

Proposed Residential
Development,

Land West of Thaxted
Road, Saffron Walden

Addendum Transport
Assessment prepared on behalf
of Kier Ventures Ltd

March 2023

MILESTONE
TRANSPORT PLANNING

Proposed Residential Development, Land West of Thaxted Road, Saffron Walden

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- Appendix 2 Sensitivity Test Outputs – Mode Split & Traffic Distribution
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- Appendix 13 Bus Stop Improvements – Winstanley Rd (Tukes Way)
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Separate Documents Submitted Alongside ATA

1. Revised RSA1 & Designers Response
2. Updated Framework Travel Plan

1. Introduction & Background to Assessment

Introduction

- 1.1 This Addendum Transport Assessment (ATA) has been prepared on behalf of Kier Ventures Limited to respond to comments made by statutory consultees, principally Essex County Council (ECC) as highway authority to the outline planning application submitted in December 2022 on land to the west of Thaxted Road, Saffron Walden.
- 1.2 The outline planning application has been submitted to the Secretary of State for determination under Section 62A of the Town & Country Planning Act (1990). The outline planning application is for the erection of up to 170 dwellings with access from the B184 Thaxted Road and with all other matters reserved.
- 1.3 The Planning Inspectorate's application reference number is S62A/2022-0014 and the application was validated on 7 December 2022. The outline planning application was accompanied by a Transport Assessment (TA) and Travel Plan (TP) prepared by Milestone Transport Planning Limited (MTP).

Background to Assessment

- 1.4 Post the submission of the outline planning application, a meeting was held with ECC, as highway authority, on 11 January 2023. Within that meeting ECC raised a number of matters where they required further information or clarification in order that they may fully assess the implications of the scheme proposals.
- 1.5 The outcome of that meeting was a holding response dated 18 January 2023 that included a list of potential items for the heads of terms in the Section 106 in relation to highways and then a subsequent written consultation response ECC issued to the Planning Inspectorate dated 19 January 2023. Copies of these correspondence are included as Appendix 1 to the ATA.
- 1.6 Since that initial meeting and the written response, MTP and ECC have engaged in a series of meetings and workshop sessions to address the comments raised. This ATA provides a written summary of the outcomes of these exercises.
- 1.7 Accordingly, the remaining sections of this ATA are structured to reflect the numbered headings within the ECC written response dated 19 January 2023, as follows:
- Section 2 responds to the request for a sensitivity test related to the mode split of development-related trips and the distribution of development-related traffic onto the surrounding highway network, including internal trips within the Census MSOA (Uttlesford 002) within which the Site is located.
 - Section 3 addresses the concerns raised in respect of the site access and off-site highway works.
 - Section 4 deals with matters related to the impact on the highway and modelling.
 - Section 5 responds to comments on sustainable transport.
 - Section 6 attends to matters related to the permeability of the site.

- Section 7 responds to the comment made in regard to the submitted Travel Plan (TP).
- Finally, Section 8 summarises and concludes the findings within the ATA.

1.8 Within the ATA reference is also made to the consultation responses received from Saffron Walden Town Council dated 6 January 2023 and 7 February 2023, respectively.

2. Sensitivity Analysis of Modal Split and Distribution of Development-Related Trips

- 2.1 In their consultation response dated 19 January 2023, ECC acknowledge that the methodology used to assess the mode split and distribution of development-related trips against Census output data, as set out within the original TA (Nov 2022) was acceptable.
- 2.2 Within the original TA, the methodology used by MTP excluded internal trips within the Census output area within which the Site is located. The reason for this was to provide a 'worst case' assessment of the car driver mode split and hence the impact of vehicular traffic on the local and wider network.
- 2.3 Nevertheless, ECC have requested, as a sensitivity test, a further assessment that includes for the Census output area within which the Site is located in order test the robustness of the modal split and distribution of trips included within the original TA and thereby increase their understanding of the full impact of development-related trips to be assessed on the local highway network.
- 2.4 Appendix 2 of the ATA provides the outputs from this sensitivity test that includes the following:
- A full breakdown of development-related trip generation by mode of travel (revised to include internal trips for MSOA 002 within which the Site is located);
 - A revised assessment of the distribution of vehicular trips generated by the proposed development by destination as well as a more detailed breakdown of the routing assumptions of these trips.

Modal Split

- 2.5 Table 2.1 provides a comparison between the mode split of development trips from the original TA (Table 5.3) and the sensitivity test mode split of development trips based on the inclusion of internal trips within MSOA 002.

Table 2.1 Baseline Mode Split of Daily Person Trips

Mode of Travel	Original TA (Nov 2022)		ATA Sensitivity Test	
	Percentage Split	Total Trips	Percentage Split	Total Trips
Walk	7.1%	87	21.1%	258
Cycle	1.1%	14	1.4%	17
Bus	2.3%	28	1.9%	23
Rail	7.6%	93	7.0%	86
Vehicle Driver	77.0%	942	62.8%	769
Vehicle Passenger	3.7%	45	4.4%	54
Other (incl. taxi & m'cycle)	1.2%	15	1.4%	17
TOTAL	100.0%	1,224	100.0%	1,224

- 2.6 From Table 2.1 it can be seen that the implications of the sensitivity test, i.e., including internal development-related trips within MSOA 002, is that there is a noticeable reduction in car driver trips and a resultant uplift in the number of walking trips.
- 2.7 Specifically in relation to car driver trips, Table 2.2 provides a comparison of AM and PM peak hourly traffic generation between the figures used for assessment in the original TA (Tables 5.4 & 5.5) and revised figures based on the sensitivity test.

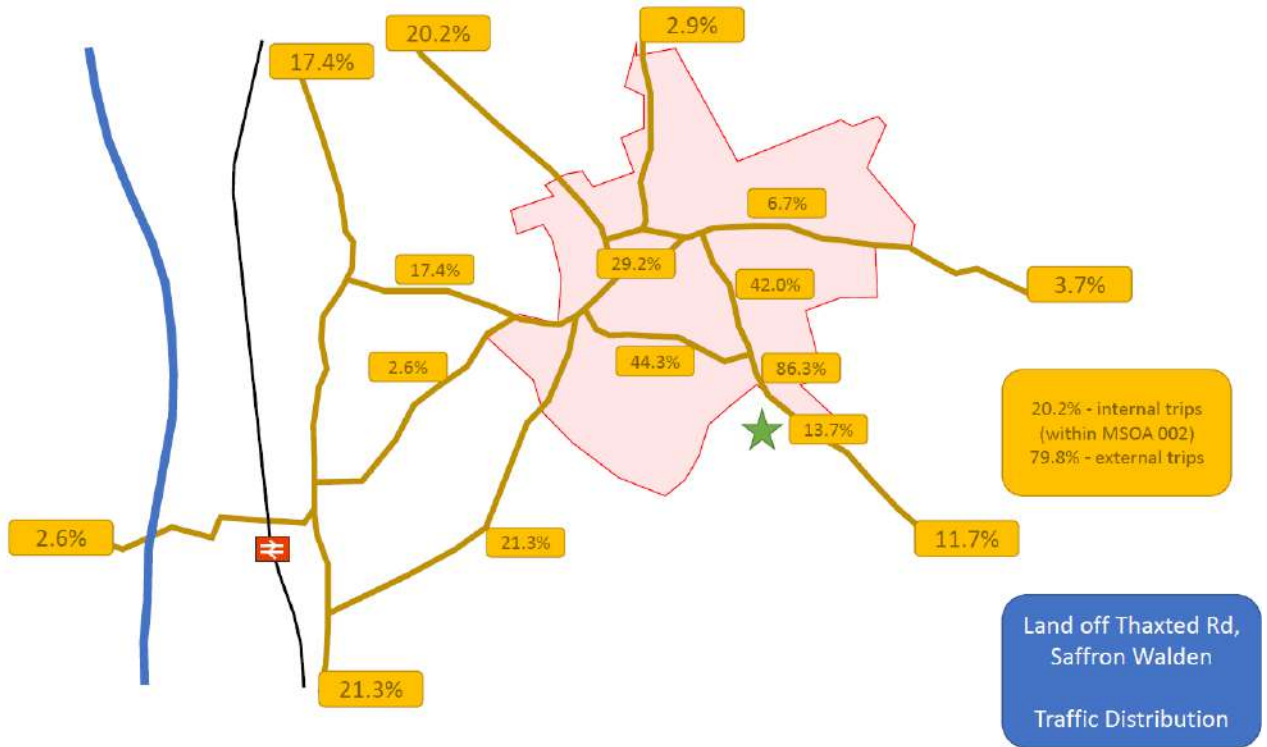
Table 2.2 Peak Hourly Vehicular Traffic

Time Period	Scenario	Arrivals	Departures	Two-Way
AM Peak Hour	Original TA (Nov 2022)	26	93	119
	ATA Sensitivity Test	21	76	97
	Changes (+/-)	-5	-17	-22
PM Peak Hour	Original TA (Nov 2022)	65	29	94
	ATA Sensitivity Test	53	23	76
	Changes (+/-)	-12	-6	-18

Distribution of Vehicular Traffic

- 2.8 The distribution of development trips based on the sensitivity test with the inclusion of internal trips within MSOA 002 results in a noticeable shift in the distribution of development-related traffic when compared with that assessed in the original TA.
- 2.9 In summary, the key outcome of this exercise is a greater propensity for vehicular trips to be contained within the Saffron Walden town centre area, equivalent to 20.2% internal trips, coupled with a subsequent reduction in the impacts on the wider highway network, equivalent to 79.8% external trips.
- 2.10 Figure 2.1 summarises the distribution of development-related traffic onto the surrounding highway network based upon the sensitivity test results.

Figure 2.1 Distribution of Development-Related Vehicular Trips (Sensitivity Test)



2.11 Tables 2.3 and 2.4 provide a comparison between the distributional split of development trips from the original TA (Table 5.7) and the sensitivity test based on the inclusion of internal trips within MSOA 002.

Table 2.3 Distribution of Development-Related Vehicular Trips – AM Peak

O/D Direction	Original TA (Nov 2022)				ATA Sensitivity Test			
	% Split	From	To	Total	% Split	From	To	Total
B184 Thaxted Rd	14.1%	4	13	17	13.7%	3	10	13
B1053 Radwinter Rd	9.4%	2	9	11	6.7%	1	5	6
B1052 Little Walden Rd	4.2%	1	4	5	2.9%	1	2	3
B184 Windmill Hill	24.9%	7	23	30	32.3%	7	25	32
Audley End Rd / B1383 London Rd	18.6%	5	17	22	21.3%	4	16	20
Wenden Rd / B1039 Royston Rd	3.0%	0	3	3	2.6%	1	2	3
B1052 Newport Rd / B1383 London Rd	25.8%	7	24	31	20.4%	4	16	20
TOTALS	100.0%	26	93	119	100.0%	21	76	97

Table 2.4 Distribution of Development-Related Vehicular Trips – PM Peak

O/D Direction	Original TA (Nov 2022)				ATA Sensitivity Test			
	% Split	From	To	Total	% Split	From	To	Total
B184 Thaxted Rd	14.1%	9	4	13	13.7%	7	3	10
B1053 Radwinter Rd	9.4%	6	3	9	6.7%	4	1	5
B1052 Little Walden Rd	4.2%	3	1	4	2.9%	2	1	3
B184 Windmill Hill	24.9%	16	7	23	32.3%	17	7	24
Audley End Rd / B1383 London Rd	18.6%	12	5	17	21.3%	11	5	16
Wenden Rd / B1039 Royston Rd	3.0%	2	1	3	2.6%	1	1	2
B1052 Newport Rd / B1383 London Rd	25.8%	17	8	25	20.4%	11	5	16
TOTALS	100.0%	65	29	94	100.0%	53	23	76

- 2.12 From Tables 2.3 and 2.4 it is noted that when the distribution from the sensitivity test is compared with the same assessment included within the original TA, there is generally a reduction in development-related traffic impact on all the key highway corridors.
- 2.13 Consequently, the overall impact on the key junctions within the town centre study area using the sensitivity test figures is less than that assumed in the original TA.
- 2.14 The only exception to this is the B184 Windmill Road where there is a marginal increase of two additional development-related vehicle movements in the AM peak hour and one additional development-related vehicle movement in the PM peak hour. Such marginal changes will have no detrimental impact of the key junctions along this highway corridor.
- 2.15 For completeness, Figures 2.2 and 2.3 show the breakdown of arrivals, departures and total vehicle movements across the town centre study area.
- 2.16 In overall summary, the car driver mode share and trip distribution included within Section 5 of the original TA is more robust than the sensitivity test exercise. Any additional junction assessments included within the ATA have therefore been based upon the car driver mode share and trip distribution included within the original TA.

Figure 2.2 Distribution of Development-Related Vehicle Trips (Sensitivity Test) – AM Peak

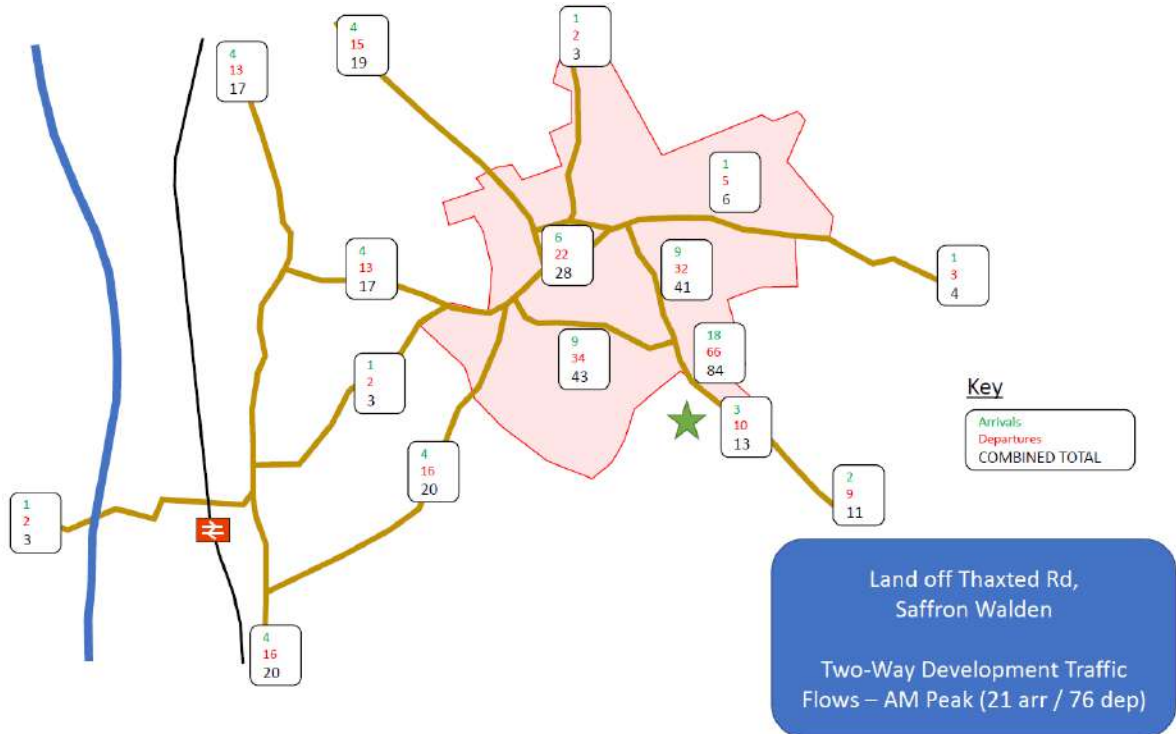
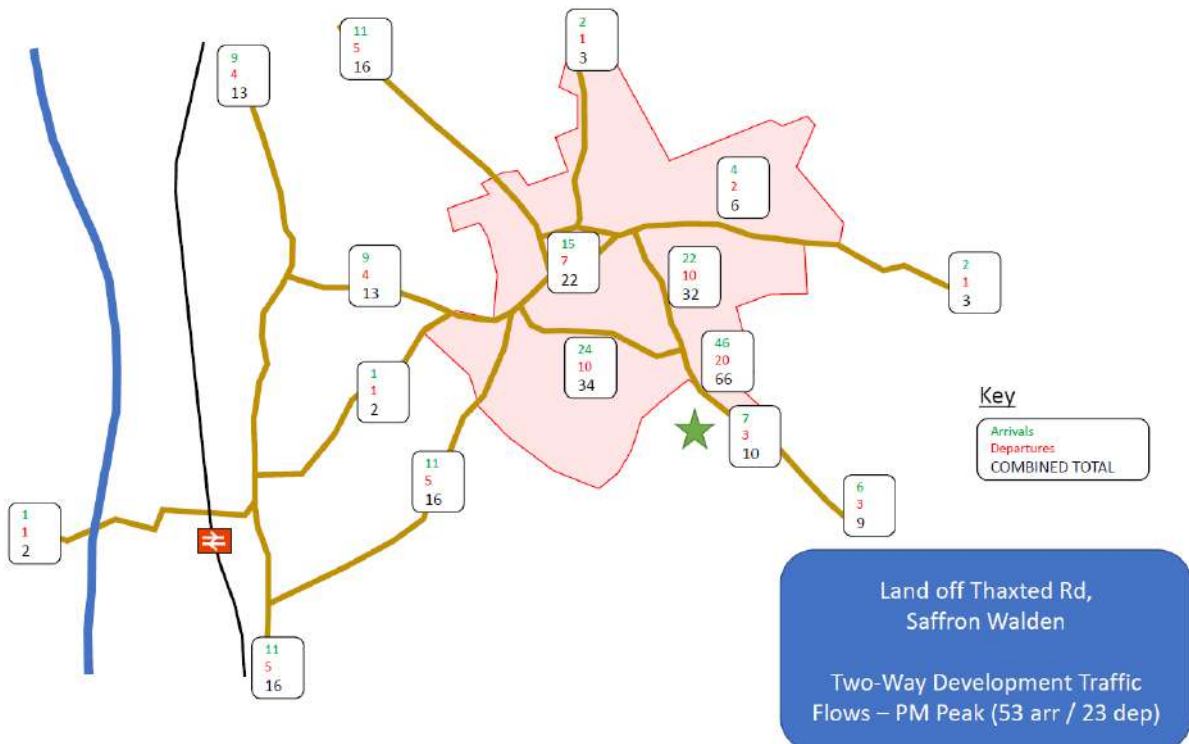


Figure 2.3 Distribution of Development-Related Vehicle Trips (Sensitivity Test) – PM Peak



3. Access & Highway Works

Site Access

- 3.1 Section 4 of the original TA dated November 2022 along with Plan 22078/002 detailed the proposed vehicular access strategy for the Site that was proposed to take the form of a give-way controlled priority junction off the B184 Thaxted road opposite The Kilns and 60 metres south-east of the recently constructed traffic signals junction with Cardamon Road that, in turn, forms the main access to the Bellway housing site and part of the future Southern Link Road (SLR).
- 3.2 Within their consultation response dated 19 January 2023, ECC sought further details to be provided in respect of the vehicle access strategy in the form of:
- Revised visibility splays reflecting DMRB standards for the posted 40mph speed limit on Thaxted Road;
 - The position of the adopted highway boundary in respect of the proposed works;
 - Dimensions for the proposed access including road, footway / cycleway widths, radii, taper and deceleration lengths in accordance with DMRB;
 - Swept path analysis for a refuse vehicle (length 10.325m and turning circle of 22.4m)
 - A Stage 1 Road Safety Audit and Designers' Response
- 3.3 The consultation response references discussions held concerning the reduction in the posted speed limit from 40mph to 30mph along the site frontage. This was discussed / debated at length at the initial post submission meeting on the 11 January 2023 and was then reflected in the draft S106 Heads of Terms issued on 18 January 2023.
- 3.4 Through the subsequent meetings / workshops, it was agreed between ECC and MTP that the posted 40mph speed limit on the B184 Thaxted Road frontage of the Site would be retained. Consequently, there is no requirement to apply for a Traffic Regulation Order to reduce the speed limit and this has been reflected in subsequent updates to the S106 Heads of Terms.
- 3.5 It has also been agreed between ECC and MTP that it is possible to demonstrate compliance with DMRB visibility splays, that the works can be fully delivered within land under the control of the applicant, or the Highway Authority and the swept path analysis would work with the larger refuse vehicle. However, concerns remain that the ghosted right turn into the site access would be a departure from the DMRB standards and that safety concerns remain regarding conflicting turning vehicles out of the site access and The Kilns at the same time.
- 3.6 In advance of preparing a Stage 1 RSA and Designers' Response, it has therefore been agreed that MTP will revisit the vehicular access strategy based upon an alternative scenario where a new arm is formed off the recently constructed B184 Thaxted Road / Cardamon Road traffic signals junction as a replacement of the give-way controlled junction arrangement.
- 3.7 Plan 22078/006 Rev D included as Appendix 3 to the ATA shows the full extent of the updated vehicular access strategy including the proposed site access and off-site mitigation works along the B184 Thaxted Road corridor. Plan 22078/007 Rev B, also included within Appendix 3, shows the detail of the proposed site access arrangements at a larger scale with dimensions and reference to DMRB standards included.

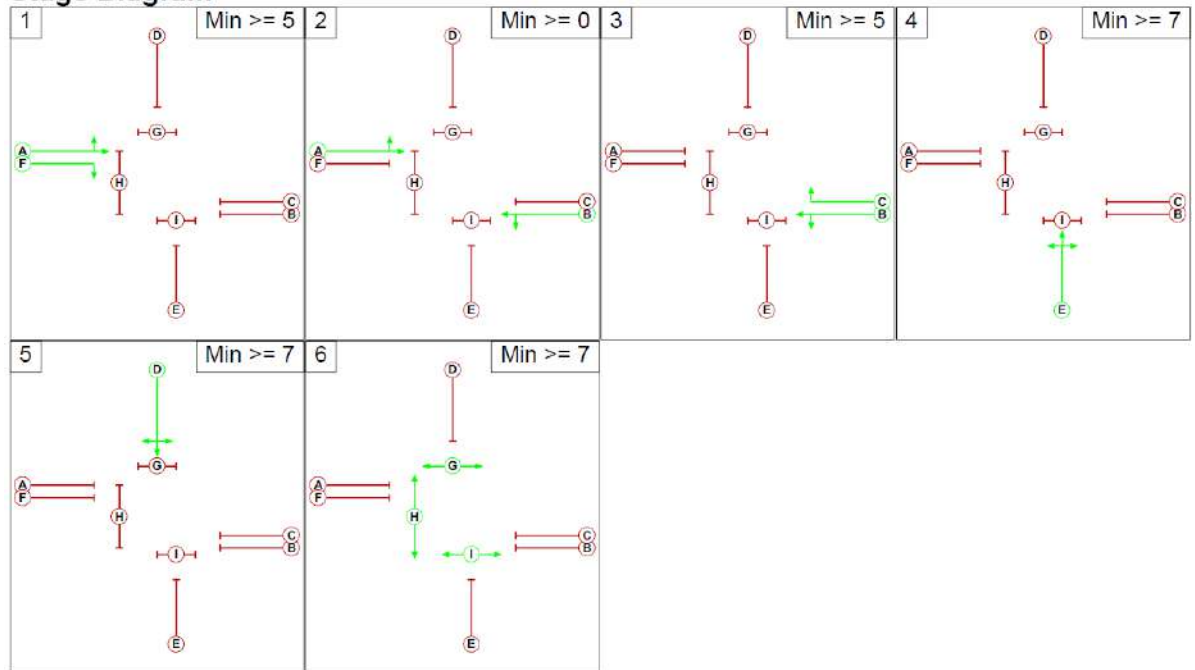
- 3.8 The proposed new site access is located in the far northern extent of the application site, adjacent to the boundary with the adjoining skate park, forming a crossroads junction with the B184 Thaxted Road (major arm) and Cardamon Road (the existing minor arm) opposite. To ensure that the revised vehicular access strategy can be delivered within land under the control of the applicants there is a slight offset of 14.0m (centre to centre) between Cardamon Road and the site access.
- 3.9 As it leads off the B184 Thaxted Road, the site access is designed as a Street Type D 'Feeder' in accordance with the EDG (2018) as, in the future, the route could be used by local bus services. Accordingly, it is a single carriageway two-way road of 6.75m that widens on bends internally to the Site and on approach to the B184 Thaxted Road to 7.3m, providing 3.65m lanes in both directions.
- 3.10 The single lane all movements approach to the traffic signals junction from the site access is 3.69m at the stopline and is provided with a corner radius of 12.0m to the B184 Thaxted Road (north). A 1.8m traffic island is then provided in the centre of the carriageway to accommodate the requisite signal heads and divide the entry and exit lanes. The entry to site off the B184 Thaxted Road is 5.03m wide, tapering down to 3.65m with an 11.0m corner radius from the B184 Thaxted Road (south).
- 3.11 In advance of the stopline a 4.0m wide Toucan crossing is accommodated to enable pedestrians and cyclists traversing the western side of the B184 Thaxted Road to cross the carriageway in one stage.
- 3.12 The non-hooking right turn lanes within the centre of the carriageway on the B184 Thaxted Road will be 4.9m in width providing more than adequate refuge for waiting vehicles clear of ahead movements on the main carriageway.
- 3.13 At the stoplines on both the B184 Thaxted Road north and south approaches, lane widths will be 3.0m. The right turn lane approaching the stopline on the B184 Thaxted Road (north approach is approximately 26.0m in length providing storage capacity for 4-5 vehicles. The right turn lane approaching the stopline on the B184 Thaxted Road (south) approach is approximately 35.0m in length providing storage capacity for up to 6 vehicles.
- 3.14 On the B184 Thaxted Road (north) approach, the existing traffic island, which currently accommodates refuge for pedestrians waiting to cross the road in two separate stages, will be removed and replaced with a 1.8m traffic island that can accommodate the required signal heads as well as the revised 4.0m wide Toucan crossing arrangement allowing pedestrians and cyclists to cross the carriageway in one stage. The exit width for traffic is 3.375m, as per the existing arrangements.
- 3.15 On the B184 Thaxted Road (south) approach, a 1.8m traffic island is provided to separate the entry and exit lanes. The exit lane is 4.3m in width at the traffic island tapering to the existing width of 3.17m. There are no pedestrian or cycle crossings proposed across the B184 Thaxted Road (south) approach to the junction.
- 3.16 To accommodate the works described above, the B184 Thaxted Road will be widened to the west of the carriageway within land either contained within the existing highway boundary or under the control of the applicant. The dimensions described above are determined by the swept path movement of large refuse vehicles and buses undertaking all manoeuvres within the junction, as shown on Plans 22078/TK03 Rev A and TK04 Rev A also included in Appendix 3.

- 3.17 No physical works are proposed to the Cardamon Road approach to the junction or its associated crossing facilities.
- 3.18 The junction controller that manages the sequencing of the traffic signal control will be retained in its current location to the west of the B184 Thaxted Road, just north of the junction. The maintenance lay-by associated with the junction controller is re-provided as part of the widening of the B184 Thaxted Road to the west of the existing carriageway.
- 3.19 The existing junction controller specification will be modified to accommodate the proposed site access arm to the junction. MOVA will be the baseline mode of operation within the modified junction controller specification.
- 3.20 SCOOT operational technologies, in terms of loops and units, will also be incorporated into the junction upgrades and modified controller specification to maximise the efficiency of the stage sequencing and facilitate the future networking of signals along the B184 Thaxted Road (including the proposed Pegasus crossing and the approved signalisation of the Peaslands Road junction) and thereby minimise queueing and delays.
- 3.21 The modified controller specification gives regard to and updates the minimum green times and intergreens afforded to the various phases / stages within the existing junction to take account of the proposed junction arrangements.
- 3.22 Two alternative stage sequences have been identified for the future operation of the junction, both of which have merits in terms of maximising operational efficiency. The final stage sequencing to be implemented can be determined at the detailed design stage but for the purposes of the ATA, both sets of stage sequencing have been assessed in the further modelling summarised within Section 4 and appended to the ATA.
- 3.23 Figure 3.1 shows the two alternative stage sequences proposed where the differences related to the operation of the right turning movements on the B184 Thaxted Road where Option 1 is an overlapping arrangement and Option 2 is a combined right turn arrangement.
- 3.24 Both stage sequences assume double-cycling where the B184 Thaxted Road approaches will run in both cycles and where the MOVA operational technology will call up the other stages dependent upon demand. In both stage sequences it is noted that the Toucan crossing facilities will be combined into a single 'all-red' stage within the sequence.

Figure 3.1 B184 Thaxted Road / Cardamon Road / Site Access Stage Sequencing

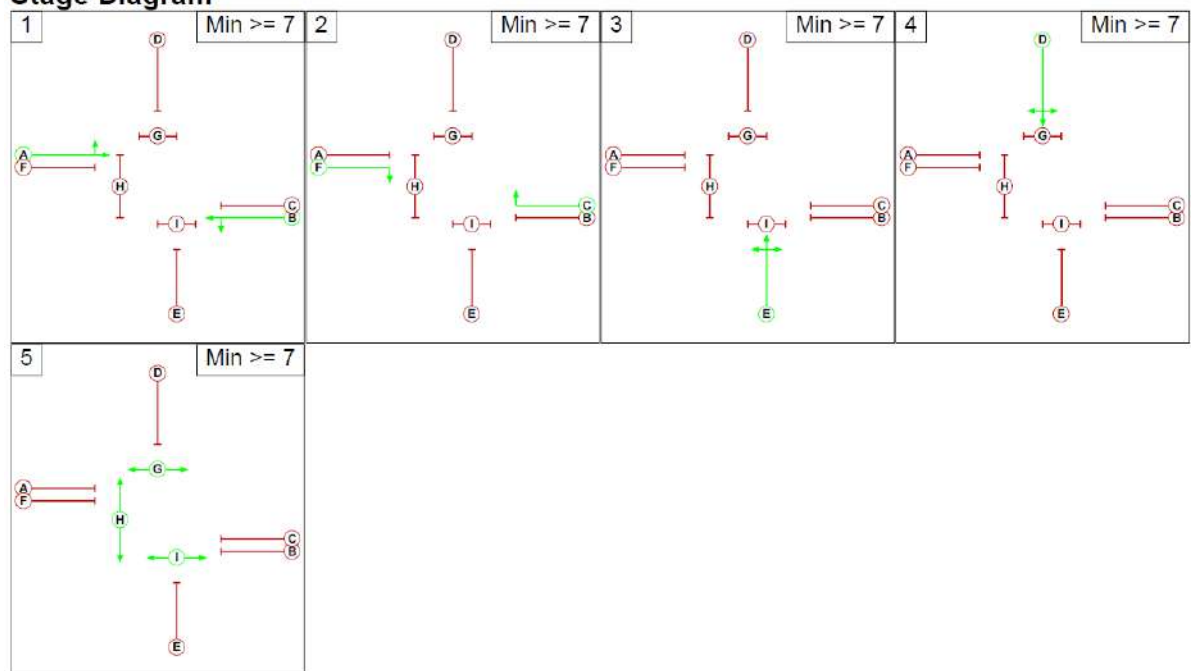
Option 1 – ‘Overlapping’

Stage Diagram



Option 2 – Combined Right Turns

Stage Diagram



Active Travel Crossing – Thaxted Road

- 3.25 As noted in the original TA, as part of the proposed vehicular access strategy, it is proposed to deliver a multi-user crossing that can accommodate pedestrians, cyclists and equestrian users on the B184 Thaxted Road to the south-east of the site access. The multi-user crossing is linked to the delivery of improved connections between the PROW18 (Byway) on Tiptofts Lane to the east of Thaxted Road to the 'Green Mile' (i.e., the public open space linking to the existing residential estates to the north of the Site) and to allow a further future extension through towards Debden Road in the future as part of the Local Plan review.
- 3.26 Within the original TA, the intention was to provide an informal crossing on the B184 Thaxted Road with a raised table and lit pedestrian refuge islands on the main carriageway to emphasise the location of the crossing.
- 3.27 Within their consultation response dated 19 January 2023, ECC stated that an informal crossing with raised table would not be suitable for a posted speed limit of 40mph that, as noted above, is to be retained should the development be approved. The recommendation was that a signalised crossing would be more appropriate, designed to current standards and with visibility provided in accordance with the 85th percentile speed of traffic.
- 3.28 Accordingly, Plan 22078/006 Rev D included as Appendix 3 to the ATA shows the revised crossing arrangements for the multi-user route in the form of a Pegasus Crossing that is located 160.0m (centre to centre) south east of the proposed site access junction and 25.0m (centre to centre) north-west of the existing B184 Thaxted Road / Tiptofts Lane junction.
- 3.29 Plan 22078/TK05 Rev A, also included within Appendix 3 of the ATA shows the Pegasus Crossing and its relationship with Tiptofts Lane in more detail and at a larger scale from which it can be seen that the stopline on the B184 Thaxted Road (south) approach to the crossing is sited far enough from the existing junction to enable a large refuse vehicle to turn right out of Tiptofts Lane and stop without blocking the main carriageway.
- 3.30 The Pegasus Crossing has been designed in accordance with the DMRB and accommodates 10.0m x 5.0m equestrian holding areas on both sides of the carriageway as well as a separate 4.0m Toucan Crossing. The requisite intervisibility splays between vehicles, equestrian users, pedestrians and cyclists are also provided in accordance with the standards, all of which can be accommodated within the existing highway boundary or land under the control of the applicant.
- 3.31 The construction of the Pegasus Crossing will require the removal of the existing pedestrian refuge island and modifications to the existing centreline hatch markings within the carriageway. A maintenance layby is also accommodated within the construction of the Pegasus Crossing, sited on the western side of the B184 Thaxted Road to the south of the crossing, away from the equestrian crossing.

Deliverability of the Vehicular Access Strategy

- 3.32 Should the Secretary of State be minded to grant consent, it is envisaged that the vehicular access strategy as described in the preceding paragraphs and shown on Plan 22078/006 Rev D included within Appendix 3, will be subject to a Planning Condition requiring the works to be subject to detailed design and technical approvals under Section 278 (S278) of the Highways Act and completed prior to the first occupation of any dwelling on the Site.
- 3.33 It is also anticipated that the Section 106 Heads of Terms will include a financial obligation on the Developer to make commuted sum contribution covering maintenance, particularly regarding the traffic signal installations at the site access and the Pegasus Crossing.

Road Safety Audit

- 3.34 Prior to receipt of the ECC consultation response on 19 January 2023, MTP had issued a Stage 1 Road Safety Audit (RSA1) brief in accordance with DMRB GG19 and an RSA1 was conducted by an independent Auditor in November 2022 based on the vehicular access strategy as submitted within the original TA, i.e., a give-way controlled vehicular access opposite The Kilns and an informal multi-user crossing close to Tiptofts Lane.
- 3.35 Given the changes to the vehicular access strategy agreed with ECC through a series of meetings / workshops post the issue of their consultation response on the 19 January 2023, the original RSA1 is, in effect, superseded.
- 3.36 Based upon the revised vehicular access strategy described earlier in this section of the ATA, a further, updated brief has been issued to the Auditor and a revised RSA1 carried out. The revised RSA1 and Designers Response is submitted alongside the ATA as a separate document. From the revised RSA1 it is noted that the Auditors comments on the original vehicular access strategy and associated Designers Response are also included for transparency.

4. Impact on the Highway & Modelling

Traffic Growth Assumptions

- 4.1 A future year of 2027 has been adopted, being 5-years post the data of the planning application. As part of the TA, appropriate adjusted TEMPRO growth rates have been applied to reflect future 'base' operational conditions, taking account of the consented and committed development within the local area listed above.
- 4.2 The alternative assumptions approach, taken with the TA, was to take the District-wide (Uttlesford) rate and apply the alternative assumptions, namely the committed development (668 dwellings), to avoid double counting.
- 4.3 Although standard practice is to apply alternative assumptions and growth for the MSOA that the development is located within, this approach wasn't taken as within TEMPRO the Uttlesford 002 MSOA is only forecast for 307 additional households between 2022 and 2027. As such, when applying the alternative assumptions (668 dwellings) TEMPRO would result in a negative growth rate for Uttlesford 002 between 2022 and 2027.
- 4.4 Whereas, the District-wide (Uttlesford) area is forecast for an additional 1,826 households between 2022 and 2027. This includes the committed development (668 dwellings) and an additional 1,158 households. Therefore, to provide the most robust assessment of the future year scenario the District-wide (Uttlesford) area has been utilised.

Baseline Data for Modelling

- 4.5 As part of the pre-application dialogue between MTP, ECC and UDC prior to the submission of the planning application, it was agreed that the impacts of vehicular traffic arising from the emerging proposals would be assessed through the Saffron Walden VISUM Model (SWVM). The SWVM has been commissioned by UDC as part of the Local Plan Review process and they have appointed consultants.
- 4.6 One of the key benefits cited for the use of the SWVM to assess the impact of development-related traffic was that it is based upon recently undertaken and validated traffic and queue length data which has formed the basis of the 2021 'Base' model.
- 4.7 The 2021 Base Year model was validated at the end of August 2022 and UDC's appointed modelling consultants supplied weekday AM peak hour and PM peak hour model outputs for use within the original TA.
- 4.8 Within their consultation response dated 19 January 2023 ECC requested that a copy of the Local Model Validation Report (LMVR) be provided by the transport consultants acting on behalf of UDC for the highway authority to check and be satisfied that the outputs from the VISUM model were appropriate for the modelling of development-related traffic impacts on key sensitive junctions within the town centre study area.
- 4.9 The LMVR was received by ECC during the week commencing 6 February 2023.

- 4.10 As noted in the original TA, the SWVM provides validated AM and PM peak hourly turning counts for nine of the junctions within the town centre study area. The junctions not included in the SWVM were:
- [B184 Thaxted Road / Cardamon Road \(Bellway Site Access\)](#)
 - [B184 Thaxted Road / Site Access](#)
 - [B184 Thaxted Road / Knight Park Retail Park](#)
 - [B1053 Radwinter Road / Leverett Way](#)
- 4.11 Additional classified turning count (CTC) surveys were conducted in October 2022 at all the junctions within the town centre study area, including the three junctions on the B184 Thaxted Road corridor where data was not available from the SWVM.
- 4.12 As noted in the original TA, the surveyed flows were lower than the SWVM 2021 Base Year flows. However, what was noted is that, at some junction locations, the turning proportions differed significantly from the survey flows when compared to the modelled flows.
- 4.13 Within Section 6 of the original TA, it is described that, for the purposes of a robust assessment, the SWVM flows at the Peaslands Road junction have been proportionally distributed on the subsequent B184 junctions in line with the turning proportions from the 2022 CTC surveys.

Further Modelling

- 4.14 As agreed with ECC through the series of meetings and workshops post the consultation response of the 19 January 2023, further modelling has been undertaken as a sensitivity test at four key, sensitive junctions within the town centre study area based purely on the 2022 CTC surveys. These four junctions are:
- [B184 Thaxted Road / Peaslands Road](#)
 - (both the existing mini-roundabout & the approved scheme for conversion to traffic signal control)
 - [B184 Thaxted Road / B1053 Radwinter Road traffic signals junction](#)
 - [B184 High Street / George Street traffic signals junction](#)
 - [The proposed site access junction onto the B184 Thaxted Road](#)
 - (As described in Section 3 of the ATA, a change is proposed to the site access arrangements that now comprise an offset traffic signal-controlled crossroads junction with Cardamon Road)
- 4.15 The further modelling includes the same assumptions as set out within the original TA regarding Committed Development and also includes both No SLR (southern Link Road) and With SLR scenarios. As noted previously in Section 2 of the ATA, the car driver mode split and distribution of development-related traffic is based the assessment included within the original TA as this is more robust than the sensitivity test requested by ECC.
- 4.16 Appendix 4 to the ATA provides summary traffic flows diagrams related to the further modelling that are in the same format and order as those set out within the original TA.

B184 Thaxted Road / Peaslands Road

- 4.17 Appendix 5 of the ATA provides a full summary of the further modelling undertaken on the existing mini-roundabout configuration at the junction between the B184 Thaxted Road and Peaslands Road where future year assessment flows are derived from the 2022 CTC surveys.
- 4.18 Separate assessments of Year 2027 weekday AM and PM peak flow conditions are provided for the 'No SLR' and 'With SLR' scenarios that are summarised in Tables 4.1 and 4.2.

Table 4.1 B184 Thaxted Rd / Peaslands Rd (mini-roundabout) – No SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
B184 Thaxted Rd (N)	0.44	0.8	0.45	0.8	0.64	1.7	0.68	2.1
B184 Thaxted Rd (S)	0.41	0.7	0.51	1.0	0.45	0.8	0.48	0.9
Peaslands Rd	0.62	1.6	0.66	1.9	0.63	1.7	0.68	2.1
Junction Delay (secs)	9.01		9.99		10.51		12.07	

Table 4.2 B184 Thaxted Rd / Peaslands Rd (mini-roundabout) – With SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
B184 Thaxted Rd (N)	0.27	0.4	0.28	0.4	0.61	1.5	0.67	2.0
B184 Thaxted Rd (S)	0.42	0.7	0.50	1.0	0.36	0.6	0.40	0.7
Peaslands Rd	0.58	1.4	0.61	1.6	0.58	1.4	0.65	1.8
Junction Delay (secs)	8.16		8.95		9.67		11.82	

- 4.19 Appendix 6 of the ATA provides a full summary of the further modelling undertaken on the approved layout for the conversion of the B184 Thaxted Road / Peaslands Road junction to traffic signal control (as per the details contained in the approved planning application UTT/21/2509/OP) where future year assessment flows are derived from the 2022 CTC surveys.
- 4.20 Again, separate assessments of Year 2027 weekday AM and PM peak flow conditions are provided for the 'No SLR' and 'With SLR' scenarios that are summarised in Tables 4.3 and 4.4.

Table 4.3 B184 Thaxted Rd / Peaslands Rd (Traffic Signals) – No SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 Thaxted Rd (N) (ahead & right)	57.9	7.8	62.8	7.9	65.9	9.4	69.4	9.9
B184 Thaxted Rd (S) (ahead & left)	57.8	6.1	52.4	6.3	39.5	4.5	42.9	4.9
Peaslands Rd (left & right)	57.2	11.6	63.1	12.8	66.8	13.6	69.8	14.8
PRC (%)	55.4		42.6		34.6		29.0	
Cycle Time (secs)	120		120		120		120	
Delay (pcu/hr)	11.65		12.04		12.84		14.06	

Table 4.4 B184 Thaxted Rd / Peaslands Rd (Traffic Signals) – With SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 Thaxted Rd (N) (ahead & right)	46.2	4.5	48.7	4.6	60.1	7.5	62.5	7.6
B184 Thaxted Rd (S) (ahead & left)	41.0	4.0	49.2	5.0	21.5	2.2	24.0	2.3
Peaslands Rd (left & right)	47.1	9.3	49.1	9.8	59.4	12.3	62.1	13.1
PRC (%)	91.2		83.0		49.7		44.1	
Cycle Time (secs)	120		120		120		120	
Delay (pcu/hr)	7.80		8.68		10.03		10.83	

4.21 It is evident from Tables 4.1 – 4.4 that the results from the further modelling are similar to those included within Section 7 of the original TA.

