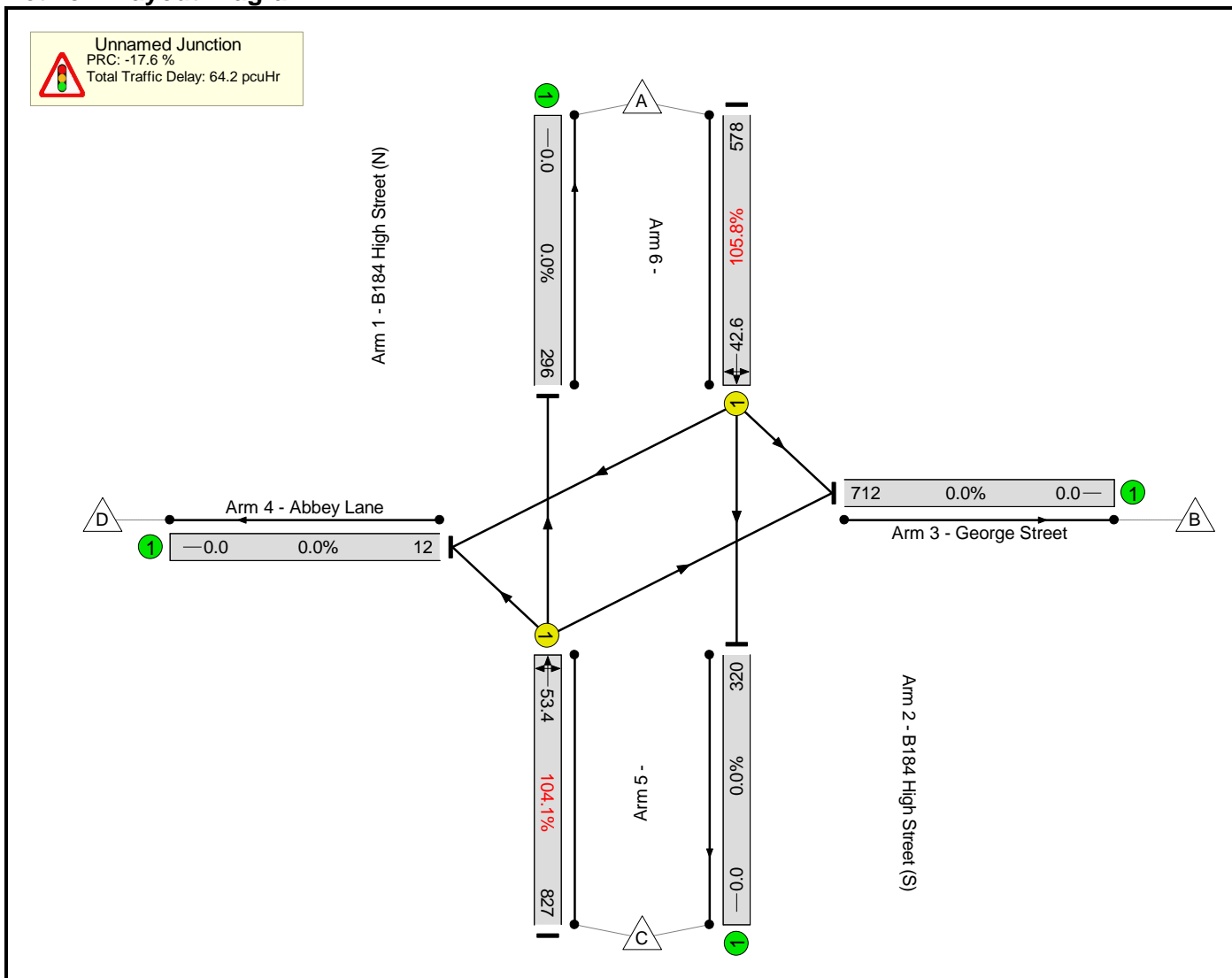
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	233	339	6	578
	B	0	0	0	0	0
	C	308	512	0	7	827
	D	0	0	0	0	0
	Tot.	308	745	339	13	1405

MTP Results Summary

Network Results

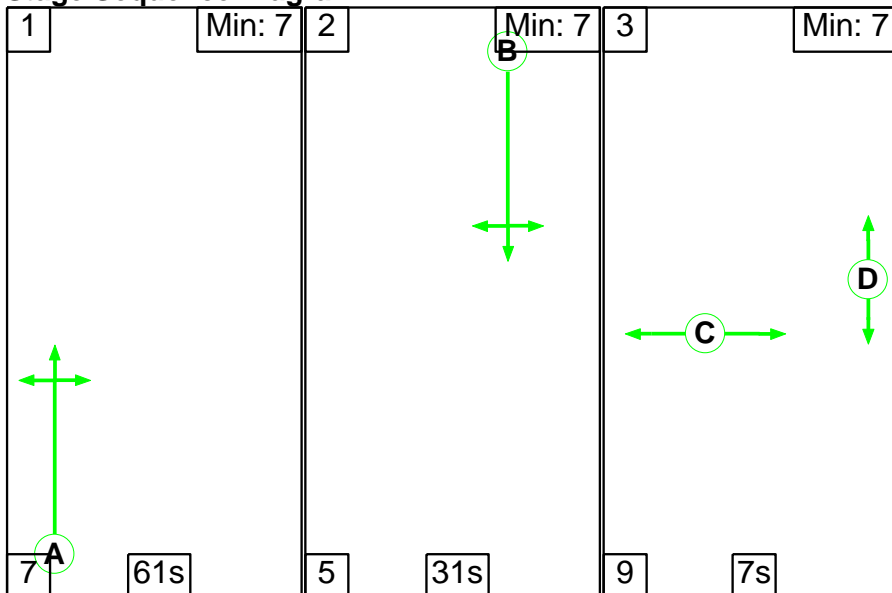
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	105.8%	0	0	0	64.2	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	105.8%	0	0	0	64.2	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	38	-	578	1681	546	105.8%	-	-	-	30.2	42.6
2/1	B184 High Street (S) Right Left Ahead	U	A		1	54	-	827	1733	794	104.1%	-	-	-	34.0	53.4
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -17.6 Total Delay for Signalled Lanes (pcuHr): 64.20 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -17.6 Total Delay Over All Lanes(pcuHr): 64.20</p>																

MTP Results Summary
Network Layout Diagram



Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD + Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
9: '2027 Base + CD + Dev (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

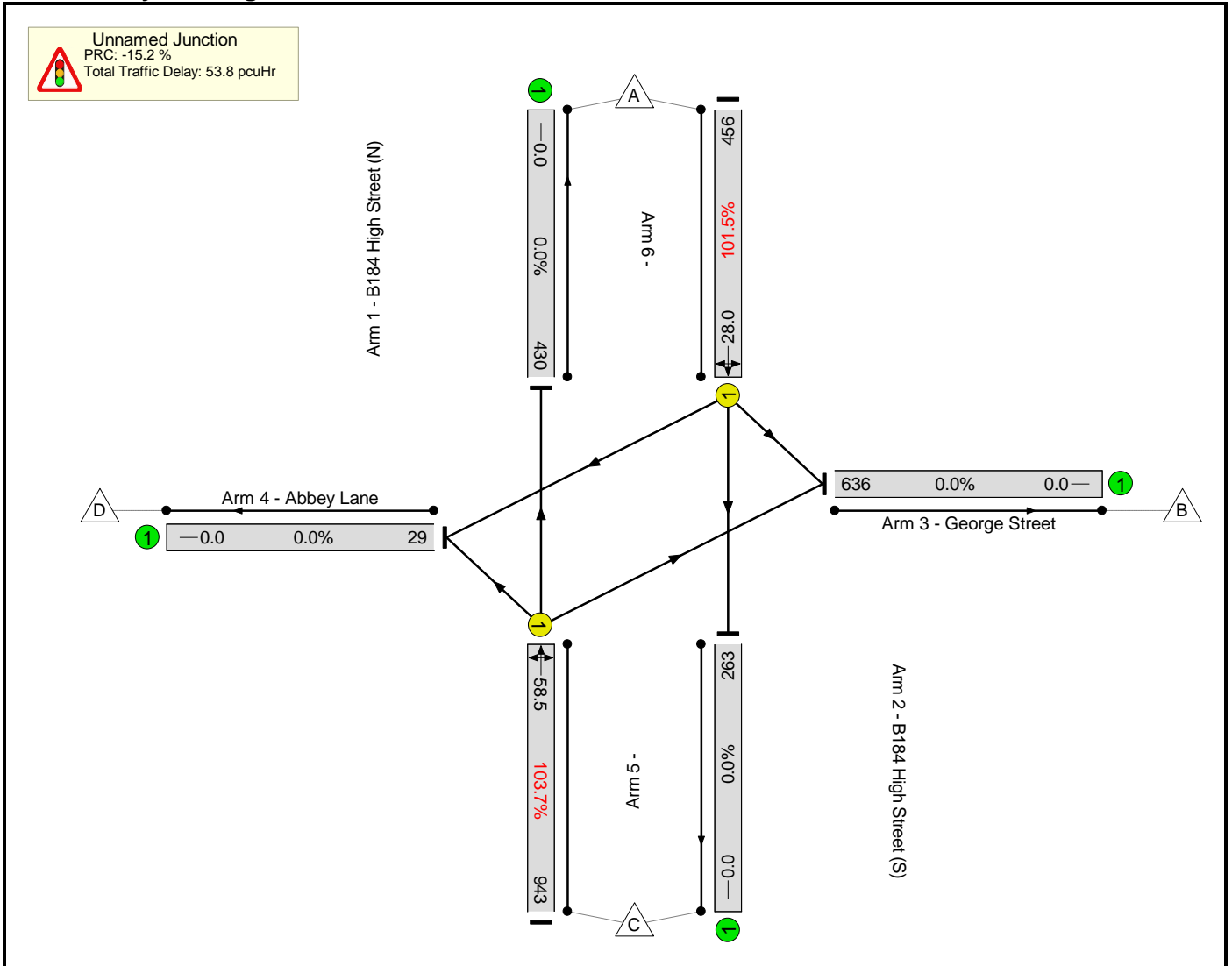
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	177	267	12	456
	B	0	0	0	0	0
	C	446	479	0	18	943
	D	0	0	0	0	0
	Tot.	446	656	267	30	1399

MTP Results Summary

Network Results

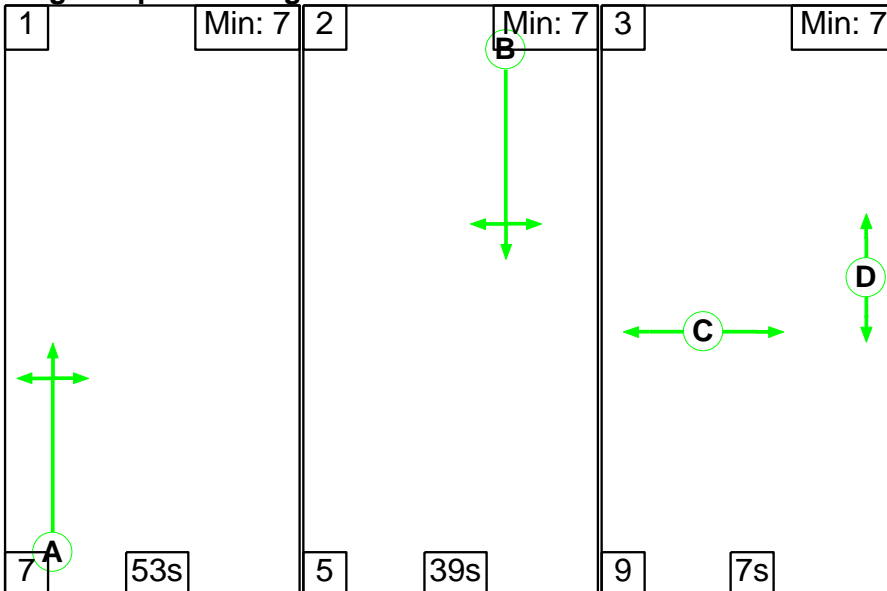
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	103.7%	0	0	0	53.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	103.7%	0	0	0	53.8	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	31	-	456	1684	449	101.5%	-	-	-	18.4	28.0
2/1	B184 High Street (S) Right Left Ahead	U	A		1	61	-	943	1760	909	103.7%	-	-	-	35.4	58.5
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -15.2 Total Delay for Signalled Lanes (pcuHr): 53.81 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -15.2 Total Delay Over All Lanes(pcuHr): 53.81</p>																

MTP Results Summary
Network Layout Diagram



Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B184 High Street (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	4.00
											Arm 4 Right	6.00
											Arm 5 Ahead	Inf
2/1 (B184 High Street (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	8.00
											Arm 4 Left	4.00
											Arm 6 Ahead	Inf
3/1 (George Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
10: '2027 Base + CD + Dev (SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination					
	A	B	C	D	Tot.	
Origin	A	0	250	339	6	595
	B	0	0	0	0	0
	C	315	513	0	7	835
	D	0	0	0	0	0
	Tot.	315	763	339	13	1430

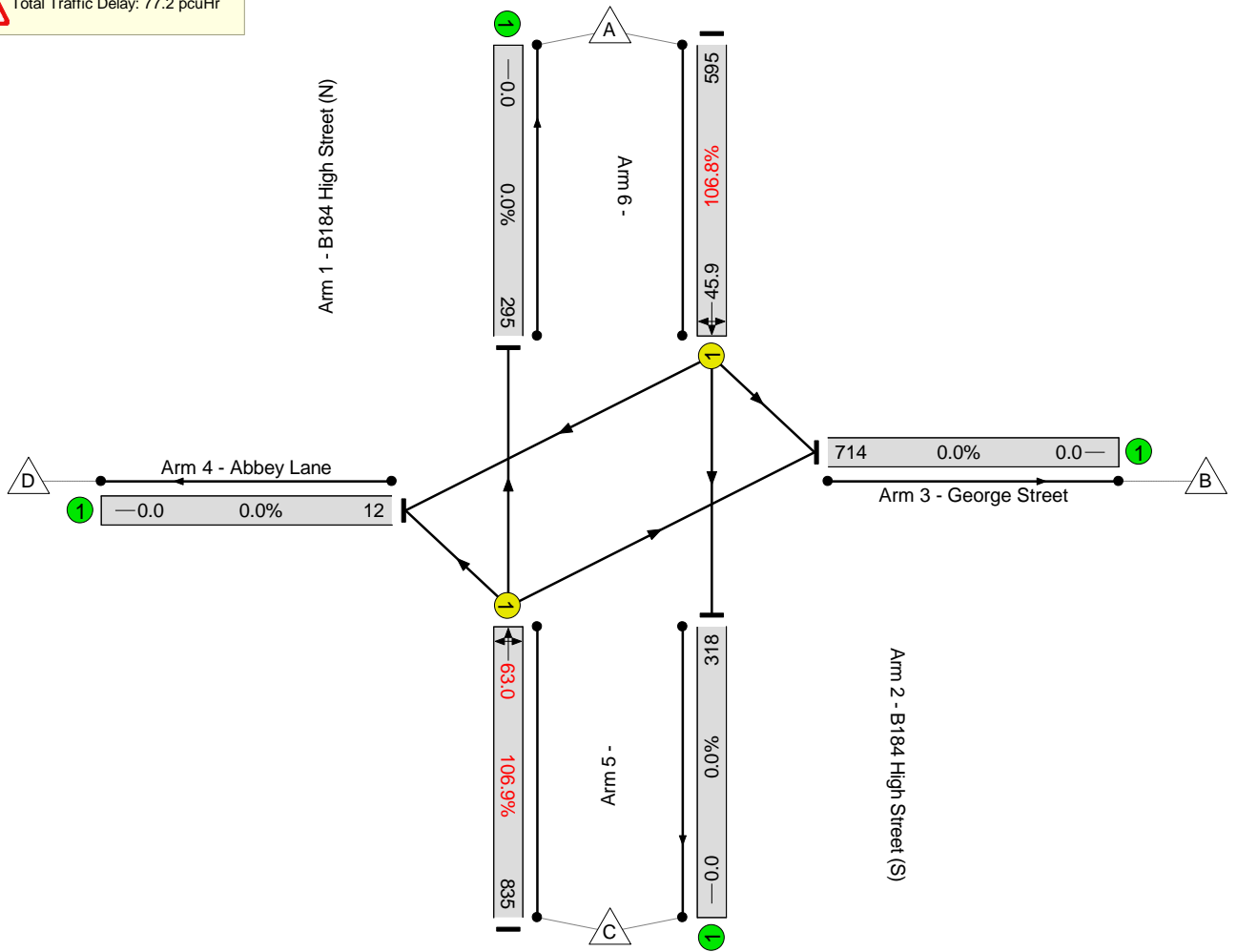
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	106.9%	0	0	0	77.2	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	106.9%	0	0	0	77.2	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	39	-	595	1672	557	106.8%	-	-	-	33.0	45.9
2/1	B184 High Street (S) Right Left Ahead	U	A		1	53	-	835	1735	781	106.9%	-	-	-	44.1	63.0
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 77.16 Cycle Time (s): 120</p> <p style="text-align: center;"> PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 77.16</p>																

MTP Results Summary
Network Layout Diagram


 Unnamed Junction
 PRC: -18.8 %
 Total Traffic Delay: 77.2 pcuHr



Appendix 19

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 22078 - B1052-Borough Lane Mini Rdbt.j9

Path: P:\22 Jobs\078 Land South of Saffron Walden\Technical Assessments\ARCADY

Report generation date: 08/11/2022 12:13:03

-
- »2021 Base, AM
 - »2021 Base, PM
 - »2027 Base + CD (No SLR), AM
 - »2027 Base + CD (No SLR), PM
 - »2027 Base + CD + Dev (No SLR), AM
 - »2027 Base + CD + Dev (No SLR), PM
 - »2027 Base + CD (SLR), AM
 - »2027 Base + CD (SLR), PM
 - »2027 Base + CD + Dev (SLR), AM
 - »2027 Base + CD + Dev (SLR), PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2021 Base										
1 - B1052 London Road (N)	1.5	10.66	0.60	B	12.88	1.5	10.80	0.61	B	12.43
2 - Borough Lane	0.4	9.40	0.30	A		0.3	8.64	0.23	A	
3 - B1052 London Road (S)	2.8	15.39	0.74	C		2.7	14.38	0.73	B	
2027 Base + CD (No SLR)										
1 - B1052 London Road (N)	2.0	12.96	0.67	B	16.26	2.1	13.92	0.68	B	20.56
2 - Borough Lane	0.8	12.58	0.46	B		0.5	10.19	0.34	B	
3 - B1052 London Road (S)	3.9	19.95	0.80	C		5.8	27.33	0.86	D	
2027 Base + CD + Dev (No SLR)										
1 - B1052 London Road (N)	2.0	13.34	0.67	B	17.46	2.2	15.10	0.70	C	25.25
2 - Borough Lane	1.2	15.13	0.55	C		0.6	10.62	0.36	B	
3 - B1052 London Road (S)	4.2	21.41	0.82	C		7.7	35.19	0.90	E	
2027 Base + CD (SLR)										
1 - B1052 London Road (N)	1.9	12.84	0.66	B	15.94	2.0	13.28	0.67	B	18.47
2 - Borough Lane	0.7	11.98	0.43	B		0.4	9.80	0.31	A	
3 - B1052 London Road (S)	3.8	19.50	0.80	C		5.0	23.88	0.84	C	
2027 Base + CD + Dev (SLR)										
1 - B1052 London Road (N)	2.0	13.21	0.67	B	17.04	2.1	14.36	0.69	B	22.18
2 - Borough Lane	1.1	14.27	0.52	B		0.5	10.19	0.34	B	
3 - B1052 London Road (S)	4.1	20.90	0.81	C		6.4	29.99	0.88	D	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	12.88	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B1052 London Road (N)	
2	Borough Lane	
3	B1052 London Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B1052 London Road (N)	3.36	3.36	3.51	0.9	7.95	5.37	0.0	
2 - Borough Lane	2.60	2.60	4.85	3.6	9.11	7.00	0.0	
3 - B1052 London Road (S)	3.00	3.00	3.00	0.0	14.09	14.09	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B1052 London Road (N)	0.608	958
2 - Borough Lane	0.604	871
3 - B1052 London Road (S)	0.606	945

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	466	100.000
2 - Borough Lane		ONE HOUR	✓	149	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	608	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	3	463
	2 - Borough Lane	16	0	133
	3 - B1052 London Road (S)	475	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	2
	2 - Borough Lane	0	0	2
	3 - B1052 London Road (S)	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.60	10.66	1.5	B	428	641
2 - Borough Lane	0.30	9.40	0.4	A	137	205
3 - B1052 London Road (S)	0.74	15.39	2.8	C	558	837

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	351	88	99	879	0.399	348	366	0.0	0.7	6.751	A
2 - Borough Lane	112	28	346	646	0.174	111	101	0.0	0.2	6.724	A
3 - B1052 London Road (S)	458	114	12	905	0.506	454	445	0.0	1.0	7.902	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	419	105	119	867	0.483	418	440	0.7	0.9	7.998	A
2 - Borough Lane	134	33	415	604	0.222	134	122	0.2	0.3	7.647	A
3 - B1052 London Road (S)	547	137	14	904	0.605	545	534	1.0	1.5	9.961	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	513	128	145	851	0.603	511	537	0.9	1.5	10.514	B
2 - Borough Lane	164	41	508	548	0.299	163	149	0.3	0.4	9.345	A
3 - B1052 London Road (S)	669	167	18	902	0.742	665	653	1.5	2.7	14.842	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	513	128	146	850	0.603	513	540	1.5	1.5	10.662	B
2 - Borough Lane	164	41	510	547	0.300	164	150	0.4	0.4	9.402	A
3 - B1052 London Road (S)	669	167	18	902	0.742	669	656	2.7	2.8	15.394	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	419	105	121	866	0.484	421	445	1.5	1.0	8.131	A
2 - Borough Lane	134	33	418	602	0.222	134	123	0.4	0.3	7.708	A
3 - B1052 London Road (S)	547	137	14	904	0.605	551	538	2.8	1.6	10.350	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	351	88	101	878	0.400	352	371	1.0	0.7	6.854	A
2 - Borough Lane	112	28	350	644	0.174	112	103	0.3	0.2	6.782	A
3 - B1052 London Road (S)	458	114	12	905	0.506	460	450	1.6	1.0	8.120	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 90% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	12.43	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	471	100.000
2 - Borough Lane		ONE HOUR	✓	114	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	618	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	9	462
	2 - Borough Lane	2	0	112
	3 - B1052 London Road (S)	459	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	0
	2 - Borough Lane	0	0	4
	3 - B1052 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.61	10.80	1.5	B	432	648
2 - Borough Lane	0.23	8.64	0.3	A	105	157
3 - B1052 London Road (S)	0.73	14.38	2.7	B	567	851

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	355	89	119	886	0.400	352	344	0.0	0.7	6.712	A
2 - Borough Lane	86	21	345	637	0.135	85	125	0.0	0.2	6.517	A
3 - B1052 London Road (S)	465	116	1	930	0.500	461	429	0.0	1.0	7.617	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	423	106	142	871	0.486	422	413	0.7	0.9	7.996	A
2 - Borough Lane	102	26	414	597	0.172	102	151	0.2	0.2	7.273	A
3 - B1052 London Road (S)	556	139	2	930	0.597	554	515	1.0	1.4	9.518	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	519	130	174	852	0.608	516	504	0.9	1.5	10.637	B
2 - Borough Lane	126	31	506	543	0.231	125	184	0.2	0.3	8.598	A
3 - B1052 London Road (S)	680	170	2	930	0.732	676	629	1.4	2.6	13.922	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	519	130	175	852	0.609	518	507	1.5	1.5	10.797	B
2 - Borough Lane	126	31	509	542	0.232	126	185	0.3	0.3	8.639	A
3 - B1052 London Road (S)	680	170	2	930	0.732	680	632	2.6	2.7	14.380	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	423	106	144	870	0.486	426	418	1.5	1.0	8.136	A
2 - Borough Lane	102	26	418	595	0.172	103	152	0.3	0.2	7.321	A
3 - B1052 London Road (S)	556	139	2	930	0.597	560	519	2.7	1.5	9.847	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	355	89	120	885	0.401	356	349	1.0	0.7	6.816	A
2 - Borough Lane	86	21	349	635	0.135	86	127	0.2	0.2	6.560	A
3 - B1052 London Road (S)	465	116	2	930	0.500	467	433	1.5	1.0	7.812	A

2027 Base + CD (No SLR), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	16.26	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	504	100.000
2 - Borough Lane		ONE HOUR	✓	218	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	660	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	3	501
	2 - Borough Lane	16	0	202
	3 - B1052 London Road (S)	498	162	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	2
	2 - Borough Lane	0	0	1
	3 - B1052 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.67	12.96	2.0	B	462	694
2 - Borough Lane	0.46	12.58	0.8	B	200	300
3 - B1052 London Road (S)	0.80	19.95	3.9	C	606	908

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	121	867	0.438	376	383	0.0	0.8	7.299	A
2 - Borough Lane	164	41	374	634	0.259	163	123	0.0	0.3	7.614	A
3 - B1052 London Road (S)	497	124	12	908	0.547	492	525	0.0	1.2	8.563	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	145	852	0.532	452	460	0.8	1.1	8.964	A
2 - Borough Lane	196	49	449	589	0.333	195	148	0.3	0.5	9.142	A
3 - B1052 London Road (S)	593	148	14	907	0.654	591	630	1.2	1.8	11.298	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	177	833	0.666	552	560	1.1	1.9	12.645	B
2 - Borough Lane	240	60	548	528	0.455	239	180	0.5	0.8	12.392	B
3 - B1052 London Road (S)	727	182	18	905	0.803	719	770	1.8	3.7	18.657	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	178	832	0.667	555	565	1.9	2.0	12.960	B
2 - Borough Lane	240	60	551	526	0.456	240	182	0.8	0.8	12.576	B
3 - B1052 London Road (S)	727	182	18	905	0.803	726	774	3.7	3.9	19.946	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	148	851	0.533	456	468	2.0	1.2	9.204	A
2 - Borough Lane	196	49	454	586	0.335	197	150	0.8	0.5	9.294	A
3 - B1052 London Road (S)	593	148	14	907	0.654	601	636	3.9	2.0	12.060	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	123	865	0.438	381	389	1.2	0.8	7.451	A
2 - Borough Lane	164	41	379	632	0.260	165	125	0.5	0.4	7.722	A
3 - B1052 London Road (S)	497	124	12	908	0.547	500	531	2.0	1.2	8.881	A

2027 Base + CD (No SLR), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 88% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.56	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	494	100.000
2 - Borough Lane		ONE HOUR	✓	163	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	731	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	9	485
	2 - Borough Lane	2	0	161
	3 - B1052 London Road (S)	497	234	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	0
	2 - Borough Lane	0	0	3
	3 - B1052 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.68	13.92	2.1	B	453	680
2 - Borough Lane	0.34	10.19	0.5	B	150	224
3 - B1052 London Road (S)	0.86	27.33	5.8	D	671	1006

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	174	852	0.437	369	372	0.0	0.8	7.406	A
2 - Borough Lane	123	31	362	633	0.194	122	181	0.0	0.2	7.027	A
3 - B1052 London Road (S)	550	138	1	931	0.591	545	482	0.0	1.4	9.184	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	209	831	0.535	443	446	0.8	1.1	9.239	A
2 - Borough Lane	147	37	435	591	0.248	146	217	0.2	0.3	8.092	A
3 - B1052 London Road (S)	657	164	2	931	0.706	654	579	1.4	2.3	12.801	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	254	804	0.677	540	541	1.1	2.0	13.485	B
2 - Borough Lane	179	45	531	534	0.336	179	264	0.3	0.5	10.107	B
3 - B1052 London Road (S)	805	201	2	931	0.865	793	707	2.3	5.4	24.073	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	257	802	0.678	544	548	2.0	2.1	13.920	B
2 - Borough Lane	179	45	534	533	0.337	179	267	0.5	0.5	10.194	B
3 - B1052 London Road (S)	805	201	2	931	0.865	803	711	5.4	5.8	27.331	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	215	828	0.537	448	457	2.1	1.2	9.559	A
2 - Borough Lane	147	37	439	588	0.249	147	223	0.5	0.3	8.182	A
3 - B1052 London Road (S)	657	164	2	931	0.706	670	585	5.8	2.5	14.424	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	177	850	0.437	373	378	1.2	0.8	7.576	A
2 - Borough Lane	123	31	367	630	0.195	123	184	0.3	0.2	7.099	A
3 - B1052 London Road (S)	550	138	2	931	0.591	554	488	2.5	1.5	9.655	A

2027 Base + CD + Dev (No SLR), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.46	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	504	100.000
2 - Borough Lane		ONE HOUR	✓	262	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	672	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	3	501
	2 - Borough Lane	16	0	246
	3 - B1052 London Road (S)	498	174	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	2
	2 - Borough Lane	0	0	1
	3 - B1052 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.67	13.34	2.0	B	462	694
2 - Borough Lane	0.55	15.13	1.2	C	240	361
3 - B1052 London Road (S)	0.82	21.41	4.2	C	617	925

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	130	861	0.441	376	383	0.0	0.8	7.377	A
2 - Borough Lane	197	49	374	634	0.311	195	132	0.0	0.4	8.173	A
3 - B1052 London Road (S)	506	126	12	908	0.557	501	558	0.0	1.2	8.736	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	156	846	0.536	452	460	0.8	1.1	9.104	A
2 - Borough Lane	236	59	449	589	0.400	235	158	0.4	0.7	10.149	B
3 - B1052 London Road (S)	604	151	14	907	0.666	601	669	1.2	1.9	11.666	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	189	825	0.672	552	560	1.1	2.0	12.987	B
2 - Borough Lane	288	72	548	528	0.546	286	193	0.7	1.2	14.778	B
3 - B1052 London Road (S)	740	185	17	905	0.817	732	817	1.9	4.0	19.811	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	191	824	0.673	555	565	2.0	2.0	13.339	B
2 - Borough Lane	288	72	551	526	0.548	288	195	1.2	1.2	15.128	C
3 - B1052 London Road (S)	740	185	18	905	0.817	739	822	4.0	4.2	21.411	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	159	844	0.537	456	469	2.0	1.2	9.369	A
2 - Borough Lane	236	59	454	586	0.402	238	161	1.2	0.7	10.399	B
3 - B1052 London Road (S)	604	151	15	907	0.666	613	677	4.2	2.1	12.573	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	132	860	0.441	381	389	1.2	0.8	7.541	A
2 - Borough Lane	197	49	379	631	0.312	198	134	0.7	0.5	8.327	A
3 - B1052 London Road (S)	506	126	12	908	0.557	509	565	2.1	1.3	9.088	A

2027 Base + CD + Dev (No SLR), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	25.25	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	494	100.000
2 - Borough Lane		ONE HOUR	✓	176	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	762	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	9	485
	2 - Borough Lane	2	0	174
	3 - B1052 London Road (S)	497	265	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	0
	2 - Borough Lane	0	0	3
	3 - B1052 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.70	15.10	2.2	C	453	680
2 - Borough Lane	0.36	10.62	0.6	B	162	242
3 - B1052 London Road (S)	0.90	35.19	7.7	E	699	1049

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	197	838	0.444	369	372	0.0	0.8	7.621	A
2 - Borough Lane	133	33	362	633	0.209	131	204	0.0	0.3	7.161	A
3 - B1052 London Road (S)	574	143	1	932	0.616	567	492	0.0	1.6	9.722	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	237	814	0.545	443	446	0.8	1.2	9.646	A
2 - Borough Lane	158	40	434	591	0.268	158	245	0.3	0.4	8.308	A
3 - B1052 London Road (S)	685	171	2	932	0.735	681	591	1.6	2.6	14.098	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	286	784	0.694	540	538	1.2	2.2	14.502	B
2 - Borough Lane	194	48	530	535	0.362	193	296	0.4	0.6	10.513	B
3 - B1052 London Road (S)	839	210	2	931	0.901	822	721	2.6	6.9	29.110	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	291	781	0.696	544	547	2.2	2.2	15.097	C
2 - Borough Lane	194	48	534	533	0.364	194	301	0.6	0.6	10.624	B
3 - B1052 London Road (S)	839	210	2	931	0.901	836	725	6.9	7.7	35.190	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	245	809	0.549	448	461	2.2	1.2	10.073	B
2 - Borough Lane	158	40	440	588	0.269	159	253	0.6	0.4	8.414	A
3 - B1052 London Road (S)	685	171	2	932	0.735	704	597	7.7	2.9	16.956	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	201	836	0.445	374	379	1.2	0.8	7.820	A
2 - Borough Lane	133	33	367	630	0.210	133	208	0.4	0.3	7.241	A
3 - B1052 London Road (S)	574	143	2	932	0.616	579	498	2.9	1.6	10.342	B

2027 Base + CD (SLR), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.94	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	504	100.000
2 - Borough Lane		ONE HOUR	✓	205	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	3	501
	2 - Borough Lane	16	0	189
	3 - B1052 London Road (S)	498	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	2
	2 - Borough Lane	0	0	1
	3 - B1052 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.66	12.84	1.9	B	462	694
2 - Borough Lane	0.43	11.98	0.7	B	188	282
3 - B1052 London Road (S)	0.80	19.50	3.8	C	602	903

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	118	868	0.437	376	383	0.0	0.8	7.272	A
2 - Borough Lane	154	39	374	634	0.243	153	120	0.0	0.3	7.461	A
3 - B1052 London Road (S)	494	123	12	908	0.544	489	515	0.0	1.2	8.507	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	141	854	0.530	452	460	0.8	1.1	8.913	A
2 - Borough Lane	184	46	449	589	0.313	184	144	0.3	0.4	8.880	A
3 - B1052 London Road (S)	590	147	14	907	0.651	587	618	1.2	1.8	11.181	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	172	836	0.664	552	560	1.1	1.9	12.536	B
2 - Borough Lane	226	56	548	528	0.428	225	176	0.4	0.7	11.822	B
3 - B1052 London Road (S)	722	181	18	905	0.798	715	756	1.8	3.6	18.296	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	174	835	0.665	555	565	1.9	1.9	12.838	B
2 - Borough Lane	226	56	551	526	0.429	226	177	0.7	0.7	11.978	B
3 - B1052 London Road (S)	722	181	18	905	0.798	722	760	3.6	3.8	19.499	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	144	853	0.531	456	468	1.9	1.2	9.150	A
2 - Borough Lane	184	46	454	586	0.315	185	147	0.7	0.5	9.015	A
3 - B1052 London Road (S)	590	147	14	906	0.651	597	624	3.8	1.9	11.899	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	120	867	0.437	381	389	1.2	0.8	7.425	A
2 - Borough Lane	154	39	379	632	0.244	155	122	0.5	0.3	7.563	A
3 - B1052 London Road (S)	494	123	12	908	0.544	497	521	1.9	1.2	8.817	A