4.22 In summary, it is evident that the proposed development has an insignificant impact on the operation of the B184 Thaxted Road / Peaslands Road junction based on future year 2027 weekday AM and PM peak hour flow conditions in both 'No SLR' and 'With SLR' scenarios, regardless of whether it is maintained in its current mini-roundabout configuration or whether the proposed traffic signals scheme is implemented.

B184 Thaxted Road / B1053 Radwinter Road

4.23 Appendix 7 of the ATA provides a full summary of the further modelling undertaken on the existing traffic signal controlled junction between the B184 Thaxted Road and the B1053 Radwinter Road where future year assessment flows are derived from the 2022 CTC surveys.

4.24 Separate assessments of Year 2027 weekday AM and PM peak flow conditions are provided for the 'No SLR' and 'With SLR' scenarios that are summarised in Tables 4.5 and 4.6.

Table 4.5 B184 Thaxted Rd / B1053 Radwinter Rd – No SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B1053 Radwinter Rd (all movements)	86.9	23.9	87.3	24.1	80.6	18.8	80.0	18.8
B184 Thaxted Rd (all movements)	94.8	19.4	103.1	29.9	99.3	27.2	104.3	35.9
B184 East St (all movements)	95.8	20.4	101.8	26.9	100.2	30.1	104.8	39.6
PRC (%)	-6.4		-14.6		-11.3		-16.4	
Cycle Time (secs)	120		120		120		120	
Delay (pcu/hr)	30.95		47.12		40.86		59.03	

Table 4.6 B184 Thaxted Rd / B1053 Radwinter Rd – With SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B1053 Radwinter Rd (all movements)	62.5	14.3	64.8	14.9	58.1	12.6	58.1	12.6
B184 Thaxted Rd (all movements)	62.0	8.4	64.3	9.3	65.5	9.0	67.6	9.4
B184 East St (all movements)	58.6	11.8	64.2	12.7	64.8	15.0	68.9	16.2
PRC (%)	44.0		38.8		37.4		30.6	
Cycle Time (secs)	120		120		120		120	
Delay (pcu/hr)	11.91		13.10		12.27		13.02	

4.25 It is evident from Tables 4.5 & 4.6 that the results from the further modelling on the B184 Thaxted Road / B1053 Radwinter Road are similar to those included within Section 7 of the original TA. In summary:

- The junction operates over capacity under future year (2027) base flow conditions (i.e., prior to development-related traffic added to the network), with no SLR, during both the AM and PM peak hour periods;
- The additional development-related traffic, with no SLR, further exacerbates the capacity issues at the junction in terms of increases to queues and delays;
- With the implementation of the SLR, the junction operates within capacity with a substantial reduction in queues and delays during both the AM and PM peak periods under both base flow and with development conditions;
- Any negative impacts arising from development-related traffic are therefore over a short time period prior to the implementation of the SLR which is already circa. two-thirds completed.

B184 High Street / George Street / Abbey Lane

4.26 Appendix 8 of the ATA provides a full summary of the further modelling undertaken on the existing traffic signal controlled junction between the B184 High Street, George Street and Abbey Lane where future year assessment flows are derived from the 2022 CTC surveys. Separate assessments of Year 2027 weekday AM and PM peak flow conditions are provided for the 'No SLR' and 'With SLR' scenarios that are summarised in Tables 4.7 and 4.8.

Table 4.7 B184 High St / George St / Abbey Lane – No SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 High St (N) (all movements)	109.3	41.7	111.0	45.3	1110.3	45.6	111.2	48.6
B184 High St (S) (all movements)	111.9	99.3	114.6	113.1	109.9	86.1	112.6	97.2
PRC (%)	-24.3		-27.3		-22.6		-25.1	
Cycle Time (secs)	120		120		120		120	
Delay (pcu/hr)	107.07		124.27		98.46		112.65	

Table 4.8 B184 High St / George St / Abbey Lane – With SLR

Arm	AM Peak				PM Peak			
	Base + CD		Base + CD + Dev		Base + CD		Base + CD + Dev	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 High St (N) (all movements)	108.5	40.0	110.2	43.5	105.8	35.6	110.2	44.7
B184 High St (S) (all movements)	110.2	90.8	112.9	104.4	108.3	78.0	109.1	81.9
PRC (%)	-22.5		-25.4		-20.3		-22.4	
Cycle Time (secs)	120		120		120		120	
Delay (pcu/hr)	96.93		113.93		80.72		93.56	

4.27 It is evident from Tables 4.7 & 4.8 that the results from the further modelling on the B184 Thaxted Road / B1053 Radwinter Road are similar to those included within Section 7 of the original TA. In summary:

- The junction operates over capacity under future year (2027) base flow conditions (i.e., prior to development-related traffic added to the network), during both the AM and PM peak hour periods;
- The implementation of the SLR has no impact on the operation of the junction, even under future year base flow conditions;
- Development-related traffic further reduces capacity at the junction, however, the additional queues and delays attributed to development-related traffic are not significant.

B184 Thaxted Road – Site Access (Overlapping Staging Arrangement)

- 4.28 Appendix 9 provides a summary of the modelling undertaken for the revised vehicular access strategy based upon the upgrade of the existing B184 Thaxted Road / Cardamon Road traffic signal controlled junction to incorporate a fourth arm serving as the Site Access (as set out in Section 3 of the ATA).
- 4.29 The modelling is based upon the assessment of future base network flows, trip generation / distribution as presented in the original submitted TA as well as the revised assessment of future base network flows derived from the 2022 CTC surveys (described earlier in Section 4 of the ATA). For both options, 'No SLR' and 'With SLR' scenarios are presented. The results are summarised in Tables 4.9 and 4.10 are also based on the overlapping stage sequencing arrangement described in Section 3 of the ATA.
- 4.30 In all modelling scenarios, the cycle time has been optimised to produce the most efficient results in terms of delays and minimal queue lengths. In this regard there will be approach arms where the Degree of Saturation value is close to but does not exceed 85% in order to achieve these objectives. This is how the MOVA system would operate the junction through the controller specification.
- 4.31 A lower Degree of Saturation on these approach arms can be achieved through increase cycling times but this can be to the detriment of delays and queue lengths. A balance is therefore struck in this regard to produce the optimal results.

Table 4.9 B184 Thaxted Rd / Site Access (Original Assessment of Future Year Base Flows)

Arm	AM Peak				PM Peak			
	No SLR		With SLR		No SLR		With SLR	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 (S) (ahead & left)	54.3	14.1	49.5	11.2	39.9	9.4	33.2	7.5
B184 (S) (right)	5.1	0.2	78.4	5.4	7.6	0.3	78.9	6.2
Site Access (all movements)	46.0	2.2	76.6	6.1	34.9	1.6	35.8	1.7
B184 (N) (ahead & left)	54.7	10.6	79.0	16.4	63.8	13.1	81.9	18.9
B184 (N) (right)	51.8	3.2	25.5	1.1	43.9	3.1	36.4	2.6
Cardamon Rd (all movements)	52.6	4.1	78.0	12.7	62.6	3.8	81.0	8.6
PRC (%)	64.7		14.0		41.1		9.9	
Cycle Time (secs)	180		180		180		180	
Delay (pcu/hr)	11.78		22.93		10.82		19.31	

Table 4.10 B184 Thaxted Rd / Site Access (Revised Assessment of Future Year Base Flows)

Arm	AM Peak				PM Peak			
	No SLR		With SLR		No SLR		With SLR	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 (S) (ahead & left)	43.9	8.8	35.0	6.5	37.9	8.8	27.2	5.8
B184 (S) (right)	19.1	0.8	60.2	3.9	7.6	0.3	70.5	5.5
Site Access (all movements)	44.2	4.7	57.5	5.1	34.9	1.6	35.8	1.7
B184 (N) (ahead & left)	40.2	5.8	61.0	9.5	50.5	9.5	70.0	14.0
B184 (N) (right)	28.0	1.3	25.5	1.1	40.7	3.0	33.9	2.6
Cardamon Rd (all movements)	44.2	3.7	60.5	10.8	49.4	4.0	68.4	7.8
PRC (%)	103.7		47.5		78.1		27.7	
Cycle Time (secs)	180		180		180		180	
Delay (pcu/hr)	9.76		15.74		9.55		15.52	

4.32 It is evident from Tables 4.9 and 4.10 that the proposed B184 Thaxted Road / Site Access / Cardamon Road traffic signal controlled junction will operate within capacity during both the weekday AM and PM peak periods based on the overlapping staging arrangement, regardless of which methodology is adopted to derive future base year network flows or whether the Southern Link Road (SLR) is fully operational or not.

4.33 Queue lengths can be accommodated within the storage capacity between the stoplines at the proposed junction and downstream junctions on the B184 Thaxted Road corridor without causing any blocking back. As referenced in Section 3 of the ATA, the junction controller specification and loops to be provided within the carriageway on approaches to the junction will facilitate the implementation of SCOOT technology that will further ensure that blocking back between junctions will not occur.

B184 Thaxted Road – Site Access (Combined Right Turn Staging Arrangement)

4.34 Appendix 10 to the ATA provides a summary of the modelling undertaken for the B184 Thaxted Road / Site Access / Cardamon Road traffic signal controlled junction based on the overlapping stage sequencing arrangement described in Section 3 of the ATA. The results of this exercise are summarised in Tables 4.11 and 4.12.

4.35 As before, the modelling is based upon the assessment of future base network flows, trip generation / distribution as presented in the original submitted TA as well as the revised assessment of future base network flows derived from the 2022 CTC surveys (described earlier in Section 4 of the ATA). For both options, 'No SLR' and 'With SLR' scenarios are presented. Again, the cycle time has been optimised to produce the most efficient results in terms of delays and minimal queue lengths.

Table 4.11 B184 Thaxted Rd / Site Access (Original Assessment of Future Year Base Flows)

Arm	AM Peak				PM Peak			
	No SLR		With SLR		No SLR		With SLR	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 (S) (ahead & left)	49.6	16.7	47.6	12.9	35.1	11.0	29.6	8.3
B184 (S) (right)	3.4	0.3	69.7	6.1	5.8	0.4	70.1	7.2
Site Access (all movements)	49.1	2.9	72.1	7.3	46.6	2.3	47.8	2.3
B184 (N) (ahead & left)	50.5	17.0	71.6	7.3	57.9	21.5	73.1	27.8
B184 (N) (right)	47.5	4.0	18.1	1.4	54.3	4.2	37.7	3.5
Cardamon Rd (all movements)	49.1	2.8	70.9	8.3	52.1	2.5	70.6	5.5
PRC (%)	78.4		24.8		55.4		23.2	
Cycle Time (secs)	240		240		240		240	
Delay (pcu/hr)	12.81		22.22		11.97		18.70	

Table 4.12 B184 Thaxted Rd / Site Access (Revised Assessment of Future Year Base Flows)

Arm	AM Peak				PM Peak			
	No SLR		With SLR		No SLR		With SLR	
	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue	Deg. Sat. (%)	Queue
B184 (S) (ahead & left)	59.7	10.4	46.5	5.9	51.5	9.1	34.5	5.6
B184 (S) (right)	15.9	0.7	68.9	3.7	6.4	0.3	84.8	5.9
Site Access (all movements)	59.5	4.4	69.7	4.9	29.1	1.3	29.9	1.4
B184 (N) (ahead & left)	51.3	8.7	71.2	10.4	69.4	13.9	85.8	19.4
B184 (N) (right)	23.3	1.0	21.2	0.9	59.4	3.0	47.1	2.5
Cardamon Rd (all movements)	36.8	1.6	69.1	5.4	38.6	1.7	74.8	4.4
PRC (%)	50.8		26.5		29.7		4.8	
Cycle Time (secs)	150		150		150		150	
Delay (pcu/hr)	10.69		14.69		11.09		17.89	

- 4.36 Tables 4.11 and 4.12 demonstrate that the proposed B184 Thaxted Road / Site Access / Cardamon Road traffic signal controlled junction will operate within capacity during both the weekday AM and PM peak periods based on the combined right turn staging arrangement, regardless of which methodology is adopted to derive future base year network flows or whether the Southern Link Road (SLR) is fully operational or not.
- 4.37 Queue lengths can be accommodated within the storage capacity between the stoplines at the proposed junction and downstream junctions on the B184 Thaxted Road corridor without causing any blocking back. As referenced in Section 3 of the ATA, the junction controller specification, and loops to be provided within the carriageway on approaches to the junction will facilitate the implementation of SCOOT technology that will further ensure that blocking back between junctions will not occur.
- 4.38 Comparing the results between the two alternative approaches, it is considered that the overlapping staging arrangement will yield better results and greater capacity, with the benefit of an average shorter cycle time, within the proposed junction arrangements and would form the basis of further development / refinement at the detailed design stage of the project.

5. Sustainable Transport

Active Travel Audit

- 5.1 The consultation response provided by ECC dated 19 January 2023, acknowledges that the proposed development will deliver a significant contribution towards enhancing active travel connections along the Thaxted Road corridor.
- 5.2 These Section 278 works to be delivered prior to the first occupation of the Site, and as described within Section 4 of the original TA, will comprise the construction of a 3.5m wide shared footway / cycleway, designed in accordance with LTN 1/20, on the western side of Thaxted Road between the existing northbound bus stop opposite Knight Retail Park for a distance of 525.0m to the junction with Peaslands Road.
- 5.3 Combined with the Pegasus Crossing at Tiptofts Lane, the new shared footway / cycleway will:
- Complement the existing shared footway / cycleway on the eastern side of Thaxted Road between the Knight Retail Park and Peaslands Road.
 - Connect into controlled crossing facilities at the Peaslands Road junction that will be implemented with the consented upgrade works;
 - Deliver improved connectivity to the Public Rights of Way network and the future multi-user Orbital Greenway (to be delivered through the Local Plan review);
 - Deliver controlled crossing facilities, not only for pedestrians, but also cyclists (the latter does not exist at present) at the Thaxted Road / Site Access / Cardamon Road junction;
 - Improve connectivity between the retail, leisure and residential development on both sides of the Thaxted Road corridor.
- 5.4 Notwithstanding the above, ECC in their consultation response requested that a survey be carried out in accordance with Annex A of LTN 1/20 along the Peaslands Road / Mount Pleasant Road corridor between the Thaxted Road and Debden Road junctions to determine whether there is scope to further enhance provision for pedestrians and cyclists and the linkage between the Site and the town centre.
- 5.5 Accordingly, an Active Travel Audit was conducted on 1 February 2023, the scope of which was agreed with ECC and broke down the Peaslands Road / Mount Pleasant Road corridor into five study areas, including the links south towards the Site via Winstanley Road, Tukes Way and Peal Road.
- 5.6 A copy of the Active Travel Audit is included as Appendix 11 to the ATA. The Active Travel Audit assessed each of the five study areas against the assesses each key route against the 'Cycling Level of Service Tool (CLoS)' within Appendix A of LTN 1/20. This is a simple scoring assessment based on attributes of the five design criteria detailed within LTN 1/20. The CLoS is then used to identify strengths and weaknesses of the existing active travel provision, and therefore provide recommendations on what can be improved.
- 5.7 From the findings within the Active Travel Audit a number of areas for potential improvement have been identified. These include:

- Increased provision of dropped kerbs and tactile paving along the Peaslands Road / Mount Pleasant Road corridor.
- Improved carriageway surfacing along the Peaslands Road / Mount Pleasant Road corridor.
- Provision of an improved connection to the 'Green Mile' adjacent to the Lord Butler Fitness & Leisure Centre would be beneficial.
- Additional cycle signage towards the Town Centre throughout the study area.

5.8 The Active Travel Audit also identified that further consideration could be given to:

- Removing the mini-roundabout between Peaslands Road and Hop Fields and provide a give-way priority junction, thereby reducing the number of potential conflicts for cyclists.
- Reduction in carriageway lanes to enable a shared footway / cycleway along the northern side of Peaslands Road.
- Provision of side entry treatment at various give-way priority junctions throughout the study area.
- Provision of advanced stop lines at the Mount Pleasant Road / Debden Road signalised junction.

5.9 From the outcomes of the Active Travel Audit, Plan 22078/008 included as Appendix 12 to the ATA identifies potential deliverables for improvements to active travel connections along the Peaslands Road / Mount Pleasant Road corridor. A budgetary cost estimate for these works has also been prepared, a summary of which is also included in Appendix 12.

5.10 It is proposed that the value of these works is incorporated within the Section 106 Heads of Terms as a contribution to the wider Uttlesford Cycling Action Plan (CAP) and the Saffron Walden Neighbourhood Plan to facilitate walking and cycling to key locations including routes to, from and within the town centre. This financial obligation would be paid by the Developer prior to the first occupation of the development.

Bus Stop Infrastructure

Thaxted Road

5.11 The ECC consultation response dated 19 January 2023 required further details to be provided regarding the location of new bus stops on Thaxted Road.

5.12 Through the series of meetings / workshops held with ECC, the location of these stops was discussed at length, with guidance also taken from ECC's Integrated Passenger Transport Unit. Key considerations taken account of in siting the bus stops included the spacing to existing bus stop infrastructure along the B184 Thaxted Road corridor as well as the future routing of bus services within the Saffron Walden town centre area that will be developed / enhanced through S106 Heads of Terms obligations not only linked to this proposed development but other consented development within the area.

5.13 Plan 22078/006 Rev D included as Appendix 3 to the ATA includes an inset showing the proposed location of the new bus stop infrastructure on the B184 Thaxted Road, located to the north of the proposed site access junction and outside / opposite the Lord Butler Fitness & Leisure Centre for north and southbound services respectively.

- 5.14 The bus stop infrastructure works will be delivered as part of the S278 works package outlined in Section 3 of the ATA. The RSA 1 also considers the operational and safety aspects related to the proposed siting of the new bus stop infrastructure.
- 5.15 As required through the S106 Heads of Terms, both new stops will include a shelter, flag, timetable frame, raised / dropped kerbs, clearway markings and Real Time Passenger Information. The northbound bus stop also incorporates a bypass for the shared footway / cycleway to the rear of the stop.
- 5.16 The S106 Heads of Terms financial obligation on the Developer not only covers the cost of installing the new bus stop infrastructure but also makes allowance for a commuted sum contribution covering the maintenance of the Real Time Passenger Information installations for a 15-year period.

Winstanley Road (Tukes Way)

- 5.17 The ECC consultation response dated 19 January 2023 references the S106 Heads of Terms and inclusion of local bus stop improvements on Winstanley Road at Tukes Way.
- 5.18 Plan 22078/009 included as Appendix 13 to the ATA shows the extent of the local bus stop improvements at Winstanley Road (Tukes Way) that, in accordance with the S106 Heads of Terms comprises raised / dropped kerbs and bus stop clearway markings to supplement the existing bus stop flag and timetable frame.

Ross Close (The Glebe)

- 5.19 The ECC consultation response dated 19 January 2023 references the S106 Heads of Terms and inclusion of local bus stop improvements on Ross Close at The Glebe. Based on the current one-way service pattern along Ross Close there is only a bus stop in a north-easterly direction. Under the future service patterns within the Saffron Walden Town Centre area to be delivered through S106 Heads of Terms obligations not only linked to this proposed development but other consented development within the area, it is likely that there will be a two-way bus service along Ross Close that will require a new bus stop to be provided in the south-westerly direction.
- 5.20 Plan 22078/010 included as Appendix 14 to the ATA shows the extent of the local bus stop improvements on Ross Close (The Glebe) that, in accordance with the S106 Heads of Terms comprises raised / dropped kerbs and bus stop clearway markings as well as a new Essex Standard pole, flag and timetable frame at both the existing and proposed new facilities.

6. Permeability of the Site

- 6.1 Within their consultation response dated 19 January 2023, ECC requested further details regarding the active travel links extending from the boundary of the Site into the neighbouring residential areas.
- 6.2 Details of these active travel links are discussed within Section 3 of the original Framework Travel Plan (November 2022) that accompanied the planning application submission where the stated intention is to deliver direct, cohesive, attractive active travel routes across the public open space (the 'Green Mile') to the north of the Site for connections to the local bus stops at Winstanley Road (Tukes Way) and safe routes towards the local shops on Cromwell Road, local schools and Saffron Walden town centre via South Road.
- 6.3 These active travel routes could deliver formal lit, surfaced links through to the publicly maintainable highway on Peal Road and Tukes Way and would require the consent of UDC, as landowner, and Saffron Walden Town Council (SWTC) who manage and maintain the Green Mile.
- 6.4 An updated plan showing these active travel routes and a vignette looking across the Green Mile to demonstrate how this would fit sensitively into the landscape have been shared with UDC / SWTC. In principle, UDC / SWTC support their delivery, subject to the costs being fully met by the Developer by way of a financial obligation within the S106 Heads of Terms and for the works to be completed prior to the first occupation of the development.
- 6.5 A copy of Plan 22078/003 Rev B and the vignette are provided as Appendix 15 to the ATA.

7. Travel Plan

- 7.1 Within their consultation response dated 19 January 2023, ECC requested that the mode share targets, as set out in Table 6.2 of the original Framework Travel Plan (November 2022) that accompanied the planning application submission be adjusted to take account of internal as well as external trips within the Uttlesford 002 MSOA.
- 7.2 Accordingly, Table 7.1 provides details of the adjusted preliminary mode share targets to Year 5 of the Travel Plan implementation. These targets are achievable and realistic within the early lifetime of the development and reflect the substantial investment, both in terms of physical works and financial contribution that the proposed development will make towards actively encouraging greater use of active travel modes and less reliance on the use of the car, particularly for single occupancy trips.
- 7.3 The baseline percentage split reflects the full breakdown of development-related trip generation by mode of travel (revised to include internal trips for MSOA 002 within which the Site is located) included as Appendix 2 to the ATA and described in Section 2.
- 7.4 The adjusted preliminary mode share targets are also replicated in an updated Framework Travel Plan that is submitted alongside the ATA as a separate document.

Table 7.1 Preliminary Mode Share Targets (updated)

Mode	Baseline Percentage Split	Target Year 1	Target Year 3	Target Year 5
Walk	21.1%	21.5%	22.0%	22.5%
Cycle	1.4%	2.0%	3.0%	3.5%
Bus	1.9%	2.5%	3.5%	4.0%
Rail	7.0%	7.0%	7.0%	7.0%
Vehicle Driver	62.8%	61.0%	58.5%	56.5%
Vehicle Passenger	4.4%	4.5%	4.5%	5.0%
Other (incl. Taxi & m'cycle)	1.4%	1.5%	1.5%	1.5%
TOTALS	100.0%	100.0%	100.0%	100.0%

- 7.5 The ECC consultation response also cross references other measures sought regarding the Travel Plan to reinforce already outlined within the original Framework Travel Plan (November 2022) that accompanied the planning application submission. Details / clarification on the measures sought is set out within the S106 Heads of Terms and includes:

- The provision of a Cycle Hire Hub, centrally located within the development that provides 6 x electric cycles available to the whole community for short-term hire. Commuted sums to be provided by the Developer for maintenance of the Cycle Hire Hub facility for a period of 3 years from opening;

- The provision of 1 x electric car club vehicle and 2 x car club spaces distributed evenly within the Site with associated signage, carriageway markings and vehicle charging facilities.
- The provision of Travel Vouchers within the Travel Information Pack, equivalent to £100 per dwelling to include:
 - A minimum of 6 x scratch card tickets to be redeemed against bus travel;
 - A minimum of 10 hours of driving time using the electric car club vehicle;
 - A minimum of 10 hours cycling time using the electric cycles.
- A Travel Plan Monitoring Fee of £1,596 per annum (index linked) for monitoring and support from the Essex Travel Plan Team to be paid from first occupation for 5 years or until 1 year after final occupation, whichever is longer

7.6 The applicant is agreeable to all of these measures and the updated Framework Travel Plan submitted alongside the ATA as a separate document reflects these changes / additions.

8. Summary & Conclusions

- 8.1 Kier Ventures Limited have instructed MTP to prepare this Addendum Transport Assessment (ATA) in order to fully respond to the comments made by statutory consultees, principally Essex County Council (ECC) as highway authority to the outline planning application submitted in December 2022 on land to the west of Thaxted Road, Saffron Walden.
- 8.2 The ATA has been informed by a series of meetings / workshops post the submission of the outline planning application and receipt of the formal written response from ECC dated 19 January 2023.
- 8.3 The ATA provides a comprehensive response to all matters, issues and comments received from ECC in respect of mode split / distribution of trips, the site access / off-site highway works, highway impacts and modelling, sustainable transport and permeability of the site along with additional matters to be included within the Travel Plan.
- 8.4 Based upon the additional information provided within the ATA, it is anticipated that ECC, as Highway Authority, are in a position to lift their holding refusal dated 19 January 2023 and provide a full, positive recommendation to the Secretary of State.

Appendix 1

Draft proposed mitigation for inclusion in Heads of Terms in relation to highways

S62A/2022/0014

West of Thaxted Road, Saffron Walden

17/01/2023

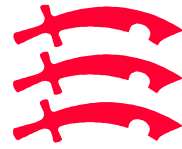
The details below are provided without prejudice, more information is required on the application before a final decision can be made. The highway authority has had discussion with the applicant's highway consultant concerning the information and details are to be provided on a separate document.

Saffron Walden which experiences in congestion at peak times there is little scope to provide more capacity therefore the proposed recommendations are centred around the sustainable transport options for the site.

Obligation	Amount	Reason	Calculation /assumptions
Bus contribution	£476,000 (index linked)	<p>To support the enhancement of bus services in Saffron Walden through a bus strategy and directly serving the site, enhancing services to key attractors within the town and surrounding areas including the Audley End train station and local supermarkets.</p> <p>Within the context of the national bus strategy <i>Bus Back Better</i> Essex County Council has developed and formally adopted a <i>The Essex County Council Bus Service Improvement Plan, 2021 – 2026</i> (ECC BSIP) the council is also in the process of developing a bus strategy for Uttlesford. The emerging strategy focusses on improving the currently limited services in Saffron Walden which experiences congestion and has Air Quality Management Area in the centre.</p> <p>The ECC BSIP outlines the approach to securing bus service improvements to new developments, which is to take funding per dwelling and support a bus strategy for the local area (paras 266-270) link below.</p> <p>██</p> <p>██</p> <p>████████</p>	<p>A contribution a £2800 per dwelling is sought, a total of £476,000</p> <p>From experience of ECC tender prices a bus for 1 year of day time services (Mon-Sat) is £150,000 Sunday services for a year are £20,000 Evening (Mon-Sat) £40,000. Total £210,000 per annum</p> <p>This contribution will support 1 bus on week days, evenings and Sundays for approximately 2.3 years. But would be combined with other similar contributions already secured to enhance services for the site to the key locations.</p>
Off site highway works 1. Bus stop works Plus Commuted sum for	Off site works £10,845 x2	<p>As the site is so long (550m in a straight line), the site needs to be served from the two ends as well as the centre, by bus services and enabling residences to be within the required 400m actual walking distance to bus stops.</p>	<p>2 new stops of Thaxted Road including (shelter, flag, timetable frame, raised/dropped kerbs and Bus Stop Clearway markings and Real Time Passenger information)</p>

<p>maintenance of RTP1 signs</p> <p>2. Signalised crossing of Thaxted Road</p> <p>Plus Commuted sum for maintenance</p> <p>3. Change to speed limit</p>		<p>Therefore a number of bus stops need provision or enhancement, these serve different proposed services.</p> <p>To provide a crossing for pedestrians/cyclists/equestrians to cross Thaxted Road and link with the shopping centre and supermarket and the public rights of way network and</p> <p>To provide a better environment for active travel, and be more suitable for potential changes to the environment.</p>	<p>Tukes Way (adj) on Winstanly Road require raised kerbs</p> <p>150043005007 The Glebe and a new partner stop – New Essex Standard pole, flag and timetable frame. Raised and dropped kerbing and bus stop clearway markings and the same</p> <p>The real time passenger information signs will attract a commuted sum for maintenance of £10,845.09 per sign (which has been calculated to include the cost of energy and maintenance for a 15 year period and a replacement)</p> <p>Pegasus crossing or similar.</p> <p>Committed sum for maintenance to be determined once details have been submitted.</p> <p>Traffic Regulation Order, signing and line, to be included within the highway works.</p>
<p>Town Centre Connectivity Walking and cycling</p>	<p>Off site works</p>	<p>To enhance of local cycling and pedestrian facilities as identified, but not limited to, those in the Uttlesford Cycling Action Plan (CAP) (link below) and the Saffron Walden Neighbourhood Plan which relate to the site and facilitate walking and cycling to key locations including routes from the site to and within the town centre.</p> <p>██</p> <p>██</p> <p>██</p>	<p>Further detail is required to ensure feasibility but works will be required to connect to the site to the town centre, these may include a shared use off road footway cycleway on Peaslands Land Road and Thaxted Road.</p> <p>Pedestrian and cycling Road signing</p> <p>Links to the existing residential development.</p>
<p>Residential travel plan</p>		<p>To promote sustainable transport from first occupation for 5 years or until 1 year after final occupation, whichever is longer.. Plan to include a travel plan co-ordinator, travel pack, sustainable travel voucher/bus tickets and support for an electric car club,</p>	<p>Travel voucher £100 per dwelling (pd)</p> <p>Annual membership of car club pd</p> <p>10 hours driving time pd</p>

		which is being introduced within Saffron Walden.	One off payment to support a car club car 2 car club electric vehicle parking spaces with charging. (UDC to confirm costs)
Residential Travel Plan monitoring fee	£1596 per annum (index linked).	For monitoring and support a residential travel plan from the Essex Trave Plan Team. To ensure the plan is being implemented and is effective in encouraging sustainable transport to from and within the site. Annual charge from first occupation for 5 years or until 1 year after final occupation, whichever is longer.	Fixed fee details in the ECC Developers Guide to Infrastructure, (inflation has been added to the figure in the document) [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]



Essex County Council

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Recommendation

Application No. S62A/2022-0014

Site Location Land west of Thaxted Road, Saffron Walden

Proposal Outline application for the erection of up to 170 dwellings with access from Thaxted Road with all other matters reserved

Note

The highway authority has assessed the information which has been submitted with the planning application in the Transport Assessment (TA), Travel Plan and Design and Access Statement (DAS). There are a number of issues that need to be resolved and further information will be required from that applicant before a final recommendation can be issued. We have been engaging with the applicant's transport consultants and will continue to do so to ensure that the information required to fully assess the application is provided. The matters that require further consideration include the following:

1. Impact on the highway and modelling

The impact of the development on the local junctions cannot be fully assessed.

a. Distribution

- i. The methodology used is acceptable and had been checked against the Census output data provided on page 18 of appendix 8 and page 86 in Vol 3 of the TA. However, not all of the Census output has been provided, internal trips within MSOA have been omitted which have the highest proportion of vehicle trips for this area with 643 driving a car or van trips. In relation to the next highest Uttlesford 001 is 307. For MSOA 002 an internal distribution taking into account key employers or employment areas and other attractors should be considered. This is important as the proposed site is located to the south of Saffron Walden and the MSOA and the trips internal to the MSOA will need to travel through key junctions from the site.
- ii. For other MSOAs, such as Uttlesford 001, have been split between 3 routes but there is no methodology detailed to show how the assignment choice has been derived and how route choice affects this split. This should be provided.
- iii. The peak hour distribution on the report is based on 2 way flows not arrivals and departures. The network shown differs from the traffic flow diagrams Figures 9, 10 and 11 - particularly to the west where there are additional junctions and links - so this cannot be checked fully, the additional information should be provided.

b. Growth

- i. The committed development has been detailed and numbers of dwellings for these. We cannot identify the number of dwellings that may already be completed or that would be completed within that timescale. Then alternative assumptions has been applied to the whole of Uttlesford for 2022 to 2027 and adjusted by that amount for that period. This been applied correctly however alternative assumptions and growth is normally derived and applied for the MSOA that the development is located with the committed development in that location. This is the approach that should be taken unless a reasonable explanation is provided.

c. Modelling

- i. The modelling has been undertaken using the outputs from the VISUM modelling work commissioned by UDC as part of the development of their local plan. This method was used in order to understand the impact of the development in relation to the impact of a future Strategic Link Road (SLR) to the east of Thaxted Road, linking to Radwinter Road. To assess this model a Local Model Validation Report (LMVR) is required, this has not been submitted as part of the TA, the transport consultants for the applicant have been contacted and they do not have one. The transport consultants working for UDC were then contacted they are finalising the LMVR and are expecting it to be available week beginning the 30th of January.
- ii. A copy of the LMVR, the model and the model inputs (raw traffic data, queue lengths, signal plans used) must be provided to be checked by the highway authority.
- iii. The future case with the link road should be applied by taking any changes to the distribution or growth of traffic necessitated by the changes outlined in a. and b. above, at the junctions from the VISUM model and applying that to actual data.

2. Access and highway works

The applicant has not demonstrated that safe and suitable access can be achieved in this location.

- a. The proposed access is within a 40mph speed limit. The visibility splays shown are stated to be 4.5m by 90m, the required visibility splays for 40mph speed limit are 4.5m by 120m in accordance with DMRB, the visibility splay to the north appears to be in the region of 60m on the submitted drawing. Speed surveys should be undertaken at extent of the visibility spays to determine the length of visibility splay is required. The gradient of Thaxted Road should be taken into account.
- b. A road safety audit and designer's response of the proposed highway works on Thaxted Road including, but not limited to the site access, proposed crossing, new bus stops and footway/cycleway is required.
- c. Recent correspondence indicates that a change of speed limit of Thaxted Road is being considered by the applicant. In order for the highway authority to understand whether this is acceptable a survey of current speeds on the road is required.
- d. Further details of the access are required including:
 - i. Position of the highway boundary
 - ii. Dimensions for the access including road, footway cycleway widths and radii. Taper lengths, deceleration lengths and lane widths should be shown on the general arrangement drawing and be in accordance with DMRB for a 40mph road.
 - iii. Swept path analysis of the access for a refuse vehicle of length 10.325m with turning circle of 22.4m should be undertaken
- e. The proposed crossing on a raised table is not suitable for a speed limit of 40mph or Primary Road on the Essex network. A signalised crossing would be more appropriate. This should be designed to current standards and the visibility in accordance with the 85th percentile of speed of traffic provided.

3. Sustainable transport

- a. Active travel has been considered on Thaxted Road. However, in order to connect to the key facilities on the town centre, the potential to provide pedestrian and cycle links along Peaslands Road should be considered. A survey to from the site through the residential area and along Thaxted Road and Peaslands Road to the junction with Debden Road should be undertaken in accordance with LTN 1/20. The results should be used to provide feasibility/ outline design of walking and cycling facilities and improvements to the town centre.
- b. This work should explore the east vs west side of Thaxted Road for cycle provision. It should identify whether it is better to upgrade the existing provision on the eastern side to LTN 1/20 (look at widths, segregation, side roads etc) or get new provision on the Western side to LTN 1/20. Either option will need to consider connection into existing/proposed network and suitable crossings.
- c. The position of new bus stops on Thaxted Road in the location of the access should be shown on a plan as subject to safety audit as discuss above.
- d. Other details of local bus stop improvements and enhancement of services to support the site are included in the draft highways heads of terms submitted previously.

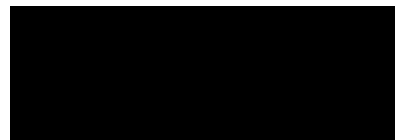
4. Permeability of the site

- a. The TA and the DAS include the reference to pedestrian and cycle links from the application site into existing residential areas at Peal Road, The Glebe and Tukes Way. These are important active travel links providing shorter links to bus stops and the town centre but they are over 3rd party land. They are not included within the Red Line and no evidence is provided within the TA or DAS that these can be provided. Further information and evidence should be provided to show that these are deliverable and can be conditioned if the application was to be approved.

5. Travel Plan

- a. The mode share targets (table 6.2) in the Travel Plan are based on the on the external travel to work trips from the 2011 Travel to Work data for Uttlesford 002 MSOA. As such they do not include the trips within MSOA which include a high number of walking trips. Analysis of the trips should include all trips within the MSOA, and the targets adjusted accordingly. A reduction of single car occupancy of 10% would be stretching target, which could be broken up into the different modes.
- b. Specific details concerning other aspects of the travel plan are included in the draft highways heads of terms submitted previously.

A full recommendation will be sent as soon as possible following receipt and consideration of this further information, until that time the highway authority recommends a holding refusal as the full impact on the highway network cannot be determined.