2027 Base + CD (SLR), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 88% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.47	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	494	100.000
2 - Borough Lane		ONE HOUR	✓	150	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	712	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	9	485
	2 - Borough Lane	2	0	148
	3 - B1052 London Road (S)	497	215	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	0
	2 - Borough Lane	0	0	3
	3 - B1052 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.67	13.28	2.0	B	453	680
2 - Borough Lane	0.31	9.80	0.4	A	138	206
3 - B1052 London Road (S)	0.84	23.88	5.0	C	653	980

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	160	861	0.432	369	372	0.0	0.8	7.279	A
2 - Borough Lane	113	28	362	633	0.178	112	167	0.0	0.2	6.897	A
3 - B1052 London Road (S)	536	134	1	931	0.576	531	473	0.0	1.3	8.880	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	192	841	0.528	443	446	0.8	1.1	9.003	A
2 - Borough Lane	135	34	435	591	0.228	135	200	0.2	0.3	7.887	A
3 - B1052 London Road (S)	640	160	2	931	0.688	637	567	1.3	2.1	12.112	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	234	816	0.667	541	542	1.1	1.9	12.914	B
2 - Borough Lane	165	41	531	534	0.309	165	243	0.3	0.4	9.721	A
3 - B1052 London Road (S)	784	196	2	931	0.842	774	693	2.1	4.7	21.624	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	236	814	0.668	544	549	1.9	2.0	13.279	B
2 - Borough Lane	165	41	534	533	0.310	165	246	0.4	0.4	9.799	A
3 - B1052 London Road (S)	784	196	2	931	0.842	783	697	4.7	5.0	23.881	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	196	839	0.530	447	456	2.0	1.1	9.276	A
2 - Borough Lane	135	34	439	588	0.229	135	205	0.4	0.3	7.964	A
3 - B1052 London Road (S)	640	160	2	931	0.688	651	573	5.0	2.3	13.303	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	163	859	0.433	373	378	1.1	0.8	7.439	A
2 - Borough Lane	113	28	367	631	0.179	113	170	0.3	0.2	6.965	A
3 - B1052 London Road (S)	536	134	2	931	0.576	540	478	2.3	1.4	9.281	A

2027 Base + CD + Dev (SLR), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.04	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	504	100.000
2 - Borough Lane		ONE HOUR	✓	249	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	668	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	3	501
	2 - Borough Lane	16	0	233
	3 - B1052 London Road (S)	498	170	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	2
	2 - Borough Lane	0	0	1
	3 - B1052 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.67	13.21	2.0	B	462	694
2 - Borough Lane	0.52	14.27	1.1	B	228	343
3 - B1052 London Road (S)	0.81	20.90	4.1	C	613	919

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	127	863	0.440	376	383	0.0	0.8	7.353	A
2 - Borough Lane	187	47	374	634	0.296	186	129	0.0	0.4	7.999	A
3 - B1052 London Road (S)	503	126	12	908	0.554	498	548	0.0	1.2	8.677	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	152	848	0.534	452	460	0.8	1.1	9.055	A
2 - Borough Lane	224	56	449	589	0.380	223	155	0.4	0.6	9.830	A
3 - B1052 London Road (S)	601	150	14	907	0.662	598	658	1.2	1.9	11.541	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	185	828	0.670	552	560	1.1	2.0	12.872	B
2 - Borough Lane	274	69	548	528	0.519	272	188	0.6	1.0	13.987	B
3 - B1052 London Road (S)	735	184	18	905	0.813	727	803	1.9	3.9	19.412	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	555	139	187	827	0.671	555	565	2.0	2.0	13.209	B
2 - Borough Lane	274	69	551	526	0.521	274	190	1.0	1.1	14.273	B
3 - B1052 London Road (S)	735	184	18	905	0.813	735	808	3.9	4.1	20.901	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	453	113	155	846	0.536	456	468	2.0	1.2	9.315	A
2 - Borough Lane	224	56	454	586	0.382	226	158	1.1	0.6	10.044	B
3 - B1052 London Road (S)	601	150	14	907	0.662	609	665	4.1	2.0	12.393	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	379	95	129	862	0.440	381	389	1.2	0.8	7.509	A
2 - Borough Lane	187	47	379	631	0.297	188	131	0.6	0.4	8.137	A
3 - B1052 London Road (S)	503	126	12	908	0.554	506	555	2.0	1.3	9.017	A

2027 Base + CD + Dev (SLR), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 88% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	22.18	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road (N)		ONE HOUR	✓	494	100.000
2 - Borough Lane		ONE HOUR	✓	163	100.000
3 - B1052 London Road (S)		ONE HOUR	✓	743	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	9	485
	2 - Borough Lane	2	0	161
	3 - B1052 London Road (S)	497	246	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road (N)	2 - Borough Lane	3 - B1052 London Road (S)
From	1 - B1052 London Road (N)	0	0	0
	2 - Borough Lane	0	0	3
	3 - B1052 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road (N)	0.69	14.36	2.1	B	453	680
2 - Borough Lane	0.34	10.19	0.5	B	150	224
3 - B1052 London Road (S)	0.88	29.99	6.4	D	682	1023

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	183	847	0.439	369	372	0.0	0.8	7.487	A
2 - Borough Lane	123	31	362	633	0.194	122	190	0.0	0.2	7.026	A
3 - B1052 London Road (S)	559	140	1	932	0.600	554	482	0.0	1.5	9.385	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	220	824	0.539	443	446	0.8	1.1	9.392	A
2 - Borough Lane	147	37	435	591	0.248	146	228	0.2	0.3	8.092	A
3 - B1052 London Road (S)	668	167	2	931	0.717	664	579	1.5	2.4	13.275	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	266	796	0.683	540	540	1.1	2.1	13.864	B
2 - Borough Lane	179	45	530	534	0.336	179	276	0.3	0.5	10.104	B
3 - B1052 London Road (S)	818	205	2	931	0.879	804	707	2.4	5.9	25.855	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	544	136	270	794	0.685	544	548	2.1	2.1	14.355	B
2 - Borough Lane	179	45	534	533	0.337	179	280	0.5	0.5	10.194	B
3 - B1052 London Road (S)	818	205	2	931	0.879	816	711	5.9	6.4	29.989	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	444	111	226	821	0.541	448	459	2.1	1.2	9.747	A
2 - Borough Lane	147	37	440	588	0.249	147	234	0.5	0.3	8.185	A
3 - B1052 London Road (S)	668	167	2	931	0.717	683	585	6.4	2.7	15.276	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road (N)	372	93	187	845	0.440	374	379	1.2	0.8	7.668	A
2 - Borough Lane	123	31	367	630	0.195	123	193	0.3	0.2	7.102	A
3 - B1052 London Road (S)	559	140	2	932	0.600	564	488	2.7	1.5	9.909	A

Appendix 20

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 22078 - B1052-Newport Rd-Audley End Rd Mini Rdbt.j9
Path: P:\22 Jobs\078 Land South of Saffron Walden\Technical Assessments\ARCADY
Report generation date: 08/11/2022 12:12:25

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base + CD (No SLR), AM
- »2027 Base + CD (No SLR), PM
- »2027 Base + CD + Dev (No SLR), AM
- »2027 Base + CD + Dev (No SLR), PM
- »2027 Base + CD (SLR), AM
- »2027 Base + CD (SLR), PM
- »2027 Base + CD + Dev (SLR), AM
- »2027 Base + CD + Dev (SLR), PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2021 Base										
1 - B1052 London Road	2.9	16.66	0.75	C	18.29	2.5	14.59	0.72	B	12.52
2 - B1052 Newport Road	3.6	29.57	0.80	D		1.6	13.79	0.62	B	
3 - Audley End Road	1.0	8.72	0.51	A		1.0	8.29	0.50	A	
2027 Base + CD (No SLR)										
1 - B1052 London Road	6.6	32.93	0.88	D	32.42	4.0	20.82	0.81	C	18.27
2 - B1052 Newport Road	6.8	52.86	0.90	F		2.9	21.57	0.75	C	
3 - Audley End Road	1.3	9.90	0.56	A		1.5	11.27	0.61	B	
2027 Base + CD + Dev (No SLR)										
1 - B1052 London Road	10.8	50.63	0.94	F	44.17	4.4	22.75	0.82	C	20.32
2 - B1052 Newport Road	8.6	65.80	0.93	F		3.4	24.67	0.78	C	
3 - Audley End Road	1.3	10.20	0.57	B		1.7	12.41	0.64	B	
2027 Base + CD (SLR)										
1 - B1052 London Road	6.0	30.42	0.87	D	30.83	3.7	19.86	0.80	C	17.17
2 - B1052 Newport Road	6.5	51.07	0.89	F		2.6	19.78	0.73	C	
3 - Audley End Road	1.3	9.88	0.56	A		1.4	10.65	0.59	B	
2027 Base + CD + Dev (SLR)										
1 - B1052 London Road	9.2	44.19	0.92	E	39.98	4.0	20.94	0.81	C	18.66
2 - B1052 Newport Road	8.0	61.46	0.92	F		3.0	22.38	0.76	C	
3 - Audley End Road	1.3	10.11	0.57	B		1.6	11.67	0.62	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	08/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\WTPGeneral
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.29	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B1052 London Road	
2	B1052 Newport Road	
3	Audley End Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B1052 London Road	2.79	2.79	5.21	6.1	13.17	7.49	0.0	
2 - B1052 Newport Road	3.50	3.50	5.61	2.4	13.63	7.49	0.0	
3 - Audley End Road	3.25	3.25	3.25	0.0	19.49	19.15	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B1052 London Road	0.623	967
2 - B1052 Newport Road	0.631	830
3 - Audley End Road	0.798	1172

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	596	100.000
2 - B1052 Newport Road		ONE HOUR	✓	422	100.000
3 - Audley End Road		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	270	326
	2 - B1052 Newport Road	324	0	98
	3 - Audley End Road	284	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	3	1
	2 - B1052 Newport Road	4	0	0
	3 - Audley End Road	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.75	16.66	2.9	C	547	820
2 - B1052 Newport Road	0.80	29.57	3.6	D	387	581
3 - Audley End Road	0.51	8.72	1.0	A	363	545

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	449	112	84	896	0.501	445	454	0.0	1.0	7.909	A
2 - B1052 Newport Road	318	79	243	655	0.485	314	285	0.0	0.9	10.463	B
3 - Audley End Road	298	75	241	941	0.317	296	316	0.0	0.5	5.568	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	536	134	100	885	0.605	534	544	1.0	1.5	10.175	B
2 - B1052 Newport Road	379	95	292	624	0.608	377	342	0.9	1.5	14.418	B
3 - Audley End Road	356	89	290	902	0.395	355	380	0.5	0.6	6.573	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	656	164	123	871	0.753	651	662	1.5	2.9	15.934	C
2 - B1052 Newport Road	465	116	356	585	0.794	457	418	1.5	3.4	26.666	D
3 - Audley End Road	436	109	351	853	0.511	434	462	0.6	1.0	8.574	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	656	164	123	871	0.753	656	669	2.9	2.9	16.656	C
2 - B1052 Newport Road	465	116	359	583	0.797	464	420	3.4	3.6	29.566	D
3 - Audley End Road	436	109	356	849	0.514	436	466	1.0	1.0	8.720	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	536	134	101	885	0.605	541	554	2.9	1.6	10.631	B
2 - B1052 Newport Road	379	95	296	622	0.610	387	346	3.6	1.6	15.831	C
3 - Audley End Road	356	89	297	896	0.397	358	386	1.0	0.7	6.706	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	449	112	85	896	0.501	451	460	1.6	1.0	8.135	A
2 - B1052 Newport Road	318	79	247	652	0.487	320	289	1.6	1.0	10.922	B
3 - Audley End Road	298	75	246	937	0.318	299	321	0.7	0.5	5.649	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	12.52	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	574	100.000
2 - B1052 Newport Road		ONE HOUR	✓	380	100.000
3 - Audley End Road		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	374	200
	2 - B1052 Newport Road	331	0	49
	3 - Audley End Road	287	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	2	0
	2 - B1052 Newport Road	2	0	0
	3 - Audley End Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.72	14.59	2.5	B	527	790
2 - B1052 Newport Road	0.62	13.79	1.6	B	349	523
3 - Audley End Road	0.50	8.29	1.0	A	368	552

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	432	108	85	903	0.479	429	462	0.0	0.9	7.538	A
2 - B1052 Newport Road	286	72	149	723	0.396	284	365	0.0	0.6	8.148	A
3 - Audley End Road	302	75	247	971	0.311	300	186	0.0	0.4	5.352	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	516	129	102	892	0.578	514	554	0.9	1.3	9.481	A
2 - B1052 Newport Road	342	85	179	704	0.485	341	437	0.6	0.9	9.864	A
3 - Audley End Road	360	90	297	931	0.387	360	223	0.4	0.6	6.299	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	632	158	125	878	0.720	628	677	1.3	2.4	14.122	B
2 - B1052 Newport Road	418	105	219	680	0.615	416	534	0.9	1.5	13.509	B
3 - Audley End Road	442	110	362	877	0.503	440	272	0.6	1.0	8.209	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	632	158	126	878	0.720	632	680	2.4	2.5	14.588	B
2 - B1052 Newport Road	418	105	220	679	0.616	418	537	1.5	1.6	13.790	B
3 - Audley End Road	442	110	364	875	0.504	441	274	1.0	1.0	8.295	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	516	129	103	892	0.579	520	559	2.5	1.4	9.805	A
2 - B1052 Newport Road	342	85	181	703	0.486	344	442	1.6	1.0	10.095	B
3 - Audley End Road	360	90	300	928	0.388	362	226	1.0	0.6	6.374	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	432	108	86	902	0.479	434	467	1.4	0.9	7.721	A
2 - B1052 Newport Road	286	72	151	722	0.396	287	369	1.0	0.7	8.311	A
3 - Audley End Road	302	75	250	968	0.312	303	188	0.6	0.5	5.415	A

2027 Base + CD (No SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	32.42	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	701	100.000
2 - B1052 Newport Road		ONE HOUR	✓	452	100.000
3 - Audley End Road		ONE HOUR	✓	423	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	328	373
	2 - B1052 Newport Road	352	0	100
	3 - Audley End Road	309	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	2	1
	2 - B1052 Newport Road	3	0	1
	3 - Audley End Road	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.88	32.93	6.6	D	643	965
2 - B1052 Newport Road	0.90	52.86	6.8	F	415	622
3 - Audley End Road	0.56	9.90	1.3	A	388	582

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	528	132	85	899	0.587	522	493	0.0	1.4	9.421	A
2 - B1052 Newport Road	340	85	278	636	0.535	336	330	0.0	1.1	11.812	B
3 - Audley End Road	318	80	262	927	0.344	316	352	0.0	0.5	5.878	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	630	158	102	888	0.710	626	591	1.4	2.3	13.552	B
2 - B1052 Newport Road	406	102	333	602	0.675	403	395	1.1	2.0	17.787	C
3 - Audley End Road	380	95	314	885	0.430	379	422	0.5	0.7	7.104	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	772	193	125	874	0.883	757	715	2.3	6.0	27.850	D
2 - B1052 Newport Road	498	124	403	559	0.891	483	479	2.0	5.8	40.874	E
3 - Audley End Road	466	116	376	836	0.557	464	510	0.7	1.2	9.626	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	772	193	125	873	0.884	769	724	6.0	6.6	32.934	D
2 - B1052 Newport Road	498	124	409	555	0.897	494	485	5.8	6.8	52.863	F
3 - Audley End Road	466	116	384	829	0.562	466	519	1.2	1.3	9.900	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	630	158	103	888	0.710	646	610	6.6	2.6	15.812	C
2 - B1052 Newport Road	406	102	344	595	0.683	424	405	6.8	2.3	22.940	C
3 - Audley End Road	380	95	330	872	0.436	382	438	1.3	0.8	7.379	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	528	132	86	898	0.587	532	502	2.6	1.5	9.946	A
2 - B1052 Newport Road	340	85	283	633	0.538	345	335	2.3	1.2	12.665	B
3 - Audley End Road	318	80	268	921	0.346	319	359	0.8	0.5	5.993	A

2027 Base + CD (No SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.27	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	646	100.000
2 - B1052 Newport Road		ONE HOUR	✓	448	100.000
3 - Audley End Road		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	416	230
	2 - B1052 Newport Road	398	0	50
	3 - Audley End Road	334	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	1	0
	2 - B1052 Newport Road	2	0	0
	3 - Audley End Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.81	20.82	4.0	C	593	889
2 - B1052 Newport Road	0.75	21.57	2.9	C	411	617
3 - Audley End Road	0.61	11.27	1.5	B	414	621

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	486	122	87	907	0.536	482	546	0.0	1.1	8.380	A
2 - B1052 Newport Road	337	84	172	709	0.476	334	398	0.0	0.9	9.510	A
3 - Audley End Road	340	85	296	931	0.365	337	209	0.0	0.6	6.043	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	581	145	105	896	0.648	578	656	1.1	1.8	11.219	B
2 - B1052 Newport Road	403	101	206	688	0.586	401	477	0.9	1.4	12.467	B
3 - Audley End Road	405	101	356	882	0.460	404	251	0.6	0.8	7.518	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	711	178	128	882	0.806	703	799	1.8	3.8	19.322	C
2 - B1052 Newport Road	493	123	250	660	0.747	488	581	1.4	2.7	20.283	C
3 - Audley End Road	497	124	433	819	0.606	494	305	0.8	1.5	10.978	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	711	178	129	882	0.807	711	805	3.8	4.0	20.817	C
2 - B1052 Newport Road	493	123	253	658	0.749	493	586	2.7	2.9	21.575	C
3 - Audley End Road	497	124	438	816	0.609	496	308	1.5	1.5	11.266	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	581	145	106	896	0.648	589	665	4.0	1.9	12.026	B
2 - B1052 Newport Road	403	101	210	685	0.588	408	485	2.9	1.5	13.243	B
3 - Audley End Road	405	101	363	877	0.462	408	255	1.5	0.9	7.722	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	486	122	88	907	0.536	489	554	1.9	1.2	8.687	A
2 - B1052 Newport Road	337	84	174	707	0.477	339	403	1.5	0.9	9.847	A
3 - Audley End Road	340	85	302	927	0.366	341	212	0.9	0.6	6.156	A

2027 Base + CD + Dev (No SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	44.17	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Base + CD + Dev (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	745	100.000
2 - B1052 Newport Road		ONE HOUR	✓	459	100.000
3 - Audley End Road		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	352	393
	2 - B1052 Newport Road	359	0	100
	3 - Audley End Road	315	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	2	1
	2 - B1052 Newport Road	3	0	0
	3 - Audley End Road	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.94	50.63	10.8	F	684	1025
2 - B1052 Newport Road	0.93	65.80	8.6	F	421	632
3 - Audley End Road	0.57	10.20	1.3	B	394	590

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	561	140	85	899	0.624	554	502	0.0	1.6	10.268	B
2 - B1052 Newport Road	346	86	292	629	0.550	341	347	0.0	1.2	12.320	B
3 - Audley End Road	323	81	267	923	0.350	321	367	0.0	0.5	5.961	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	670	167	102	888	0.754	665	602	1.6	2.9	15.747	C
2 - B1052 Newport Road	413	103	351	592	0.697	409	416	1.2	2.2	19.199	C
3 - Audley End Road	386	96	320	880	0.438	385	440	0.5	0.8	7.249	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	820	205	125	874	0.939	796	726	2.9	9.0	37.685	E
2 - B1052 Newport Road	505	126	420	549	0.920	486	501	2.2	6.9	47.165	E
3 - Audley End Road	472	118	380	832	0.568	470	526	0.8	1.3	9.893	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	820	205	125	873	0.939	813	736	9.0	10.8	50.626	F
2 - B1052 Newport Road	505	126	429	544	0.930	498	510	6.9	8.6	65.796	F
3 - Audley End Road	472	118	390	825	0.573	472	538	1.3	1.3	10.205	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	670	167	103	888	0.755	700	626	10.8	3.3	21.656	C
2 - B1052 Newport Road	413	103	369	581	0.710	437	434	8.6	2.7	28.210	D
3 - Audley End Road	386	96	341	863	0.447	388	464	1.3	0.8	7.604	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	561	140	86	898	0.624	567	513	3.3	1.7	11.070	B
2 - B1052 Newport Road	346	86	299	624	0.553	351	354	2.7	1.3	13.423	B
3 - Audley End Road	323	81	275	916	0.352	324	376	0.8	0.5	6.088	A

2027 Base + CD + Dev (No SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.32	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Base + CD + Dev (No SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	660	100.000
2 - B1052 Newport Road		ONE HOUR	✓	464	100.000
3 - Audley End Road		ONE HOUR	✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	424	236
	2 - B1052 Newport Road	414	0	50
	3 - Audley End Road	348	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	1	0
	2 - B1052 Newport Road	2	0	0
	3 - Audley End Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.82	22.75	4.4	C	606	908
2 - B1052 Newport Road	0.78	24.67	3.4	C	426	639
3 - Audley End Road	0.64	12.41	1.7	B	427	640

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	497	124	87	907	0.548	492	568	0.0	1.2	8.581	A
2 - B1052 Newport Road	349	87	176	706	0.495	345	404	0.0	1.0	9.884	A
3 - Audley End Road	350	88	308	921	0.380	348	213	0.0	0.6	6.252	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	593	148	105	896	0.662	591	682	1.2	1.9	11.658	B
2 - B1052 Newport Road	417	104	211	684	0.610	415	484	1.0	1.5	13.255	B
3 - Audley End Road	418	105	370	871	0.480	417	256	0.6	0.9	7.911	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	727	182	128	882	0.824	718	831	1.9	4.2	20.809	C
2 - B1052 Newport Road	511	128	257	656	0.779	504	589	1.5	3.2	22.742	C
3 - Audley End Road	512	128	450	806	0.635	509	311	0.9	1.7	11.998	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	727	182	129	882	0.824	726	838	4.2	4.4	22.751	C
2 - B1052 Newport Road	511	128	260	654	0.781	510	595	3.2	3.4	24.675	C
3 - Audley End Road	512	128	455	801	0.639	512	314	1.7	1.7	12.408	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	593	148	106	896	0.662	603	693	4.4	2.0	12.656	B
2 - B1052 Newport Road	417	104	216	682	0.612	424	493	3.4	1.6	14.326	B
3 - Audley End Road	418	105	378	864	0.484	421	261	1.7	1.0	8.185	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	497	124	88	907	0.548	500	577	2.0	1.2	8.926	A
2 - B1052 Newport Road	349	87	179	704	0.496	352	410	1.6	1.0	10.286	B
3 - Audley End Road	350	88	314	916	0.382	351	217	1.0	0.6	6.384	A

2027 Base + CD (SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	30.83	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	688	100.000
2 - B1052 Newport Road		ONE HOUR	✓	450	100.000
3 - Audley End Road		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	321	367
	2 - B1052 Newport Road	350	0	100
	3 - Audley End Road	307	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	3	1
	2 - B1052 Newport Road	4	0	0
	3 - Audley End Road	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.87	30.42	6.0	D	631	947
2 - B1052 Newport Road	0.89	51.07	6.5	F	413	619
3 - Audley End Road	0.56	9.88	1.3	A	386	579

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	518	129	85	895	0.579	513	490	0.0	1.3	9.292	A
2 - B1052 Newport Road	339	85	273	636	0.533	334	324	0.0	1.1	11.784	B
3 - Audley End Road	317	79	260	926	0.342	315	348	0.0	0.5	5.871	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	618	155	102	884	0.700	615	587	1.3	2.2	13.195	B
2 - B1052 Newport Road	405	101	328	602	0.672	401	389	1.1	1.9	17.640	C
3 - Audley End Road	378	95	312	884	0.428	378	417	0.5	0.7	7.094	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	758	189	125	870	0.871	744	711	2.2	5.5	26.259	D
2 - B1052 Newport Road	495	124	397	559	0.886	481	472	1.9	5.6	39.988	E
3 - Audley End Road	464	116	374	834	0.556	462	504	0.7	1.2	9.608	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	758	189	125	869	0.871	756	720	5.5	6.0	30.422	D
2 - B1052 Newport Road	495	124	403	556	0.892	492	478	5.6	6.5	51.073	F
3 - Audley End Road	464	116	382	828	0.560	463	512	1.2	1.3	9.879	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	618	155	103	884	0.700	633	605	6.0	2.4	15.094	C
2 - B1052 Newport Road	405	101	338	596	0.679	422	398	6.5	2.2	22.381	C
3 - Audley End Road	378	95	328	871	0.434	380	431	1.3	0.8	7.363	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	518	129	86	894	0.579	522	499	2.4	1.4	9.776	A
2 - B1052 Newport Road	339	85	279	633	0.536	343	330	2.2	1.2	12.609	B
3 - Audley End Road	317	79	267	920	0.344	318	355	0.8	0.5	5.983	A

2027 Base + CD (SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.17	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	633	100.000
2 - B1052 Newport Road		ONE HOUR	✓	437	100.000
3 - Audley End Road		ONE HOUR	✓	443	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	408	225
	2 - B1052 Newport Road	387	0	50
	3 - Audley End Road	326	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	2	0
	2 - B1052 Newport Road	2	0	0
	3 - Audley End Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.80	19.86	3.7	C	581	871
2 - B1052 Newport Road	0.73	19.78	2.6	C	401	601
3 - Audley End Road	0.59	10.65	1.4	B	407	610

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	477	119	88	901	0.529	472	532	0.0	1.1	8.305	A
2 - B1052 Newport Road	329	82	168	711	0.463	326	392	0.0	0.8	9.259	A
3 - Audley End Road	334	83	288	937	0.356	331	205	0.0	0.5	5.919	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	569	142	105	891	0.639	567	639	1.1	1.7	11.024	B
2 - B1052 Newport Road	393	98	201	690	0.569	391	470	0.8	1.3	11.957	B
3 - Audley End Road	398	100	346	890	0.447	397	246	0.5	0.8	7.290	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	697	174	128	876	0.795	690	779	1.7	3.5	18.580	C
2 - B1052 Newport Road	481	120	245	663	0.725	476	573	1.3	2.5	18.793	C
3 - Audley End Road	488	122	422	829	0.589	485	300	0.8	1.4	10.416	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	697	174	129	876	0.796	696	785	3.5	3.7	19.858	C
2 - B1052 Newport Road	481	120	248	662	0.727	481	578	2.5	2.6	19.778	C
3 - Audley End Road	488	122	426	825	0.591	488	303	1.4	1.4	10.650	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	569	142	106	890	0.639	577	647	3.7	1.8	11.742	B
2 - B1052 Newport Road	393	98	205	688	0.571	398	477	2.6	1.4	12.585	B
3 - Audley End Road	398	100	352	885	0.450	401	250	1.4	0.8	7.464	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	477	119	88	901	0.529	479	539	1.8	1.1	8.595	A
2 - B1052 Newport Road	329	82	170	710	0.464	331	397	1.4	0.9	9.555	A
3 - Audley End Road	334	83	293	933	0.357	335	208	0.8	0.6	6.021	A

2027 Base + CD + Dev (SLR), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	39.98	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	732	100.000
2 - B1052 Newport Road		ONE HOUR	✓	457	100.000
3 - Audley End Road		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	345	387
	2 - B1052 Newport Road	357	0	100
	3 - Audley End Road	313	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	2	1
	2 - B1052 Newport Road	3	0	0
	3 - Audley End Road	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.92	44.19	9.2	E	672	1008
2 - B1052 Newport Road	0.92	61.46	8.0	F	419	629
3 - Audley End Road	0.57	10.11	1.3	B	392	588

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	551	138	85	899	0.613	545	499	0.0	1.5	10.003	B
2 - B1052 Newport Road	344	86	288	631	0.545	339	342	0.0	1.2	12.150	B
3 - Audley End Road	321	80	265	924	0.348	319	362	0.0	0.5	5.935	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	658	165	102	888	0.741	653	599	1.5	2.7	15.034	C
2 - B1052 Newport Road	411	103	345	596	0.690	407	410	1.2	2.1	18.727	C
3 - Audley End Road	384	96	318	882	0.435	383	435	0.5	0.8	7.203	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	806	201	125	874	0.923	785	722	2.7	8.0	34.352	D
2 - B1052 Newport Road	503	126	415	552	0.911	486	495	2.1	6.5	45.116	E
3 - Audley End Road	470	118	379	833	0.564	468	521	0.8	1.3	9.811	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	806	201	125	873	0.923	801	733	8.0	9.2	44.186	E
2 - B1052 Newport Road	503	126	423	547	0.920	497	503	6.5	8.0	61.456	F
3 - Audley End Road	470	118	388	826	0.569	470	532	1.3	1.3	10.110	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	658	165	103	888	0.741	683	621	9.2	3.1	19.362	C
2 - B1052 Newport Road	411	103	361	586	0.701	433	425	8.0	2.5	26.230	D
3 - Audley End Road	384	96	338	866	0.443	386	456	1.3	0.8	7.532	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	551	138	86	898	0.613	557	509	3.1	1.6	10.706	B
2 - B1052 Newport Road	344	86	294	627	0.548	349	349	2.5	1.3	13.164	B
3 - Audley End Road	321	80	273	918	0.350	323	371	0.8	0.5	6.057	A

2027 Base + CD + Dev (SLR), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.66	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B1052 London Road		ONE HOUR	✓	647	100.000
2 - B1052 Newport Road		ONE HOUR	✓	453	100.000
3 - Audley End Road		ONE HOUR	✓	457	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	416	231
	2 - B1052 Newport Road	403	0	50
	3 - Audley End Road	340	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B1052 London Road	2 - B1052 Newport Road	3 - Audley End Road
From	1 - B1052 London Road	0	1	0
	2 - B1052 Newport Road	2	0	0
	3 - Audley End Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B1052 London Road	0.81	20.94	4.0	C	594	891
2 - B1052 Newport Road	0.76	22.38	3.0	C	416	624
3 - Audley End Road	0.62	11.67	1.6	B	419	629

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	487	122	87	907	0.537	483	554	0.0	1.1	8.393	A
2 - B1052 Newport Road	341	85	172	708	0.481	337	398	0.0	0.9	9.614	A
3 - Audley End Road	344	86	300	928	0.371	342	210	0.0	0.6	6.119	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	582	145	105	896	0.649	579	665	1.1	1.8	11.248	B
2 - B1052 Newport Road	407	102	207	687	0.593	405	477	0.9	1.4	12.683	B
3 - Audley End Road	411	103	361	879	0.468	410	251	0.6	0.9	7.660	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	712	178	128	882	0.808	704	811	1.8	3.8	19.421	C
2 - B1052 Newport Road	499	125	251	659	0.757	493	581	1.4	2.8	20.939	C
3 - Audley End Road	503	126	439	815	0.617	500	306	0.9	1.6	11.342	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	712	178	129	882	0.808	712	817	3.8	4.0	20.944	C
2 - B1052 Newport Road	499	125	254	658	0.758	498	586	2.8	3.0	22.381	C
3 - Audley End Road	503	126	443	811	0.620	503	309	1.6	1.6	11.668	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	582	145	106	896	0.649	590	675	4.0	1.9	12.068	B
2 - B1052 Newport Road	407	102	211	685	0.595	413	485	3.0	1.5	13.529	B
3 - Audley End Road	411	103	368	873	0.471	414	256	1.6	0.9	7.887	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B1052 London Road	487	122	88	907	0.537	490	562	1.9	1.2	8.704	A
2 - B1052 Newport Road	341	85	175	707	0.483	343	403	1.5	1.0	9.968	A
3 - Audley End Road	344	86	305	923	0.373	345	213	0.9	0.6	6.239	A

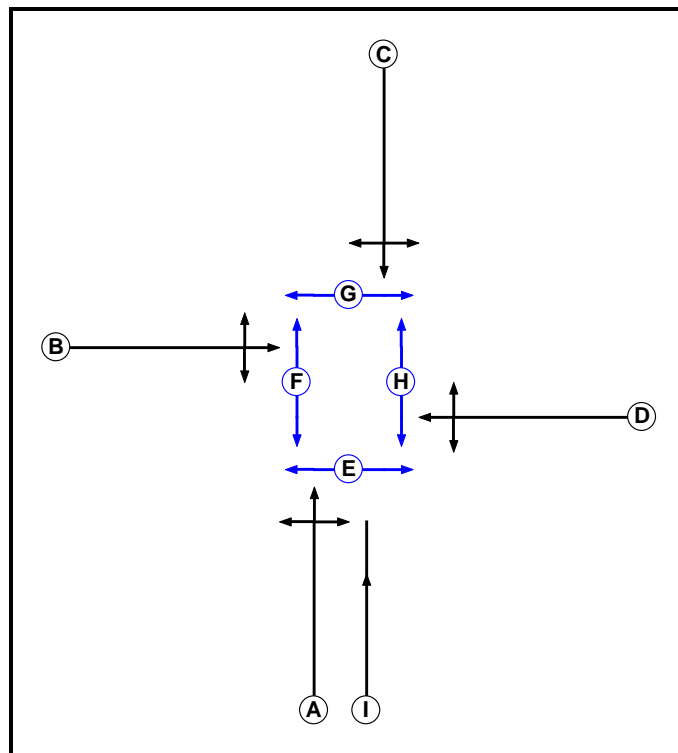
Appendix 21

MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078 - Debden Rd-Mt Pleasant Rd-Borough Ln.lsg3x
Author:	
Company:	
Address:	

Phase Diagram



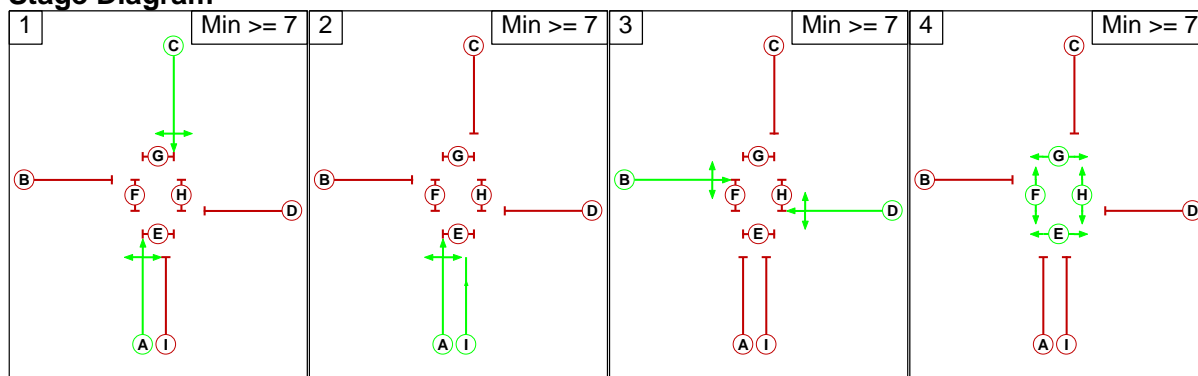
Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Traffic		7	7