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Appendix 2

Land off Thaxted Road, Saffron Walden

Calculation of Development Trips by Mode of Travel (Census O-D Split)

170 units

Total People 100.0%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.103	18	0.523	89	0.626	106
0800-0900	0.198	34	0.708	120	0.906	154
0900-1000	0.205	35	0.256	44	0.461	78
1000-1100	0.215	37	0.270	46	0.485	82
1100-1200	0.175	30	0.214	36	0.389	66
1200-1300	0.216	37	0.211	36	0.427	73
1300-1400	0.273	46	0.229	39	0.502	85
1400-1500	0.236	40	0.296	50	0.532	90
1500-1600	0.525	89	0.249	42	0.774	132
1600-1700	0.473	80	0.264	45	0.737	125
1700-1800	0.500	85	0.217	37	0.717	122
1800-1900	0.429	73	0.217	37	0.646	110
TOTALS	3.548	603	3.654	621	7.202	1224

Car Driver 62.8%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.065	11	0.328	56	0.393	67
0800-0900	0.124	21	0.445	76	0.569	97
0900-1000	0.129	22	0.161	27	0.290	49
1000-1100	0.135	23	0.170	29	0.305	52
1100-1200	0.110	19	0.134	23	0.244	42
1200-1300	0.136	23	0.133	23	0.268	46
1300-1400	0.171	29	0.144	24	0.315	54
1400-1500	0.148	25	0.186	32	0.334	57
1500-1600	0.330	56	0.156	27	0.486	83
1600-1700	0.297	50	0.166	28	0.463	79
1700-1800	0.314	53	0.136	23	0.450	77
1800-1900	0.269	46	0.136	23	0.406	69
TOTALS	2.228	379	2.295	390	4.523	769

Car Passenger 4.4%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.005	1	0.023	4	0.028	5
0800-0900	0.009	1	0.031	5	0.040	7
0900-1000	0.009	2	0.011	2	0.020	3
1000-1100	0.009	2	0.012	2	0.021	4
1100-1200	0.008	1	0.009	2	0.017	3
1200-1300	0.010	2	0.009	2	0.019	3
1300-1400	0.012	2	0.010	2	0.022	4
1400-1500	0.010	2	0.013	2	0.023	4
1500-1600	0.023	4	0.011	2	0.034	6
1600-1700	0.021	4	0.012	2	0.032	6
1700-1800	0.022	4	0.010	2	0.032	5
1800-1900	0.019	3	0.010	2	0.028	5
TOTALS	0.156	27	0.161	27	0.317	54

Cycle 1.4%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.001	0	0.007	1	0.009	1
0800-0900	0.003	0	0.010	2	0.013	2
0900-1000	0.003	0	0.004	1	0.006	1
1000-1100	0.003	1	0.004	1	0.007	1
1100-1200	0.002	0	0.003	1	0.005	1
1200-1300	0.003	1	0.003	1	0.006	1
1300-1400	0.004	1	0.003	1	0.007	1
1400-1500	0.003	1	0.004	1	0.007	1
1500-1600	0.007	1	0.003	1	0.011	2
1600-1700	0.007	1	0.004	1	0.010	2
1700-1800	0.007	1	0.003	1	0.010	2
1800-1900	0.006	1	0.003	1	0.009	2
TOTALS	0.050	8	0.051	9	0.101	17

Walk 21.1%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.022	4	0.110	19	0.132	22
0800-0900	0.042	7	0.149	25	0.191	32
0900-1000	0.043	7	0.054	9	0.097	17
1000-1100	0.045	8	0.057	10	0.102	17
1100-1200	0.037	6	0.045	8	0.082	14
1200-1300	0.046	8	0.045	8	0.090	15
1300-1400	0.058	10	0.048	8	0.106	18
1400-1500	0.050	8	0.062	11	0.112	19
1500-1600	0.111	19	0.053	9	0.163	28
1600-1700	0.100	17	0.056	9	0.156	26
1700-1800	0.106	18	0.046	8	0.151	26
1800-1900	0.091	15	0.046	8	0.136	23
TOTALS	0.749	127	0.771	131	1.520	258

Bus 1.9%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.002	0	0.010	2	0.012	2
0800-0900	0.004	1	0.013	2	0.017	3
0900-1000	0.004	1	0.005	1	0.009	1
1000-1100	0.004	1	0.005	1	0.009	2
1100-1200	0.003	1	0.004	1	0.007	1
1200-1300	0.004	1	0.004	1	0.008	1
1300-1400	0.005	1	0.004	1	0.010	2
1400-1500	0.004	1	0.006	1	0.010	2
1500-1600	0.010	2	0.005	1	0.015	3
1600-1700	0.009	2	0.005	1	0.014	2
1700-1800	0.010	2	0.004	1	0.014	2
1800-1900	0.008	1	0.004	1	0.012	2
TOTALS	0.067	11	0.069	12	0.137	23

Rail 7.0%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.007	1	0.037	6	0.044	7
0800-0900	0.014	2	0.050	8	0.063	11
0900-1000	0.014	2	0.018	3	0.032	5
1000-1100	0.015	3	0.019	3	0.034	6
1100-1200	0.012	2	0.015	3	0.027	5
1200-1300	0.015	3	0.015	3	0.030	5
1300-1400	0.019	3	0.016	3	0.035	6
1400-1500	0.017	3	0.021	4	0.037	6
1500-1600	0.037	6	0.017	3	0.054	9
1600-1700	0.033	6	0.018	3	0.052	9
1700-1800	0.035	6	0.015	3	0.050	9
1800-1900	0.030	5	0.015	3	0.045	8
TOTALS	0.248	42	0.256	43	0.504	86

Other 1.4%

Time Period	Arrivals		Departures		Total Two-Way	
	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.001	0	0.007	1	0.009	1
0800-0900	0.003	0	0.010	2	0.013	2
0900-1000	0.003	0	0.004	1	0.006	1
1000-1100	0.003	1	0.004	1	0.007	1
1100-1200	0.002	0	0.003	1	0.005	1
1200-1300	0.003	1	0.003	1	0.006	1
1300-1400	0.004	1	0.003	1	0.007	1
1400-1500	0.003	1	0.004	1	0.007	1
1500-1600	0.007	1	0.003	1	0.011	2
1600-1700	0.007	1	0.004	1	0.010	2
1700-1800	0.007	1	0.003	1	0.010	2
1800-1900	0.006	1	0.003	1	0.009	2
TOTALS	0.050	8	0.051	9	0.101	17

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

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02004592 : Uttlesford 002 (2011 super output area - middle layer)

place of work	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	
E02004591 : Uttlesford 001	0	2	3	5	4	307	18	15	165	0	
E02004592 : Uttlesford 002	1	9	19	10	9	643	93	34	823	2	
E02004593 : Uttlesford 003	0	1	10	0	0	167	11	3	7	0	
E02004594 : Uttlesford 004	0	0	7	1	3	147	12	7	8	0	
E02004595 : Uttlesford 005	0	2	1	0	3	61	2	2	3	0	
E02004596 : Uttlesford 006	0	3	4	0	1	161	8	0	3	0	
E02004597 : Uttlesford 007	0	0	0	0	0	35	2	0	5	0	
E02004598 : Uttlesford 008	0	0	0	0	0	17	0	0	2	1	
E02004599 : Uttlesford 009	0	1	0	0	0	18	1	0	2	0	
Babergh	0	0	0	0	0	6	0	0	0	0	
Basildon	0	0	0	0	0	15	0	0	1	0	
Bedford	0	0	0	0	0	1	0	0	0	0	
Braintree	0	0	0	0	0	50	2	0	3	0	
Breckland	0	0	0	0	0	0	0	0	0	0	
Brentwood	0	0	0	0	0	6	0	0	0	0	
Broadland	0	0	0	0	0	0	0	0	0	0	
Broxbourne	0	3	0	0	0	17	0	1	0	0	
Cambridge	0	36	23	0	4	355	12	1	5	0	
Castle Point	0	0	0	0	0	1	0	0	0	0	
Central Bedfordshire	0	0	0	0	0	1	0	0	0	0	
Chelmsford	0	1	0	0	0	28	1	0	1	0	
Colchester	0	0	2	0	0	17	0	1	2	0	
Dacorum	0	0	0	0	0	3	0	0	0	0	
East Cambridgeshire	0	0	0	0	0	19	3	0	0	0	
East Hertfordshire	0	10	0	1	1	171	8	0	6	0	
Epping Forest	0	0	0	0	0	40	0	0	1	1	
Fenland	0	0	0	0	0	0	0	0	0	0	
Forest Heath	0	0	0	0	0	26	0	0	0	0	
Great Yarmouth	0	0	0	0	0	0	0	0	0	0	
Harlow	0	5	2	0	0	85	3	0	4	0	
Hertsmere	0	0	0	0	0	7	0	0	1	0	
Huntingdonshire	0	0	0	0	0	27	0	0	0	0	
Ipswich	0	2	0	0	0	2	0	0	0	0	
King's Lynn and West Norfolk	0	0	0	0	0	0	0	0	0	0	
Luton	0	0	0	0	1	9	1	0	1	0	
Maldon	0	0	0	0	0	4	1	0	0	0	
Mid Suffolk	0	0	0	0	0	4	0	0	0	0	
North Hertfordshire	0	1	0	0	1	40	3	0	0	0	
North Norfolk	0	0	1	0	0	0	0	0	0	0	
Norwich	0	0	0	0	0	4	0	0	0	0	
Peterborough	0	1	0	0	0	6	2	0	0	0	
Rochford	0	0	0	0	0	5	0	0	0	0	
South Cambridgeshire	0	4	21	2	6	416	29	5	4	1	
South Norfolk	0	0	0	0	0	0	0	0	0	0	
Southend-on-Sea	0	0	0	0	1	7	0	0	1	0	
St Albans	0	0	0	0	0	2	0	0	1	0	
St Edmundsbury	0	0	0	0	1	54	3	0	3	1	
Stevenage	0	0	0	0	0	4	0	0	0	0	
Suffolk Coastal	0	0	0	0	0	0	0	0	0	0	
Tendring	0	0	0	0	0	7	1	0	1	0	
Three Rivers	0	0	0	0	0	1	0	0	0	0	
Thurrock	0	0	0	0	0	2	0	0	0	0	
Watford	0	0	0	0	0	3	0	0	0	0	
Waveney	0	0	0	0	0	0	0	0	0	0	
Welwyn Hatfield	0	0	0	0	0	17	0	0	0	0	
East Midlands	0	1	1	0	0	11	0	0	2	0	
London	9	264	1	1	3	117	5	0	8	0	
North East	0	0	0	0	0	0	0	0	1	0	
North West	0	2	0	0	0	2	0	0	1	0	
Northern Ireland	0	0	0	0	0	0	0	0	0	0	
Scotland	0	0	0	0	0	0	0	0	0	0	
South East	0	1	1	0	0	17	0	0	1	0	
South West	0	3	0	0	0	5	0	1	0	0	
Wales	0	0	0	0	0	0	0	0	0	0	
West Midlands	0	0	1	0	0	2	0	0	1	0	
Yorkshire and The Humber	0	1	0	0	0	3	0	0	0	0	
	10	353	97	20	38	3,175	221	70	1,067	6	5,057
	0.2%	7.0%	1.9%	0.4%	0.8%	62.8%	4.4%	1.4%	21.1%	0.1%	100.0%

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

ONS Crown Copyright Reserved [from Nomis on 24 January 2023]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02004592 : Uttlesford 002 (2011 super output area - middle layer)

place of work	Driving a car or van			
E02004591 : Uttlesford 001	153	4.8%	Assumes 50% of total (Chesterford Research Park & Gt / Little Chesterford)	
	92	2.9%	Assumes 30% (Little Walden, Hadstock & Ashdon hinterland)	
	62	2.0%	Assumes 20% (Audley End Est, Littlebury & Gt Chesterford)	
E02004592 : Uttlesford 002	387	12.2%	Assumes 60% (Shire Hill Ind. Est & Town Centre split equally - no external trips to study area)	
	96	3.0%	Assumes 15% (Saffron Walden Hosp / Tescos - no external trips to study area)	
	96	3.0%	Assumes 15% (Council Offices / Town Centre (west) - no external trips to study area)	
	64	2.0%	Assumes 10% (Knight Park & Thaxted Rd hinterland - no external trips to study area)	
E02004593 : Uttlesford 003	83	2.6%	Assumes 50% (Wendens Ambo, Newport, Widdington)	
	67	2.1%	Assumes 40% (rural hinterland west of M11)	
	17	0.5%	Assumes 10% (Littlebury)	
E02004594 : Uttlesford 004	88	2.8%	(Assumes 60% (Thaxted & Debden)	
	59	1.9%	Assumes 40% (Radwinter, Gt Sampford & rural hinterland)	
E02004595 : Uttlesford 005	61	1.9%		
E02004596 : Uttlesford 006	113	3.6%	Assumes 70% (Stansted Apt. (east), Eastons & Lt. Canfield)	
	48	1.5%	Assumes 30% (Stansted Apt. (west))	
E02004597 : Uttlesford 007	35	1.1%		
E02004598 : Uttlesford 008	17	0.5%		
E02004599 : Uttlesford 009	18	0.6%		
Babergh	6	0.2%		
Basildon	15	0.5%		
Bedford	1	0.0%		
Braintree	50	1.6%		
Breckland	0	0.0%		
Brentwood	6	0.2%		
Broadland	0	0.0%		
Broxbourne	17	0.5%		
Cambridge	355	11.2%		
Castle Point	1	0.0%		
Central Bedfordshire	1	0.0%		
Chelmsford	28	0.9%		
Colchester	17	0.5%		
Dacorum	3	0.1%		
East Cambridgeshire	19	0.6%		
East Hertfordshire	171	5.4%		
Epping Forest	40	1.3%		
Fenland	0	0.0%		
Forest Heath	26	0.8%		
Great Yarmouth	0	0.0%		
Harlow	85	2.7%		
Hertsmere	7	0.2%		
Huntingdonshire	27	0.9%		
Ipswich	2	0.1%		
King's Lynn and West Norfolk	0	0.0%		
Luton	9	0.3%		
Maldon	4	0.1%		
Mid Suffolk	4	0.1%		
North Hertfordshire	40	1.3%		
North Norfolk	0	0.0%		
Norwich	4	0.1%		
Peterborough	6	0.2%		
Rochford	5	0.2%		
South Cambridgeshire	416	13.1%		
South Norfolk	0	0.0%		
Southend-on-Sea	7	0.2%		
St Albans	2	0.1%		
St Edmundsbury	54	1.7%		
Stevenage	4	0.1%		
Suffolk Coastal	0	0.0%		
Tendring	7	0.2%		
Three Rivers	1	0.0%		
Thurrock	2	0.1%		
Watford	3	0.1%		
Waveney	0	0.0%		
Welwyn Hatfield	17	0.5%		
East Midlands	11	0.3%		
London	117	3.7%		
North East	0	0.0%		
North West	2	0.1%		
Northern Ireland	0	0.0%		
Scotland	0	0.0%		
South East	17	0.5%		
South West	5	0.2%		
Wales	0	0.0%		
West Midlands	2	0.1%		
Yorkshire and The Humber	3	0.1%		
	3,175	100.0%		

B184 (s)	13.7%
B1053 (e)	6.7%
B1052 (n)	2.9%
B184 (n)	32.3%
B1052 / B1383 (s)	21.3%
Wenden Rd / B1039	2.6%
Audley End Rd / B1383 (n)	20.4%
	100.0%

Appendix 3



INDICATIVE

Proposed new Bus Stop including Shelter, Flag, Timetable Frame, Raised / Dropped kerbs, Clearway Markings and Real Time Passenger Information.

See inset

Maintenance Layby

Controller retained in existing location.

Intervisibility splay 2.5m behind ped. crossing to site boundary

Intervisibility splay 2.5m behind stop line and Ped crossing to CD123

Intervisibility splay 2.5m behind stop line to site boundary

Proposed 4m wide Toucan crossing

Proposed 4m wide Toucan crossing

Intervisibility splay

Existing Toucan crossing

Intervisibility splay

Highway Boundary

Existing traffic island to be removed

3.17 Exist

Intervisibility splay

New traffic island

833.000

Informal recreational path using existing field gate

3.0mx21m Equestrian Visibility splay

3.0mx180m Equestrian Visibility splay achievable within highway Boundary

3.00 Existing

Tie into existing footway / cycleway

Existing island to be removed

Proposed Pegasus crossing for Orbital Greenway

Equestrian crossing holding area 10mx5m

4m Shared Equestrian / cycleway / footway

Existing Byway 18 Tiptofts Lane - Beer Hall

Proposed maintenance parking area

3.0mx21m Equestrian Visibility splay

3.0mx47m Equestrian Visibility splay between Greenway and shared footway / cycleway

3.0mx21m Equestrian Visibility splay

Proposed section of Saffron Walden Orbital Greenway

Proposed 3.5m sealed surface footway / cycleway extended to Northbound Bus Stop

Existing Northbound Bus Stop

Proposed 3.5m sealed surface footway / cycleway extended to Peaslands Road

Proposed new Bus Stop including Shelter, Flag, Timetable Frame, Raised / Dropped kerbs, Clearway Markings and Real Time Passenger Information.

See inset

Proposed 4m wide Toucan crossing

- 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 produced by CD Surveys Ltd and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

	Carriageway
	Footway
	Cycleway
	Multi-User Route
	Verge

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	BM	06/02/2023	First issue	MS
A	BM	08/02/2023	Layout amended	MS
B	BM	13/02/2023	Layout amended	MS
C	BM	17/02/2023	Shading added	MS
D	BM	24/02/2023	Amended following Stage 1 RSA	MS

Client

Kier Ventures Limited

Project

Land West of Thaxted Road, Saffron Walden

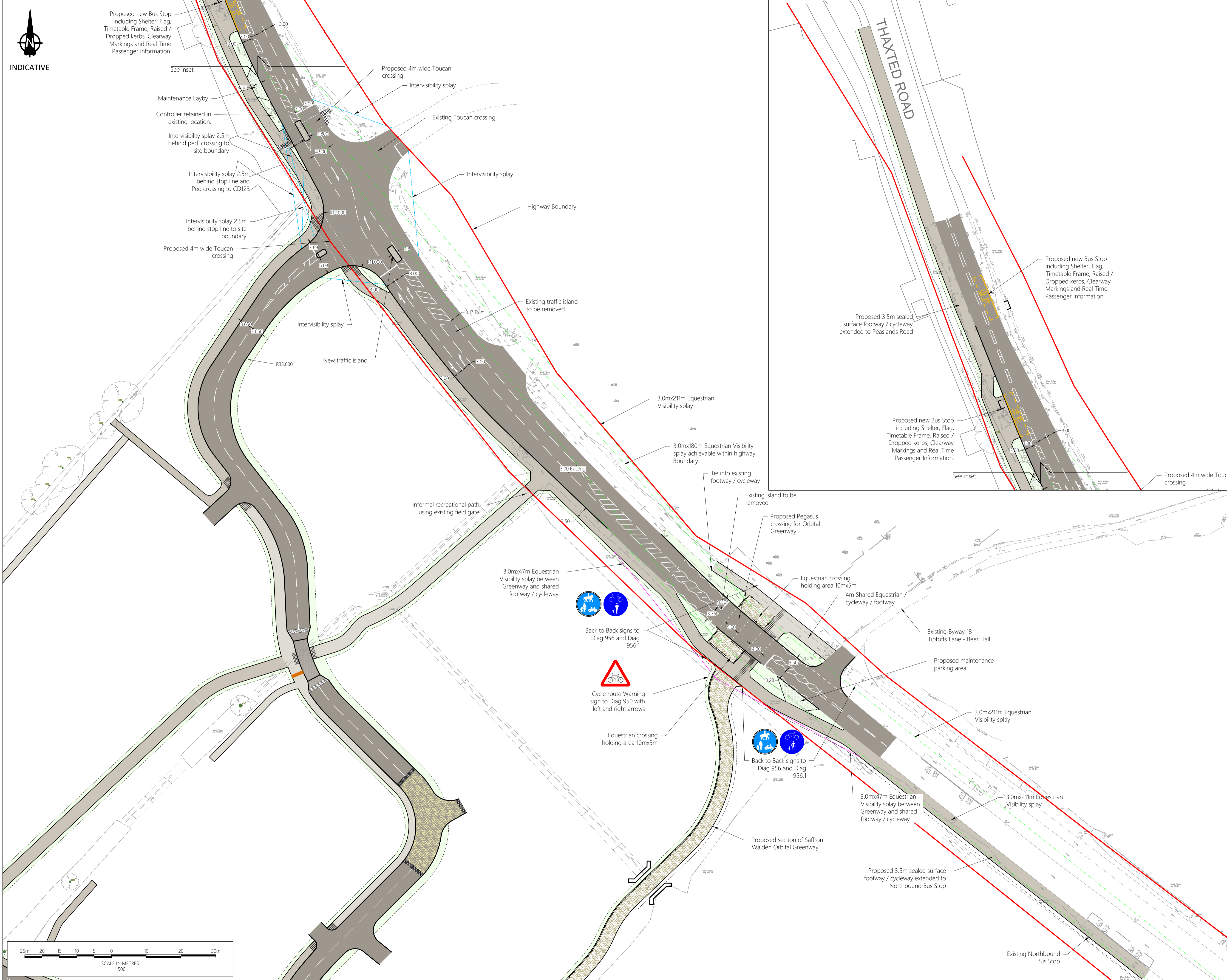
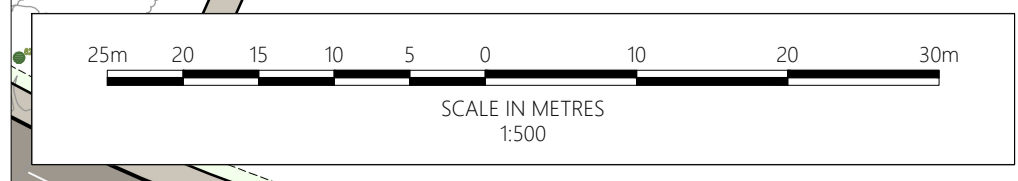
Title

Site Access Arrangements

MILESTONE
TRANSPORT PLANNING

Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
web: [REDACTED]

Drawing Number:	22078/006	Scale:	1:500 @ A1
Revision:	D		





INDICATIVE

Proposed 3.5m sealed surface footway / cycleway extended to Peaslands Road

Proposed new Bus Stop including Shelter, Flag, Timetable Frame, Raised / Dropped kerbs, Clearway Markings and Real Time Passenger Information.

Maintenance Layby

Controller retained in existing location.

Intervisibility splay 2.5m behind ped. crossing to site boundary

Intervisibility splay 2.5m behind stop line and Ped crossing to CD123

Intervisibility splay 2.5m behind stop line to site boundary

Intervisibility splay

Intervisibility splay

Highway Boundary

Existing traffic island to be removed

Intervisibility splay

New traffic island

- 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 produced by CD Surveys Ltd and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

	Carriageway
	Footway
	Cycleway
	Multi-User Route
	Verge

Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Drn:	Date:	Details:	Chk:
-	BM	06/02/2023	First issue	MS
A	BM	08/02/2023	Layout amended	MS
B	BM	17/02/2023	Shading added	MS

Client
Kier Ventures Limited

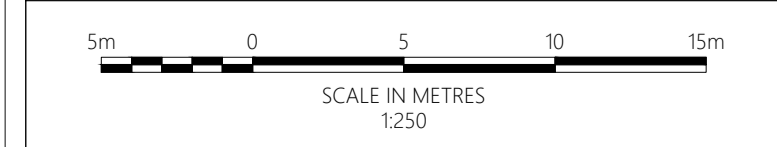
Project
Land West of Thaxted Road, Saffron Walden

Title
Site Access Arrangements

MILESTONE
TRANSPORT PLANNING

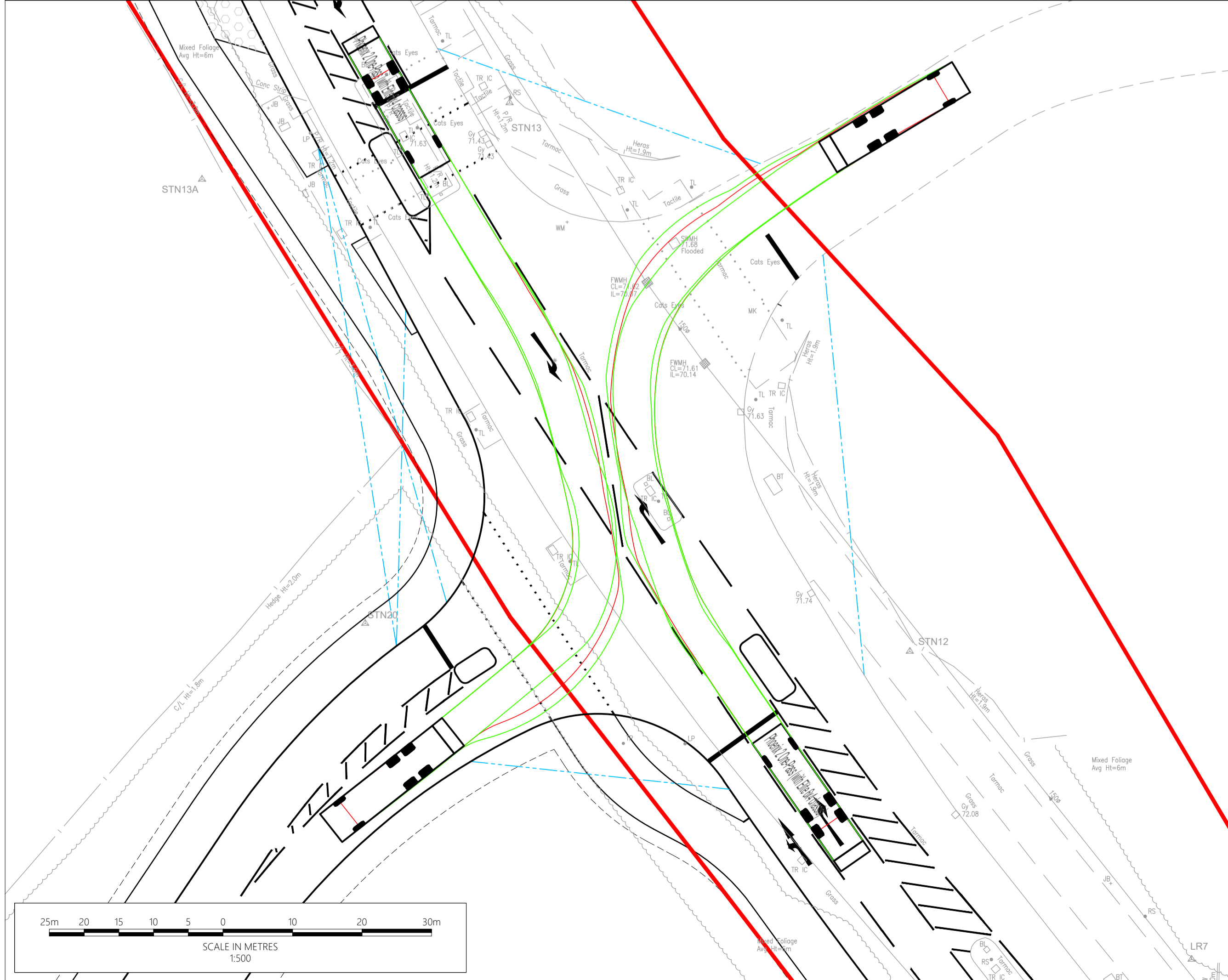
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN

Drawing Number:	22078/007	Scale:	1:250 @ A1
Revision:	B		

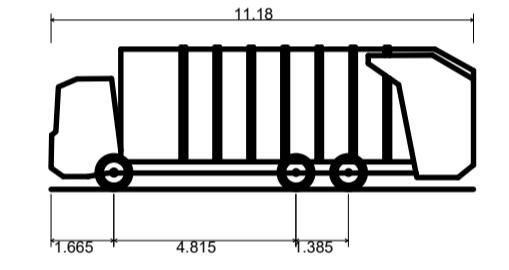




INDICATIVE



- 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 produced by CD Surveys Ltd and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.



Phoenix 2 One-Pass (with Elite 6x4 chassis)	11.180m
Overall Length	2.550m
Overall Width	3.760m
Overall Body Height	0.312m
Min Body Ground Clearance	2.550m
Track Width	4.00s
Lock to lock time	10.150m
Kerb to Kerb Turning Radius	

Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Dr:	Date:	Details:	Chk:
-	BM	03/02/2023	First issue	MS
A	BM	17/02/2023	Layout amended	MS

Client
Kier Ventures Limited

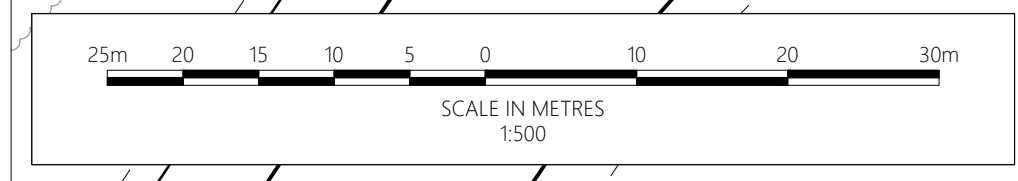
Project
Land of Thaxted Road,
Saffron Walden

Title
Large Refuse Vehicle Tracking



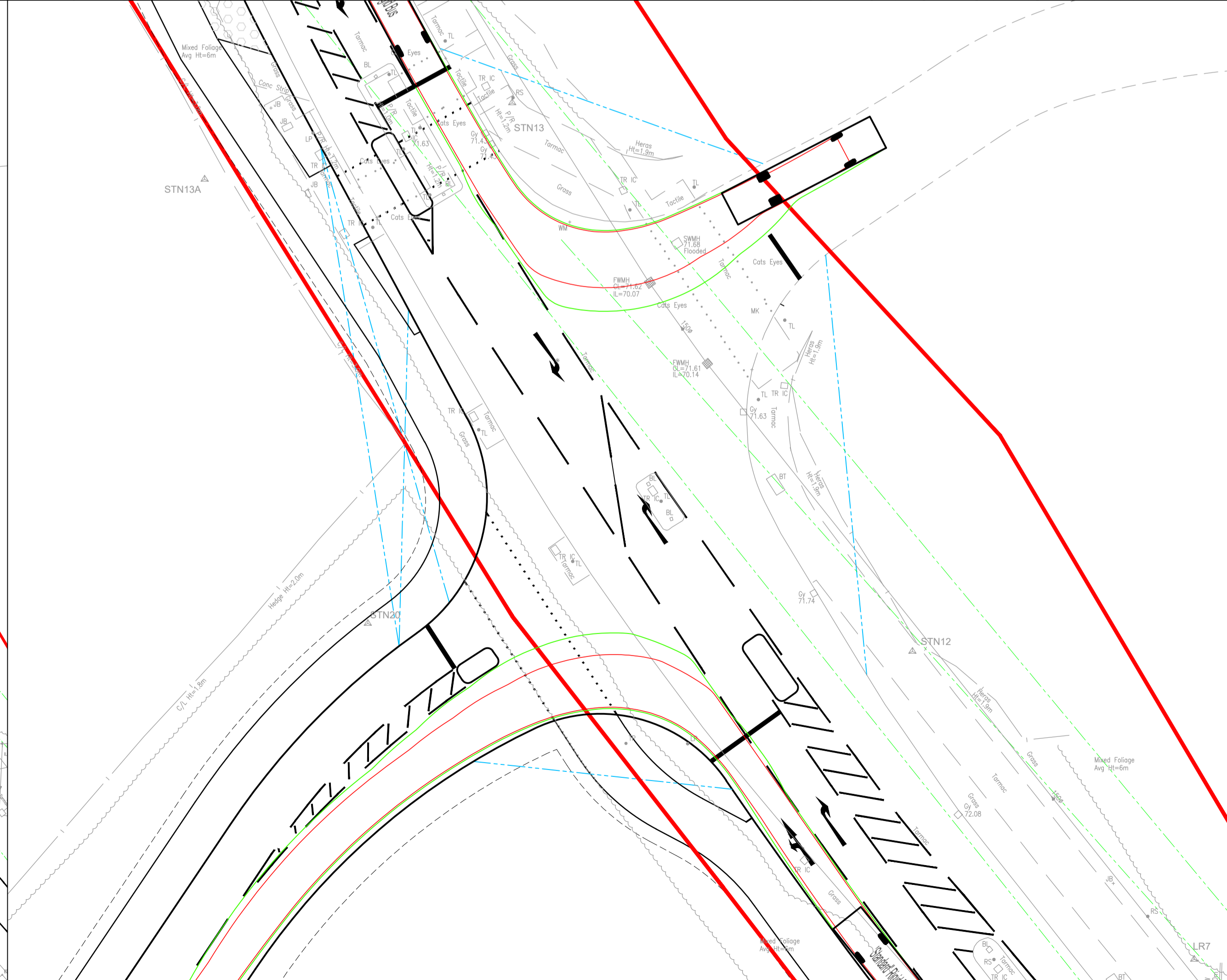
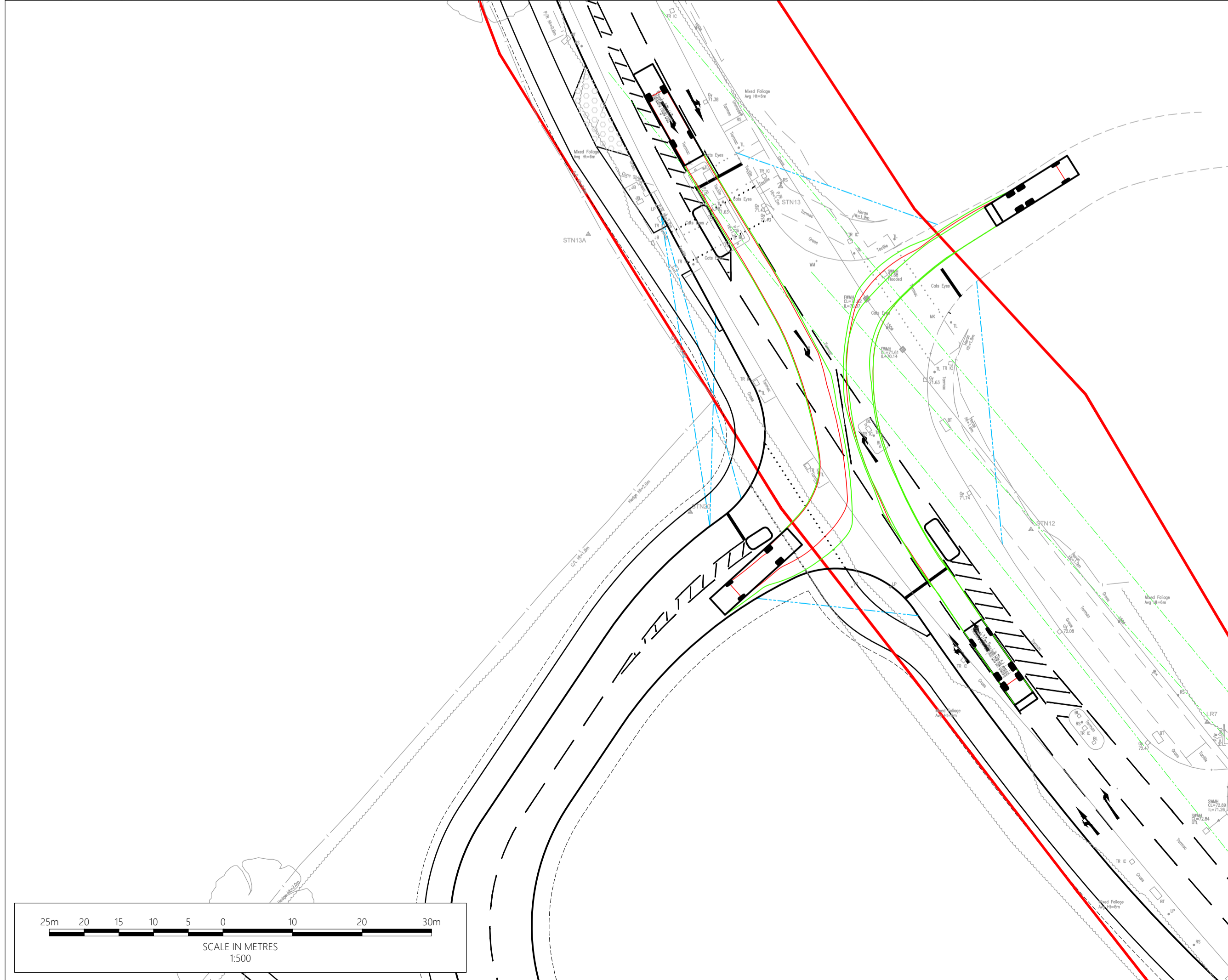
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
web: [REDACTED]

Drawing Number:	Scale:
22078/TK03	1:250 @ A1
	Revision:
	A



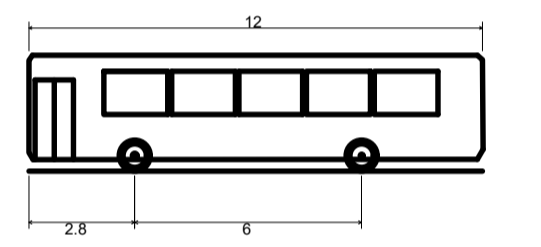


INDICATIVE



- 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 produced by CD Surveys Ltd. and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

- Key
- Carriageway
 - Footway
 - Cycleway
 - Multi-User Route
 - Verge
 - Visibility Splay 4.5m x 90m



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

Ordnance Survey Licence number: 100057360

Rev.	Drn.	Date	Details	Chk.
-	BM	03/02/2023	First issue	MS
A	BM	17/02/2023	Layout amended	MS

Client
Kier Ventures Limited

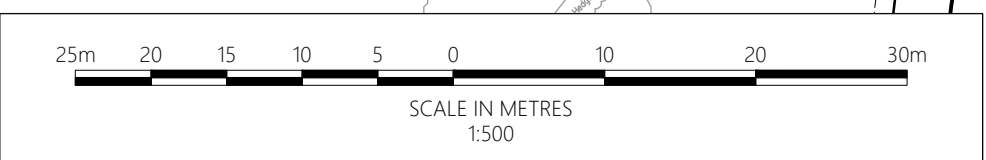
Project
Land of Thaxted Road,
Saffron Walden

Title
Single Deck Bus Tracking



7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
web: [redacted]

Drawing Number: 22078/TK04
Scale: 1:250 @ A1
Revision: A





Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information produced by CD Surveys Ltd. and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	BM	08/02/2023	First issue	MS
A	BM	13/02/2023	Layout amended	MS

Client

Kier Ventures Limited

Project

Land of Thaxted Road,
Saffron Walden

Title

Vehicular Tracking

MILESTONE
TRANSPORT PLANNING

7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
web: [REDACTED]

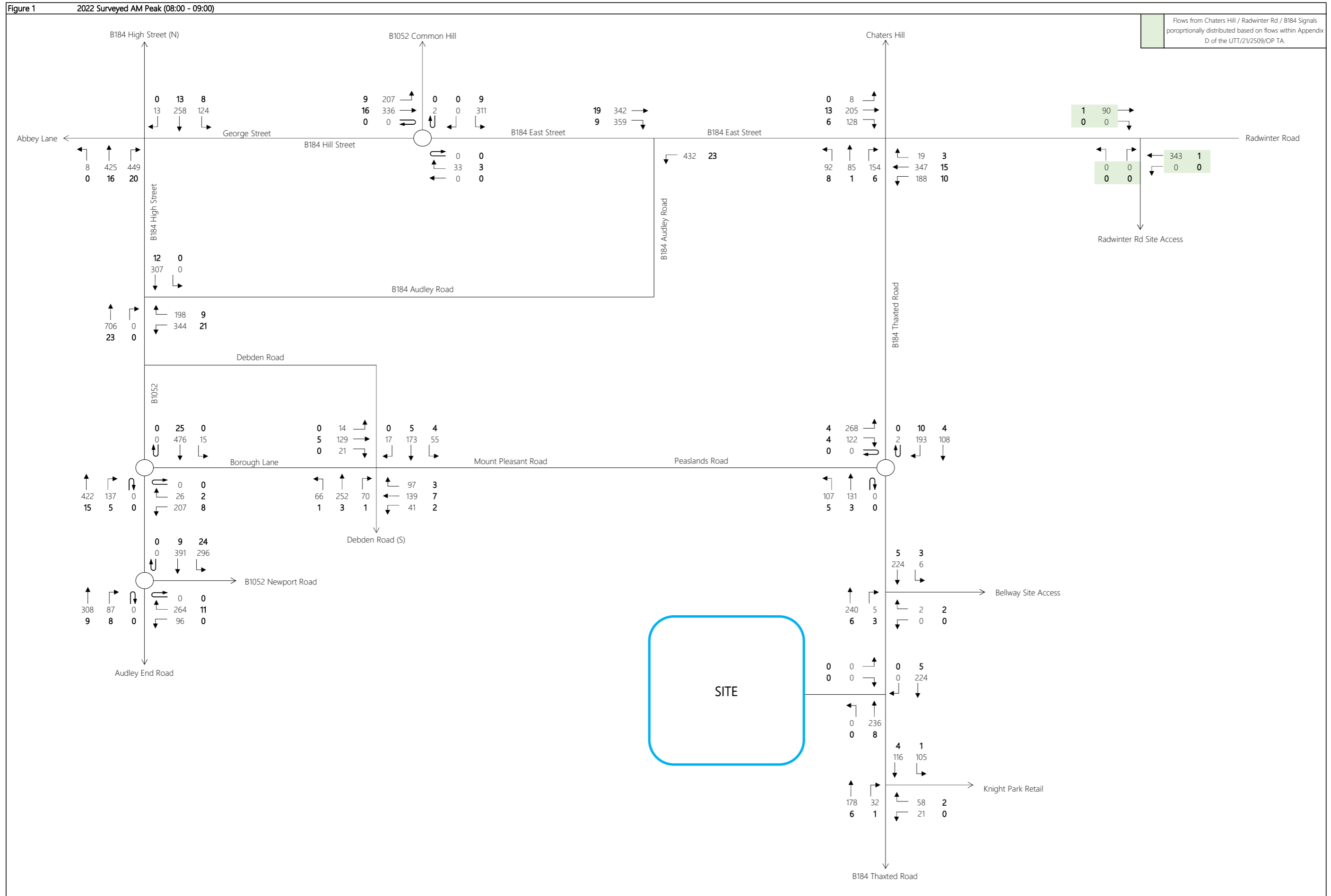
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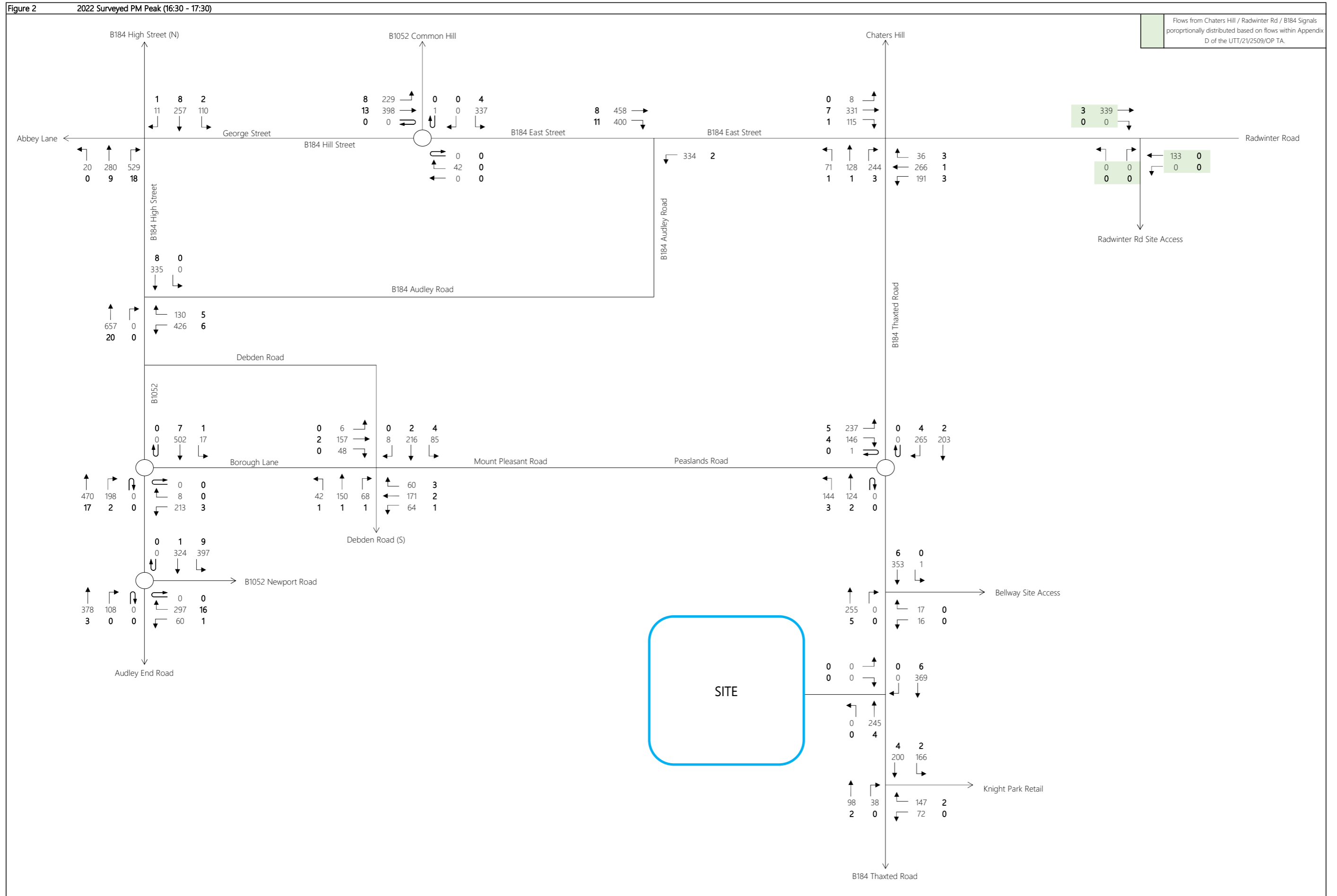
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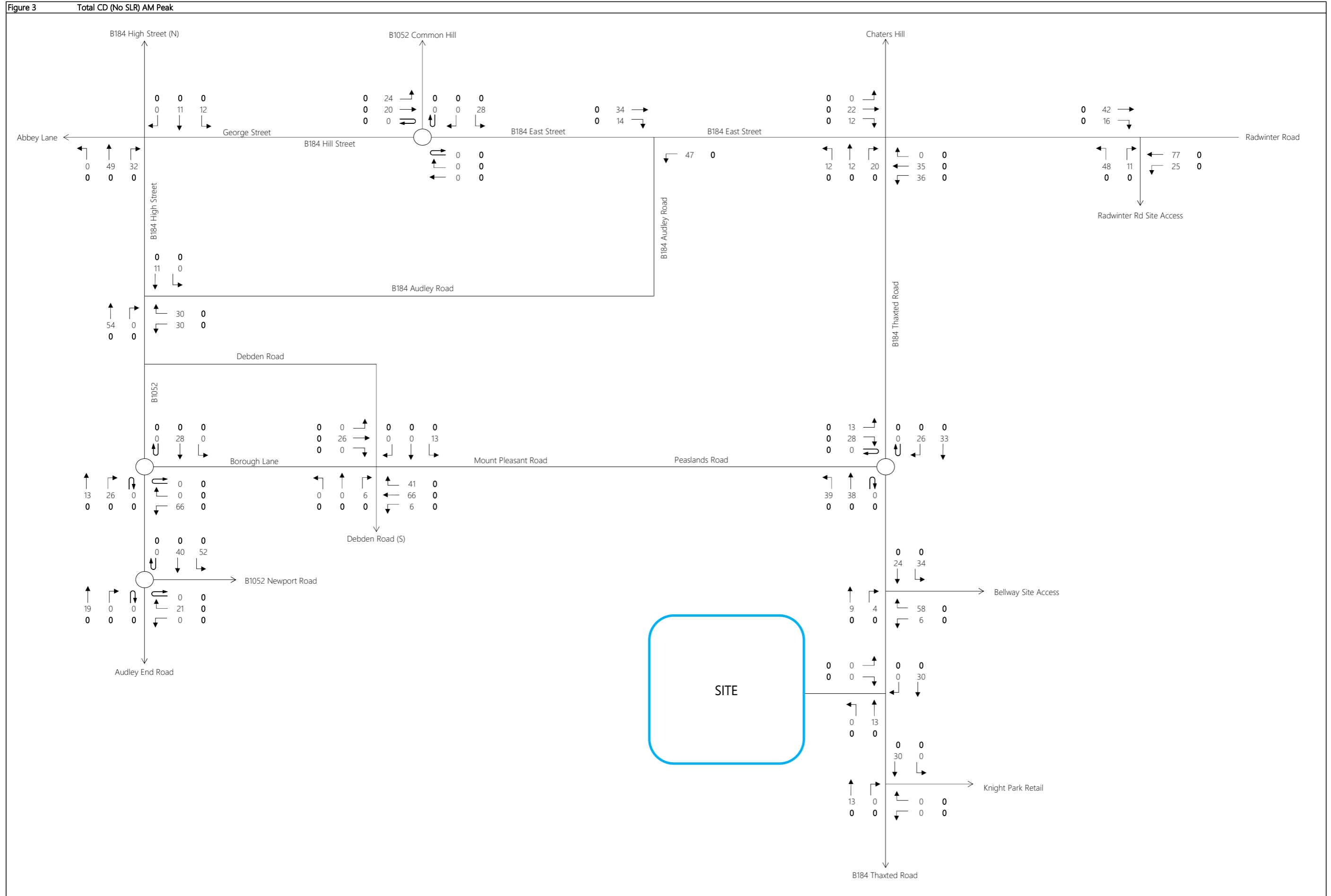
Revision: A

Appendix 4

22078 - Traffic Flow Diagrams







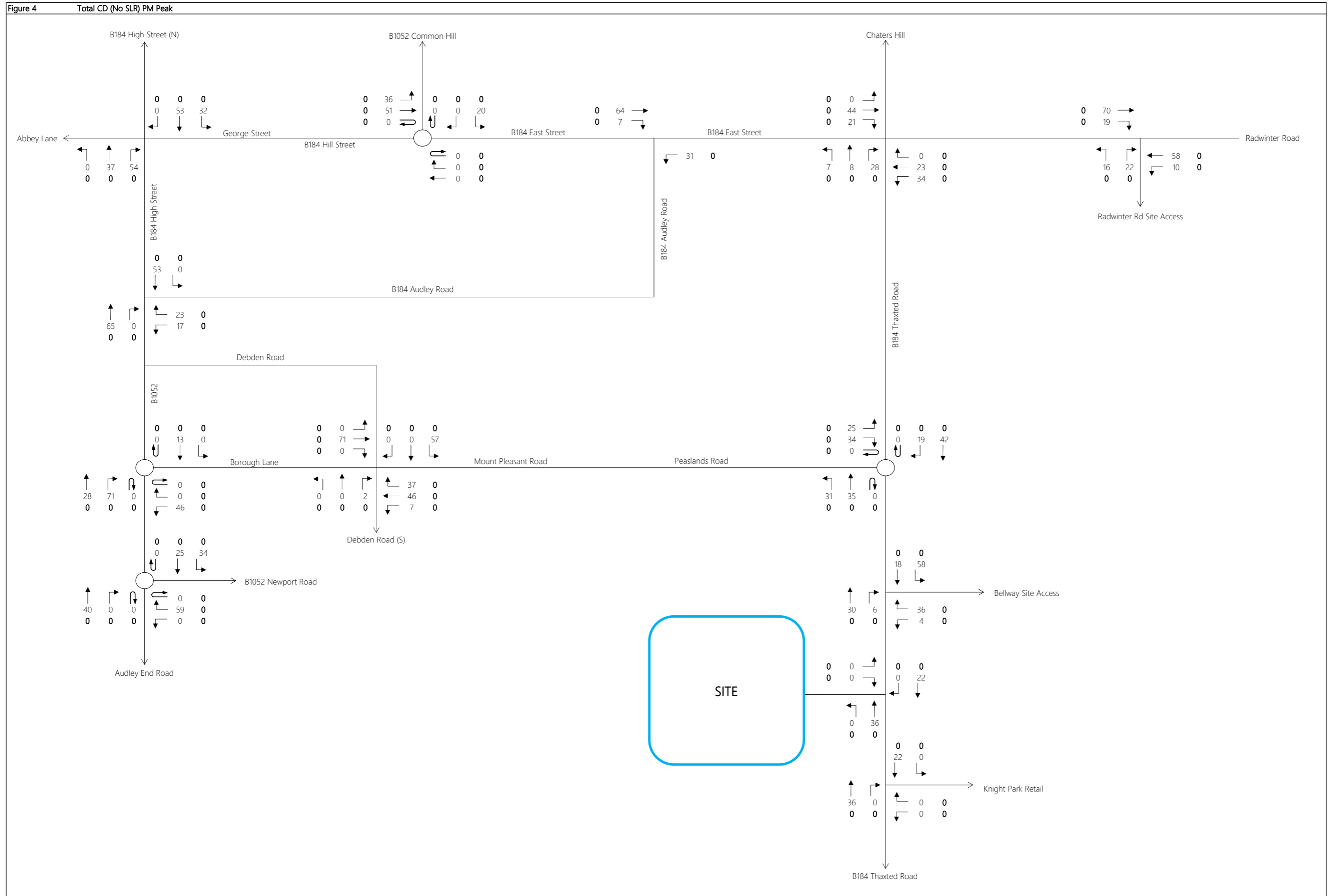
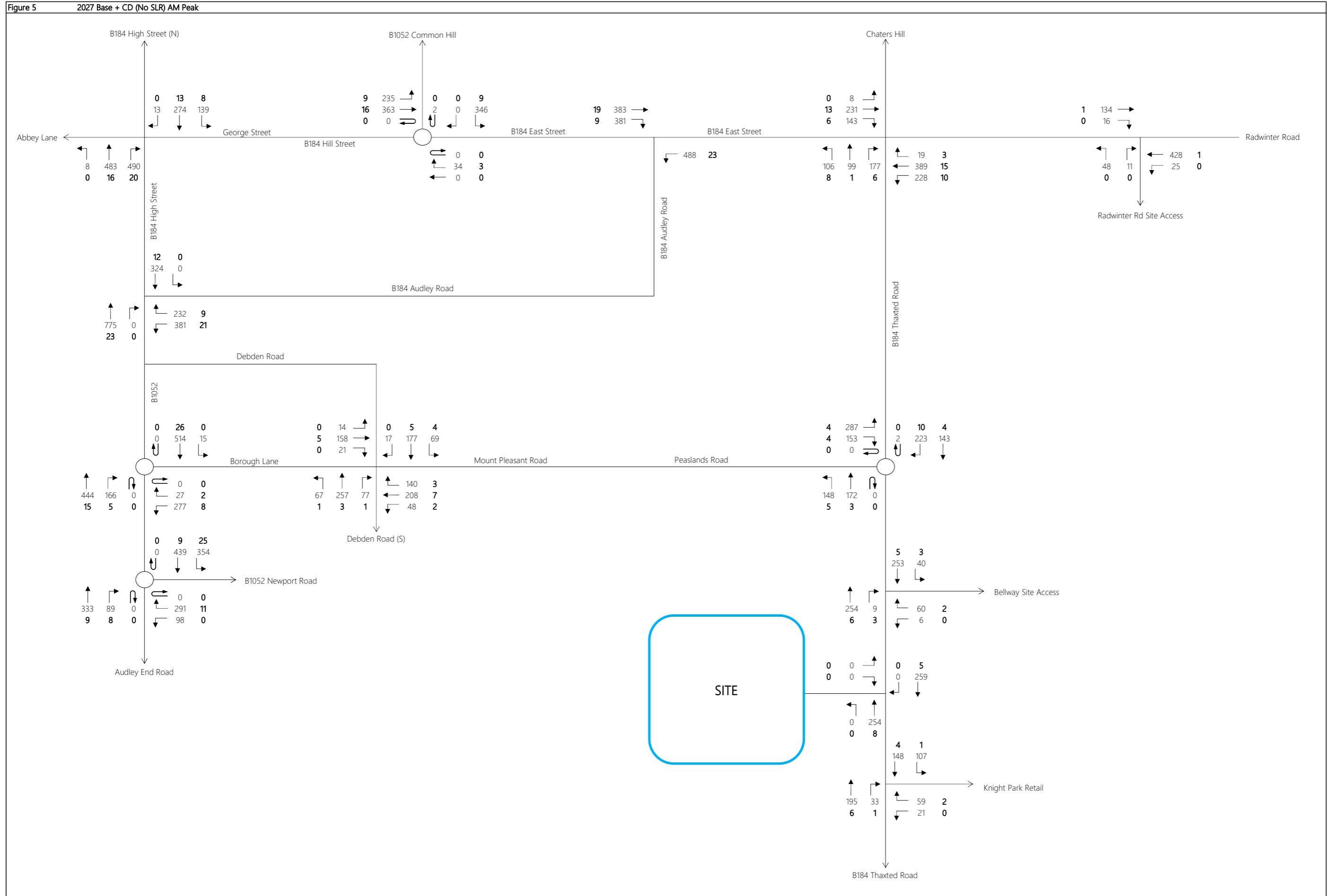
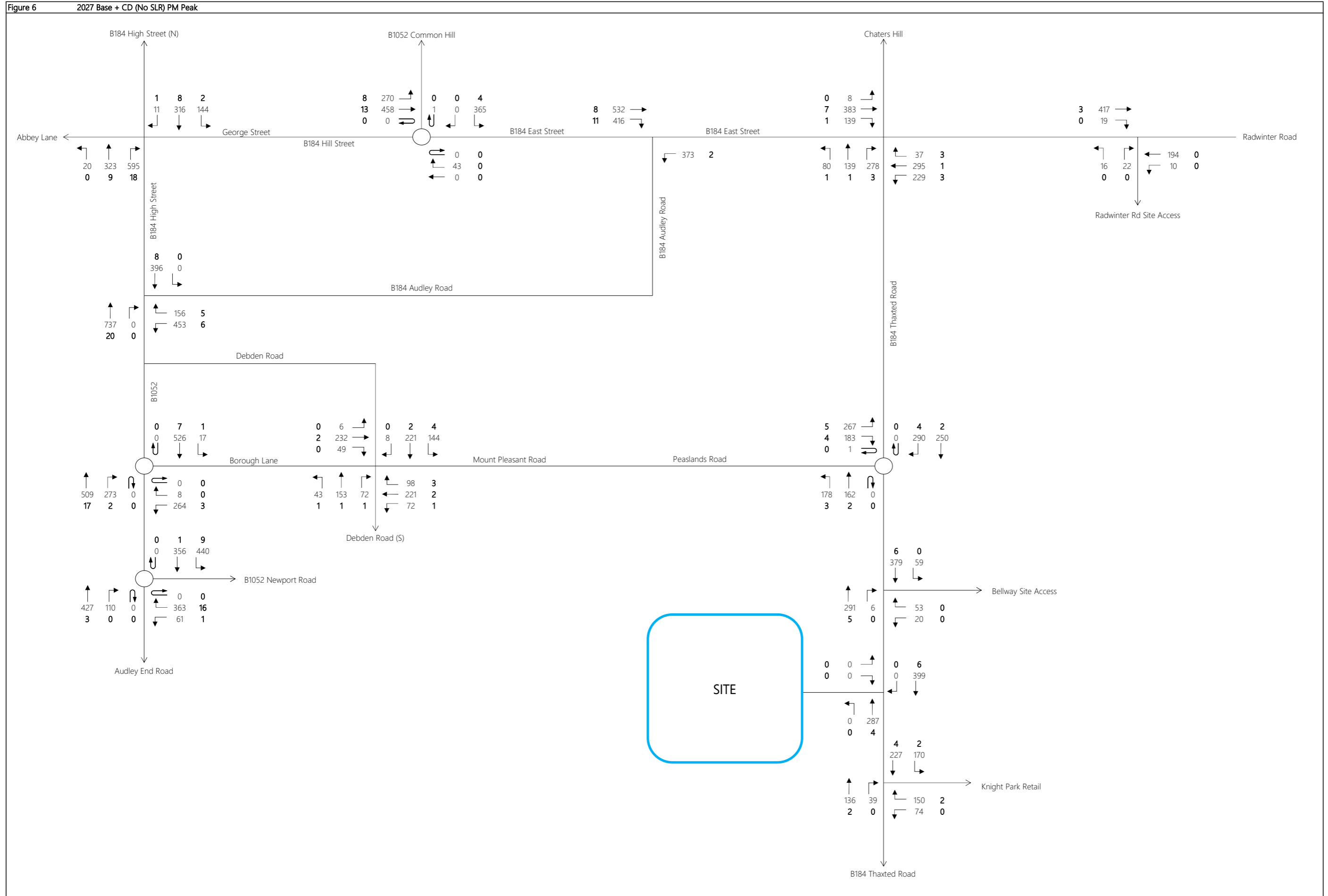


Figure 5 2027 Base + CD (No SLR) AM Peak





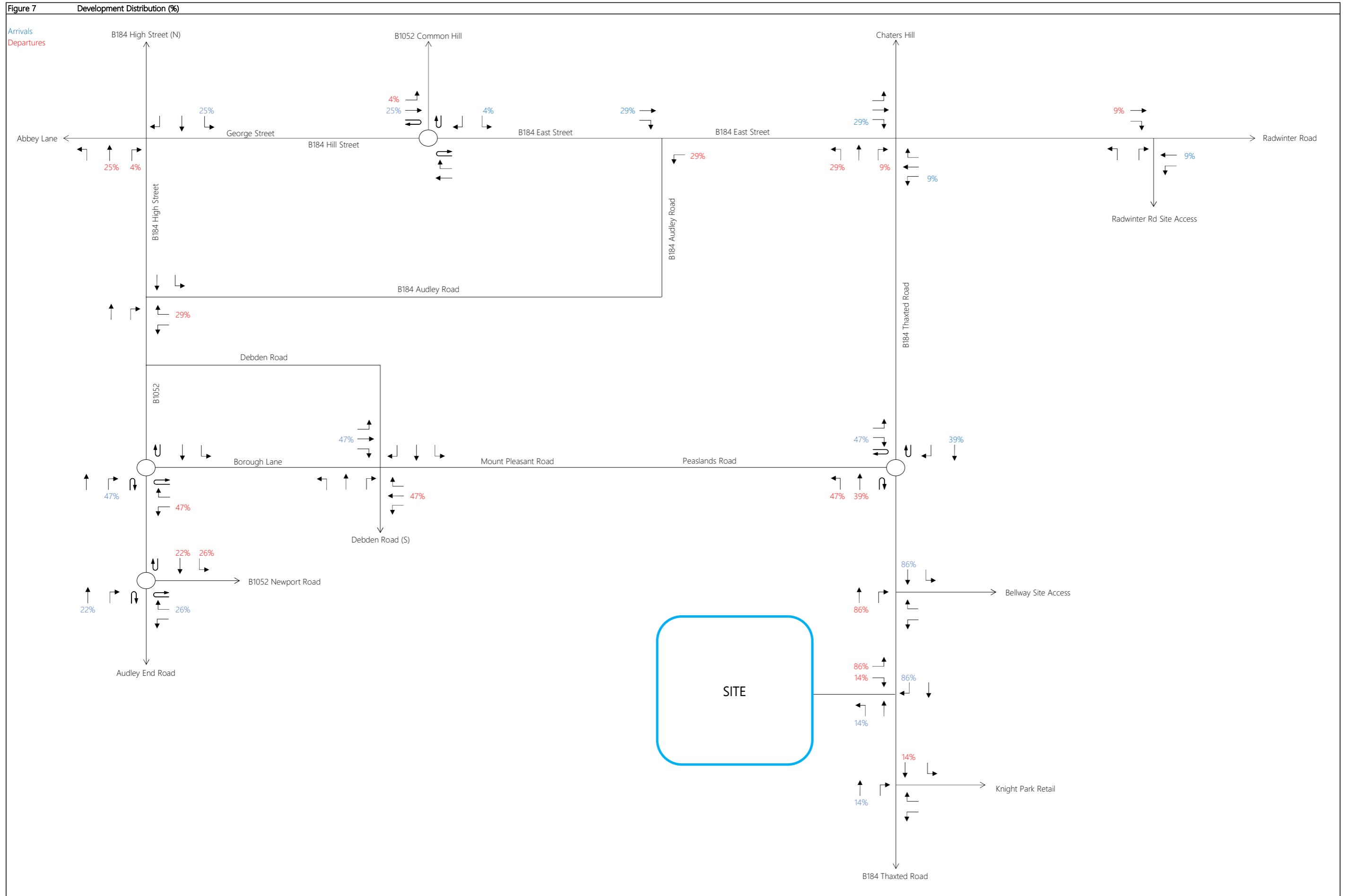
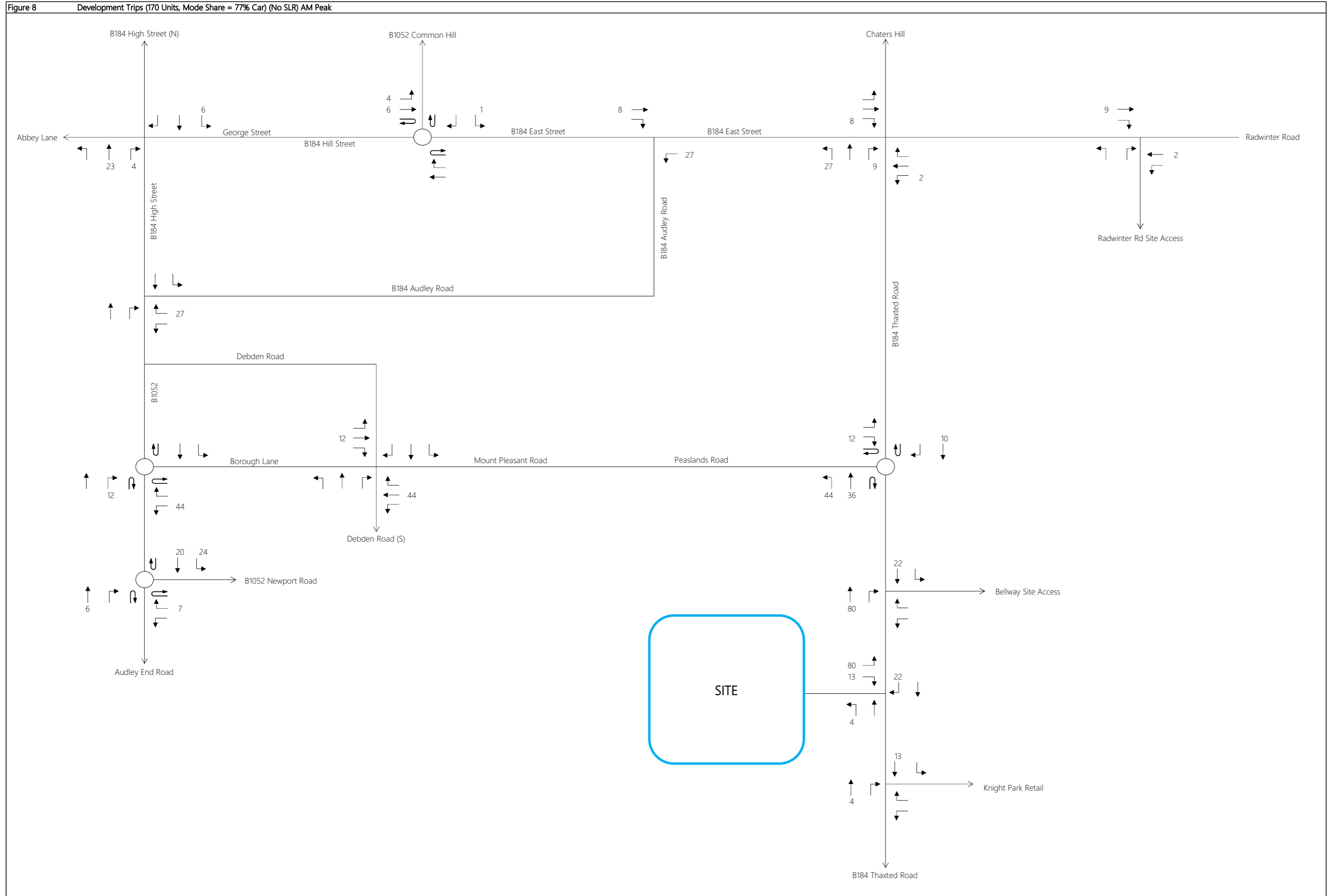


Figure 8 Development Trips (170 Units, Mode Share = 77% Car) (No SLR) AM Peak



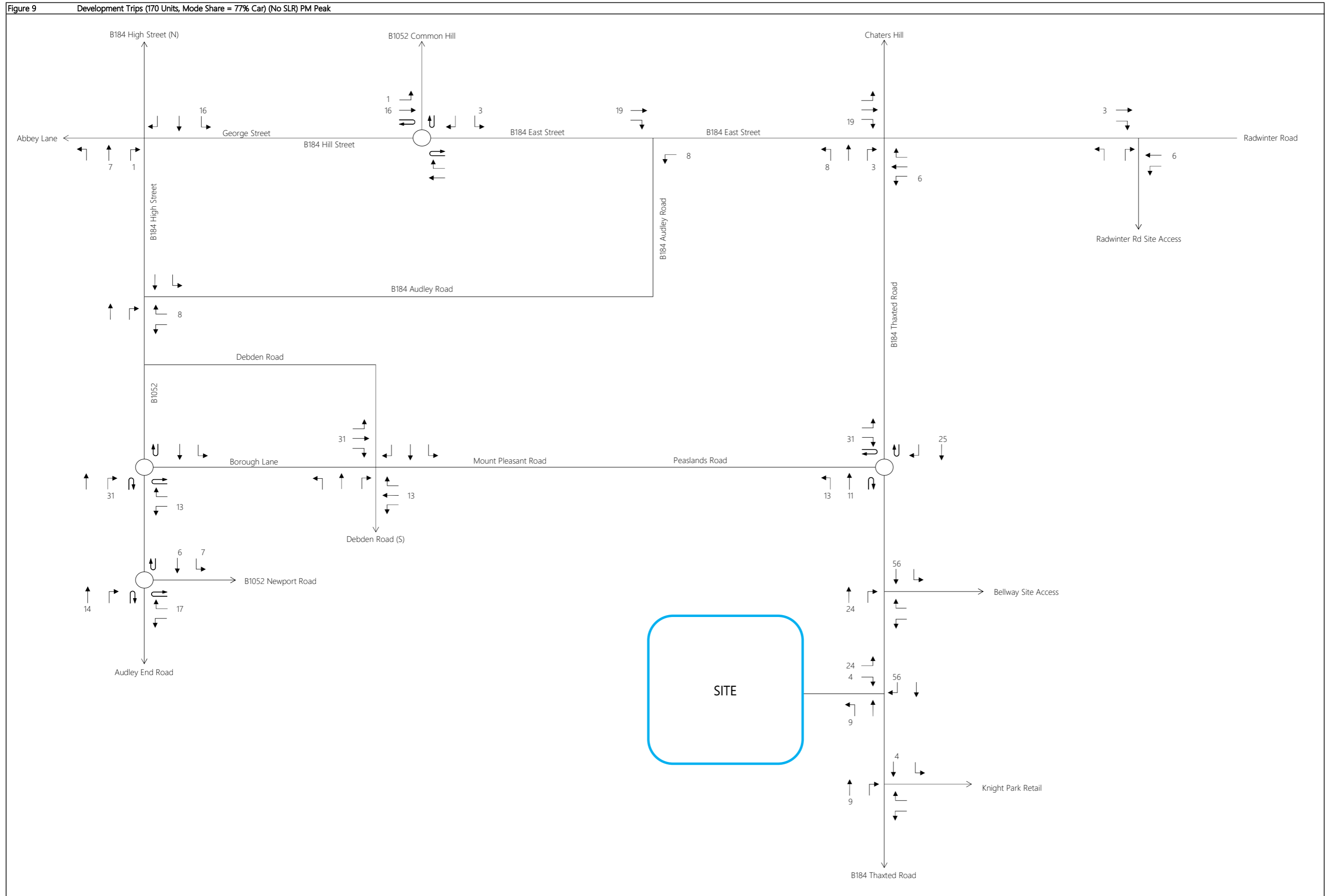


Figure 10 2027 Base + CD + Development (No SLR) AM Peak

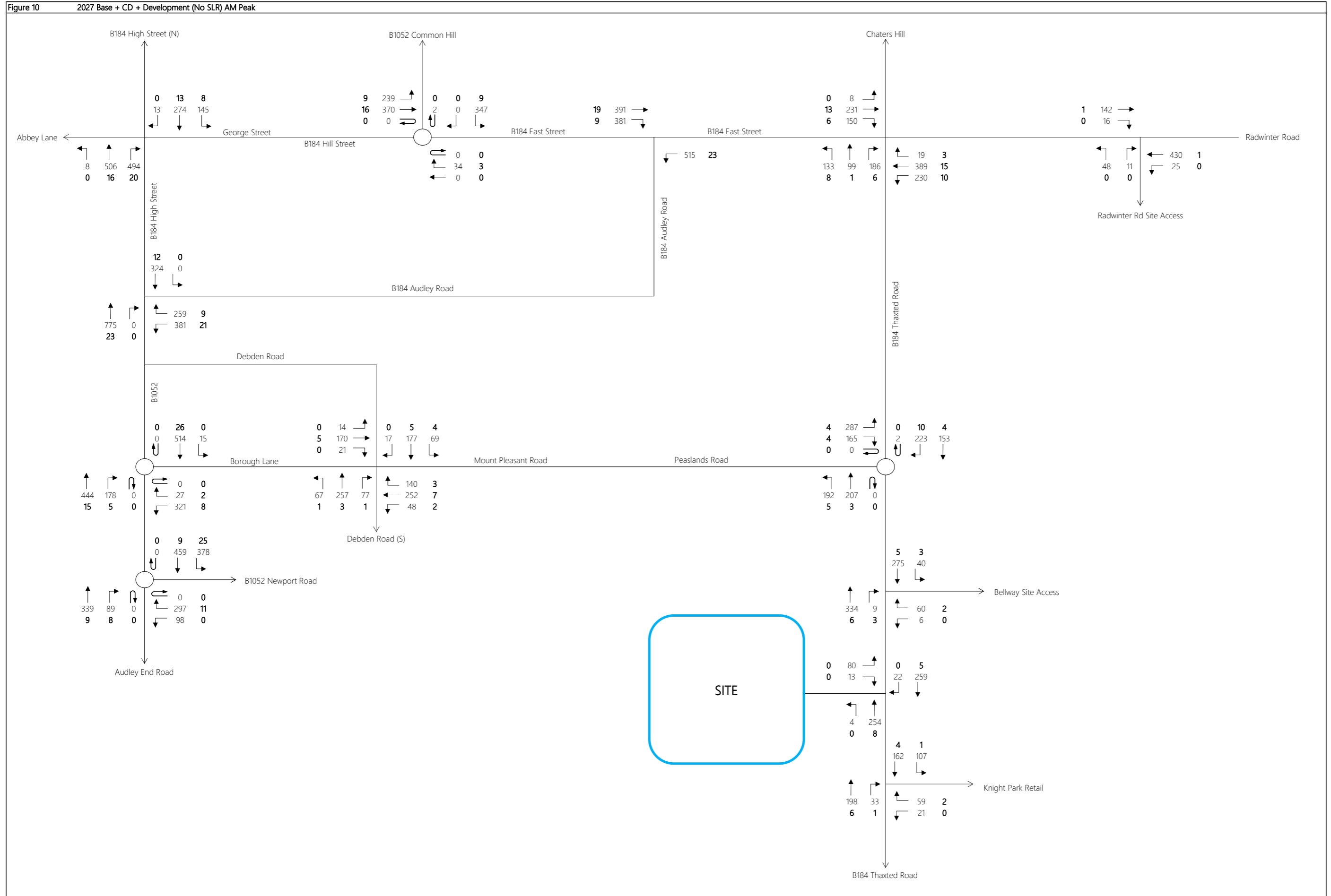


Figure 11 2027 Base + CD + Development (No SLR) PM Peak

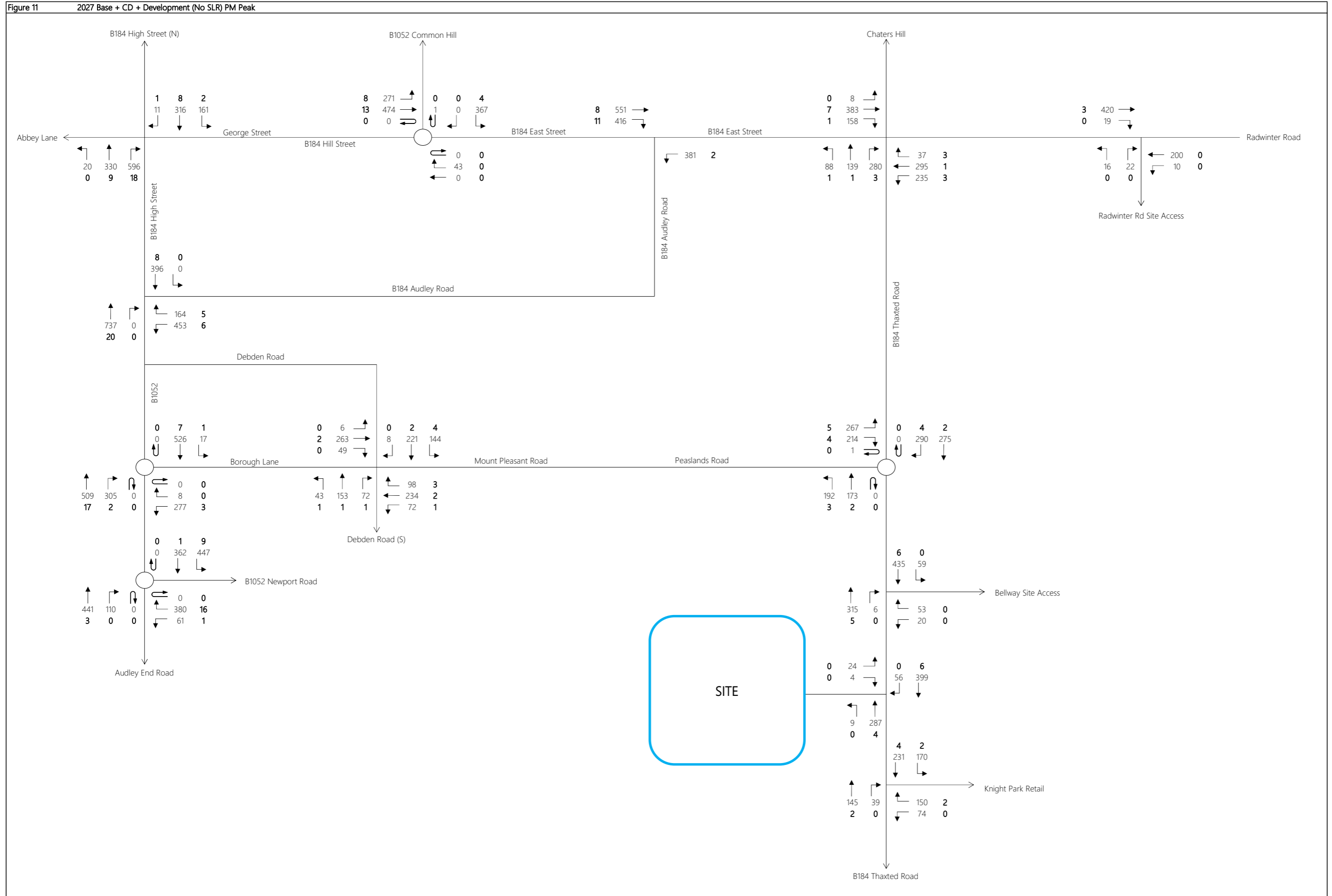
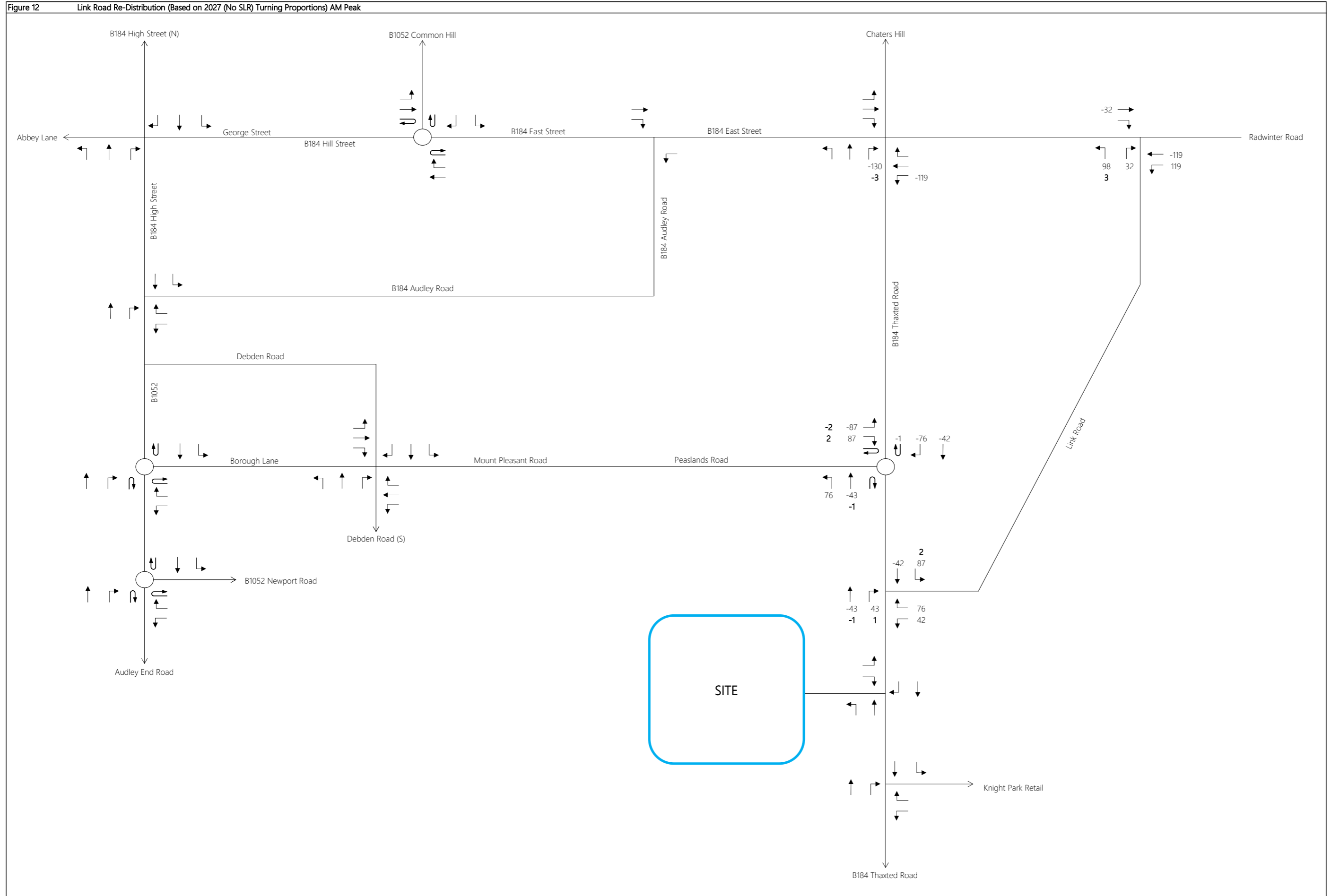


Figure 12 Link Road Re-Distribution (Based on 2027 (No SLR) Turning Proportions) AM Peak