Phase Intergrens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	
	A		5	-	5	10	10	10	10	-	
	B	5		5	-	11	11	11	11	5	
	C	-	6		6	10	10	10	10	5	
	D	5	-	5		11	11	11	11	5	
	E	8	8	8	8		-	-	-	8	
	F	6	6	6	6	-		-	-	-	
	G	7	7	7	7	-	-		-	-	
	H	7	7	7	7	-	-	-		7	
I	-	5	5	5	5	-	-	10			

Stage Diagram

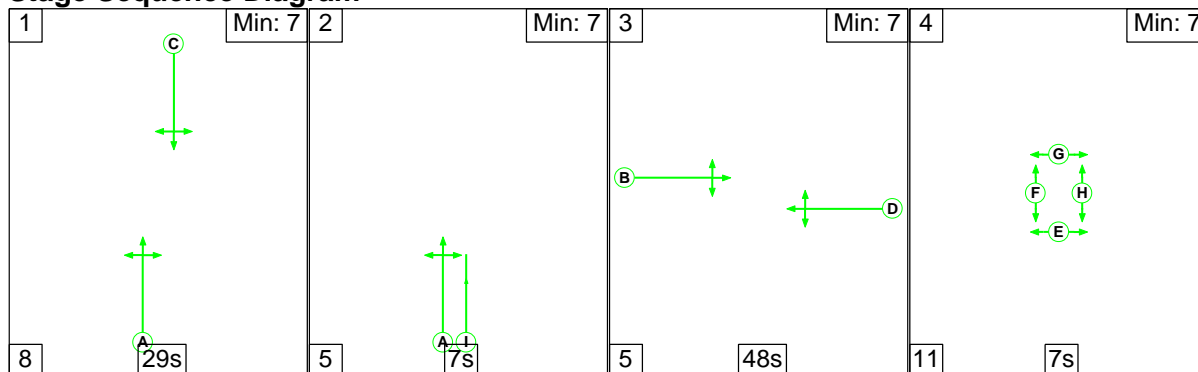


Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

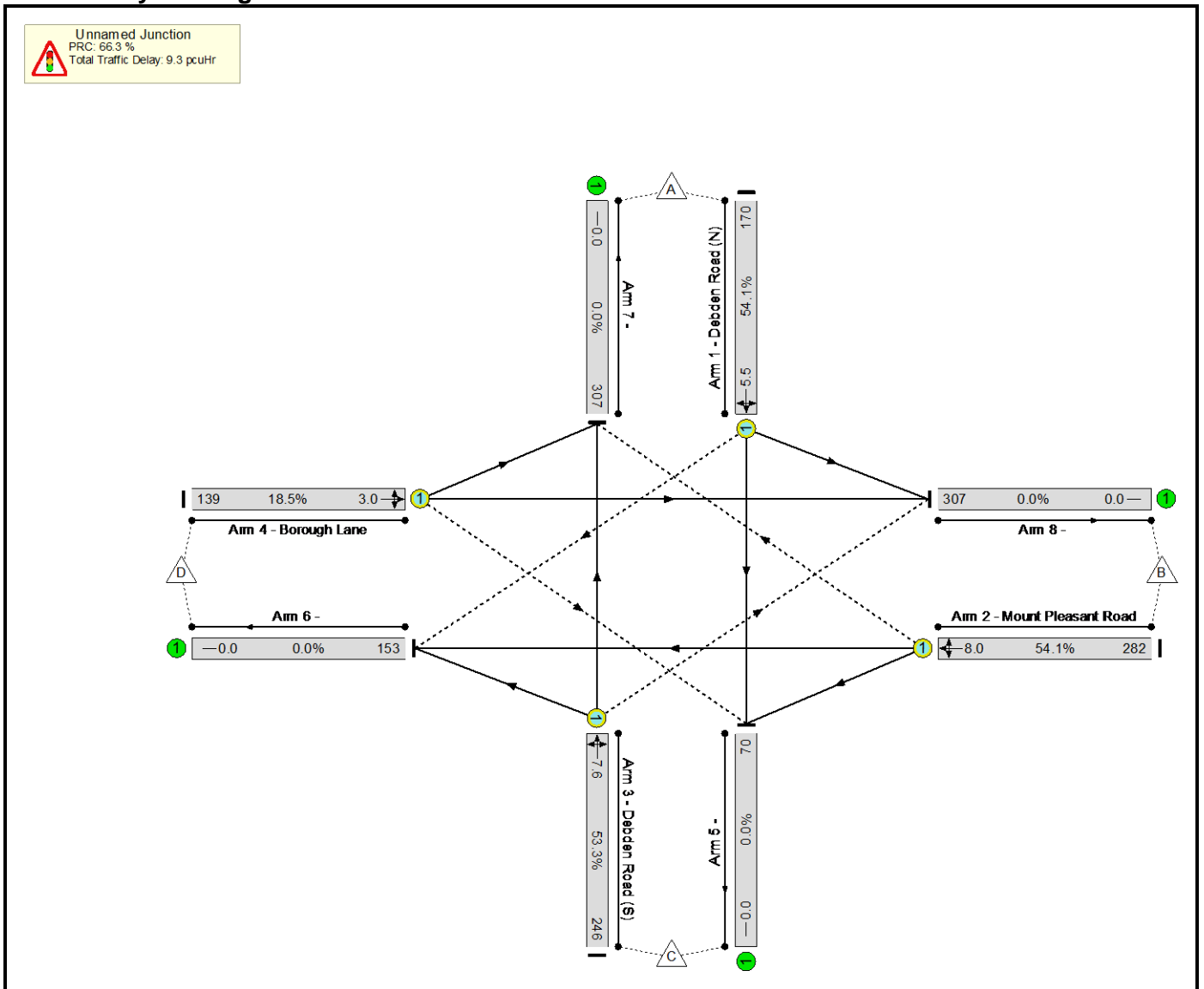
	Destination					
		A	B	C	D	Tot.
Origin	A	0	104	56	10	170
	B	171	0	13	98	282
	C	136	65	0	45	246
	D	0	138	1	0	139
	Tot.	307	307	70	153	837

MTP Results Summary

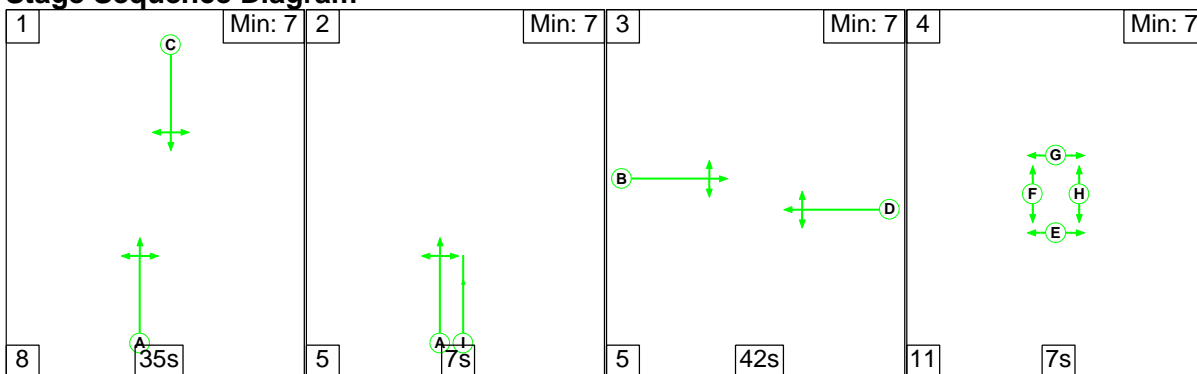
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	54.1%	214	33	0	9.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	54.1%	214	33	0	9.3	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	29	-	170	1704	314	54.1%	8	2	0	2.5	5.5
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	48	-	282	1758	521	54.1%	153	18	0	2.9	8.0
3/1	Debden Road (S) Left Ahead Right	O	A		1	41	-	246	1865	462	53.3%	51	14	0	3.0	7.6
4/1	Borough Lane Right Left Ahead	O	B		1	48	-	139	1854	753	18.5%	1	0	0	1.0	3.0
		C1			PRC for Signalled Lanes (%):		66.3	Total Delay for Signalled Lanes (pcuHr):		9.32		Cycle Time (s):		120		
					PRC Over All Lanes (%):		66.3	Total Delay Over All Lanes(pcuHr):		9.32						

MTP Results Summary
Network Layout Diagram



Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2021 Base PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

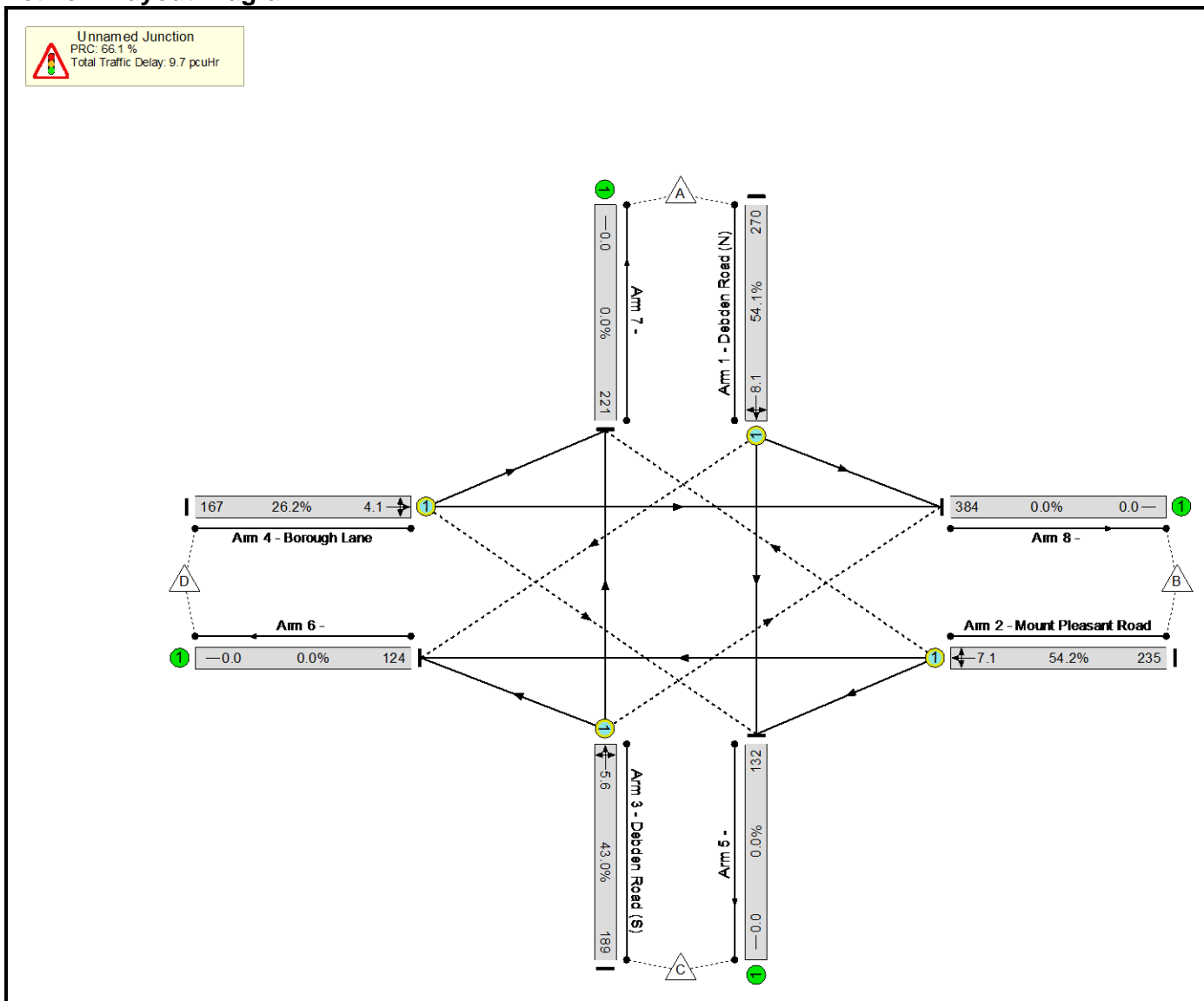
	Destination					
		A	B	C	D	Tot.
Origin	A	0	156	108	6	270
	B	120	0	17	98	235
	C	101	68	0	20	189
	D	0	160	7	0	167
	Tot.	221	384	132	124	861

MTP Results Summary

Network Results

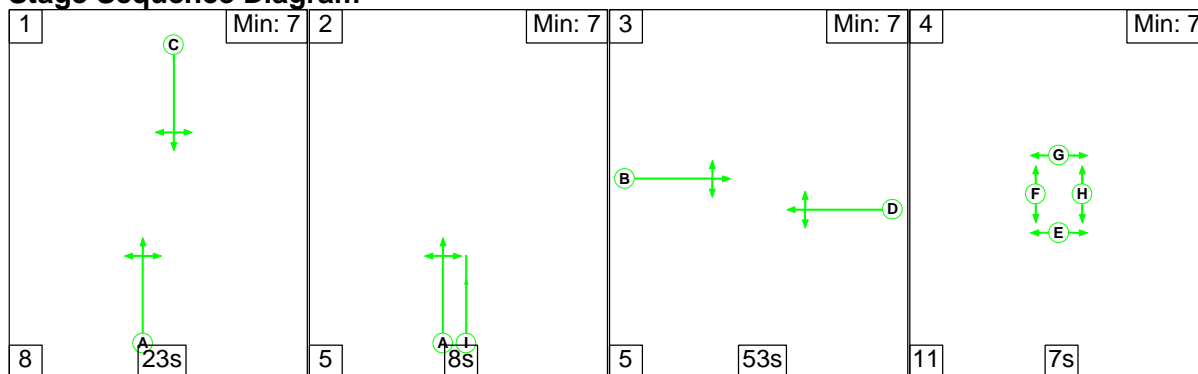
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	54.2%	167	34	0	9.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	54.2%	167	34	0	9.7	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	35	-	270	1723	499	54.1%	5	1	0	3.2	8.1
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	42	-	235	1769	434	54.2%	105	15	0	2.8	7.1
3/1	Debden Road (S) Left Ahead Right	O	A		1	47	-	189	1868	440	43.0%	51	17	0	2.2	5.6
4/1	Borough Lane Right Left Ahead	O	B		1	42	-	167	1847	638	26.2%	6	1	0	1.4	4.1
		C1			PRC for Signalled Lanes (%):		66.1	Total Delay for Signalled Lanes (pcuHr):		9.66		Cycle Time (s):		120		
					PRC Over All Lanes (%):		66.1	Total Delay Over All Lanes(pcuHr):		9.66						

MTP Results Summary
Network Layout Diagram



Scenario 3: '2027 Base + CD (No SLR) AM' (FG3: '2027 Base + CD (No SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2027 Base + CD (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

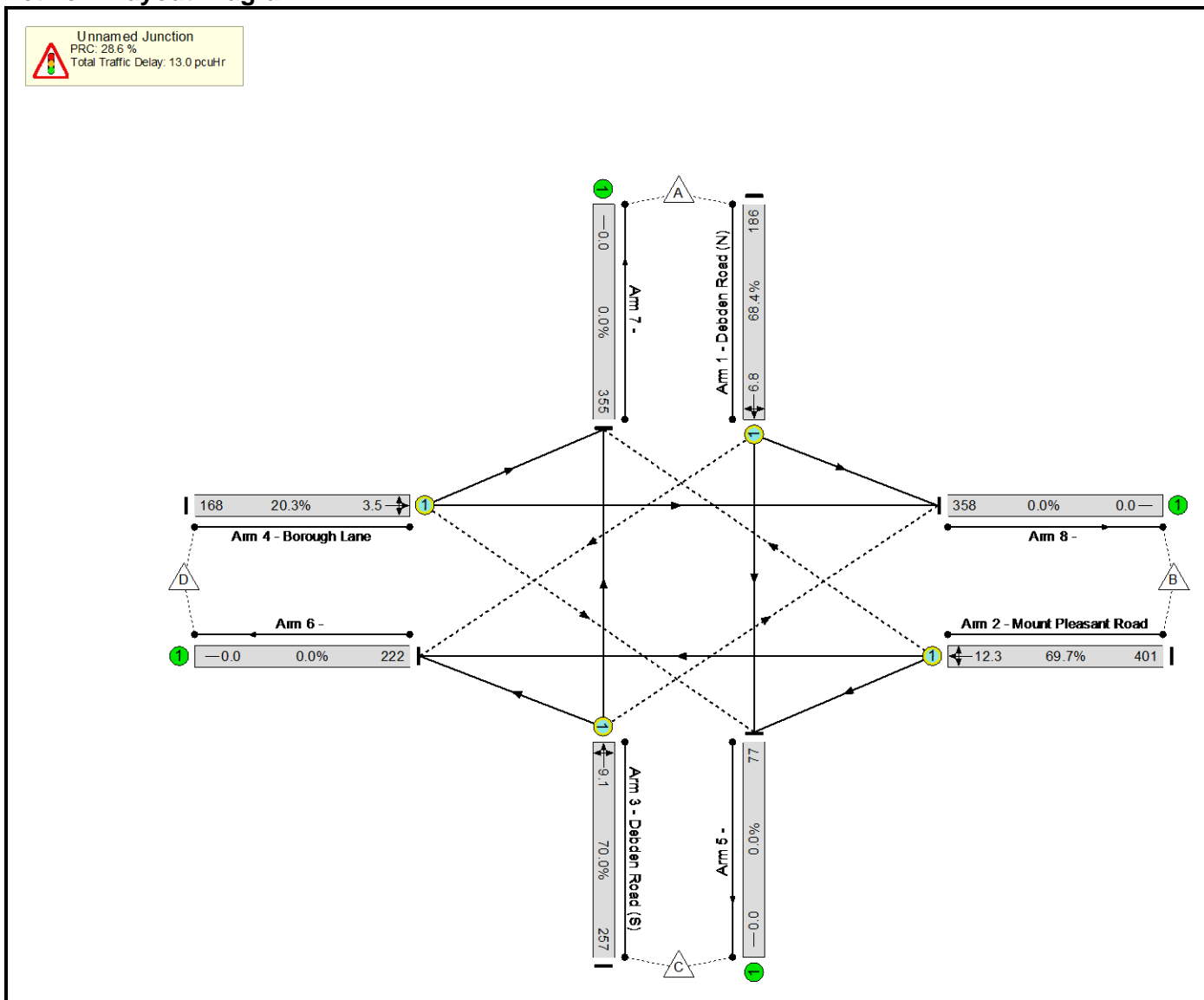
	Destination					
		A	B	C	D	Tot.
Origin	A	0	119	57	10	186
	B	216	0	19	166	401
	C	139	72	0	46	257
	D	0	167	1	0	168
	Tot.	355	358	77	222	1012