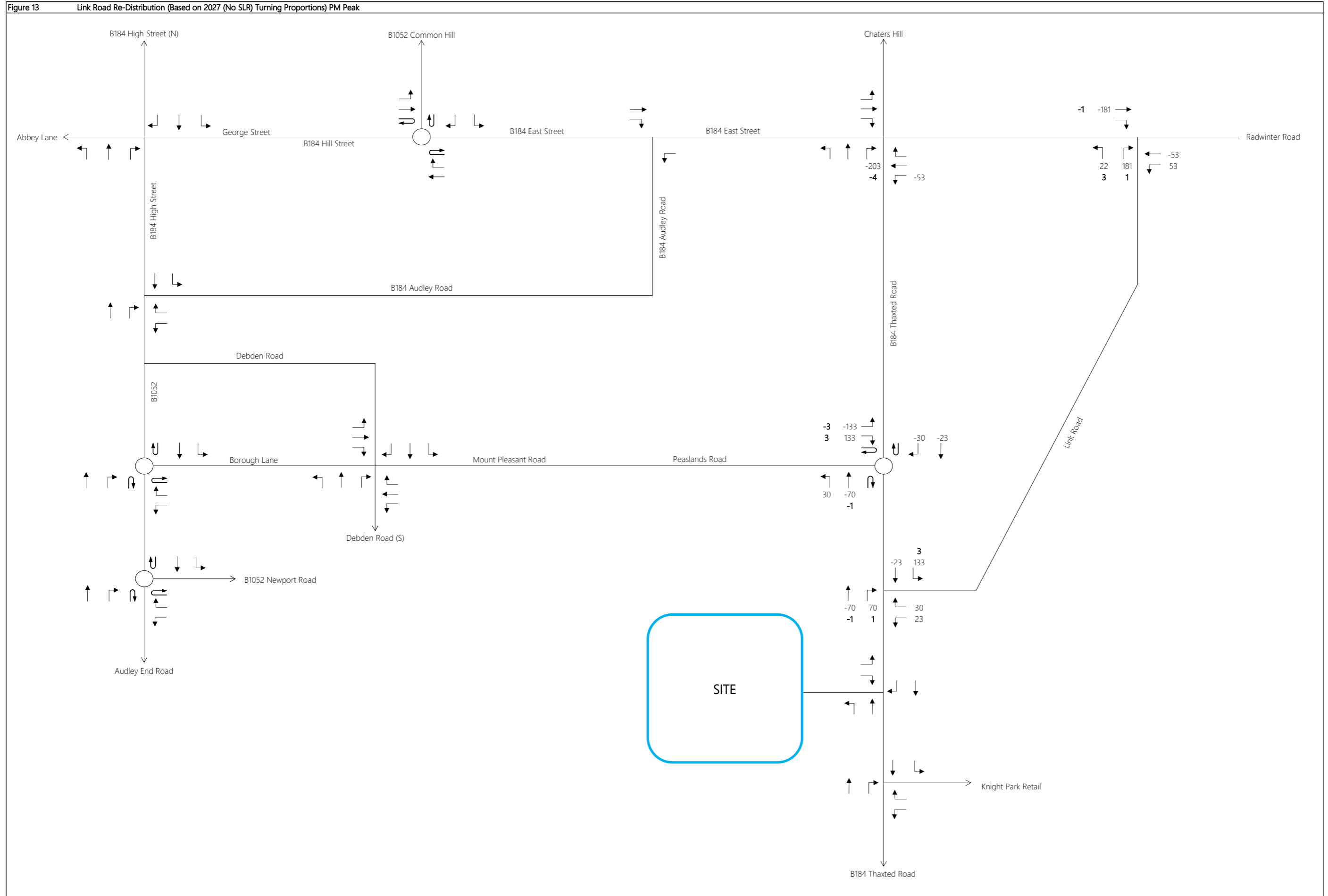


Figure 14 2027 Base (SLR) AM Peak

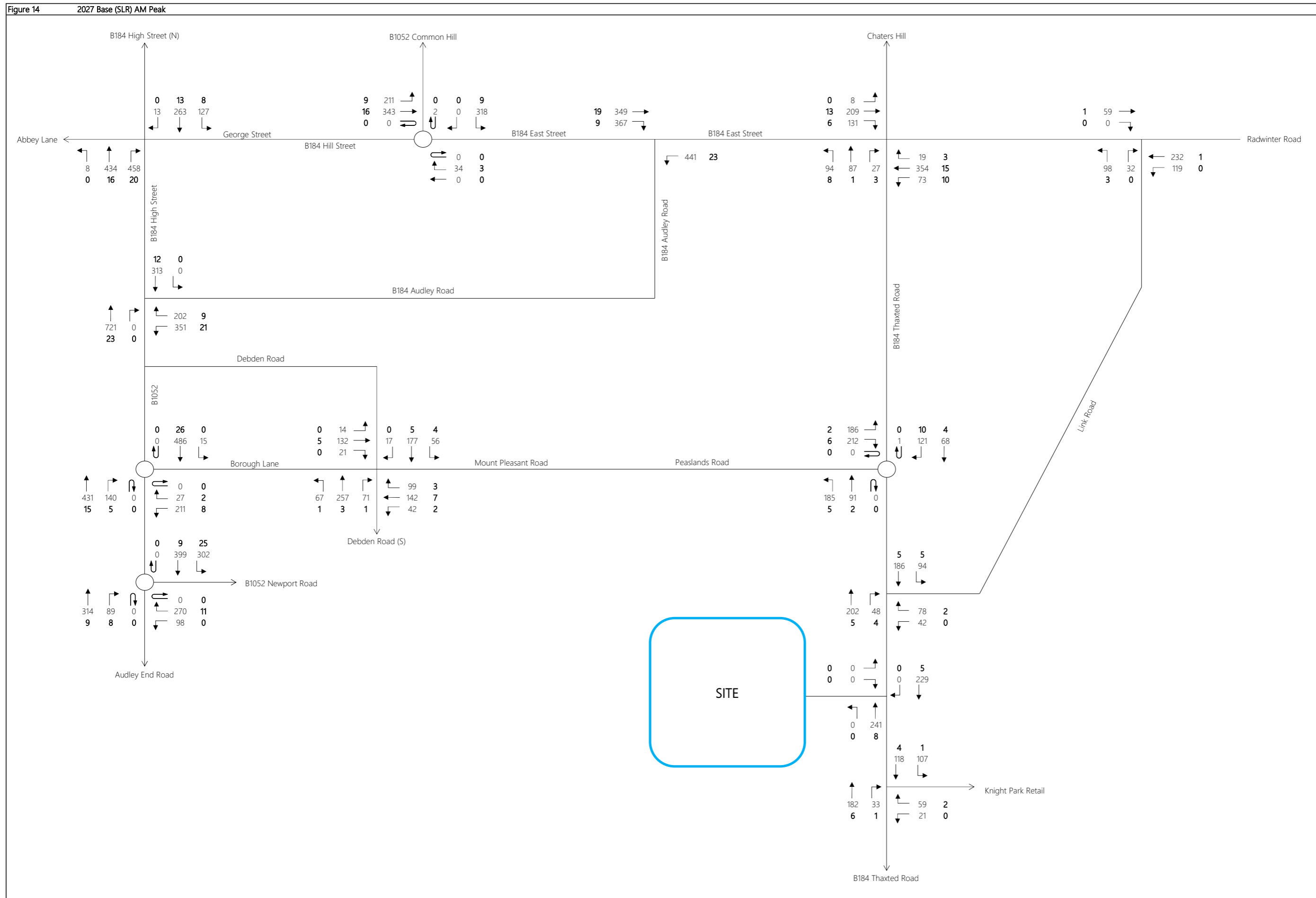
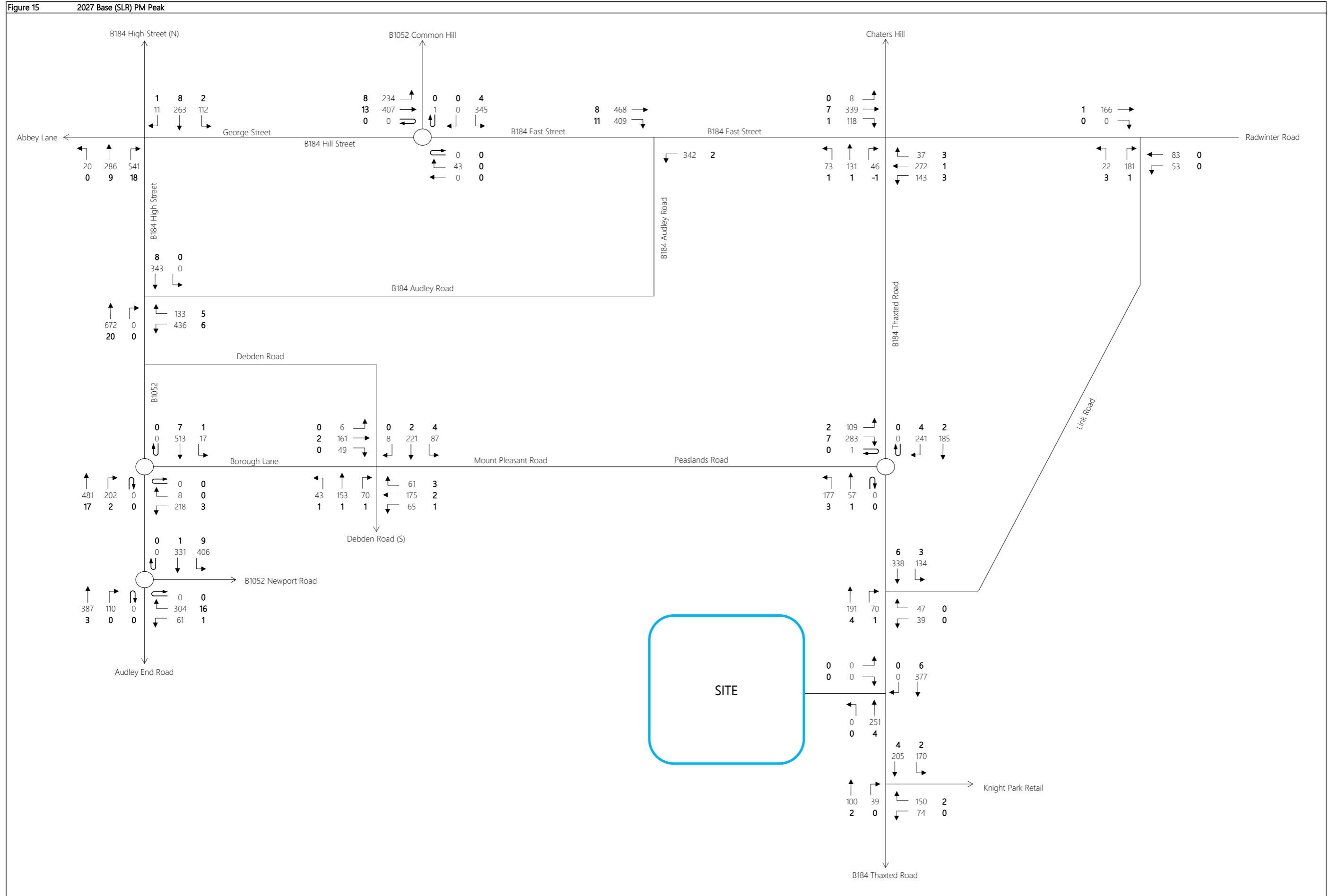
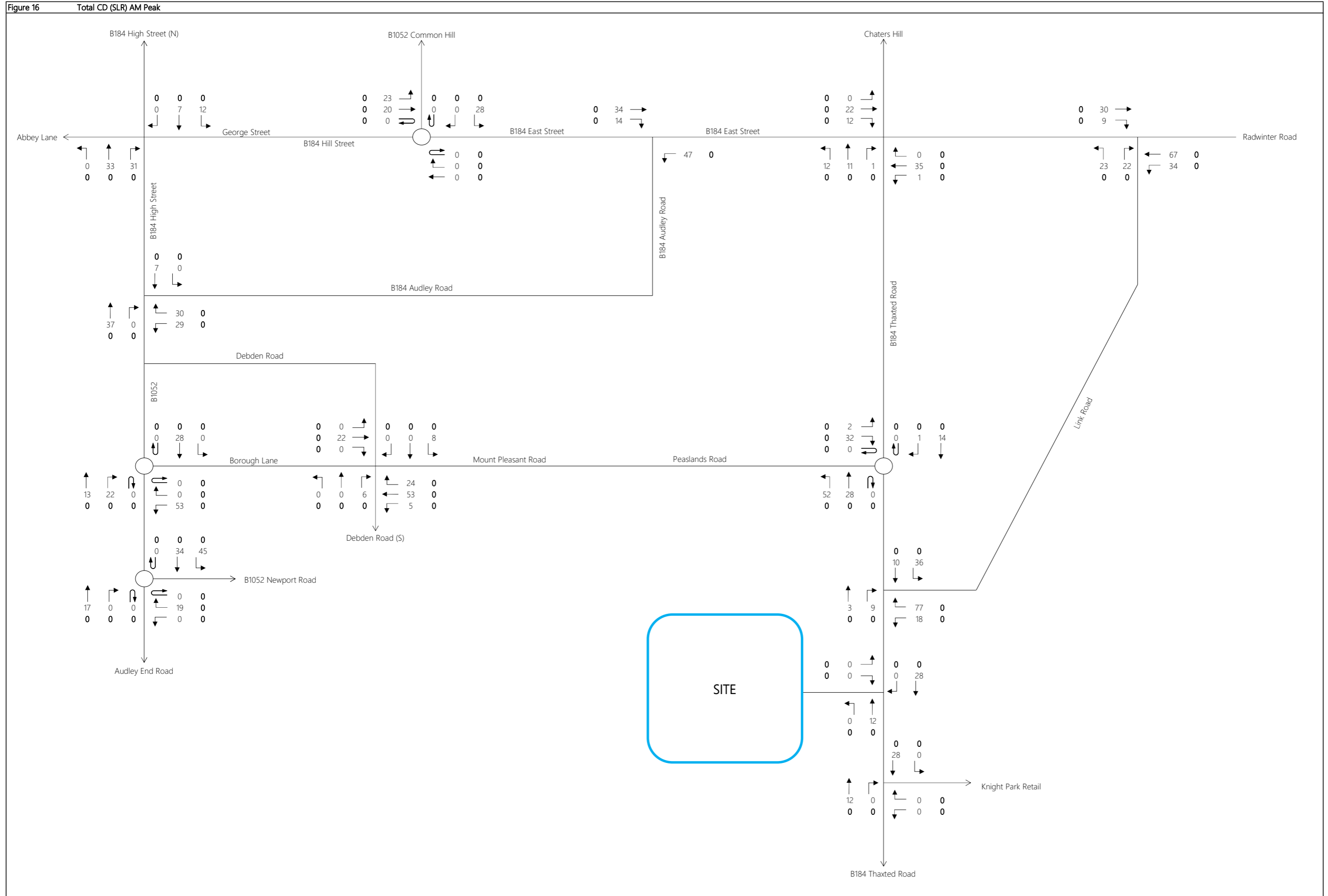


Figure 15 2027 Base (SLR) PM Peak





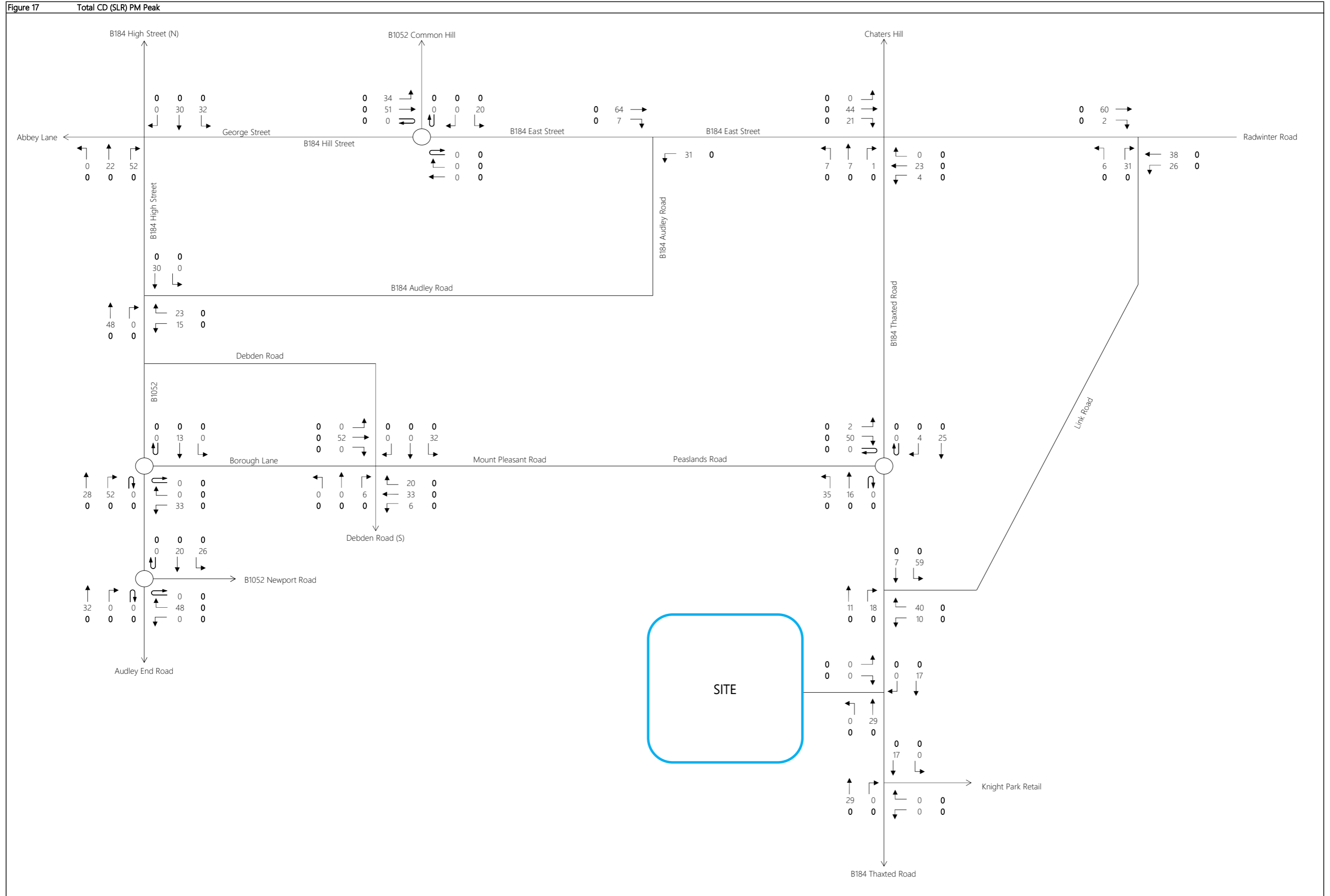


Figure 18 2027 Base SLR + Total CD (SLR) AM Peak

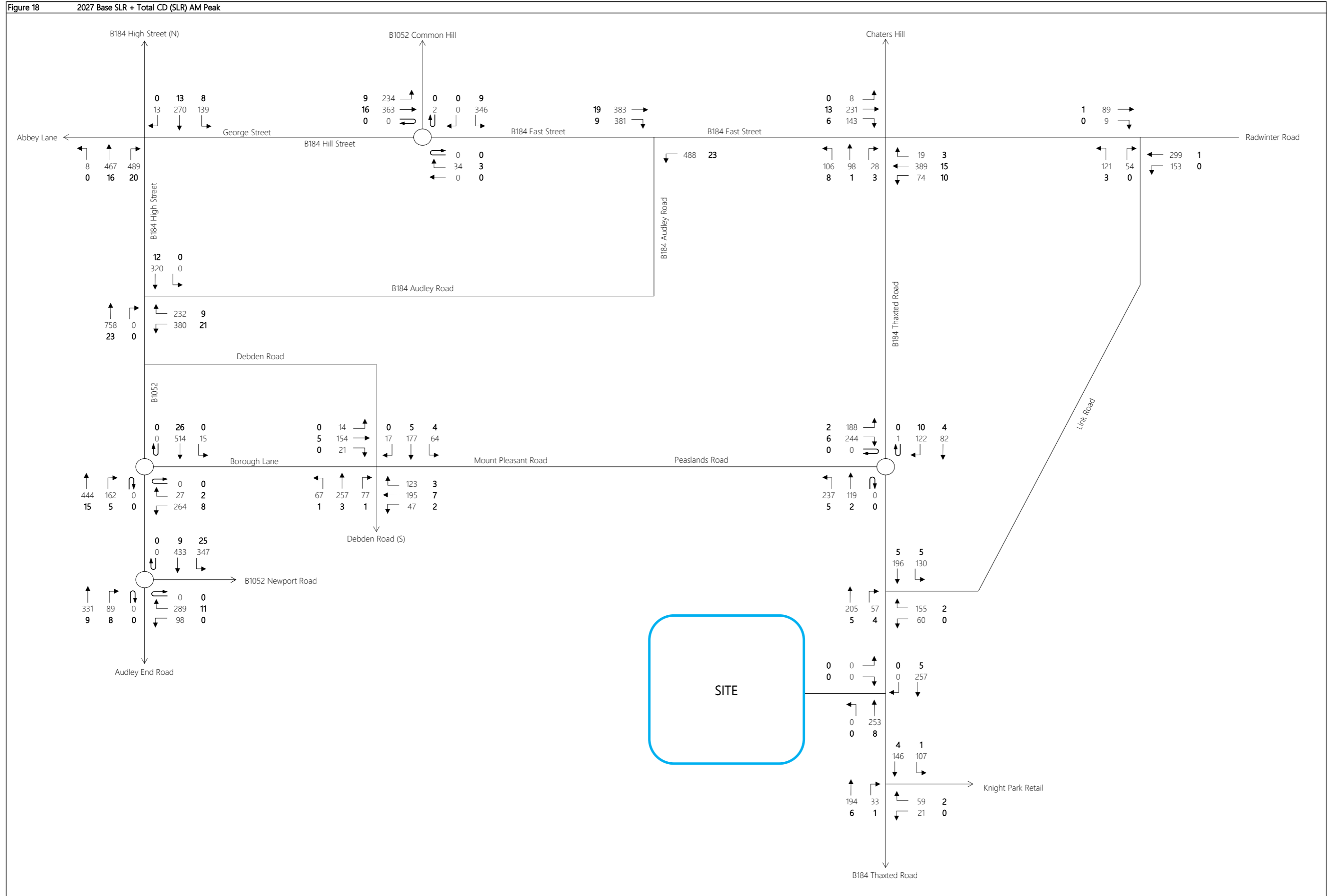
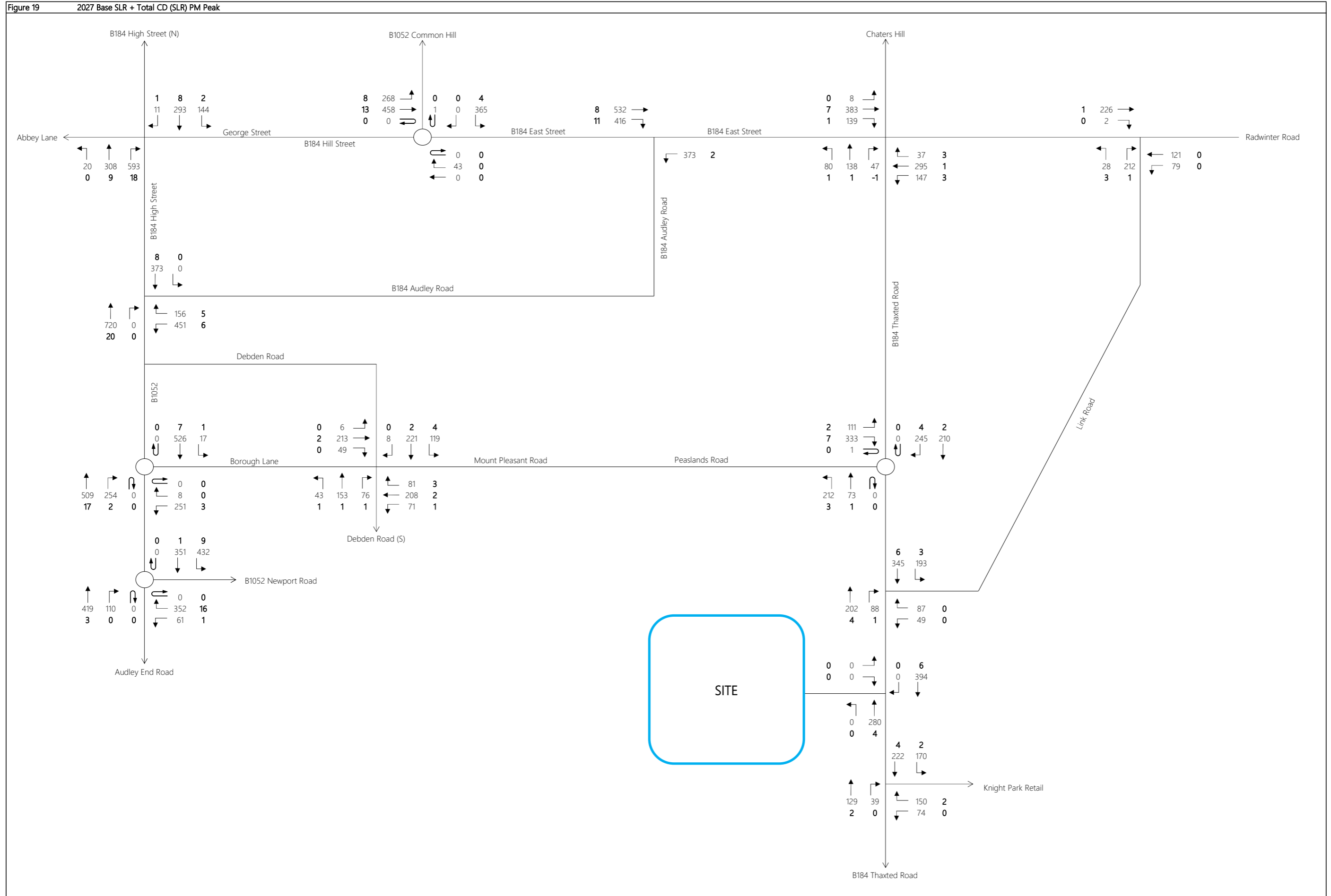


Figure 19 2027 Base SLR + Total CD (SLR) PM Peak



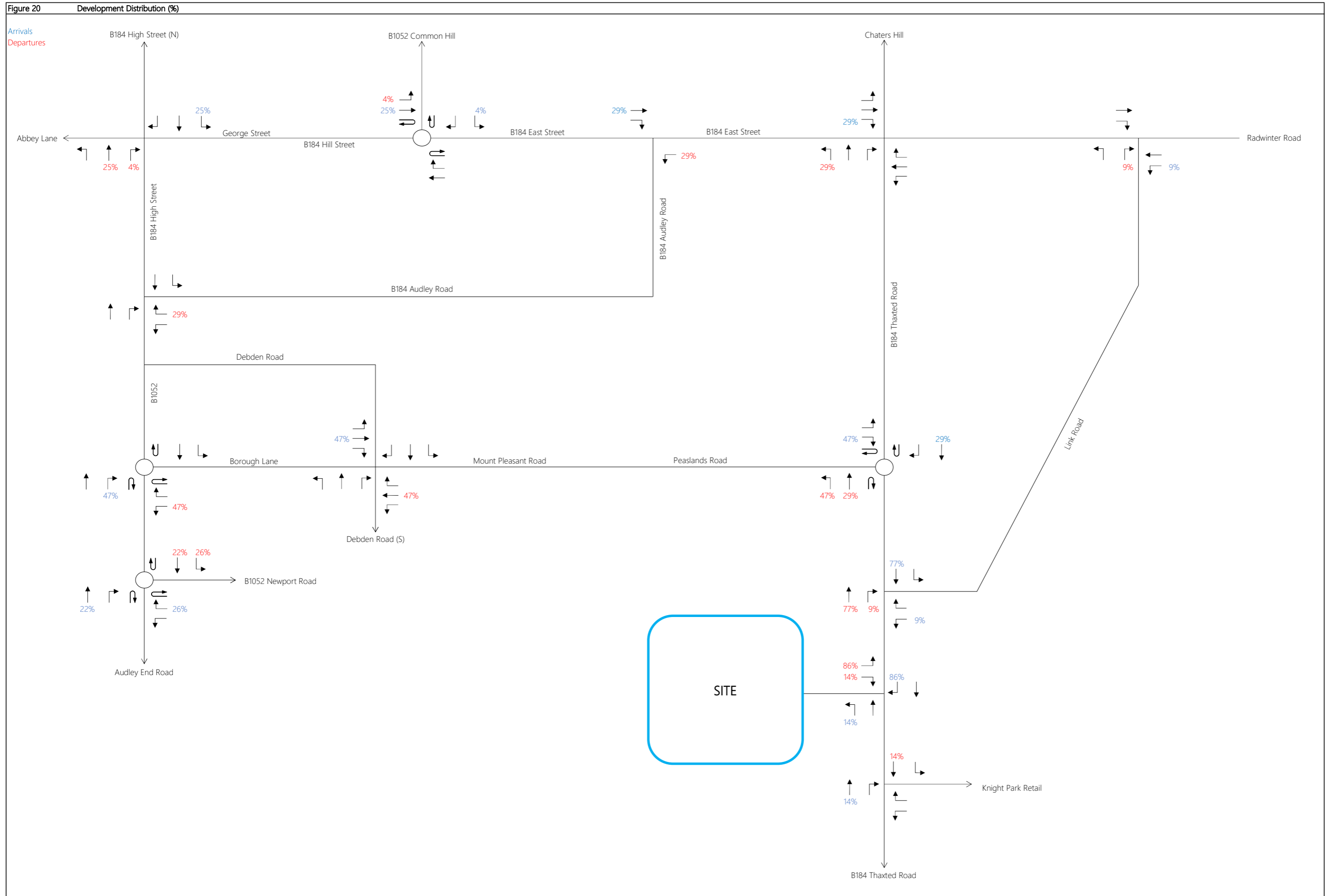


Figure 21 Development Trips (170 Units, Mode Share = 77% Car) (No SLR) AM Peak

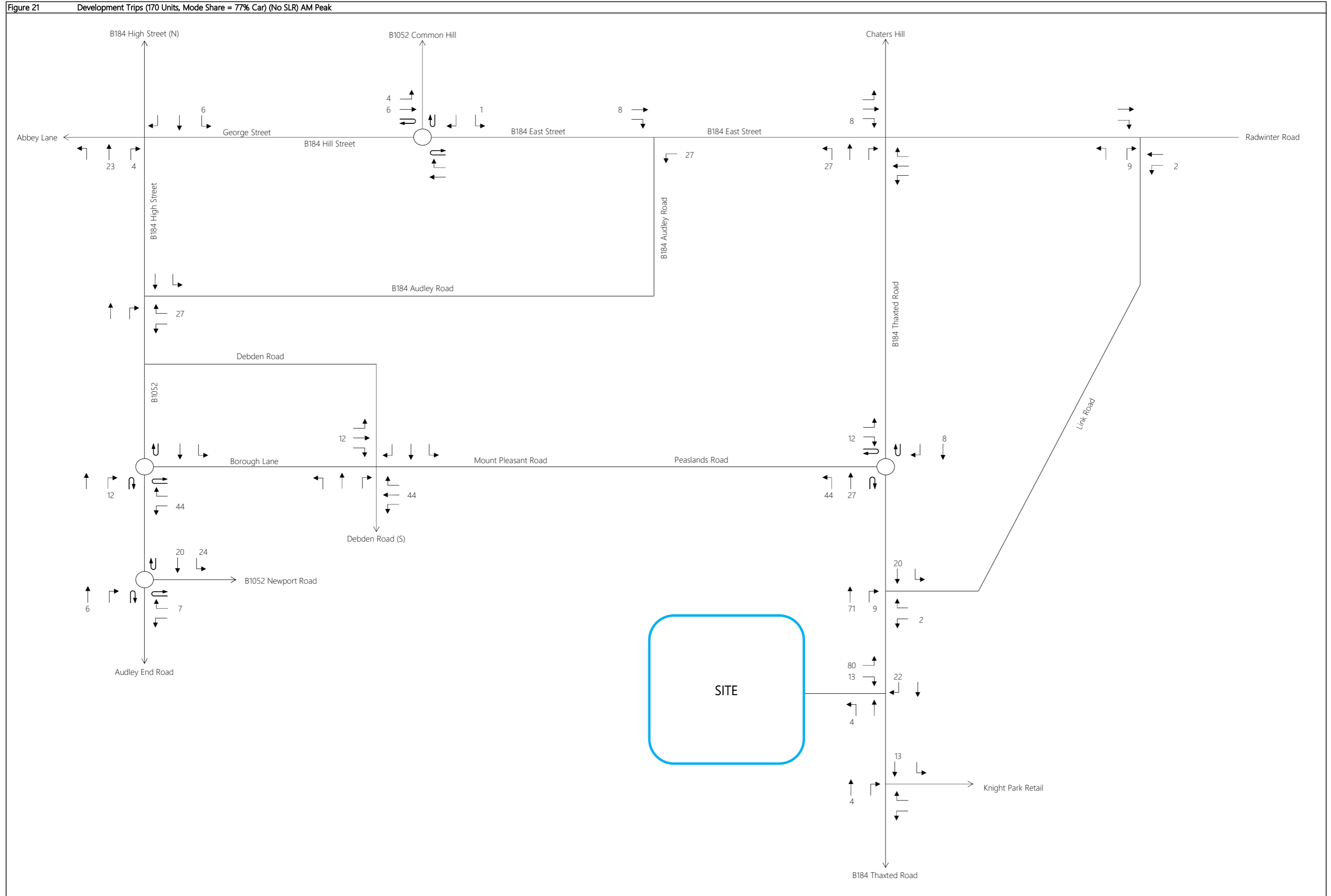


Figure 22 Development Trips (170 Units, Mode Share = 77% Car) (No SLR) PM Peak

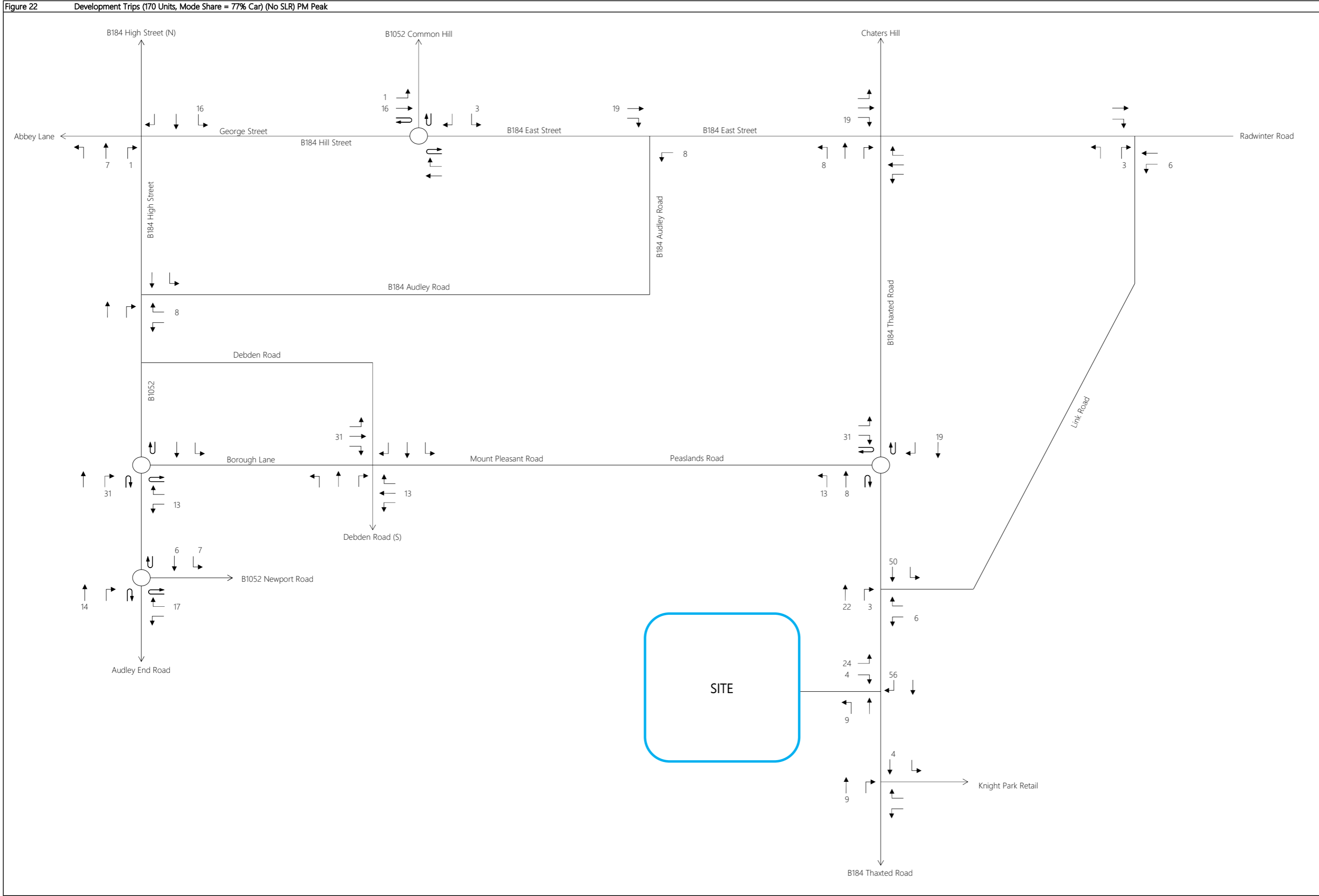
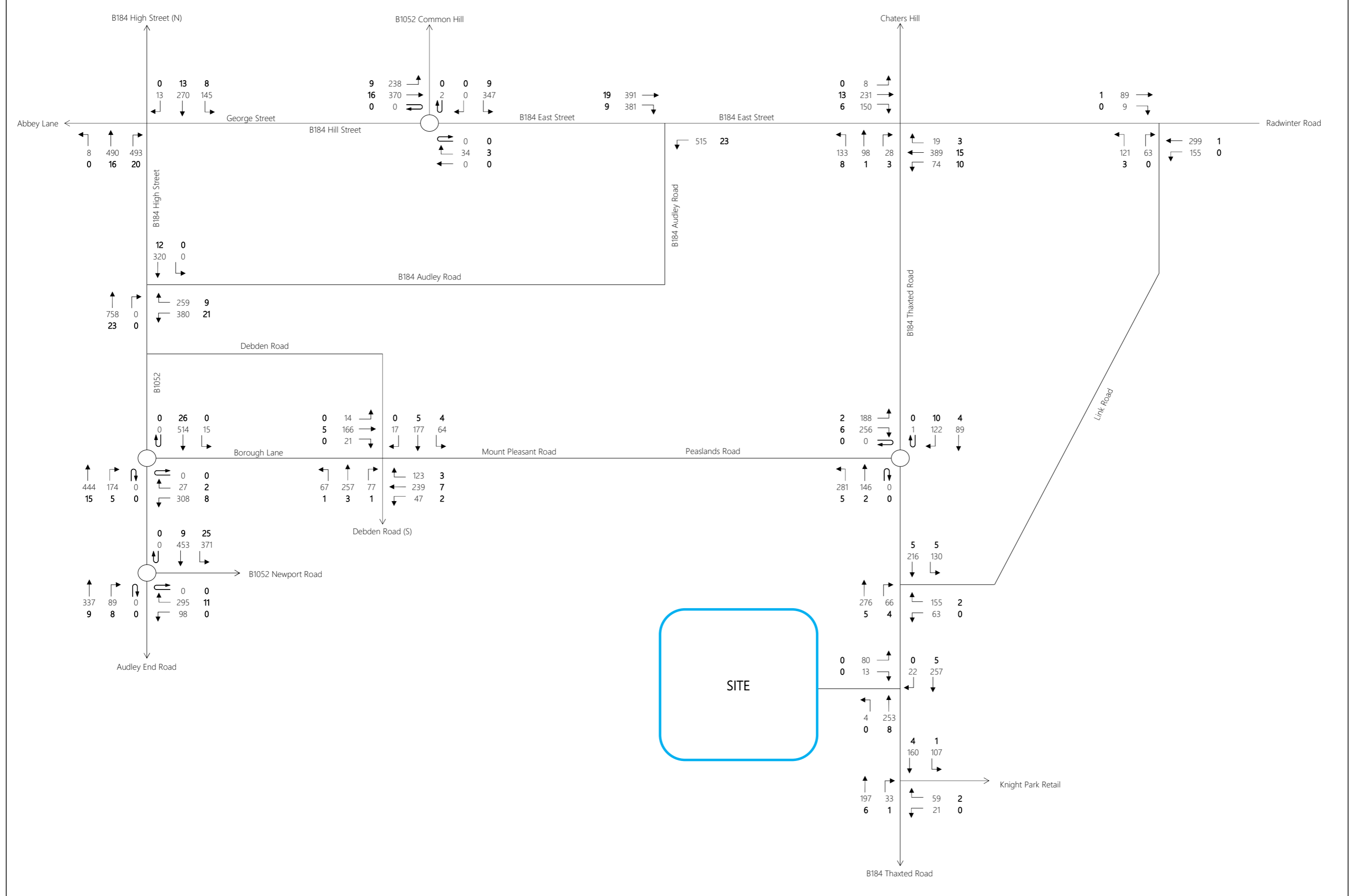
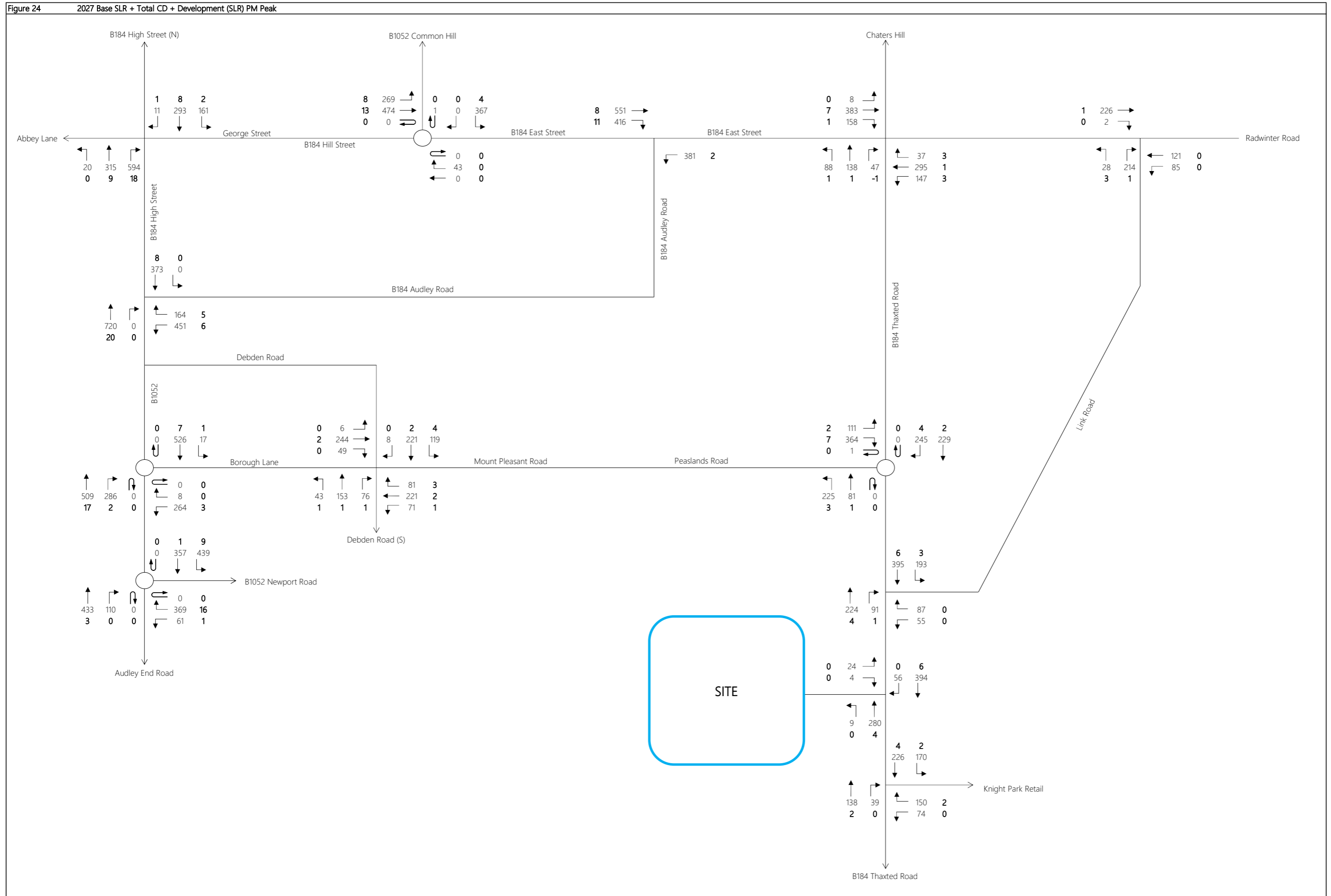


Figure 23 2027 Base SLR + Total CD + Development (SLR) AM Peak





Appendix 5

Junctions 9
ARCADY 9 - Roundabout 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
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-Peaslands Rd Mini Rdbt (Surveyed Flows).j9
Path: P:\22 Jobs\078 Land South of Saffron Walden\Technical Assessments\ARCADY
Report generation date: 15/02/2023 09:18:53

- »2022 Surveyed, AM
- »2022 Surveyed, 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)
2022 Surveyed										
1 - B184 Thaxted Road (N)	0.5	5.87	0.35	A	7.39	1.2	8.15	0.54	A	8.20
2 - B184 Thaxted Road (S)	0.4	5.88	0.30	A		0.5	6.58	0.35	A	
3 - Peaslands Road	1.1	9.55	0.53	A		1.1	9.38	0.52	A	
2027 Base + CD (No SLR)										
1 - B184 Thaxted Road (N)	0.8	6.88	0.44	A	9.01	1.7	10.52	0.64	B	10.51
2 - B184 Thaxted Road (S)	0.7	7.08	0.41	A		0.8	7.89	0.45	A	
3 - Peaslands Road	1.6	12.26	0.62	B		1.7	12.47	0.63	B	
2027 Base + CD + Dev (No SLR)										
1 - B184 Thaxted Road (N)	0.8	7.13	0.45	A	9.99	2.1	12.31	0.68	B	12.07
2 - B184 Thaxted Road (S)	1.0	8.45	0.51	A		0.9	8.39	0.48	A	
3 - Peaslands Road	1.9	13.81	0.66	B		2.1	14.55	0.68	B	
2027 Base + CD (SLR)										
1 - B184 Thaxted Road (N)	0.4	5.81	0.27	A	8.16	1.5	11.15	0.61	B	9.67
2 - B184 Thaxted Road (S)	0.7	6.65	0.42	A		0.6	6.55	0.36	A	
3 - Peaslands Road	1.4	10.58	0.58	B		1.4	10.14	0.58	B	
2027 Base + CD + Dev (SLR)										
1 - B184 Thaxted Road (N)	0.4	5.96	0.28	A	8.95	2.0	14.06	0.67	B	11.82
2 - B184 Thaxted Road (S)	1.0	7.72	0.50	A		0.7	7.04	0.40	A	
3 - Peaslands Road	1.6	11.63	0.61	B		1.8	12.61	0.65	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	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

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	2022 Surveyed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Surveyed	PM	ONE HOUR	16:15	17:45	15	✓
D3	2027 Base + CD (No SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + CD (No SLR)	PM	ONE HOUR	16:15	17:45	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	16:15	17:45	15	✓
D7	2027 Base + CD (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:15	17:45	15	✓
D9	2027 Base + CD + Dev (SLR)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2027 Base + CD + Dev (SLR)	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2022 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.39	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	2022 Surveyed	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	✓	303	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	238	100.000
3 - Peaslands Road		ONE HOUR	✓	390	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)	2	108	193
	2 - B184 Thaxted Road (S)	131	0	107
	3 - Peaslands Road	268	122	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)	2	0	5
	3 - Peaslands Road	1	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)	0.35	5.87	0.5	A	278	417
2 - B184 Thaxted Road (S)	0.30	5.88	0.4	A	218	328
3 - Peaslands Road	0.53	9.55	1.1	A	358	537

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)	228	57	91	974	0.234	227	300	0.0	0.3	4.812	A
2 - B184 Thaxted Road (S)	179	45	146	917	0.195	178	172	0.0	0.2	4.867	A
3 - Peaslands Road	294	73	100	835	0.351	291	225	0.0	0.5	6.593	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)	272	68	109	962	0.283	272	360	0.3	0.4	5.214	A
2 - B184 Thaxted Road (S)	214	53	175	899	0.238	214	206	0.2	0.3	5.251	A
3 - Peaslands Road	351	88	119	823	0.426	350	269	0.5	0.7	7.593	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)	334	83	134	947	0.352	333	440	0.4	0.5	5.863	A
2 - B184 Thaxted Road (S)	262	66	214	874	0.300	262	253	0.3	0.4	5.870	A
3 - Peaslands Road	429	107	146	807	0.532	428	330	0.7	1.1	9.470	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 - B184 Thaxted Road (N)	334	83	134	946	0.353	334	441	0.5	0.5	5.875	A
2 - B184 Thaxted Road (S)	262	66	215	874	0.300	262	253	0.4	0.4	5.879	A
3 - Peaslands Road	429	107	146	806	0.533	429	330	1.1	1.1	9.545	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 - B184 Thaxted Road (N)	272	68	110	962	0.283	273	362	0.5	0.4	5.232	A
2 - B184 Thaxted Road (S)	214	53	176	899	0.238	214	207	0.4	0.3	5.267	A
3 - Peaslands Road	351	88	120	823	0.426	352	270	1.1	0.8	7.669	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)	228	57	92	973	0.234	228	303	0.4	0.3	4.835	A
2 - B184 Thaxted Road (S)	179	45	147	916	0.196	179	174	0.3	0.2	4.886	A
3 - Peaslands Road	294	73	100	835	0.352	294	226	0.8	0.5	6.668	A

2022 Surveyed, 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	8.20	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	2022 Surveyed	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	468	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	268	100.000
3 - Peaslands Road		ONE HOUR	✓	384	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	203	265
	2 - B184 Thaxted Road (S)	124	0	144
	3 - Peaslands Road	237	146	1

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	1	2
	2 - B184 Thaxted Road (S)	2	0	2
	3 - Peaslands Road	2	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)	0.54	8.15	1.2	A	429	644
2 - B184 Thaxted Road (S)	0.35	6.58	0.5	A	246	369
3 - Peaslands Road	0.52	9.38	1.1	A	352	529

Main Results for each time segment

16:15 - 16:30

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)	352	88	110	991	0.356	350	270	0.0	0.5	5.601	A
2 - B184 Thaxted Road (S)	202	50	199	899	0.224	201	261	0.0	0.3	5.144	A
3 - Peaslands Road	289	72	93	834	0.347	287	307	0.0	0.5	6.562	A

16:30 - 16:45

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)	421	105	132	976	0.431	420	324	0.5	0.7	6.461	A
2 - B184 Thaxted Road (S)	241	60	239	875	0.275	241	313	0.3	0.4	5.673	A
3 - Peaslands Road	345	86	111	822	0.420	344	368	0.5	0.7	7.524	A

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)	515	129	161	957	0.539	514	396	0.7	1.1	8.092	A
2 - B184 Thaxted Road (S)	295	74	292	842	0.350	294	383	0.4	0.5	6.565	A
3 - Peaslands Road	423	106	136	807	0.524	421	450	0.7	1.1	9.304	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)	515	129	162	957	0.539	515	397	1.1	1.2	8.154	A
2 - B184 Thaxted Road (S)	295	74	293	842	0.351	295	384	0.5	0.5	6.584	A
3 - Peaslands Road	423	106	137	807	0.524	423	451	1.1	1.1	9.377	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)	421	105	133	976	0.431	422	326	1.2	0.8	6.522	A
2 - B184 Thaxted Road (S)	241	60	240	874	0.276	242	315	0.5	0.4	5.698	A
3 - Peaslands Road	345	86	112	822	0.420	347	370	1.1	0.7	7.597	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 - B184 Thaxted Road (N)	352	88	111	990	0.356	353	272	0.8	0.6	5.662	A
2 - B184 Thaxted Road (S)	202	50	201	898	0.225	202	263	0.4	0.3	5.176	A
3 - Peaslands Road	289	72	94	833	0.347	290	309	0.7	0.5	6.639	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	9.01	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	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	✓	368	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	320	100.000
3 - Peaslands Road		ONE HOUR	✓	440	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)	2	143	223
	2 - B184 Thaxted Road (S)	172	0	148
	3 - Peaslands Road	287	153	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	5
	2 - B184 Thaxted Road (S)	2	0	3
	3 - Peaslands Road	1	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)	0.44	6.88	0.8	A	338	507
2 - B184 Thaxted Road (S)	0.41	7.08	0.7	A	294	440
3 - Peaslands Road	0.62	12.26	1.6	B	404	606

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)	277	69	114	963	0.288	275	345	0.0	0.4	5.225	A
2 - B184 Thaxted Road (S)	241	60	168	911	0.264	239	221	0.0	0.4	5.352	A
3 - Peaslands Road	331	83	130	816	0.406	329	278	0.0	0.7	7.349	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)	331	83	137	948	0.349	330	413	0.4	0.5	5.821	A
2 - B184 Thaxted Road (S)	288	72	202	890	0.323	287	265	0.4	0.5	5.965	A
3 - Peaslands Road	396	99	156	800	0.495	394	333	0.7	1.0	8.855	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)	405	101	168	929	0.436	404	505	0.5	0.8	6.851	A
2 - B184 Thaxted Road (S)	352	88	247	861	0.409	351	325	0.5	0.7	7.048	A
3 - Peaslands Road	484	121	191	778	0.623	482	408	1.0	1.6	12.050	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)	405	101	168	928	0.437	405	507	0.8	0.8	6.882	A
2 - B184 Thaxted Road (S)	352	88	248	861	0.409	352	326	0.7	0.7	7.075	A
3 - Peaslands Road	484	121	192	778	0.623	484	408	1.6	1.6	12.255	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)	331	83	138	947	0.349	332	417	0.8	0.5	5.857	A
2 - B184 Thaxted Road (S)	288	72	203	889	0.324	288	267	0.7	0.5	6.002	A
3 - Peaslands Road	396	99	157	799	0.495	398	334	1.6	1.0	9.026	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)	277	69	116	962	0.288	278	348	0.5	0.4	5.265	A
2 - B184 Thaxted Road (S)	241	60	170	910	0.265	241	223	0.5	0.4	5.387	A
3 - Peaslands Road	331	83	131	815	0.406	332	280	1.0	0.7	7.475	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	10.51	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	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	540	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	340	100.000
3 - Peaslands Road		ONE HOUR	✓	451	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	250	290
	2 - B184 Thaxted Road (S)	162	0	178
	3 - Peaslands Road	267	183	1

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	1	1
	2 - B184 Thaxted Road (S)	1	0	2
	3 - Peaslands Road	2	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 - B184 Thaxted Road (N)	0.64	10.52	1.7	B	496	743
2 - B184 Thaxted Road (S)	0.45	7.89	0.8	A	312	468
3 - Peaslands Road	0.63	12.47	1.7	B	414	621

Main Results for each time segment

16:15 - 16:30

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)	407	102	137	979	0.415	404	321	0.0	0.7	6.229	A
2 - B184 Thaxted Road (S)	256	64	218	893	0.287	254	324	0.0	0.4	5.621	A
3 - Peaslands Road	340	85	121	820	0.414	337	351	0.0	0.7	7.413	A

16:30 - 16:45

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)	485	121	165	961	0.505	484	385	0.7	1.0	7.532	A
2 - B184 Thaxted Road (S)	306	76	261	867	0.353	305	388	0.4	0.5	6.401	A
3 - Peaslands Road	405	101	145	805	0.504	404	421	0.7	1.0	8.956	A

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)	595	149	202	937	0.635	592	470	1.0	1.7	10.348	B
2 - B184 Thaxted Road (S)	374	94	319	832	0.450	373	474	0.5	0.8	7.837	A
3 - Peaslands Road	497	124	178	785	0.633	494	514	1.0	1.7	12.249	B

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)	595	149	203	936	0.635	594	472	1.7	1.7	10.522	B
2 - B184 Thaxted Road (S)	374	94	320	831	0.451	374	477	0.8	0.8	7.887	A
3 - Peaslands Road	497	124	178	785	0.633	496	516	1.7	1.7	12.472	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)	485	121	166	960	0.506	488	388	1.7	1.0	7.673	A
2 - B184 Thaxted Road (S)	306	76	263	866	0.353	307	392	0.8	0.6	6.452	A
3 - Peaslands Road	405	101	146	804	0.504	408	424	1.7	1.0	9.142	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 - B184 Thaxted Road (N)	407	102	139	978	0.416	408	324	1.0	0.7	6.328	A
2 - B184 Thaxted Road (S)	256	64	220	892	0.287	257	327	0.6	0.4	5.670	A
3 - Peaslands Road	340	85	122	819	0.415	341	354	1.0	0.7	7.548	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	9.99	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	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	✓	378	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	399	100.000
3 - Peaslands Road		ONE HOUR	✓	452	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)	2	153	223
	2 - B184 Thaxted Road (S)	207	0	192
	3 - Peaslands Road	287	165	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	5
	2 - B184 Thaxted Road (S)	1	0	3
	3 - Peaslands Road	1	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 - B184 Thaxted Road (N)	0.45	7.13	0.8	A	347	520
2 - B184 Thaxted Road (S)	0.51	8.45	1.0	A	366	549
3 - Peaslands Road	0.66	13.81	1.9	B	415	622

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)	285	71	123	958	0.297	283	371	0.0	0.4	5.318	A
2 - B184 Thaxted Road (S)	300	75	168	915	0.328	298	238	0.0	0.5	5.819	A
3 - Peaslands Road	340	85	156	803	0.424	337	311	0.0	0.7	7.682	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)	340	85	148	943	0.361	339	445	0.4	0.6	5.962	A
2 - B184 Thaxted Road (S)	359	90	202	894	0.401	358	285	0.5	0.7	6.706	A
3 - Peaslands Road	406	102	188	784	0.518	405	372	0.7	1.1	9.465	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)	416	104	181	922	0.452	415	543	0.6	0.8	7.091	A
2 - B184 Thaxted Road (S)	439	110	247	866	0.507	438	349	0.7	1.0	8.389	A
3 - Peaslands Road	498	124	229	758	0.656	495	456	1.1	1.8	13.496	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)	416	104	182	921	0.452	416	546	0.8	0.8	7.129	A
2 - B184 Thaxted Road (S)	439	110	248	865	0.508	439	350	1.0	1.0	8.449	A
3 - Peaslands Road	498	124	230	758	0.657	498	457	1.8	1.9	13.813	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)	340	85	149	942	0.361	341	449	0.8	0.6	6.002	A
2 - B184 Thaxted Road (S)	359	90	203	894	0.401	360	287	1.0	0.7	6.766	A
3 - Peaslands Road	406	102	189	783	0.519	409	374	1.9	1.1	9.708	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)	285	71	125	957	0.297	285	375	0.6	0.4	5.360	A
2 - B184 Thaxted Road (S)	300	75	170	914	0.328	301	240	0.7	0.5	5.875	A
3 - Peaslands Road	340	85	158	802	0.424	342	313	1.1	0.7	7.839	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	12.07	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	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	565	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	365	100.000
3 - Peaslands Road		ONE HOUR	✓	482	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	275	290
	2 - B184 Thaxted Road (S)	173	0	192
	3 - Peaslands Road	267	214	1

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	1	1
	2 - B184 Thaxted Road (S)	1	0	2
	3 - Peaslands Road	2	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 - B184 Thaxted Road (N)	0.68	12.31	2.1	B	518	778
2 - B184 Thaxted Road (S)	0.48	8.39	0.9	A	335	502
3 - Peaslands Road	0.68	14.55	2.1	B	442	663

Main Results for each time segment

16:15 - 16:30

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)	425	106	160	964	0.441	422	329	0.0	0.8	6.611	A
2 - B184 Thaxted Road (S)	275	69	217	893	0.308	273	365	0.0	0.4	5.787	A
3 - Peaslands Road	363	91	129	815	0.445	360	361	0.0	0.8	7.859	A

16:30 - 16:45

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)	508	127	193	943	0.539	506	394	0.8	1.1	8.224	A
2 - B184 Thaxted Road (S)	328	82	261	867	0.379	327	438	0.4	0.6	6.665	A
3 - Peaslands Road	433	108	155	799	0.542	432	433	0.8	1.2	9.767	A

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)	622	156	235	915	0.680	618	482	1.1	2.0	11.998	B
2 - B184 Thaxted Road (S)	402	100	319	832	0.483	401	535	0.6	0.9	8.325	A
3 - Peaslands Road	531	133	190	778	0.682	527	529	1.2	2.1	14.163	B

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)	622	156	237	914	0.681	622	484	2.0	2.1	12.309	B
2 - B184 Thaxted Road (S)	402	100	320	831	0.484	402	538	0.9	0.9	8.393	A
3 - Peaslands Road	531	133	190	777	0.683	530	532	2.1	2.1	14.554	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)	508	127	195	941	0.540	511	398	2.1	1.2	8.445	A
2 - B184 Thaxted Road (S)	328	82	263	865	0.379	329	443	0.9	0.6	6.731	A
3 - Peaslands Road	433	108	156	798	0.543	437	437	2.1	1.2	10.052	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)	425	106	163	962	0.442	427	332	1.2	0.8	6.741	A
2 - B184 Thaxted Road (S)	275	69	220	892	0.308	275	370	0.6	0.4	5.845	A
3 - Peaslands Road	363	91	131	814	0.446	364	365	1.2	0.8	8.037	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	8.16	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	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	✓	205	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	356	100.000
3 - Peaslands Road		ONE HOUR	✓	432	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)	1	82	122
	2 - B184 Thaxted Road (S)	119	0	237
	3 - Peaslands Road	188	244	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	5	8
	2 - B184 Thaxted Road (S)	2	0	2
	3 - Peaslands Road	1	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 - B184 Thaxted Road (N)	0.27	5.81	0.4	A	188	282
2 - B184 Thaxted Road (S)	0.42	6.65	0.7	A	327	490
3 - Peaslands Road	0.58	10.58	1.4	B	396	595

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)	154	39	182	898	0.172	154	230	0.0	0.2	4.829	A
2 - B184 Thaxted Road (S)	268	67	92	961	0.279	266	244	0.0	0.4	5.168	A
3 - Peaslands Road	325	81	90	842	0.386	323	269	0.0	0.6	6.899	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)	184	46	219	876	0.210	184	276	0.2	0.3	5.204	A
2 - B184 Thaxted Road (S)	320	80	110	950	0.337	320	292	0.4	0.5	5.714	A
3 - Peaslands Road	388	97	108	831	0.467	387	322	0.6	0.9	8.099	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)	226	56	268	845	0.267	225	338	0.3	0.4	5.801	A
2 - B184 Thaxted Road (S)	392	98	135	934	0.420	391	358	0.5	0.7	6.625	A
3 - Peaslands Road	476	119	132	816	0.583	474	394	0.9	1.4	10.455	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)	226	56	269	845	0.267	226	339	0.4	0.4	5.814	A
2 - B184 Thaxted Road (S)	392	98	135	933	0.420	392	359	0.7	0.7	6.648	A
3 - Peaslands Road	476	119	132	816	0.583	476	395	1.4	1.4	10.576	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)	184	46	220	875	0.211	185	278	0.4	0.3	5.220	A
2 - B184 Thaxted Road (S)	320	80	111	949	0.337	321	294	0.7	0.5	5.737	A
3 - Peaslands Road	388	97	108	831	0.468	390	324	1.4	0.9	8.213	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)	154	39	184	897	0.172	155	232	0.3	0.2	4.849	A
2 - B184 Thaxted Road (S)	268	67	93	961	0.279	269	246	0.5	0.4	5.201	A
3 - Peaslands Road	325	81	91	842	0.386	326	271	0.9	0.6	6.998	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	9.67	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + CD (SLR)	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	455	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	285	100.000
3 - Peaslands Road		ONE HOUR	✓	445	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	210	245
	2 - B184 Thaxted Road (S)	73	0	212
	3 - Peaslands Road	111	333	1

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	1	2
	2 - B184 Thaxted Road (S)	1	0	1
	3 - Peaslands Road	2	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 - B184 Thaxted Road (N)	0.61	11.15	1.5	B	418	626
2 - B184 Thaxted Road (S)	0.36	6.55	0.6	A	262	392
3 - Peaslands Road	0.58	10.14	1.4	B	408	613

Main Results for each time segment

16:15 - 16:30

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)	343	86	250	901	0.380	340	138	0.0	0.6	6.397	A
2 - B184 Thaxted Road (S)	215	54	184	917	0.234	213	406	0.0	0.3	5.104	A
3 - Peaslands Road	335	84	55	861	0.389	332	343	0.0	0.6	6.775	A

16:30 - 16:45

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)	409	102	300	868	0.471	408	165	0.6	0.9	7.806	A
2 - B184 Thaxted Road (S)	256	64	221	895	0.286	256	487	0.3	0.4	5.630	A
3 - Peaslands Road	400	100	66	854	0.468	399	411	0.6	0.9	7.899	A

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)	501	125	366	825	0.608	498	202	0.9	1.5	10.956	B
2 - B184 Thaxted Road (S)	314	78	269	864	0.363	313	595	0.4	0.6	6.520	A
3 - Peaslands Road	490	122	80	845	0.580	488	502	0.9	1.3	10.032	B

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)	501	125	368	824	0.608	501	203	1.5	1.5	11.146	B
2 - B184 Thaxted Road (S)	314	78	271	864	0.363	314	598	0.6	0.6	6.545	A
3 - Peaslands Road	490	122	80	845	0.580	490	504	1.3	1.4	10.138	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)	409	102	302	867	0.472	412	166	1.5	0.9	7.951	A
2 - B184 Thaxted Road (S)	256	64	222	894	0.287	257	491	0.6	0.4	5.658	A
3 - Peaslands Road	400	100	66	854	0.469	402	414	1.4	0.9	8.001	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 - B184 Thaxted Road (N)	343	86	252	899	0.381	344	139	0.9	0.6	6.499	A
2 - B184 Thaxted Road (S)	215	54	186	916	0.234	215	410	0.4	0.3	5.137	A
3 - Peaslands Road	335	84	55	860	0.389	336	346	0.9	0.6	6.881	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	8.95	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
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	✓	212	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	427	100.000
3 - Peaslands Road		ONE HOUR	✓	444	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)	1	89	122
	2 - B184 Thaxted Road (S)	146	0	281
	3 - Peaslands Road	188	256	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	5	8
	2 - B184 Thaxted Road (S)	1	0	2
	3 - Peaslands Road	1	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 - B184 Thaxted Road (N)	0.28	5.96	0.4	A	195	292
2 - B184 Thaxted Road (S)	0.50	7.72	1.0	A	392	588
3 - Peaslands Road	0.61	11.63	1.6	B	407	611

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)	160	40	191	893	0.179	159	250	0.0	0.2	4.898	A
2 - B184 Thaxted Road (S)	321	80	92	965	0.333	319	258	0.0	0.5	5.563	A
3 - Peaslands Road	334	84	110	830	0.403	332	302	0.0	0.7	7.186	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)	191	48	230	869	0.219	190	300	0.2	0.3	5.300	A
2 - B184 Thaxted Road (S)	384	96	110	953	0.403	383	309	0.5	0.7	6.312	A
3 - Peaslands Road	399	100	132	817	0.489	398	362	0.7	0.9	8.578	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)	233	58	280	838	0.279	233	367	0.3	0.4	5.948	A
2 - B184 Thaxted Road (S)	470	118	135	937	0.502	469	378	0.7	1.0	7.674	A
3 - Peaslands Road	489	122	161	798	0.612	486	443	0.9	1.5	11.452	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)	233	58	282	837	0.279	233	369	0.4	0.4	5.963	A
2 - B184 Thaxted Road (S)	470	118	135	937	0.502	470	380	1.0	1.0	7.717	A
3 - Peaslands Road	489	122	162	798	0.613	489	444	1.5	1.6	11.625	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)	191	48	231	868	0.220	191	303	0.4	0.3	5.318	A
2 - B184 Thaxted Road (S)	384	96	111	953	0.403	385	312	1.0	0.7	6.360	A
3 - Peaslands Road	399	100	133	816	0.489	401	363	1.6	1.0	8.729	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)	160	40	193	892	0.179	160	253	0.3	0.2	4.921	A
2 - B184 Thaxted Road (S)	321	80	93	964	0.333	322	261	0.7	0.5	5.612	A
3 - Peaslands Road	334	84	111	829	0.403	335	304	1.0	0.7	7.303	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	11.82	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	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B184 Thaxted Road (N)		ONE HOUR	✓	474	100.000
2 - B184 Thaxted Road (S)		ONE HOUR	✓	306	100.000
3 - Peaslands Road		ONE HOUR	✓	476	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	229	245
	2 - B184 Thaxted Road (S)	81	0	225
	3 - Peaslands Road	111	364	1

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	4
	2 - B184 Thaxted Road (S)	1	0	3
	3 - Peaslands Road	2	7	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)	0.67	14.06	2.0	B	435	652
2 - B184 Thaxted Road (S)	0.40	7.04	0.7	A	281	421
3 - Peaslands Road	0.65	12.61	1.8	B	437	655

Main Results for each time segment

16:15 - 16:30

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)	357	89	272	864	0.413	354	143	0.0	0.7	7.019	A
2 - B184 Thaxted Road (S)	230	58	184	902	0.255	229	443	0.0	0.3	5.336	A
3 - Peaslands Road	358	90	61	826	0.434	355	352	0.0	0.8	7.602	A

16:30 - 16:45

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)	426	107	327	827	0.515	425	172	0.7	1.0	8.909	A
2 - B184 Thaxted Road (S)	275	69	220	879	0.313	275	531	0.3	0.5	5.949	A
3 - Peaslands Road	428	107	73	819	0.523	427	422	0.8	1.1	9.149	A

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)	522	130	400	779	0.670	518	211	1.0	1.9	13.641	B
2 - B184 Thaxted Road (S)	337	84	269	849	0.397	336	649	0.5	0.6	6.994	A
3 - Peaslands Road	524	131	89	809	0.648	521	516	1.1	1.8	12.375	B

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)	522	130	402	777	0.672	522	211	1.9	2.0	14.064	B
2 - B184 Thaxted Road (S)	337	84	271	848	0.397	337	653	0.6	0.7	7.041	A
3 - Peaslands Road	524	131	89	809	0.648	524	518	1.8	1.8	12.611	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)	426	107	330	825	0.516	430	173	2.0	1.1	9.182	A
2 - B184 Thaxted Road (S)	275	69	223	878	0.313	276	537	0.7	0.5	5.990	A
3 - Peaslands Road	428	107	73	819	0.523	431	426	1.8	1.1	9.345	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 - B184 Thaxted Road (N)	357	89	276	862	0.414	358	145	1.1	0.7	7.167	A
2 - B184 Thaxted Road (S)	230	58	186	901	0.256	231	448	0.5	0.3	5.378	A
3 - Peaslands Road	358	90	61	826	0.434	360	356	1.1	0.8	7.750	A

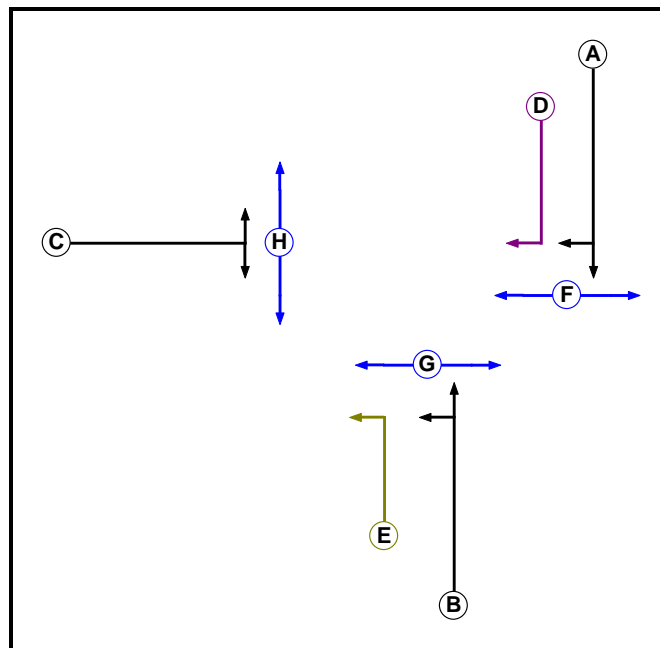
Appendix 6

MTP Results Summary
MTP Results Summary

User and Project Details

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

Phase Diagram



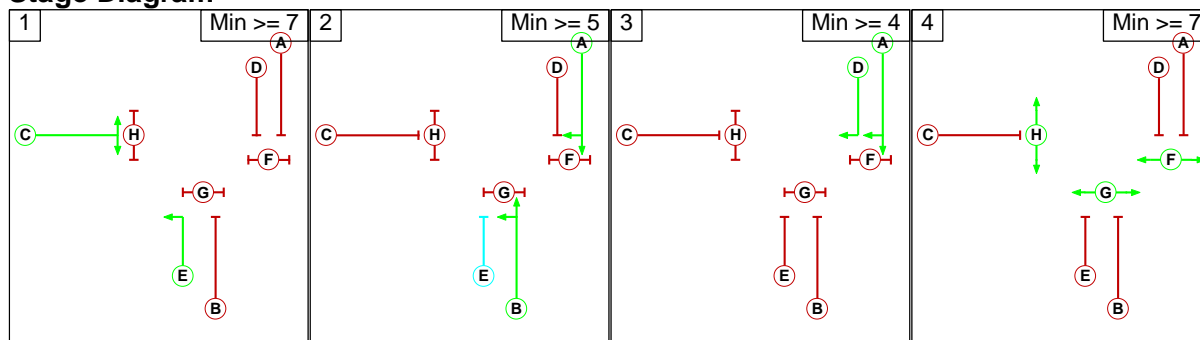
Phase Input Data

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 Intergrens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	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

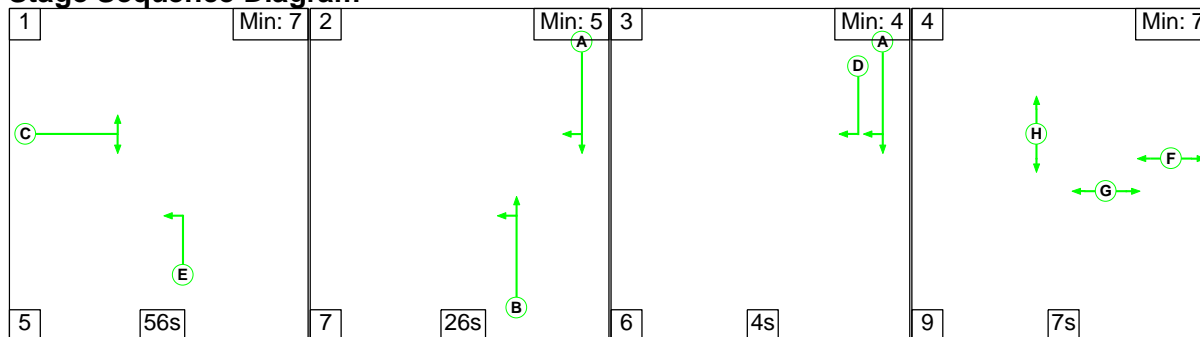


Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2022 Surveyed 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 Arm 4 Left	15.00 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: '2022 Surveyed AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :


	Destination				
	A	B	C	Tot.	
Origin	A	0	116	213	329
	B	137	0	117	254
	C	276	130	0	406
	Tot.	413	246	330	989

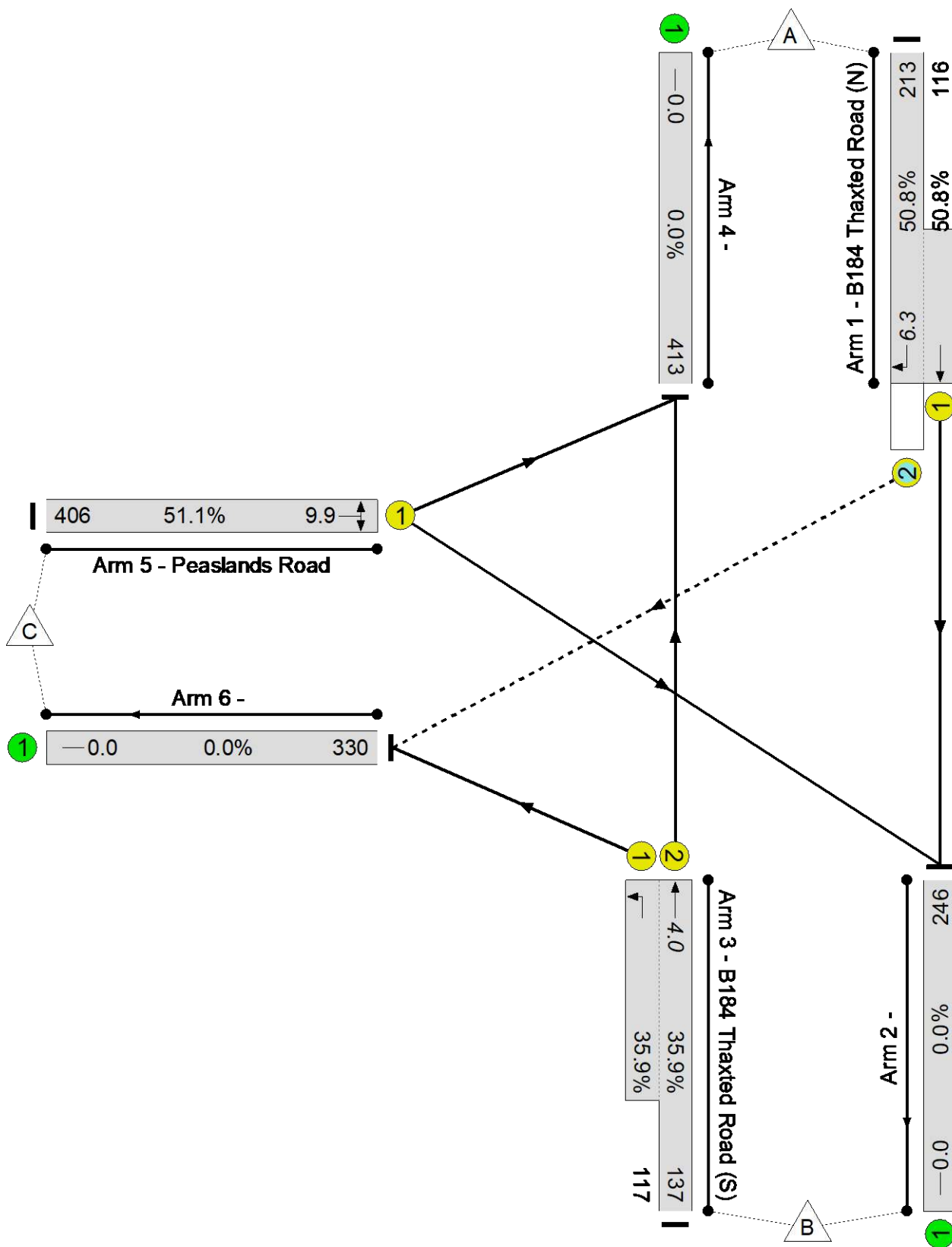
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	51.1%	193	14	5	8.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	51.1%	193	14	5	8.6	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	36	4	329	1741:1865	419+228	50.8 : 50.8%	193	14	5	3.8	6.3
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	28:89	61	254	1915:1702	381+326	35.9 : 35.9%	-	-	-	1.8	4.0
5/1	Peaslands Road Right Left	U	C		1	56	-	406	1673	795	51.1%	-	-	-	3.0	9.9
		C1	PRC for Signalled Lanes (%):		76.2		Total Delay for Signalled Lanes (pcuHr):		8.60		Cycle Time (s):		120			
			PRC Over All Lanes (%):		76.2		Total Delay Over All Lanes(pcuHr):		8.60							

MTP Results Summary
Network Layout Diagram

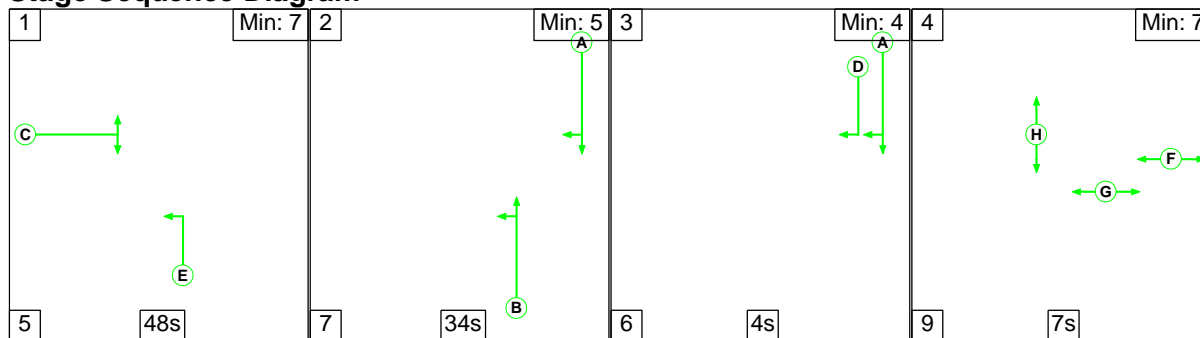

Unnamed Junction
 PRC: 76.2 %
 Total Traffic Delay: 8.6 pcuHr



MTP Results Summary

Scenario 2: '2021 Base PM' (FG2: '2022 Surveyed 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: '2022 Surveyed PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	207	273	480	
B	128	0	150	278	
C	247	154	0	401	
Tot.	375	361	423	1159	

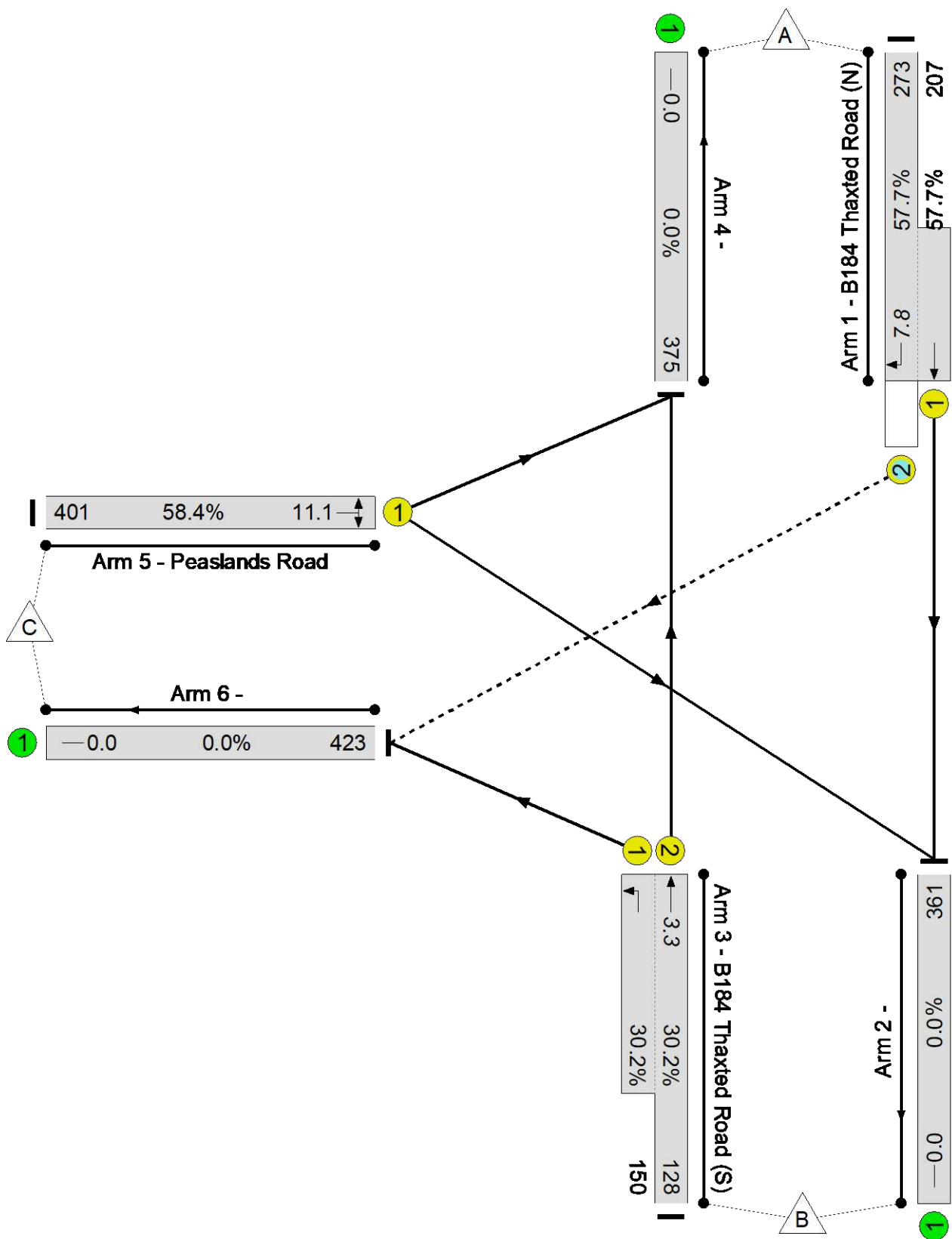
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	58.4%	248	18	7	10.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	58.4%	248	18	7	10.0	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	44	4	480	1741:1865	473+359	57.7 : 57.7%	248	18	7	4.8	7.8
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	36:89	53	278	1915:1702	424+497	30.2 : 30.2%	-	-	-	1.5	3.3
5/1	Peaslands Road Right Left	U	C		1	48	-	401	1681	686	58.4%	-	-	-	3.8	11.1
		C1	PRC for Signalled Lanes (%):		54.1		Total Delay for Signalled Lanes (pcuHr):		10.02		Cycle Time (s):		120			
			PRC Over All Lanes (%):		54.1		Total Delay Over All Lanes(pcuHr):		10.02							

MTP Results Summary
Network Layout Diagram

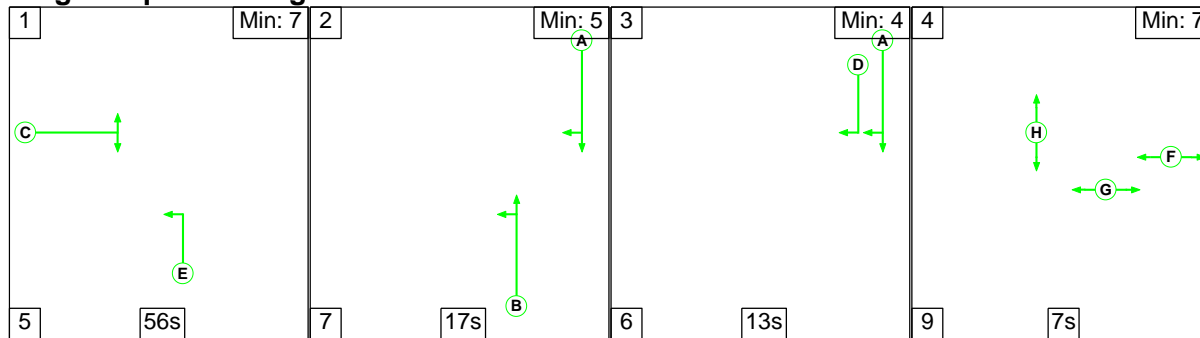

Unnamed Junction
 PRC: 54.1 %
 Total Traffic Delay: 10.0 pcuHr



MTP Results Summary

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 :


Origin	Destination			
	A	B	C	Tot.
A	0	151	243	394
B	178	0	158	336
C	295	161	0	456
Tot.	473	312	401	1186

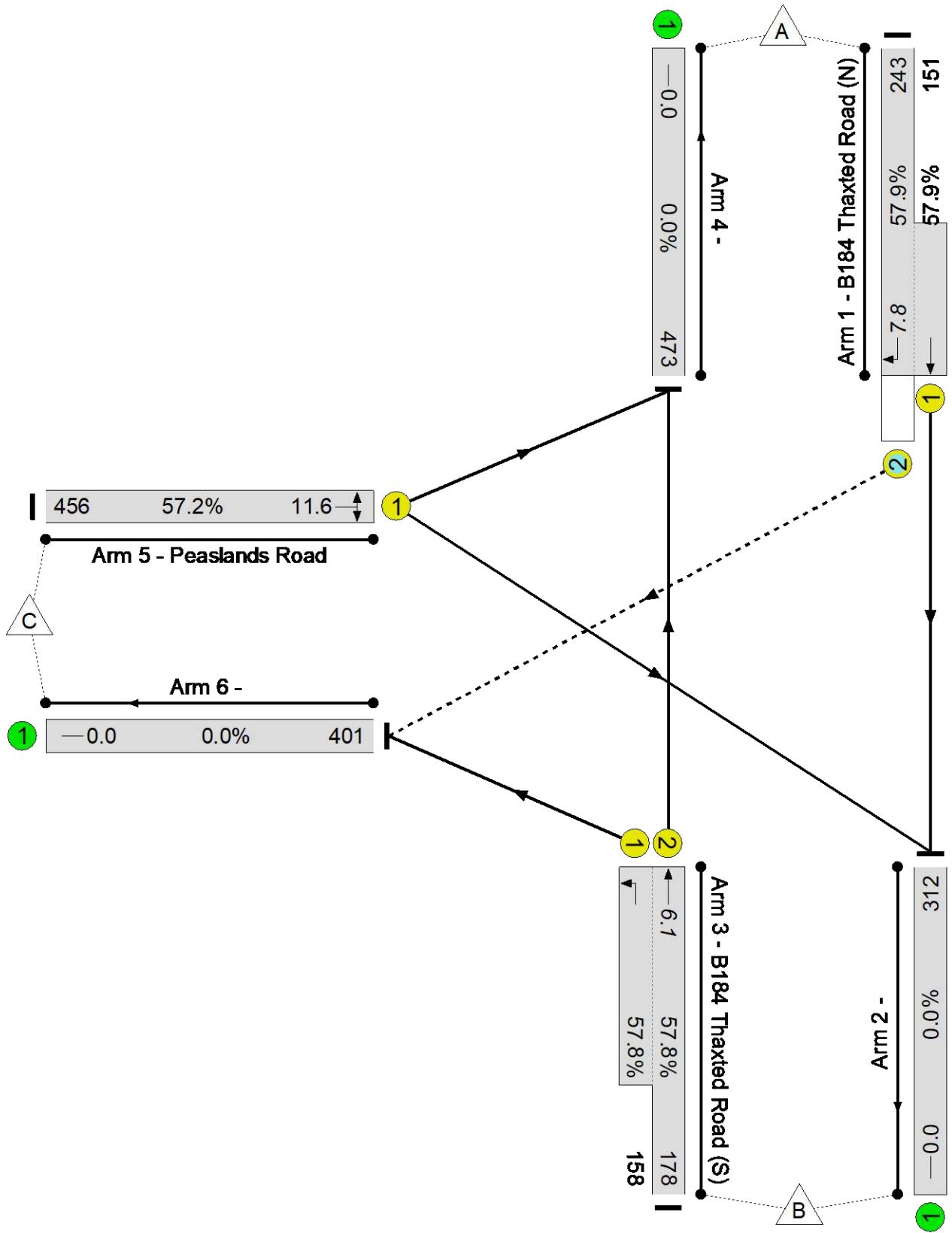
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	57.9%	85	151	6	11.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.9%	85	151	6	11.7	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	36	13	394	1741:1865	420+261	57.9 : 57.9%	85	151	6	4.8	7.8
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	19:80	61	336	1915:1702	308+273	57.8 : 57.8%	-	-	-	3.3	6.1
5/1	Peaslands Road Right Left	U	C		1	56	-	456	1677	797	57.2%	-	-	-	3.5	11.6
		C1	PRC for Signalled Lanes (%):		55.4		Total Delay for Signalled Lanes (pcuHr):		11.65		Cycle Time (s):		120			
			PRC Over All Lanes (%):		55.4		Total Delay Over All Lanes(pcuHr):		11.65							