MTP Results Summary

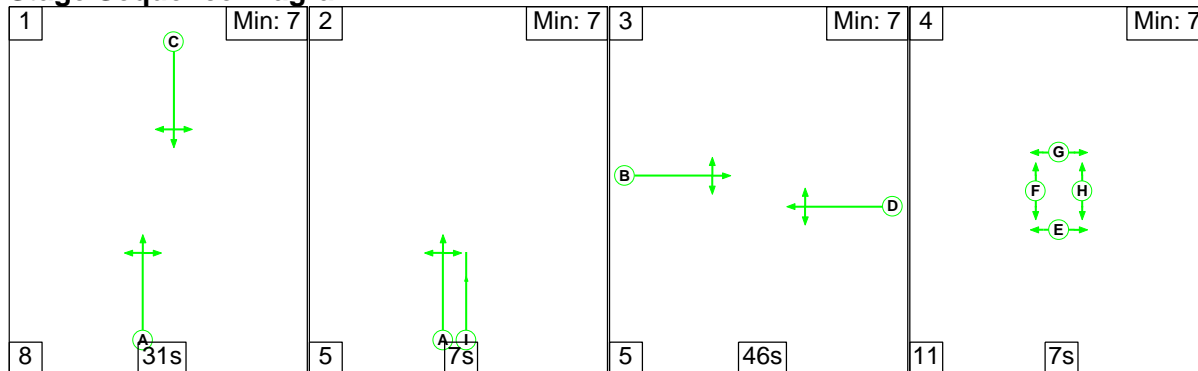
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	70.0%	256	43	0	13.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.0%	256	43	0	13.0	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	23	-	186	1698	272	68.4%	8	2	0	3.4	6.8
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	53	-	401	1769	576	69.7%	200	16	0	4.4	12.3
3/1	Debden Road (S) Left Ahead Right	O	A		1	36	-	257	1863	367	70.0%	46	26	0	4.1	9.1
4/1	Borough Lane Right Left Ahead	O	B		1	53	-	168	1854	829	20.3%	1	0	0	1.1	3.5
		C1			PRC for Signalled Lanes (%):		28.6	Total Delay for Signalled Lanes (pcuHr):		12.97		Cycle Time (s):		120		
					PRC Over All Lanes (%):		28.6	Total Delay Over All Lanes(pcuHr):		12.97						

MTP Results Summary
Network Layout Diagram



Scenario 4: '2027 Base + CD (No SLR) PM' (FG4: '2027 Base + CD (No SLR) PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2027 Base + CD (No SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

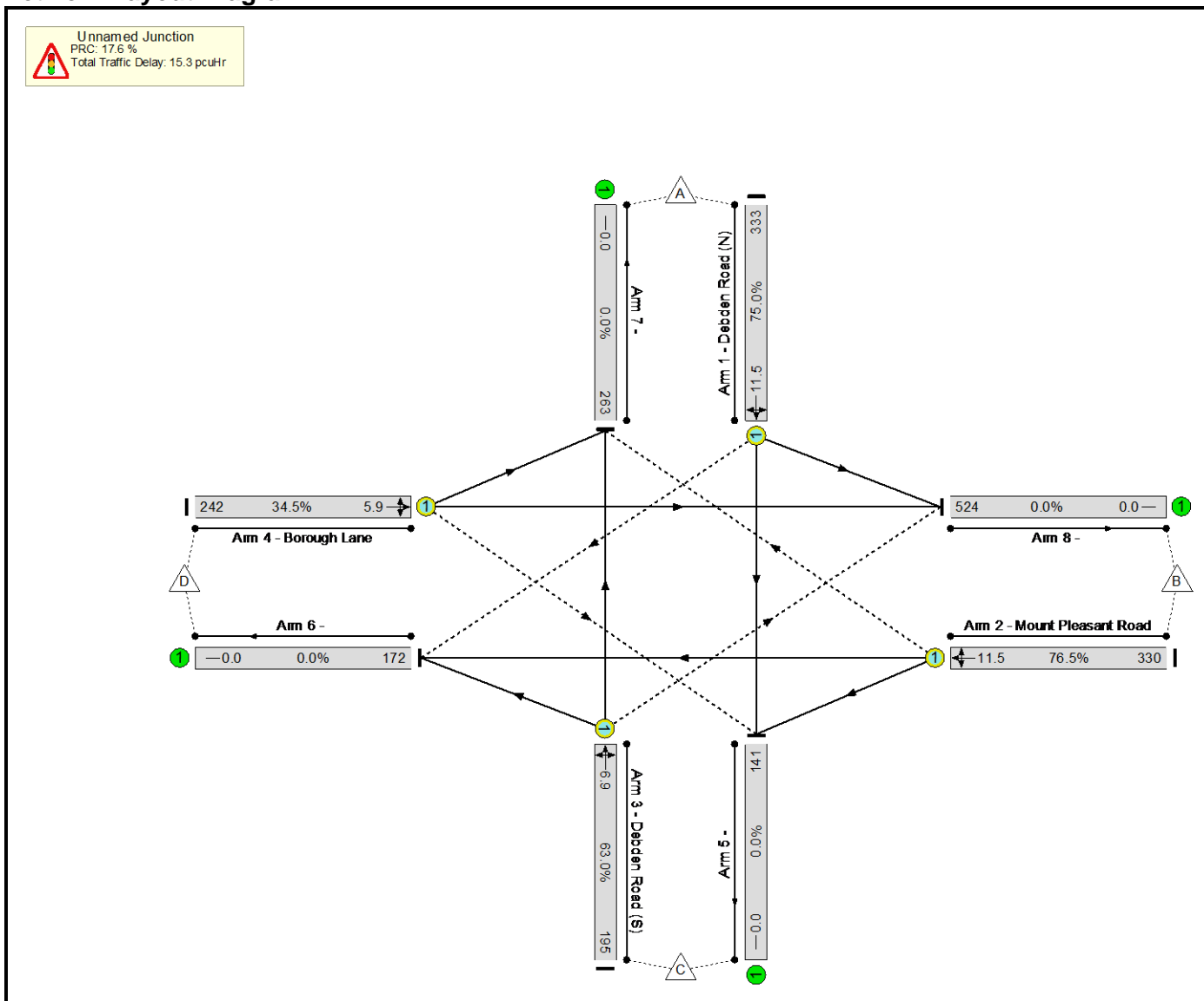
	Destination					
		A	B	C	D	Tot.
Origin	A	0	217	110	6	333
	B	160	0	24	146	330
	C	103	72	0	20	195
	D	0	235	7	0	242
	Tot.	263	524	141	172	1100

MTP Results Summary

Network Results

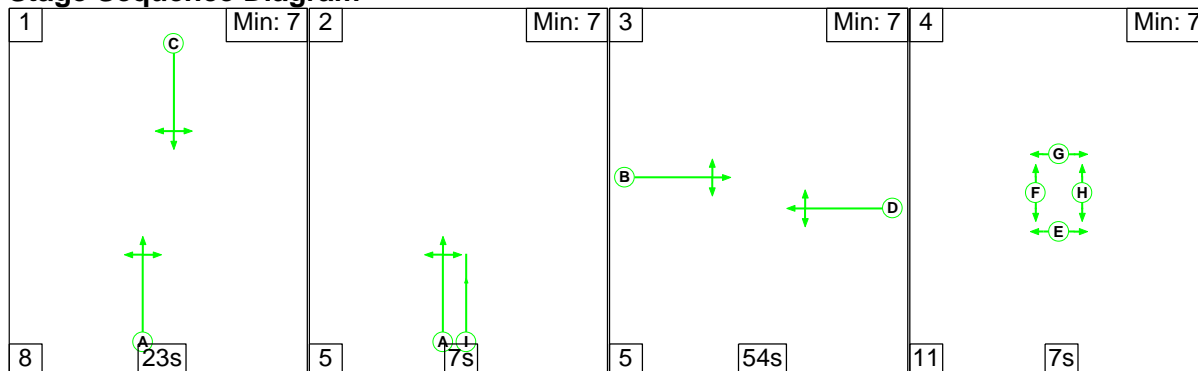
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	76.5%	203	42	0	15.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	76.5%	203	42	0	15.3	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	31	-	333	1702	444	75.0%	5	1	0	5.2	11.5
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	46	-	330	1773	431	76.5%	146	14	0	5.0	11.5
3/1	Debden Road (S) Left Ahead Right	O	A		1	43	-	195	1867	309	63.0%	45	27	0	3.1	6.9
4/1	Borough Lane Right Left Ahead	O	B		1	46	-	242	1850	701	34.5%	6	1	0	2.0	5.9
		C1			PRC for Signalled Lanes (%):		17.6	Total Delay for Signalled Lanes (pcuHr):		15.28		Cycle Time (s):		120		
					PRC Over All Lanes (%):		17.6	Total Delay Over All Lanes(pcuHr):		15.28						

MTP Results Summary
Network Layout Diagram



Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD + Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2027 Base + CD + Dev (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

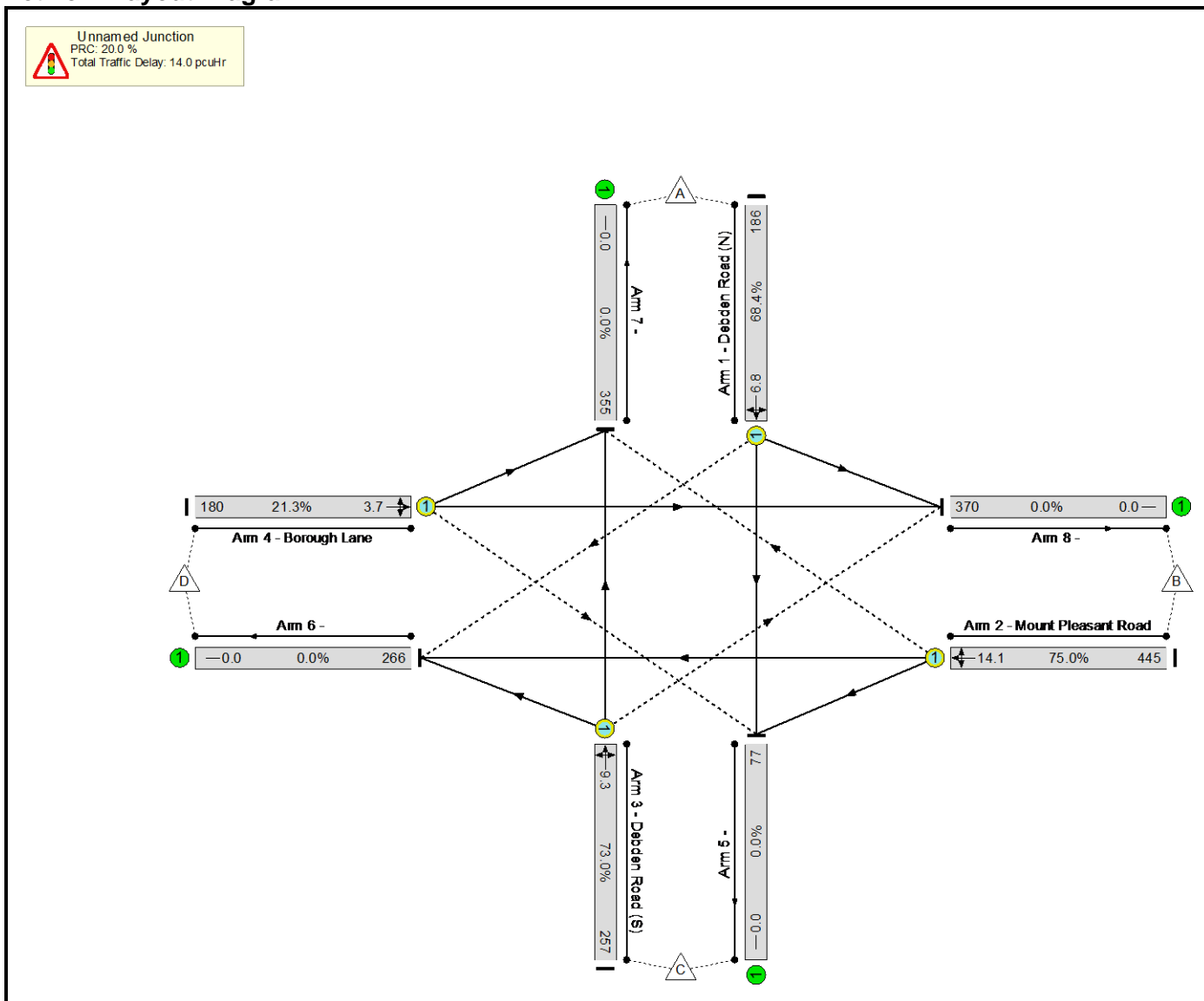
	Destination					
		A	B	C	D	Tot.
Origin	A	0	119	57	10	186
	B	216	0	19	210	445
	C	139	72	0	46	257
	D	0	179	1	0	180
	Tot.	355	370	77	266	1068

MTP Results Summary

Network Results

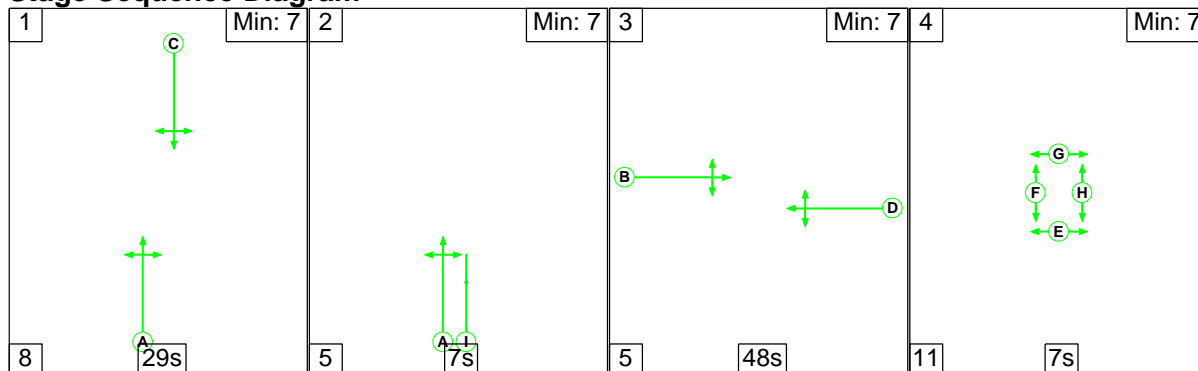
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	75.0%	257	42	0	14.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	75.0%	257	42	0	14.0	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	23	-	186	1698	272	68.4%	8	2	0	3.4	6.8
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	54	-	445	1779	593	75.0%	202	14	0	5.2	14.1
3/1	Debden Road (S) Left Ahead Right	O	A		1	35	-	257	1863	352	73.0%	46	26	0	4.3	9.3
4/1	Borough Lane Right Left Ahead	O	B		1	54	-	180	1854	843	21.3%	1	0	0	1.1	3.7
		C1			PRC for Signalled Lanes (%):		20.0	Total Delay for Signalled Lanes (pcuHr):		14.03		Cycle Time (s):		120		
					PRC Over All Lanes (%):		20.0	Total Delay Over All Lanes(pcuHr):		14.03						

MTP Results Summary
Network Layout Diagram



Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: '2027 Base + CD + Dev (No SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