MTP Results Summary
Network Layout Diagram

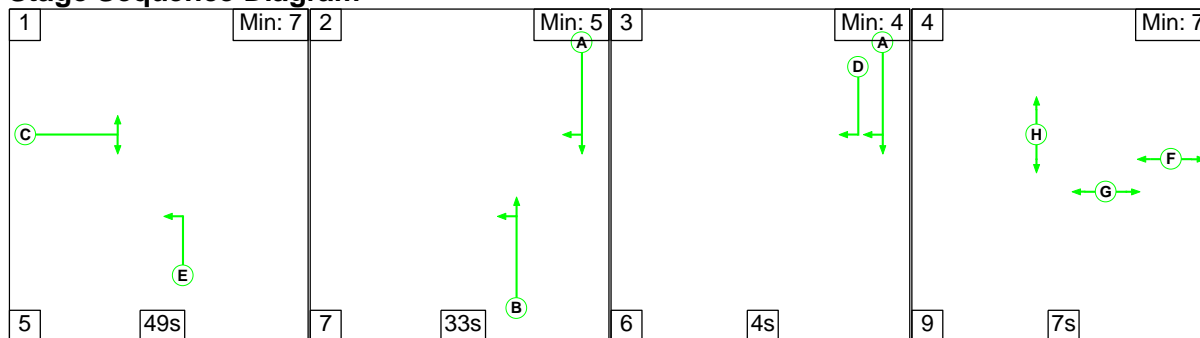

Unnamed Junction
 PRC: 55.4 %
 Total Traffic Delay: 11.7 pcuHr



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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
	A	B	C	Tot.
A	0	254	298	552
B	166	0	184	350
C	278	191	0	469
Tot.	444	445	482	1371

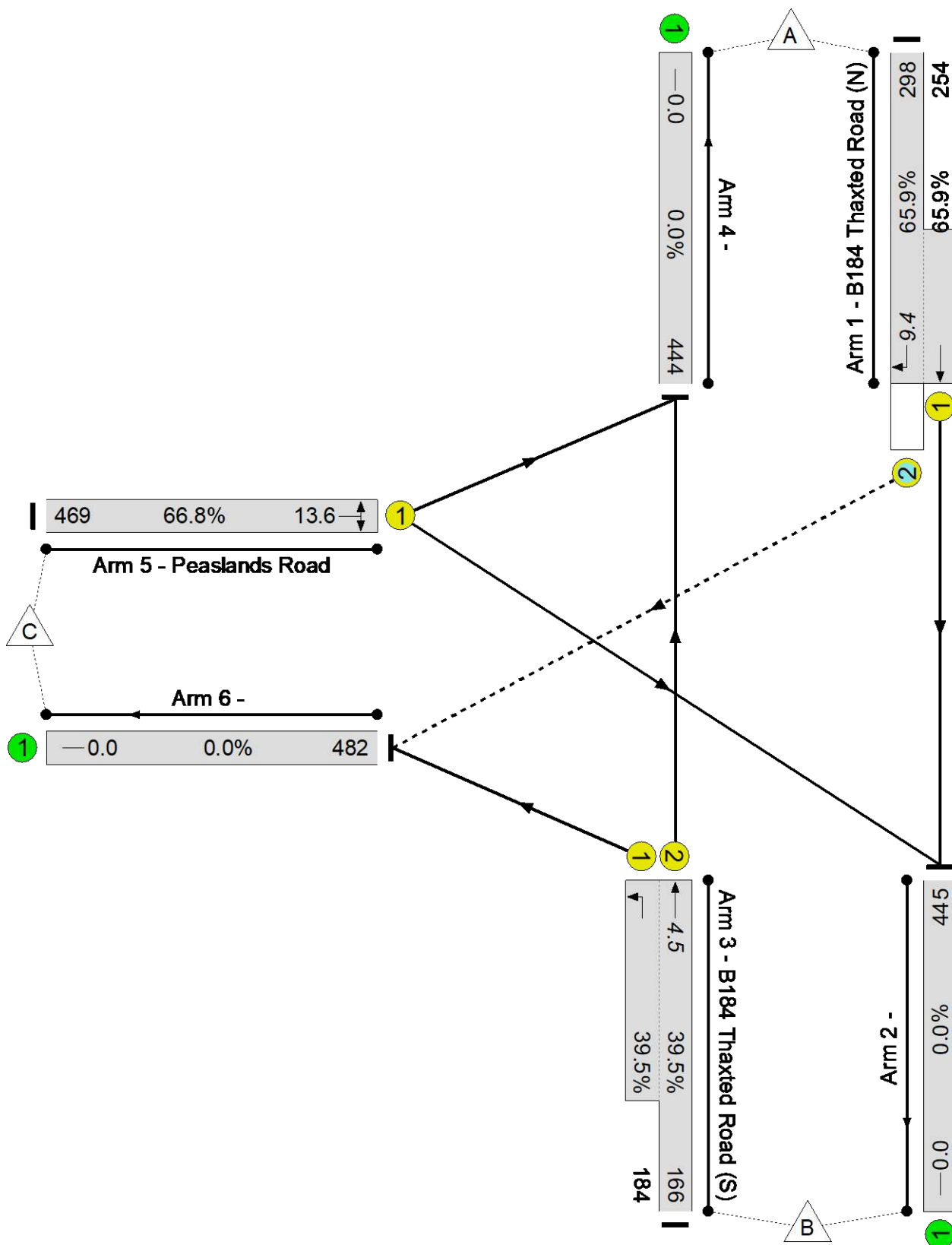
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	66.8%	247	44	7	12.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	66.8%	247	44	7	12.8	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	43	4	552	1741:1865	452+386	65.9 : 65.9%	247	44	7	6.1	9.4
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	35:89	54	350	1915:1702	421+466	39.5 : 39.5%	-	-	-	2.0	4.5
5/1	Peaslands Road Right Left	U	C		1	49	-	469	1684	702	66.8%	-	-	-	4.7	13.6
		C1	PRC for Signalled Lanes (%):		34.6		Total Delay for Signalled Lanes (pcuHr):		12.84		Cycle Time (s):		120			
			PRC Over All Lanes (%):		34.6		Total Delay Over All Lanes(pcuHr):		12.84							

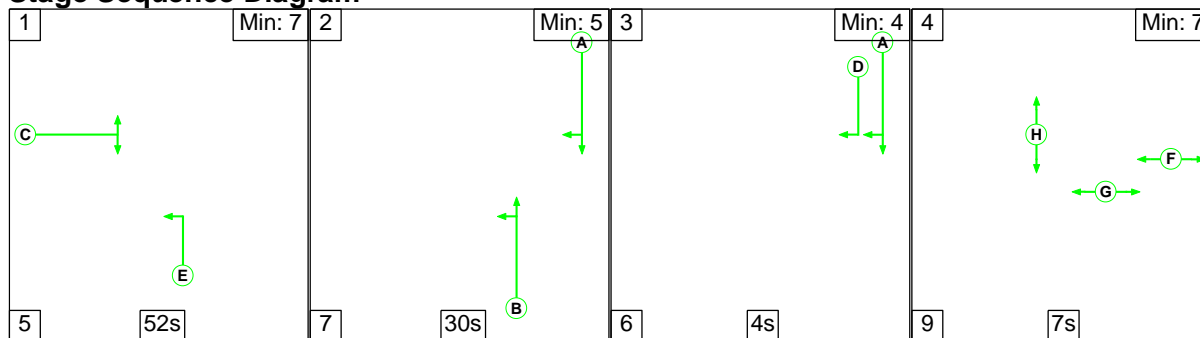
MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 34.6 %
 Total Traffic Delay: 12.8 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 :

Origin	Destination			
	A	B	C	Tot.
A	0	161	243	404
B	214	0	202	416
C	295	173	0	468
Tot.	509	334	445	1288

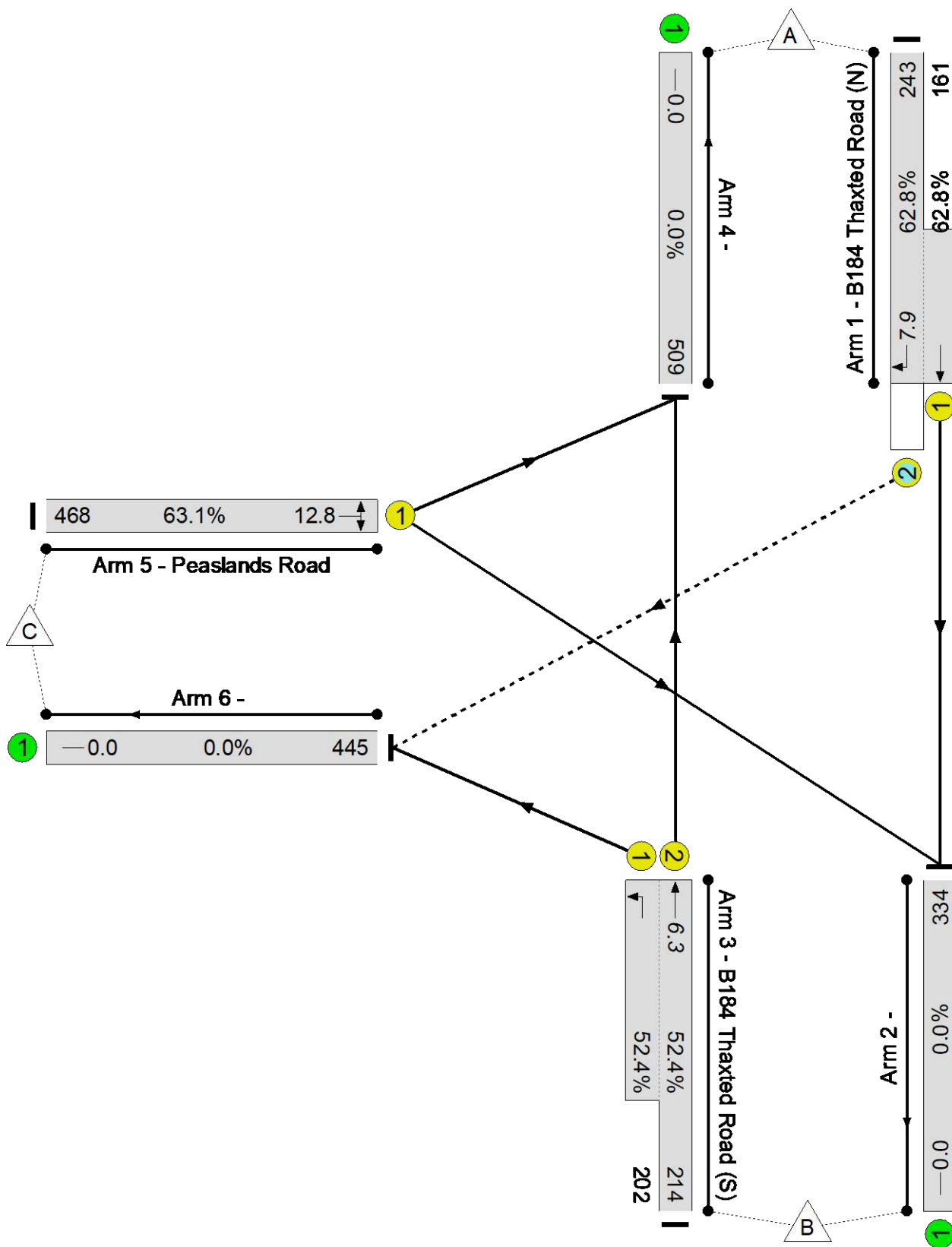
MTP Results Summary

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%	181	56	6	12.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.1%	181	56	6	12.0	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	40	4	404	1741:1865	387+256	62.8 : 62.8%	181	56	6	4.9	7.9
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	32:89	57	416	1915:1702	408+385	52.4 : 52.4%	-	-	-	2.9	6.3
5/1	Peaslands Road Right Left	U	C		1	52	-	468	1679	742	63.1%	-	-	-	4.2	12.8
		C1	PRC for Signalled Lanes (%):		42.6		42.6		Total Delay for Signalled Lanes (pcuHr):		12.04		Cycle Time (s):		120	
			PRC Over All Lanes (%):		42.6				Total Delay Over All Lanes(pcuHr):		12.04					

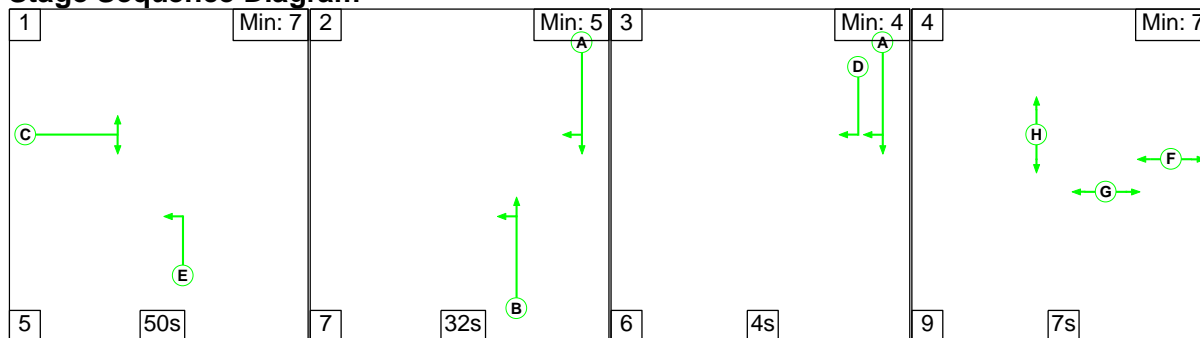
MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 42.6 %
 Total Traffic Delay: 12.0 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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
	A	B	C	Tot.
A	0	279	298	577
B	177	0	198	375
C	278	223	0	501
Tot.	455	502	496	1453

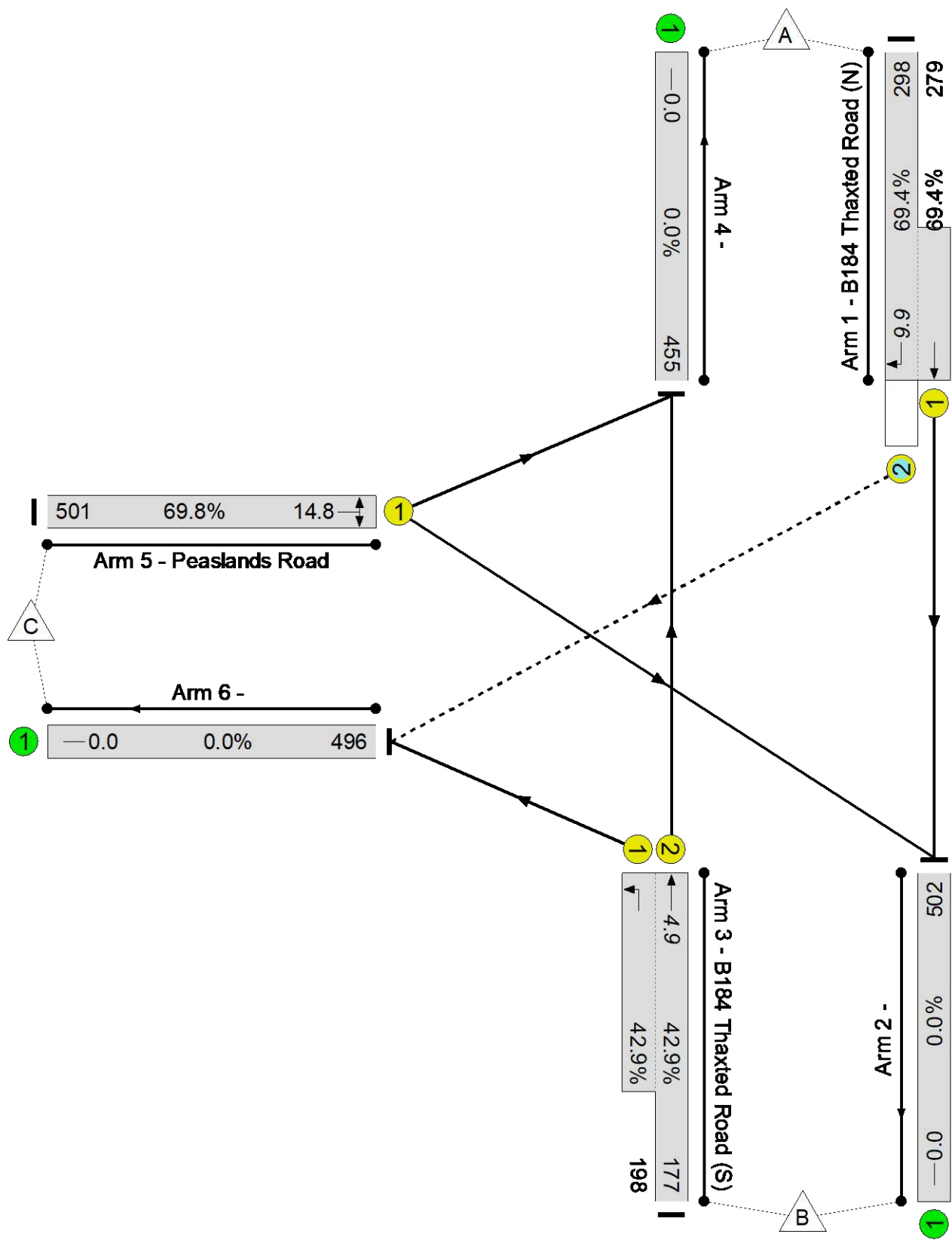
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	69.8%	223	67	7	14.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	69.8%	223	67	7	14.1	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	42	4	577	1741:1865	429+402	69.4 : 69.4%	223	67	7	6.8	9.9
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	34:89	55	375	1915:1702	413+462	42.9 : 42.9%	-	-	-	2.2	4.9
5/1	Peaslands Road Right Left	U	C		1	50	-	501	1689	718	69.8%	-	-	-	5.1	14.8
		C1	PRC for Signalled Lanes (%):		29.0		29.0		Total Delay for Signalled Lanes (pcuHr):		14.06		Cycle Time (s):		120	
			PRC Over All Lanes (%):		29.0				Total Delay Over All Lanes(pcuHr):		14.06					

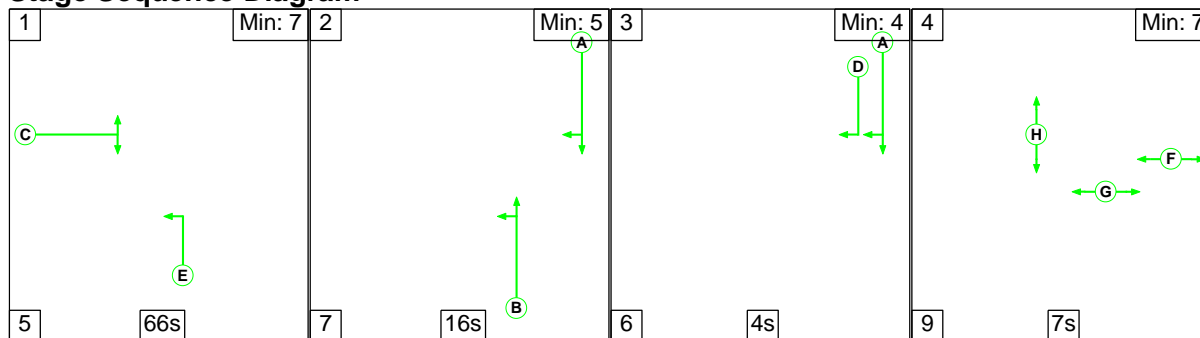
MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 29.0 %
 Total Traffic Delay: 14.1 pcuHr



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 :


Origin	Destination			
		A	B	C
A	0	90	143	233
B	123	0	247	370
C	193	255	0	448
Tot.	316	345	390	1051

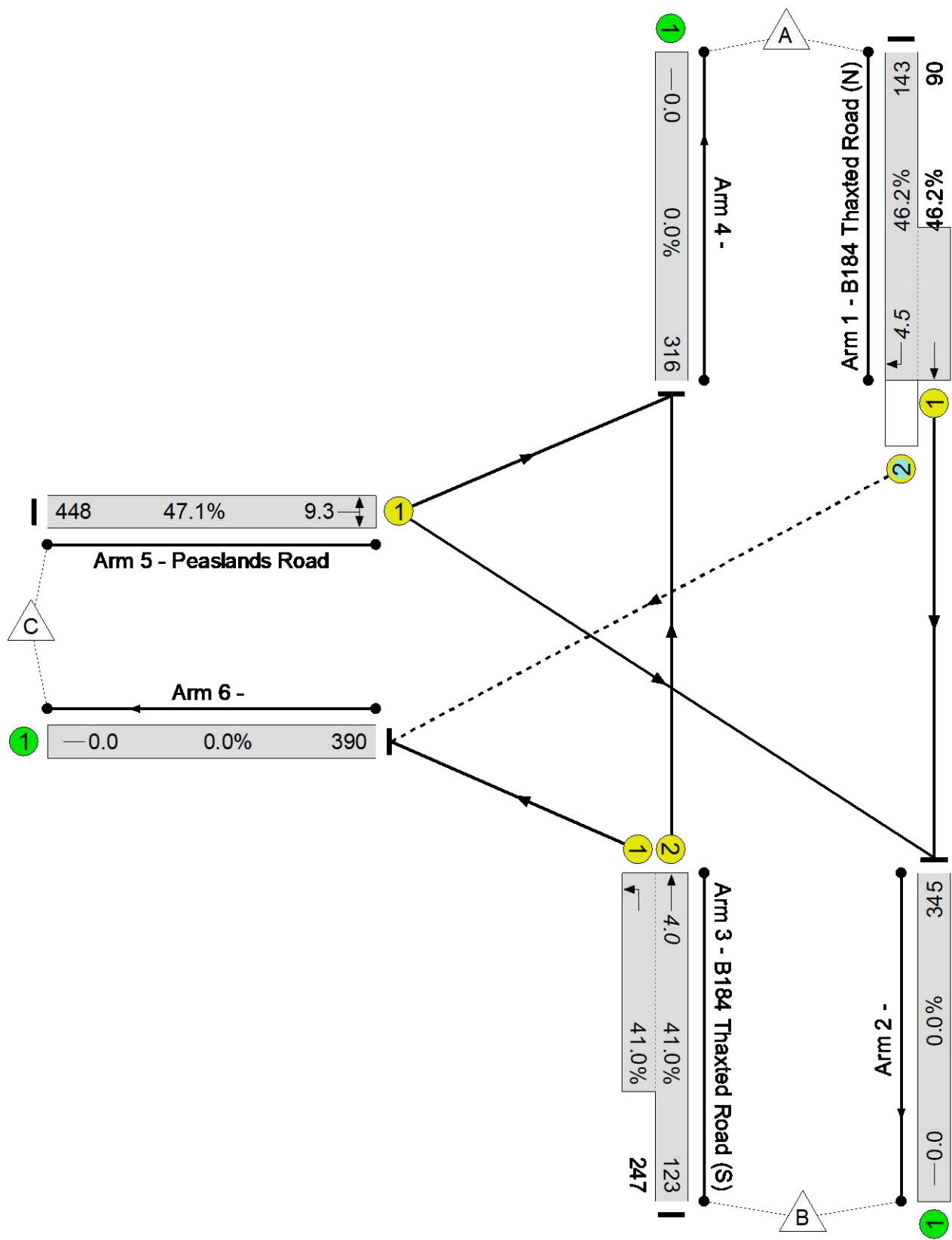
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	47.1%	104	36	4	7.8	-				
Unnamed Junction	-	-	-		-	-	-	-	-	-	47.1%	104	36	4	7.8	-				
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	26	4	233	1741:1865	310+195	46.2 : 46.2%	104	36	4	3.2	4.5				
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	18:89	71	370	1915:1702	300+602	41.0 : 41.0%	-	-	-	2.2	4.0				
5/1	Peaslands Road Right Left	U	C		1	66	-	448	1705	952	47.1%	-	-	-	2.4	9.3				
		C1	PRC for Signalled Lanes (%):		91.2		PRC Over All Lanes (%):		91.2		Total Delay for Signalled Lanes (pcuHr):		7.80		Total Delay Over All Lanes(pcuHr):		7.80		Cycle Time (s): 120	

MTP Results Summary
Network Layout Diagram

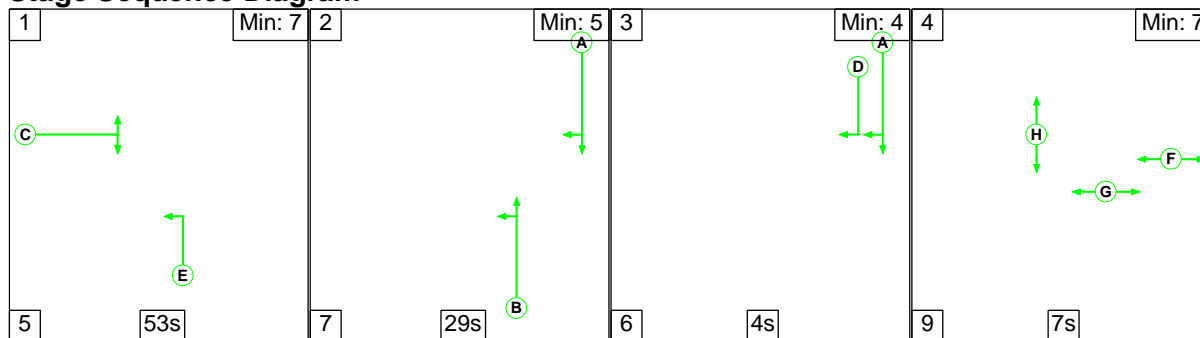

Unnamed Junction
 PRC: 91.2 %
 Total Traffic Delay: 7.8 pcuHr



MTP Results Summary

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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :


Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	214	253	467	
B	75	0	218	293	
C	115	347	0	462	
Tot.	190	561	471	1222	

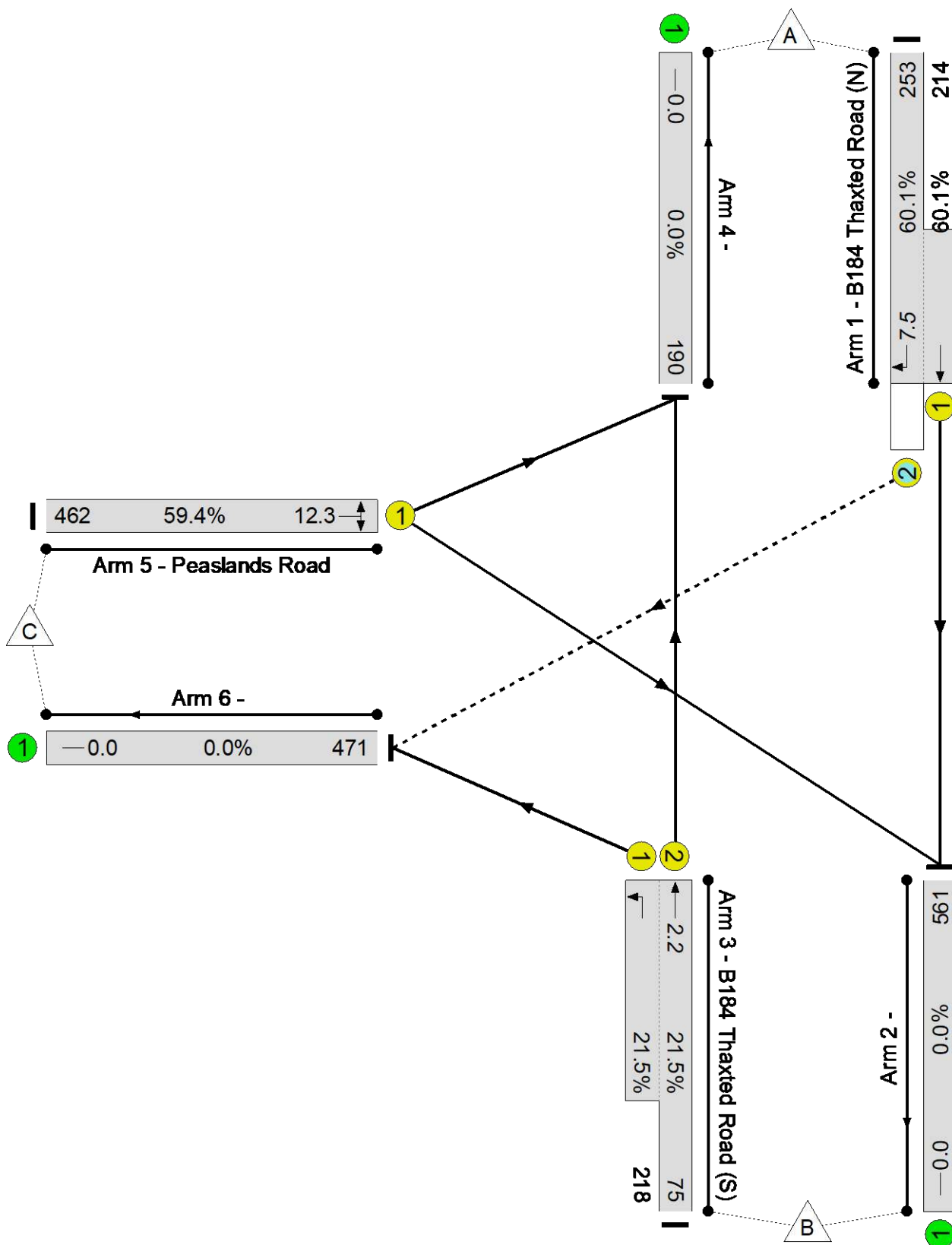
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	60.1%	230	17	6	10.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	60.1%	230	17	6	10.0	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	39	4	467	1741:1865	421+356	60.1 : 60.1%	230	17	6	5.0	7.5
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	31:89	58	293	1915:1702	349+1013	21.5 : 21.5%	-	-	-	1.1	2.2
5/1	Peaslands Road Right Left	U	C		1	53	-	462	1729	778	59.4%	-	-	-	3.9	12.3
		C1	PRC for Signalled Lanes (%):		49.7		49.7	Total Delay for Signalled Lanes (pcuHr):		10.03		Cycle Time (s):		120		
			PRC Over All Lanes (%):		49.7			Total Delay Over All Lanes(pcuHr):		10.03						

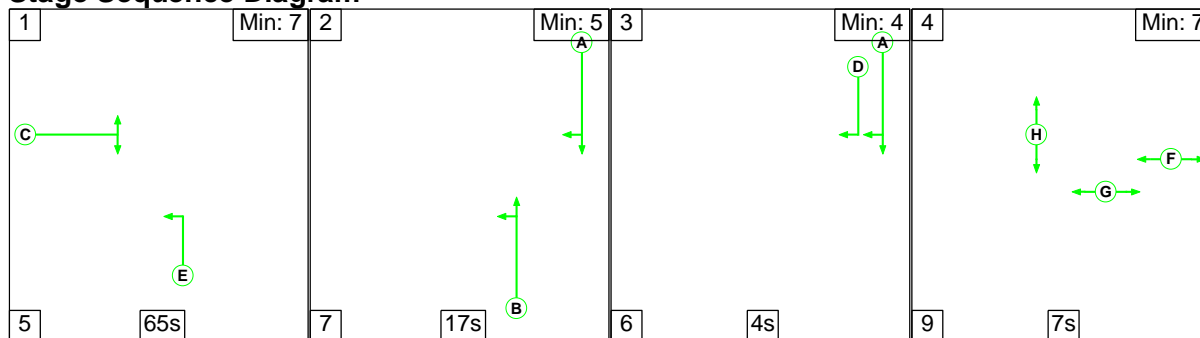
MTP Results Summary
Network Layout Diagram

 **Unnamed Junction**
 PRC: 49.7 %
 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 :


Origin	Destination			
	A	B	C	Tot.
A	0	98	143	241
B	150	0	291	441
C	193	268	0	461
Tot.	343	366	434	1143

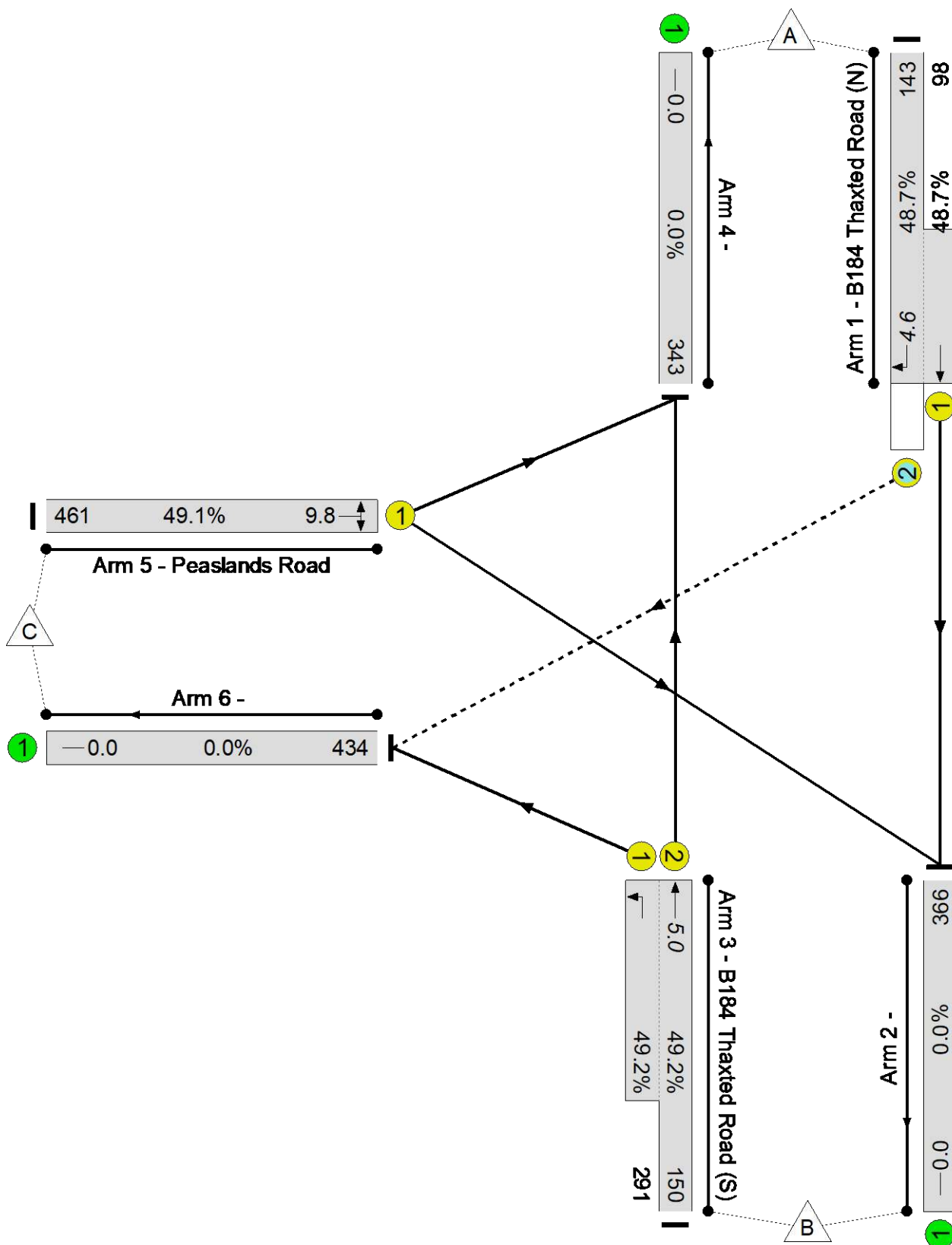
MTP Results Summary

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%	88	52	4	8.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	49.2%	88	52	4	8.7	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	27	4	241	1741:1865	294+201	48.7 : 48.7%	88	52	4	3.3	4.6
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	19:89	70	441	1915:1702	305+592	49.2 : 49.2%	-	-	-	2.7	5.0
5/1	Peaslands Road Right Left	U	C		1	65	-	461	1707	939	49.1%	-	-	-	2.6	9.8
		C1	PRC for Signalled Lanes (%):		83.0		Total Delay for Signalled Lanes (pcuHr):		8.68		Cycle Time (s):		120			
			PRC Over All Lanes (%):		83.0		Total Delay Over All Lanes(pcuHr):		8.68							

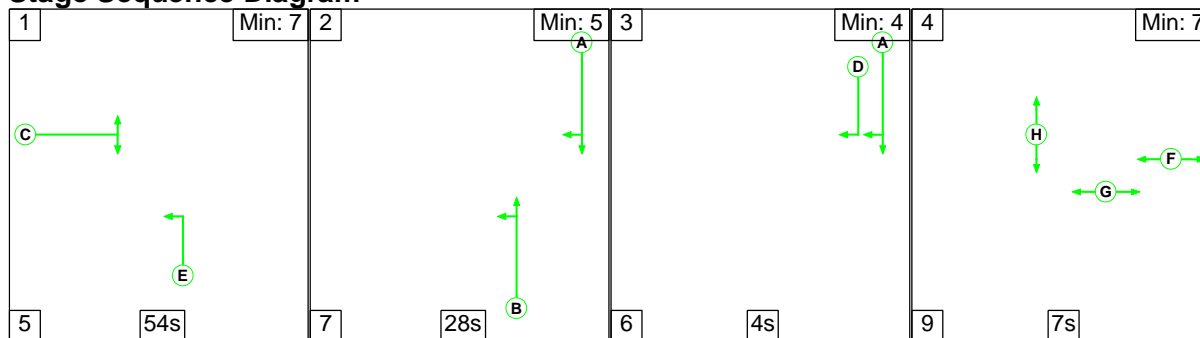
MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 83.0 %
 Total Traffic Delay: 8.7 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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

Origin	Destination			
	A	B	C	Tot.
A	0	233	253	486
B	83	0	232	315
C	115	378	0	493
Tot.	198	611	485	1294

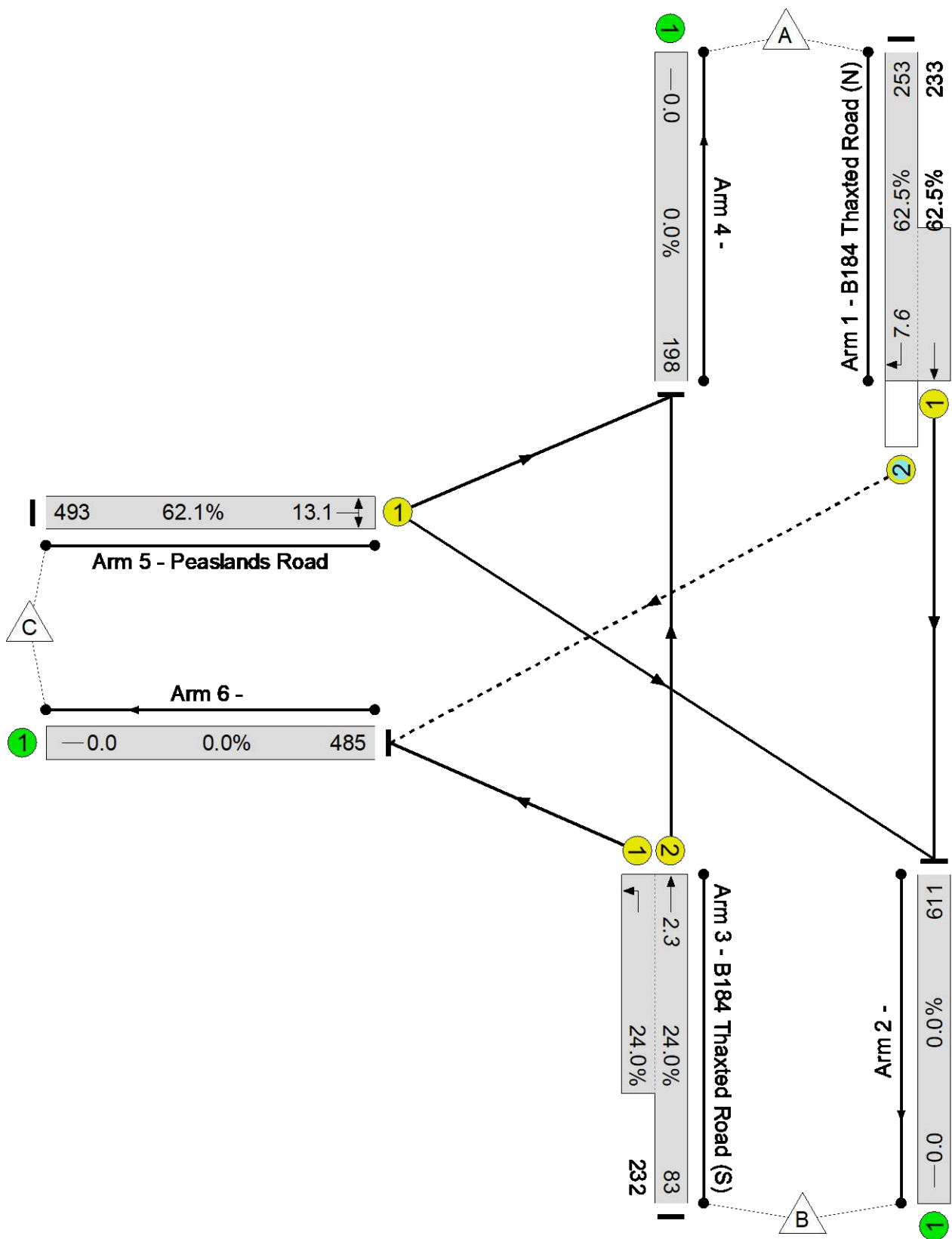
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	62.5%	230	17	6	10.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	62.5%	230	17	6	10.8	-
1/2+1/1	B184 Thaxted Road (N) Ahead Right	O+U	A	D	1	38	4	486	1741:1865	405+373	62.5 : 62.5%	230	17	6	5.4	7.6
3/2+3/1	B184 Thaxted Road (S) Ahead Left	U	B	E	1	30:89	59	315	1915:1702	346+968	24.0 : 24.0%	-	-	-	1.2	2.3
5/1	Peaslands Road Right Left	U	C		1	54	-	493	1732	794	62.1%	-	-	-	4.2	13.1
		C1	PRC for Signalled Lanes (%):		44.1		44.1		Total Delay for Signalled Lanes (pcuHr):		10.83		Cycle Time (s):		120	
			PRC Over All Lanes (%):		44.1				Total Delay Over All Lanes(pcuHr):		10.83					

MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 44.1 %
 Total Traffic Delay: 10.8 pcuHr