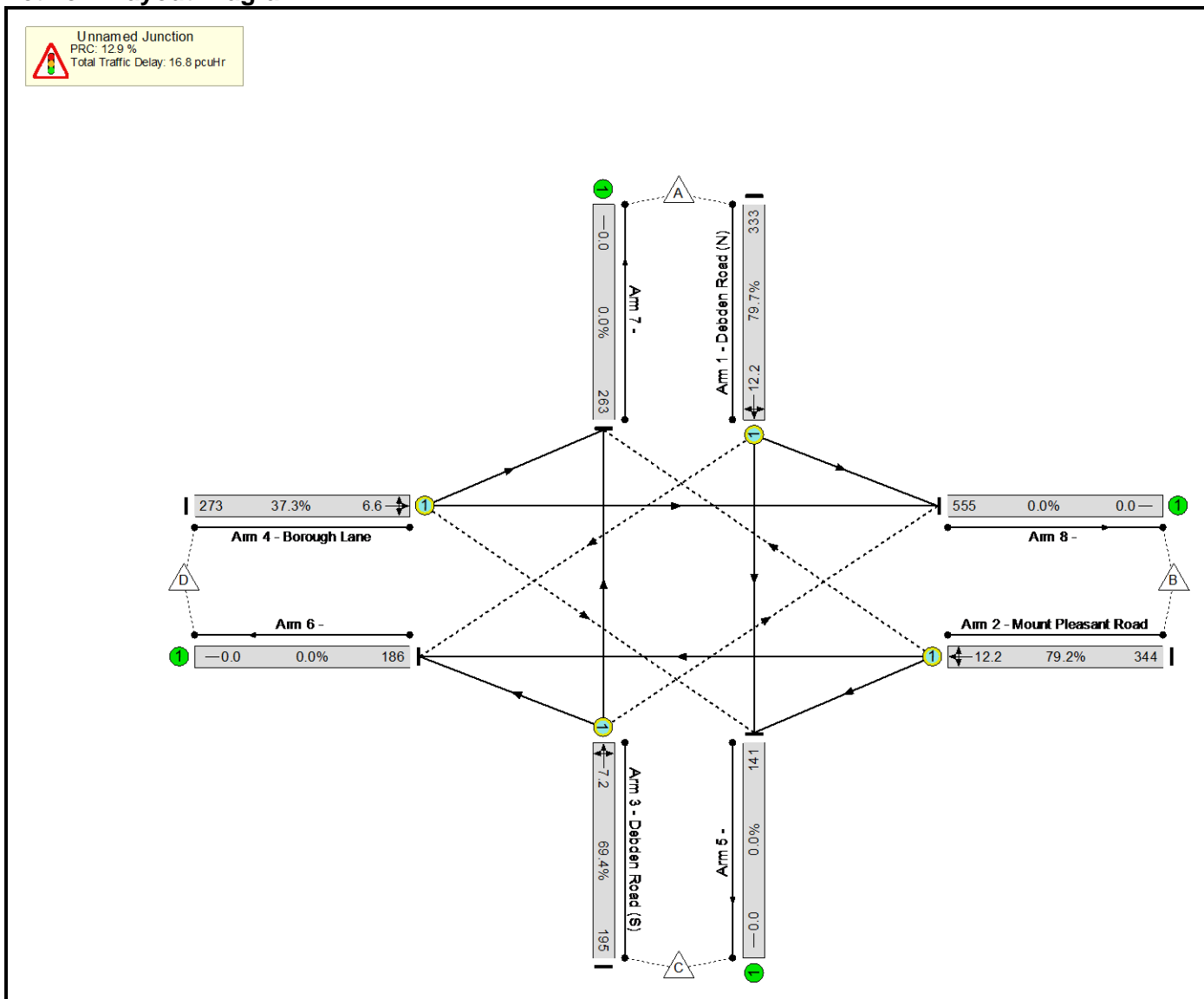
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	217	110	6	333
	B	160	0	24	160	344
	C	103	72	0	20	195
	D	0	266	7	0	273
	Tot.	263	555	141	186	1145

MTP Results Summary

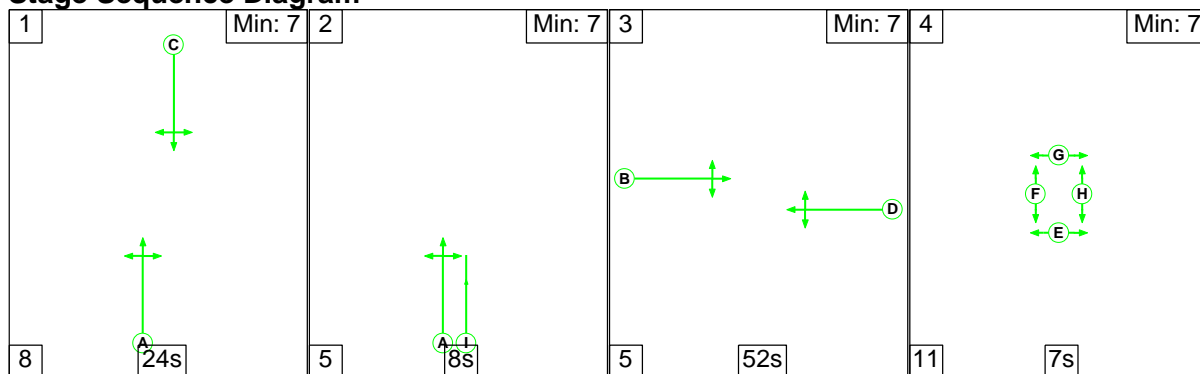
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.7%	193	52	0	16.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	79.7%	193	52	0	16.8	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	29	-	333	1702	418	79.7%	5	1	0	5.8	12.2
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	48	-	344	1777	434	79.2%	146	14	0	5.4	12.2
3/1	Debden Road (S) Left Ahead Right	O	A		1	41	-	195	1867	281	69.4%	35	37	0	3.5	7.2
4/1	Borough Lane Right Left Ahead	O	B		1	48	-	273	1850	732	37.3%	6	1	0	2.2	6.6
		C1			PRC for Signalled Lanes (%):		12.9	Total Delay for Signalled Lanes (pcuHr):		16.82		Cycle Time (s):		120		
					PRC Over All Lanes (%):		12.9	Total Delay Over All Lanes(pcuHr):		16.82						

MTP Results Summary
Network Layout Diagram



Scenario 7: '2027 Base + CD (SLR) AM' (FG7: '2027 Base + CD (SLR) AM', Plan 1: 'Network Control Plan 1')



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2027 Base + CD (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

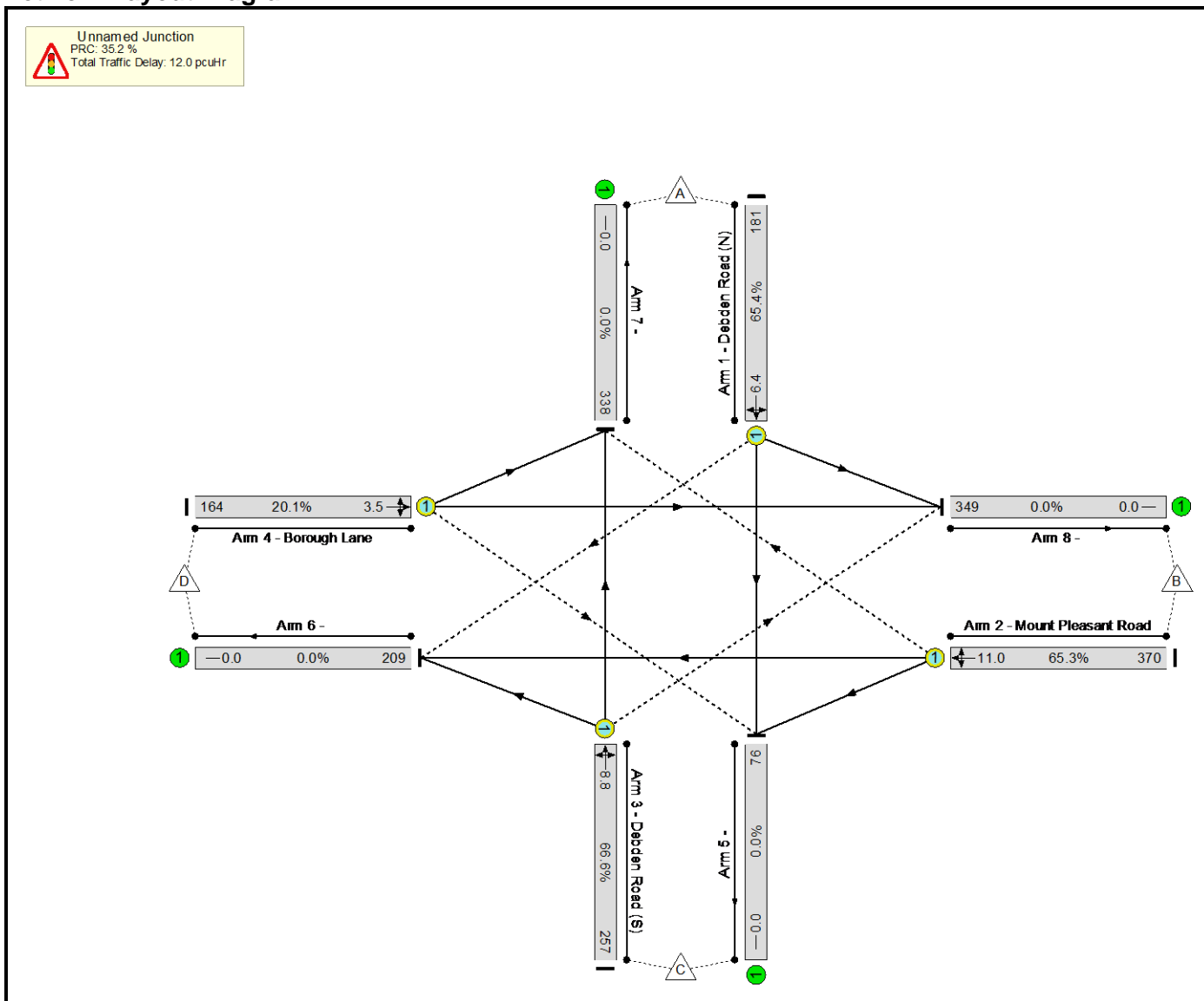
	Destination					
		A	B	C	D	Tot.
Origin	A	0	114	57	10	181
	B	199	0	18	153	370
	C	139	72	0	46	257
	D	0	163	1	0	164
	Tot.	338	349	76	209	972

MTP Results Summary

Network Results

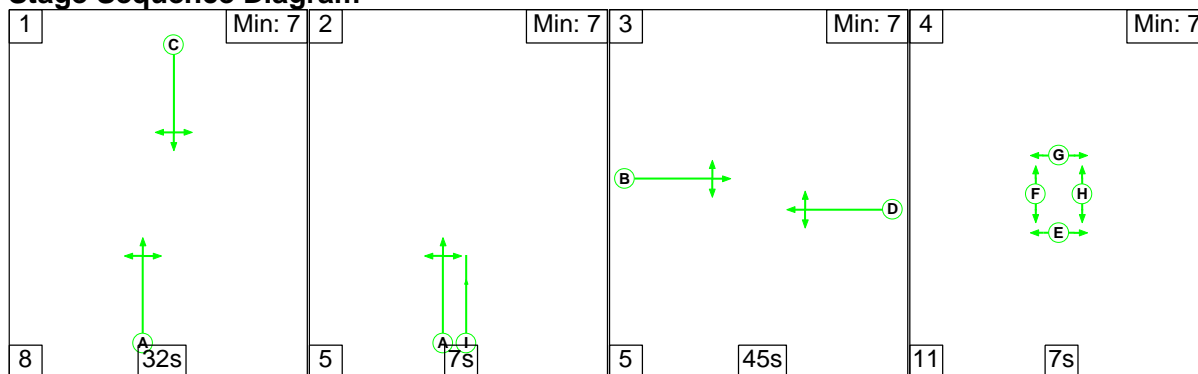
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	66.6%	244	38	0	12.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	66.6%	244	38	0	12.0	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	24	-	181	1700	277	65.4%	8	2	0	3.2	6.4
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	52	-	370	1769	566	65.3%	183	16	0	4.0	11.0
3/1	Debden Road (S) Left Ahead Right	O	A		1	37	-	257	1863	386	66.6%	52	20	0	3.8	8.8
4/1	Borough Lane Right Left Ahead	O	B		1	52	-	164	1854	814	20.1%	1	0	0	1.1	3.5
		C1			PRC for Signalled Lanes (%):		35.2	Total Delay for Signalled Lanes (pcuHr):		12.01	Cycle Time (s):		120			
					PRC Over All Lanes (%):		35.2	Total Delay Over All Lanes(pcuHr):		12.01						

MTP Results Summary
Network Layout Diagram



Scenario 8: '2027 Base + CD (SLR) PM' (FG8: '2027 Base + CD (SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2027 Base + CD (SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

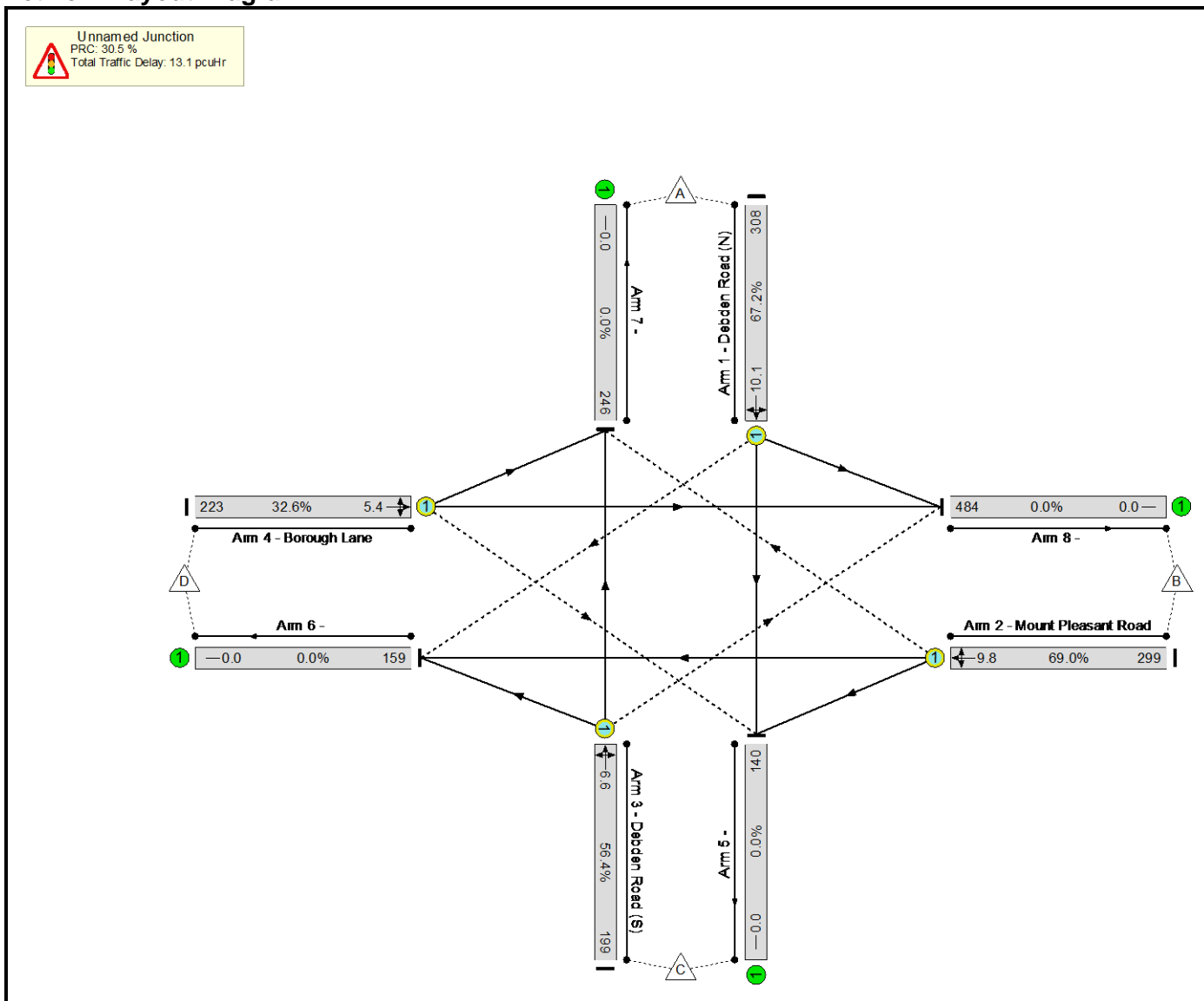
	Destination					
		A	B	C	D	Tot.
Origin	A	0	192	110	6	308
	B	143	0	23	133	299
	C	103	76	0	20	199
	D	0	216	7	0	223
	Tot.	246	484	140	159	1029

MTP Results Summary

Network Results

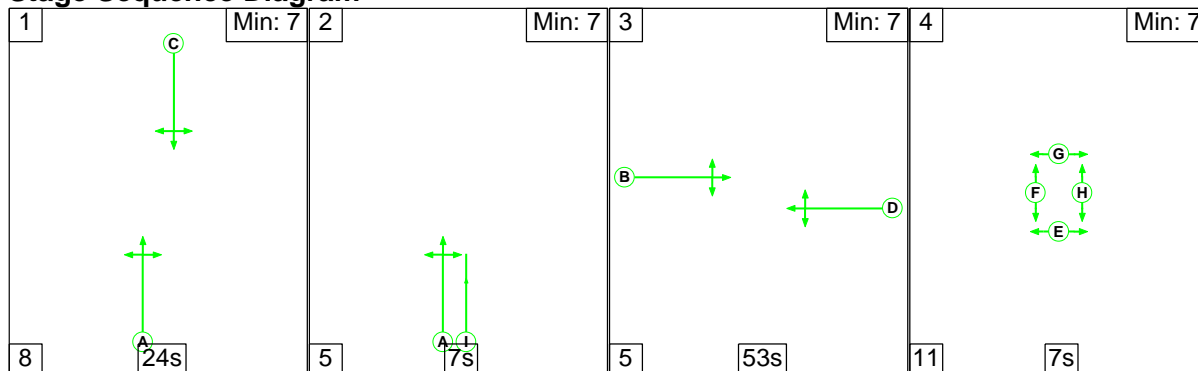
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	69.0%	198	34	0	13.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	69.0%	198	34	0	13.1	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	32	-	308	1710	458	67.2%	5	1	0	4.3	10.1
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	45	-	299	1773	434	69.0%	129	14	0	4.1	9.8
3/1	Debden Road (S) Left Ahead Right	O	A		1	44	-	199	1866	353	56.4%	58	18	0	2.8	6.6
4/1	Borough Lane Right Left Ahead	O	B		1	45	-	223	1849	684	32.6%	6	1	0	1.9	5.4
		C1			PRC for Signalled Lanes (%):		30.5	Total Delay for Signalled Lanes (pcuHr):		13.09		Cycle Time (s):		120		
					PRC Over All Lanes (%):		30.5	Total Delay Over All Lanes(pcuHr):		13.09						

MTP Results Summary
Network Layout Diagram



Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD + Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
9: '2027 Base + CD + Dev (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

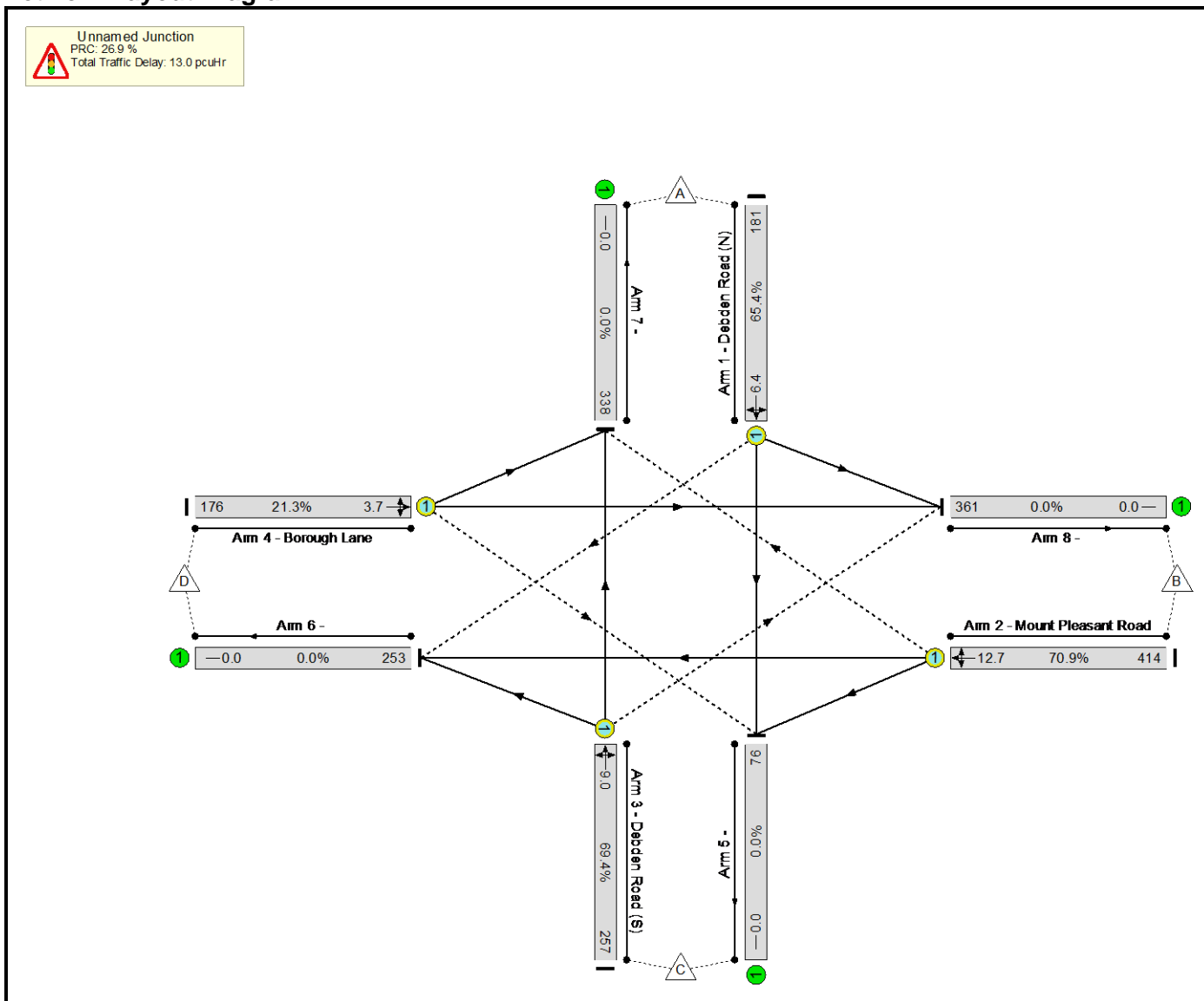
Origin	Destination					
	A	B	C	D	Tot.	
A	0	114	57	10	181	
B	199	0	18	197	414	
C	139	72	0	46	257	
D	0	175	1	0	176	
Tot.	338	361	76	253	1028	

MTP Results Summary

Network Results

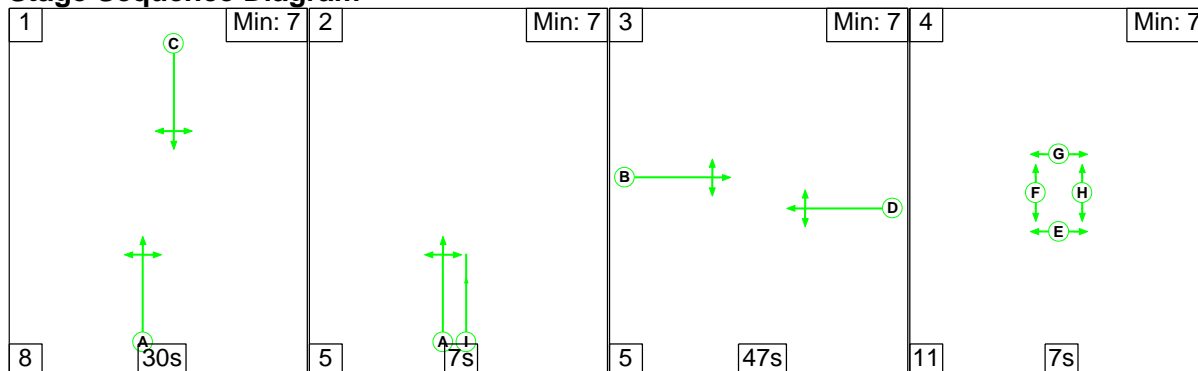
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	70.9%	246	36	0	13.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.9%	246	36	0	13.0	-
1/1	Debden Road (N) Ahead Right Left	O	C		1	24	-	181	1700	277	65.4%	8	2	0	3.2	6.4
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	53	-	414	1780	584	70.9%	185	14	0	4.7	12.7
3/1	Debden Road (S) Left Ahead Right	O	A		1	36	-	257	1863	370	69.4%	52	20	0	4.0	9.0
4/1	Borough Lane Right Left Ahead	O	B		1	53	-	176	1854	828	21.3%	1	0	0	1.1	3.7
		C1			PRC for Signalled Lanes (%):		26.9	Total Delay for Signalled Lanes (pcuHr):		12.95		Cycle Time (s):		120		
					PRC Over All Lanes (%):		26.9	Total Delay Over All Lanes(pcuHr):		12.95						

MTP Results Summary
Network Layout Diagram



Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



MTP Results Summary

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Debden Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
2/1 (Mount Pleasant Road)	O	D	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
3/1 (Debden Road (S))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
4/1 (Borough Lane)	O	B	2	3	60.0	Geom	-	2.40	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	4.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Debden Road (N))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	-	-	-	-	-
2/1 (Mount Pleasant Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (Debden Road (S))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	-	-	-	-	-
4/1 (Borough Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
10: '2027 Base + CD + Dev (SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination					
	A	B	C	D	Tot.	
Origin	A	0	192	110	6	308
	B	143	0	23	147	313
	C	103	76	0	20	199
	D	0	247	7	0	254
	Tot.	246	515	140	173	1074

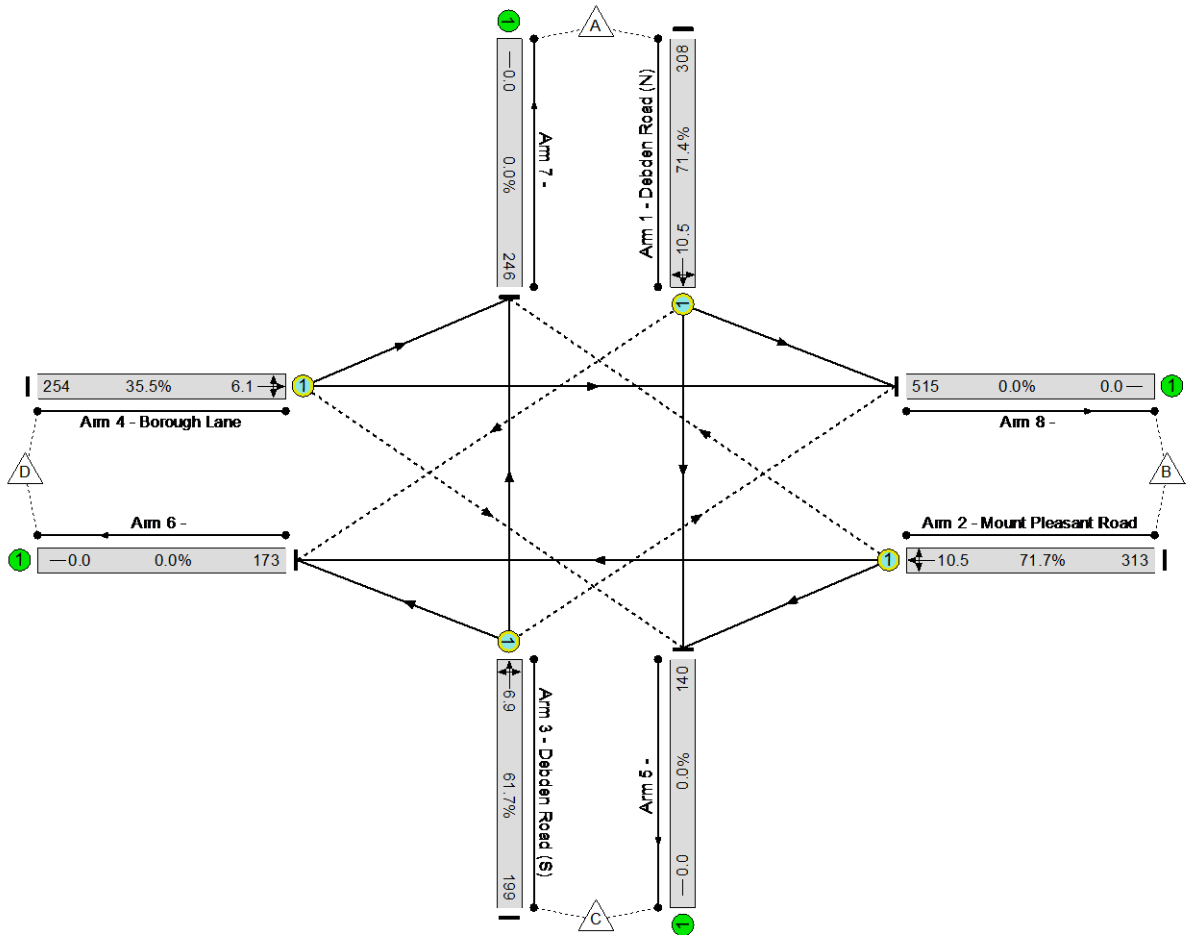
MTP Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	71.7%	193	39	0	14.2	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	71.7%	193	39	0	14.2	-	
1/1	Debden Road (N) Ahead Right Left	O	C		1	30	-	308	1710	431	71.4%	5	1	0	4.7	10.5	
2/1	Mount Pleasant Road Left Ahead Right	O	D		1	47	-	313	1777	437	71.7%	129	14	0	4.4	10.5	
3/1	Debden Road (S) Left Ahead Right	O	A		1	42	-	199	1866	322	61.7%	52	24	0	3.1	6.9	
4/1	Borough Lane Right Left Ahead	O	B		1	47	-	254	1850	716	35.5%	6	1	0	2.0	6.1	
		C1			PRC for Signalled Lanes (%): 25.5		25.5	Total Delay for Signalled Lanes (pcuHr): 14.22				Cycle Time (s): 120					
				PRC Over All Lanes (%): 25.5				Total Delay Over All Lanes(pcuHr): 14.22									

MTP Results Summary
Network Layout Diagram

 Unnamed Junction
 PRC: 23.5 %
 Total Traffic Delay: 14.2 pcuHr

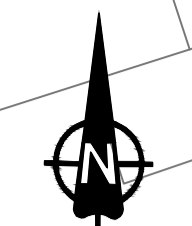


Appendix 22

Footway / Cycleway
Link to Peal Road

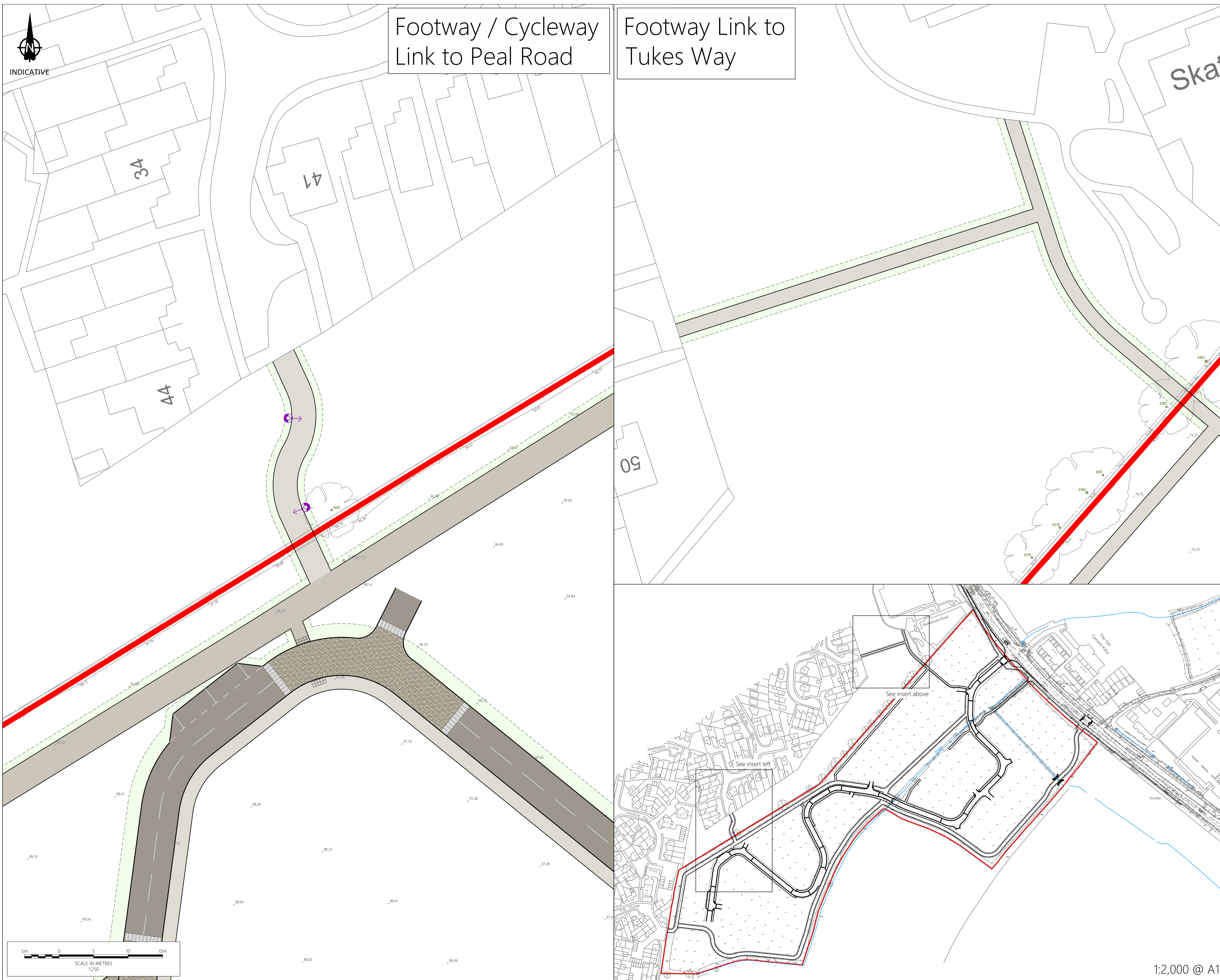
Footway Link to
Tukes Way

Skat



INDICATIVE

- Notes**
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
 2. This drawing has been based upon topographical survey information provided by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.
- Key**
- Carriageway
 - Footway
 - Cycleway
 - Greenway
 - Verge
 - Red Line Boundary
 - Lighting Column



Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Drn:	Date:	Details:	Chk:
-	DC	18/11/2022	First issue	MS

Client
Kier Ventures Limited

Project
Land of Thaxted Road,
Saffron Walden

Title
Potential Active Travel
Connections Plan

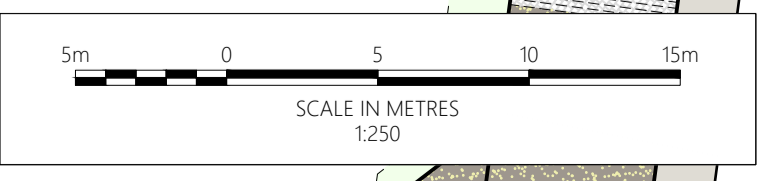
MILESTONE
TRANSPORT PLANNING

Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 22078/003

Scale: 1:250 @ A1

Revision: -



1:2,000 @ A1