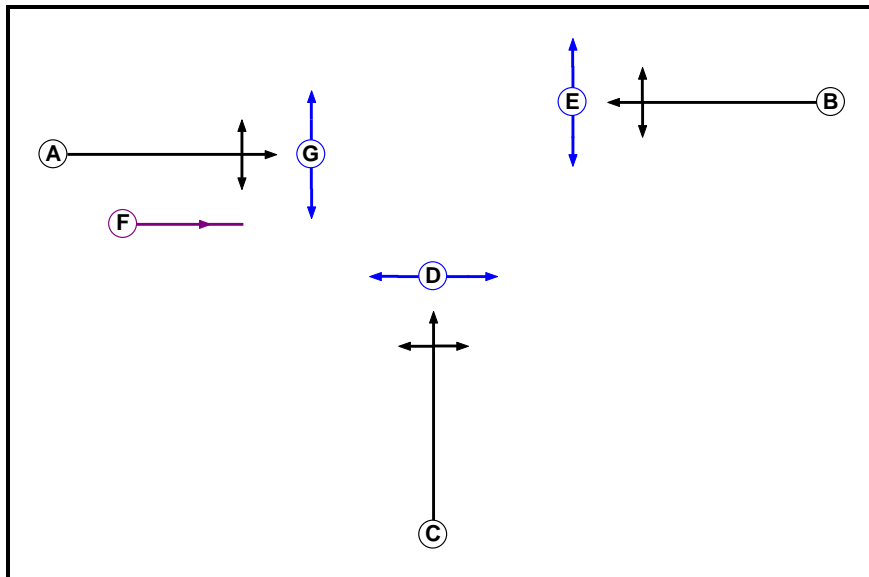
Appendix 7

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 (Surveyed Flows).lsg3x
Author:	
Company:	
Address:	

Phase Diagram



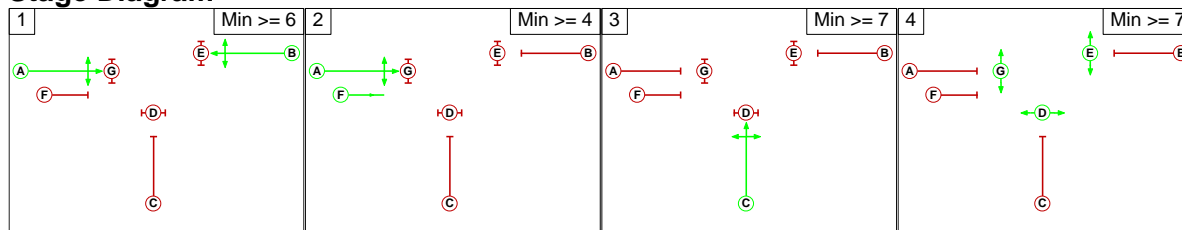
Phase Input Data

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

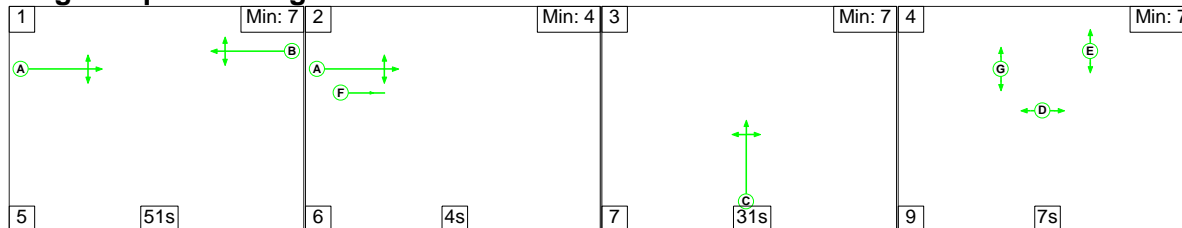


Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2022 Surveyed 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: '2022 Surveyed AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

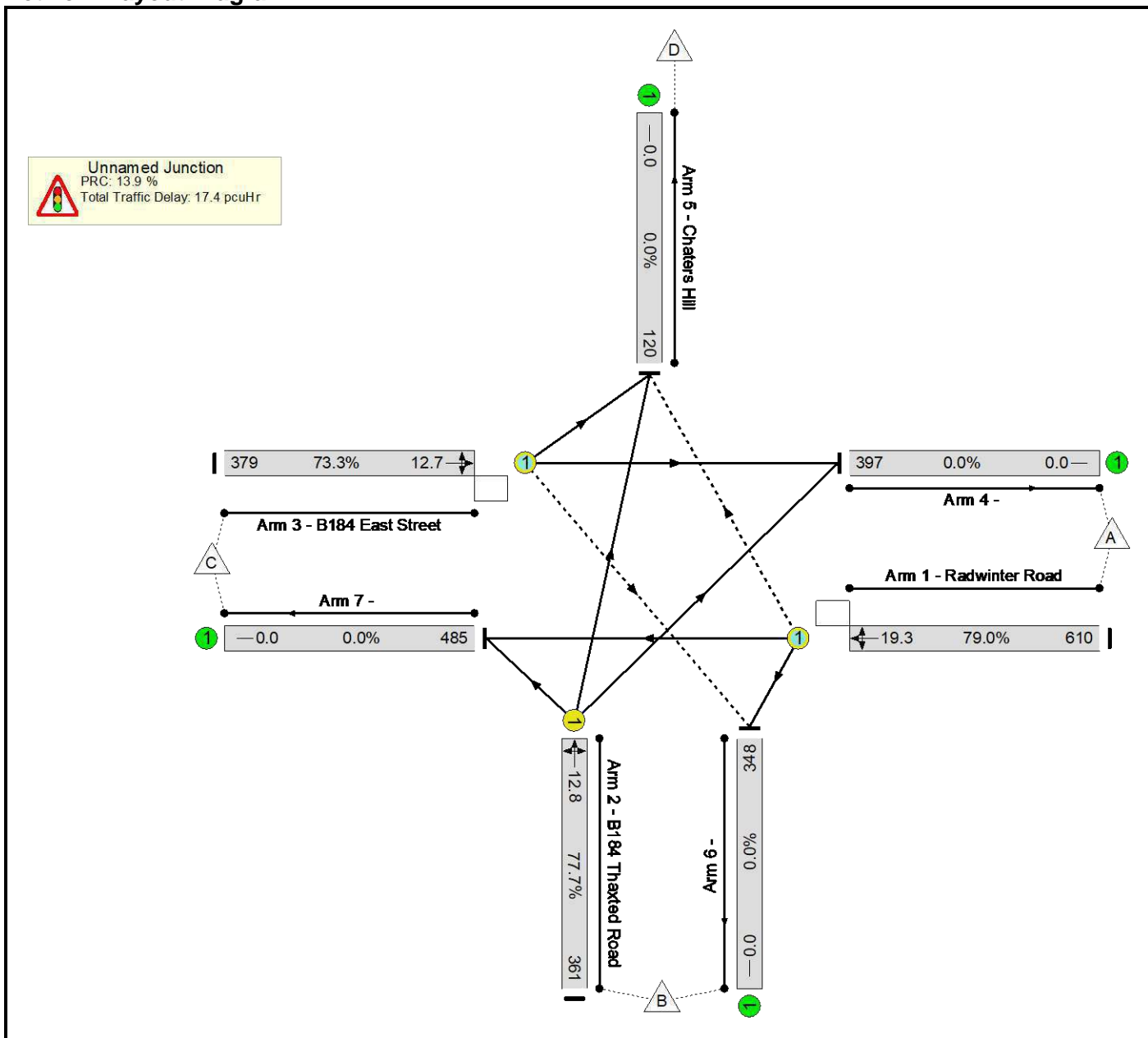
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	208	377	25	610
	B	166	0	108	87	361
	C	231	140	0	8	379
	D	0	0	0	0	0
	Tot.	397	348	485	120	1350

MTP Results Summary

Network Results

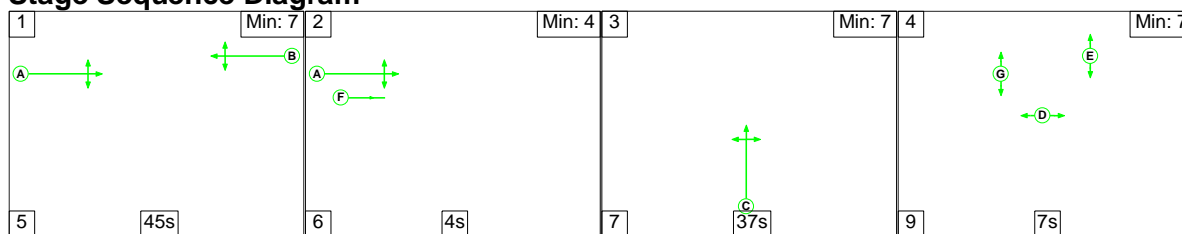
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.0%	134	28	2	17.4	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	79.0%	134	28	2	17.4	-
1/1	Radwinter Road Right Left Ahead	O	B		1	51	-	610	1781	772	79.0%	25	0	0	6.8	19.3
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	31	-	361	1742	465	77.7%	-	-	-	5.8	12.8
3/1	B184 East Street Ahead Left Right	O	A		1	61	-	379	1851	517	73.3%	109	28	2	4.9	12.7
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 17.43 Cycle Time (s): 120 PRC Over All Lanes (%): 13.9 Total Delay Over All Lanes(pcuHr): 17.43</p>																

MTP Results Summary
Network Layout Diagram



Scenario 2: '2021 Base PM' (FG2: '2022 Surveyed 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: '2022 Surveyed PM'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

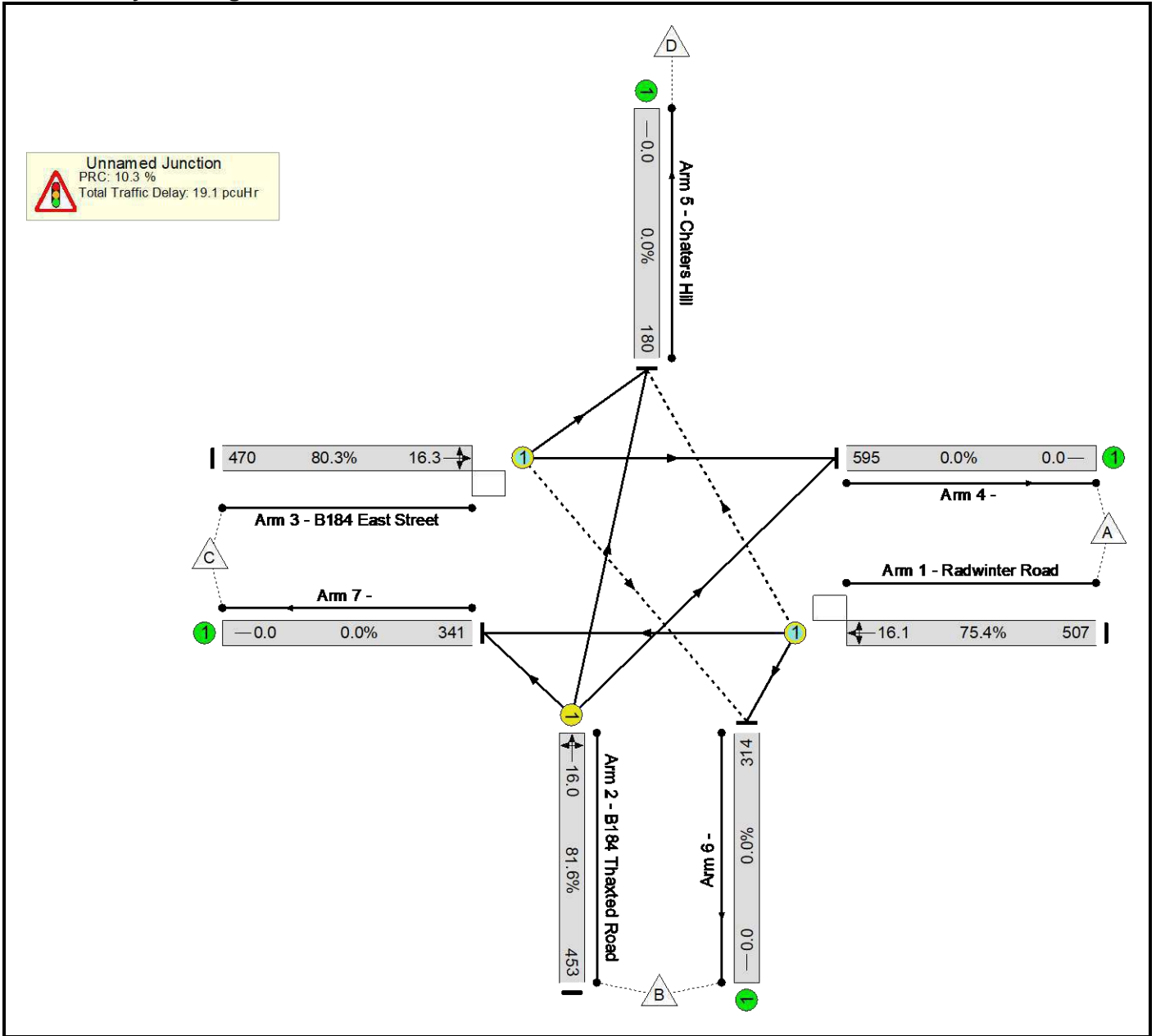
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	197	268	42	507
	B	250	0	73	130	453
	C	345	117	0	8	470
	D	0	0	0	0	0
	Tot.	595	314	341	180	1430

MTP Results Summary

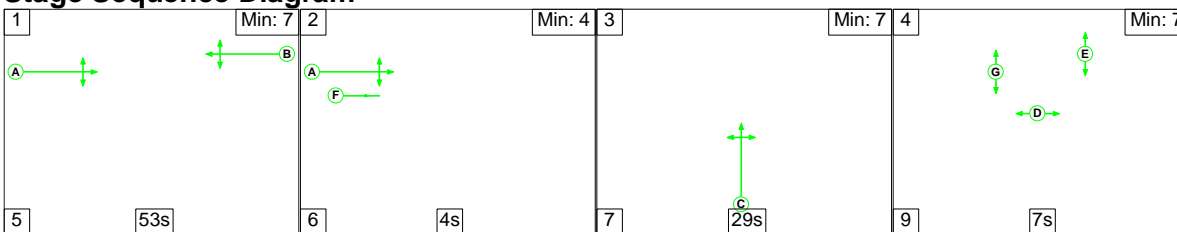
Network Results

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	-	-	-		-	-	-	-	-	-	81.6%	149	8	2	19.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	81.6%	149	8	2	19.1	-
1/1	Radwinter Road Right Left Ahead	O	B		1	45	-	507	1755	673	75.4%	42	0	0	6.1	16.1
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	37	-	453	1753	555	81.6%	-	-	-	6.9	16.0
3/1	B184 East Street Ahead Left Right	O	A		1	55	-	470	1878	585	80.3%	107	8	2	6.1	16.3
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 19.09 Cycle Time (s): 120 PRC Over All Lanes (%): 10.3 Total Delay Over All Lanes(pcuHr): 19.09</p>																

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 :

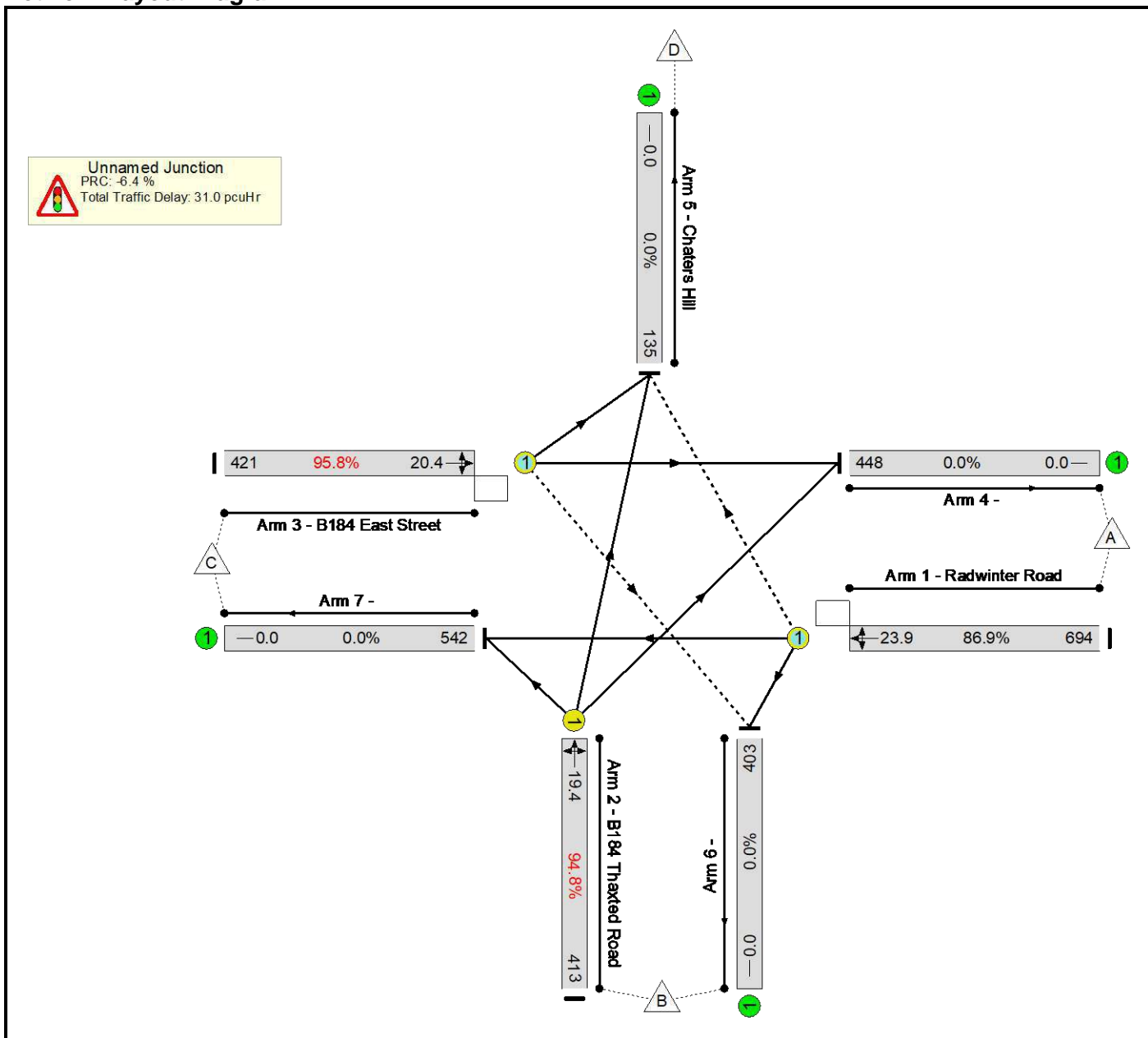
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	248	420	26	694
	B	190	0	122	101	413
	C	258	155	0	8	421
	D	0	0	0	0	0
	Tot.	448	403	542	135	1528

MTP Results Summary

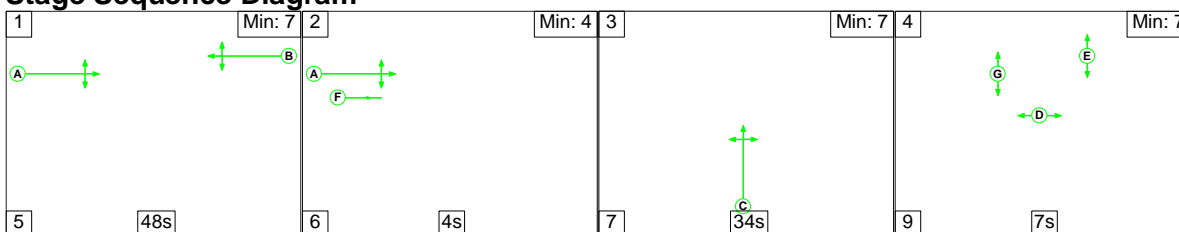
Network Results

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%	94	83	4	31.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	95.8%	94	83	4	31.0	-
1/1	Radwinter Road Right Left Ahead	O	B		1	53	-	694	1775	799	86.9%	26	0	0	8.9	23.9
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	29	-	413	1743	436	94.8%	-	-	-	11.0	19.4
3/1	B184 East Street Ahead Left Right	O	A		1	63	-	421	1851	440	95.8%	68	83	4	11.1	20.4
		C1	PRC for Signalled Lanes (%):		-6.4		Total Delay for Signalled Lanes (pcuHr):		30.95		Cycle Time (s):		120			
			PRC Over All Lanes (%):		-6.4		Total Delay Over All Lanes(pcuHr):		30.95							

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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

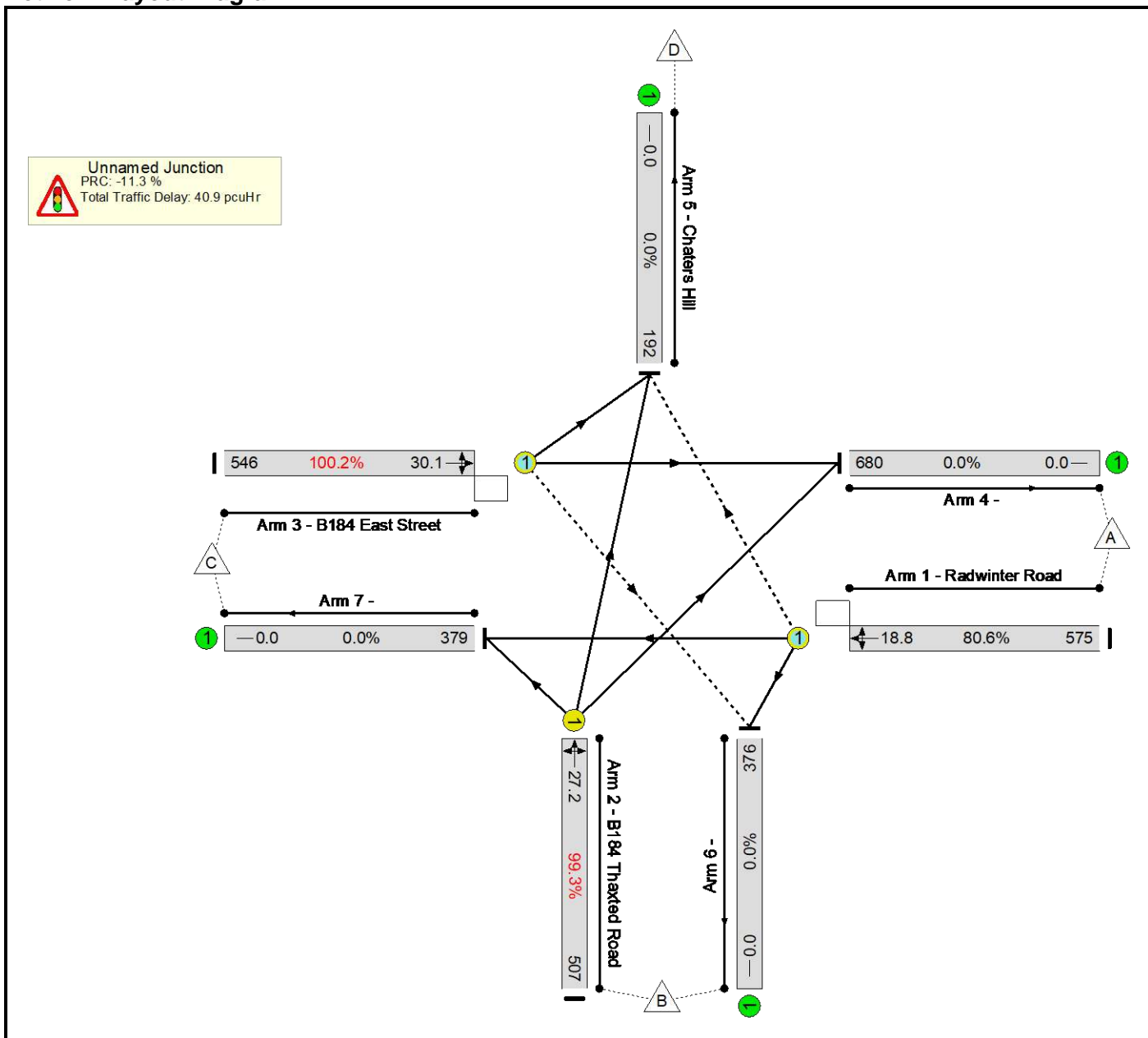
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	235	297	43	575
	B	284	0	82	141	507
	C	397	141	0	8	546
	D	0	0	0	0	0
	Tot.	681	376	379	192	1628

MTP Results Summary

Network Results

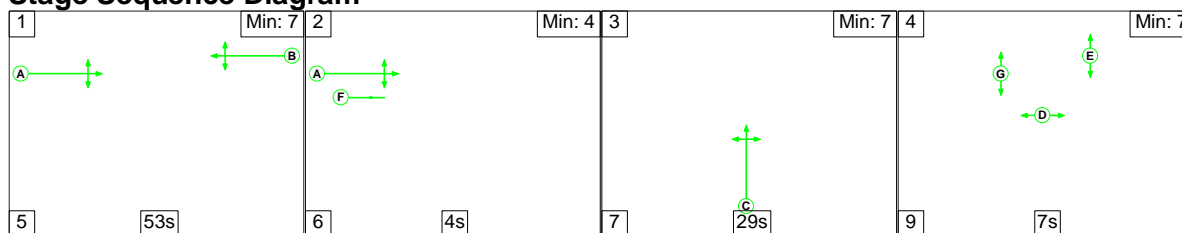
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	100.2%	140	32	12	40.9	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	100.2%	140	32	12	40.9	-
1/1	Radwinter Road Right Left Ahead	O	B		1	48	-	575	1748	714	80.6%	39	0	4	7.1	18.8
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	34	-	507	1750	510	99.3%	-	-	-	16.4	27.2
3/1	B184 East Street Ahead Left Right	O	A		1	58	-	546	1877	545	100.2%	100	32	8	17.4	30.1
<p>C1 PRC for Signalled Lanes (%): -11.3 Total Delay for Signalled Lanes (pcuHr): 40.86 Cycle Time (s): 120 PRC Over All Lanes (%): -11.3 Total Delay Over All Lanes(pcuHr): 40.86</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 (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 :

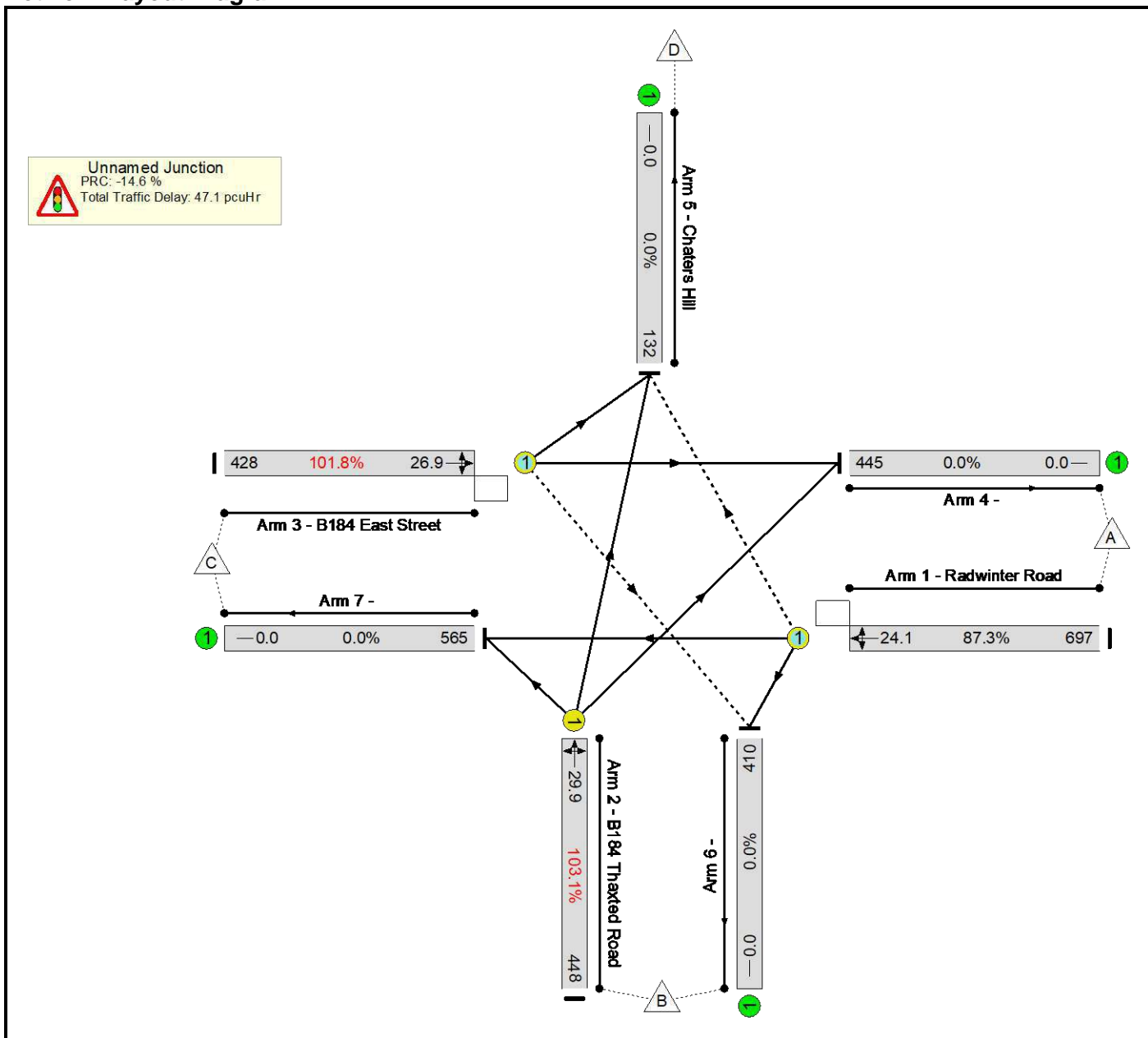
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	251	420	26	697
	B	198	0	149	101	448
	C	258	162	0	8	428
	D	0	0	0	0	0
	Tot.	456	413	569	135	1573

MTP Results Summary

Network Results

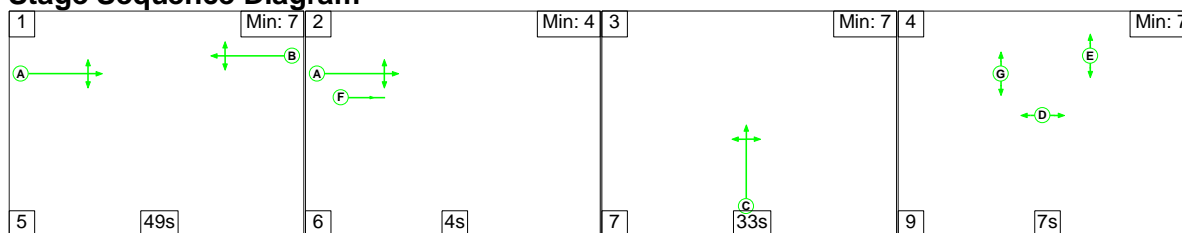
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	103.1%	91	83	12	47.1	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	103.1%	91	83	12	47.1	-	
1/1	Radwinter Road Right Left Ahead	O	B		1	53	-	697	1774	798	87.3%	26	0	0	9.0	24.1	
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	29	-	448	1738	435	103.1%	-	-	-	20.6	29.9	
3/1	B184 East Street Ahead Left Right	O	A		1	63	-	428	1849	420	101.8%	65	83	12	17.5	26.9	
C1		PRC for Signalled Lanes (%):		-14.6		Total Delay for Signalled Lanes (pcuHr):		47.12		Cycle Time (s):		120		PRC Over All Lanes (%):		-14.6	
						Total Delay Over All Lanes(pcuHr):		47.12									

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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

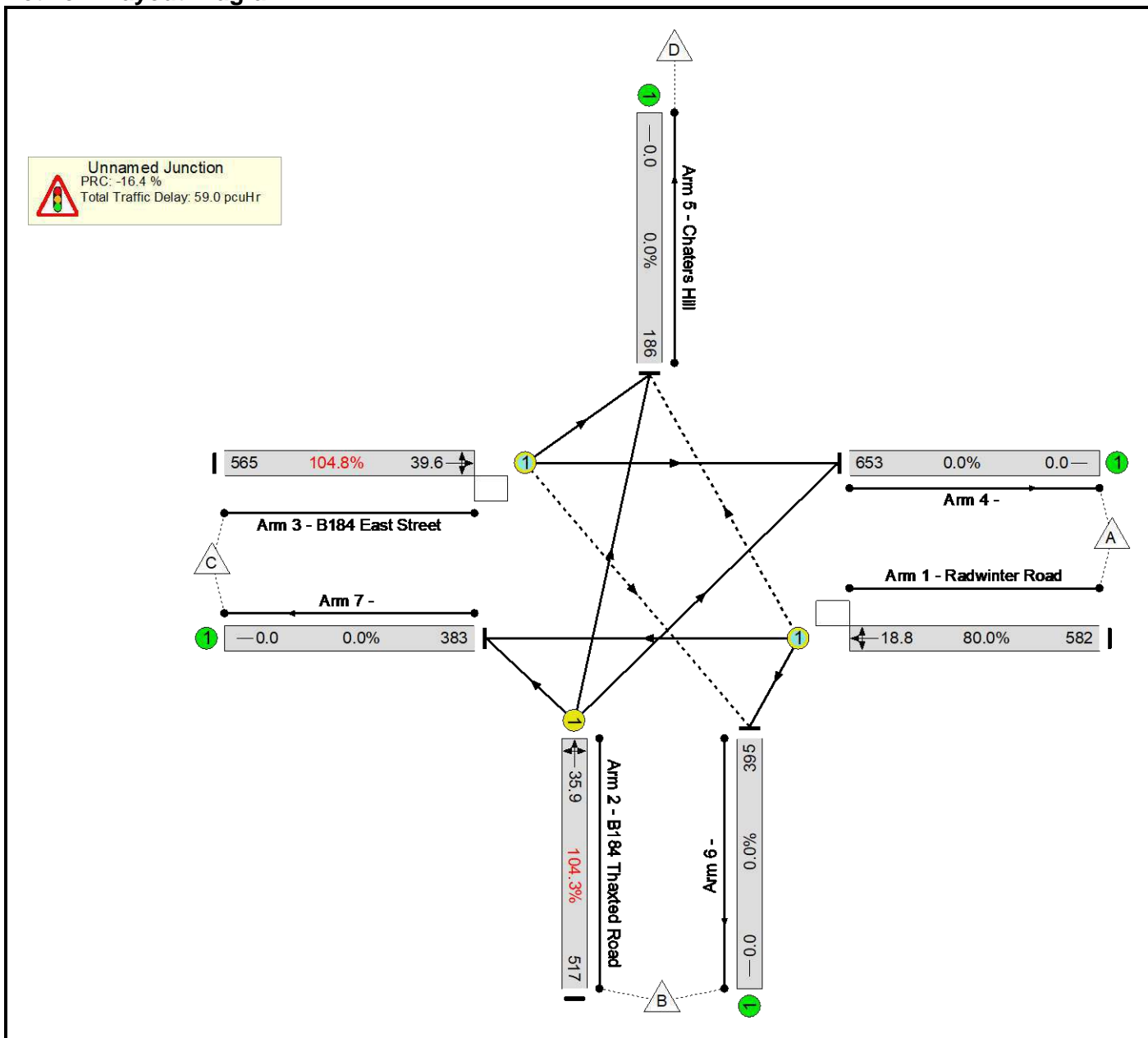
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	242	297	43	582
	B	286	0	90	141	517
	C	397	160	0	8	565
	D	0	0	0	0	0
	Tot.	683	402	387	192	1664

MTP Results Summary

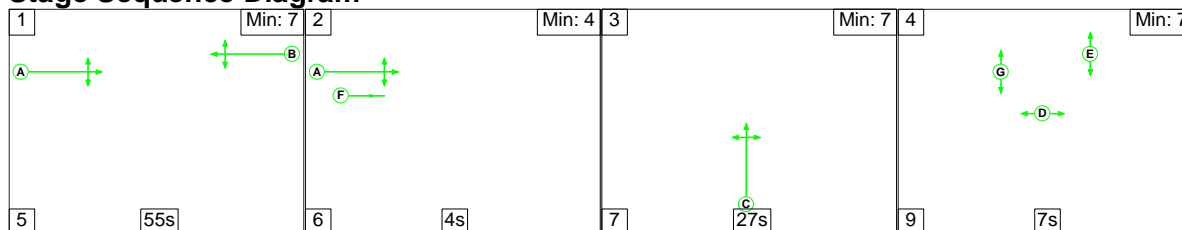
Network Results

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	-	-	-		-	-	-	-	-	-	104.8%	145	37	13	59.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	104.8%	145	37	13	59.0	-
1/1	Radwinter Road Right Left Ahead	O	B		1	49	-	582	1746	727	80.0%	39	0	4	6.9	18.8
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	33	-	517	1749	496	104.3%	-	-	-	25.0	35.9
3/1	B184 East Street Ahead Left Right	O	A		1	59	-	565	1871	539	104.8%	106	37	9	27.1	39.6
		C1	PRC for Signalled Lanes (%):		-16.4		Total Delay for Signalled Lanes (pcuHr):		59.03		Cycle Time (s):		120			
			PRC Over All Lanes (%):		-16.4		Total Delay Over All Lanes(pcuHr):		59.03							

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 :

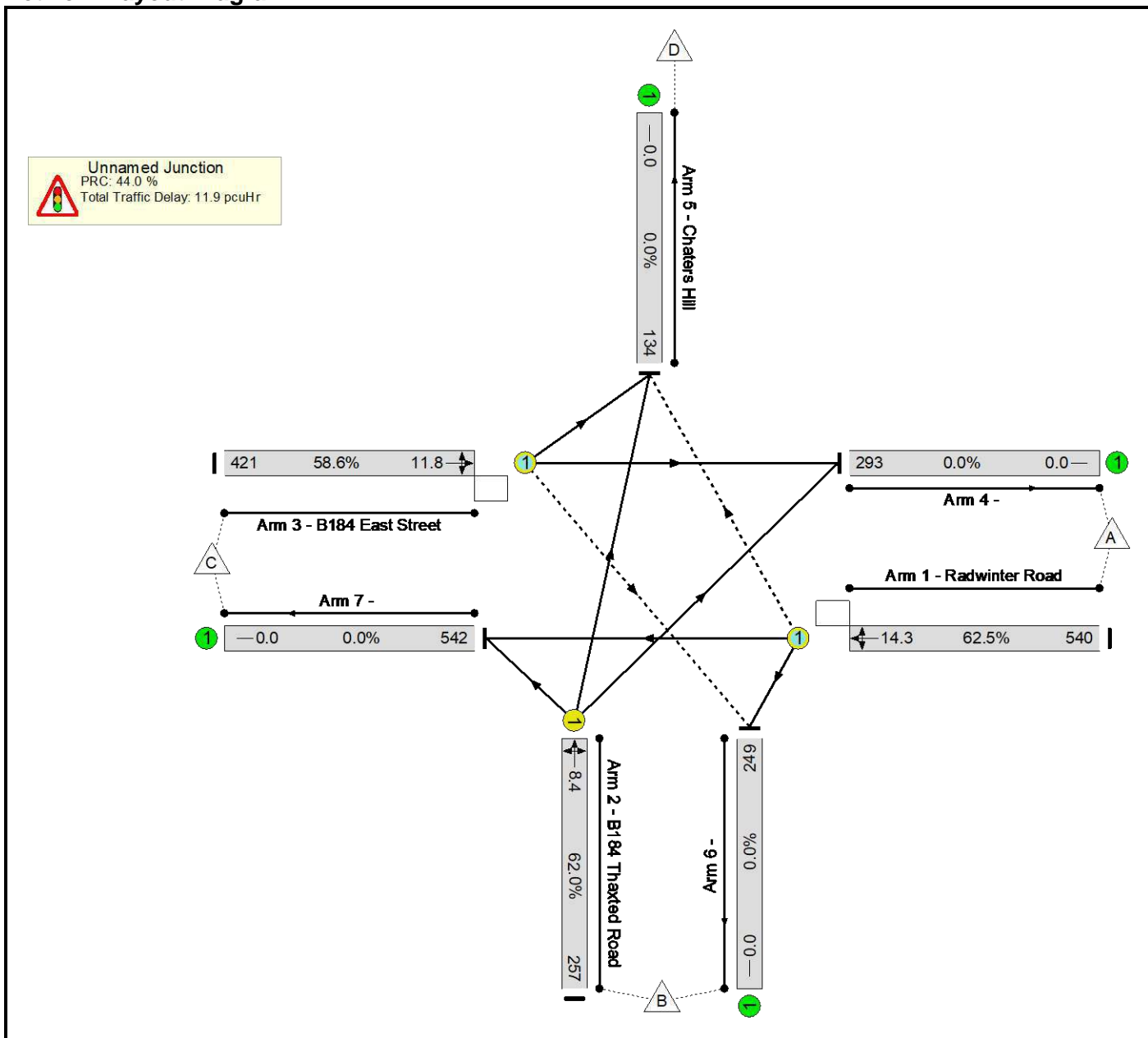
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	94	420	26	540
	B	35	0	122	100	257
	C	258	155	0	8	421
	D	0	0	0	0	0
	Tot.	293	249	542	134	1218

MTP Results Summary

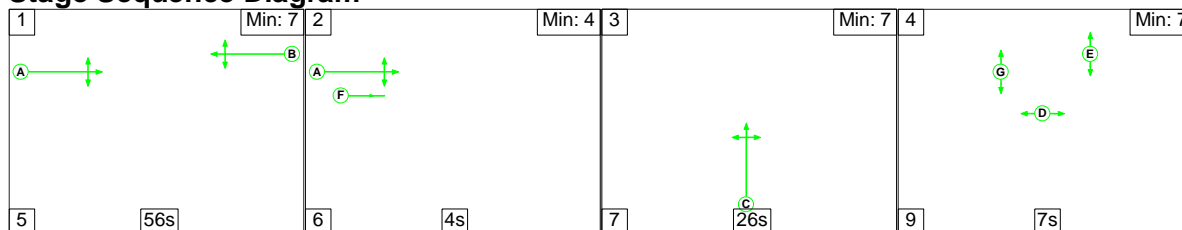
Network Results

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	-	-	-		-	-	-	-	-	-	62.5%	168	10	3	11.9	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	62.5%	168	10	3	11.9	-
1/1	Radwinter Road Right Left Ahead	O	B		1	55	-	540	1851	864	62.5%	26	0	0	4.4	14.3
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	27	-	257	1777	415	62.0%	-	-	-	3.8	8.4
3/1	B184 East Street Ahead Left Right	O	A		1	65	-	421	1851	718	58.6%	142	10	3	3.7	11.8
		C1			PRC for Signalled Lanes (%):		44.0	Total Delay for Signalled Lanes (pcuHr):		11.91		Cycle Time (s): 120				
					PRC Over All Lanes (%):		44.0	Total Delay Over All Lanes(pcuHr):		11.91						

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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

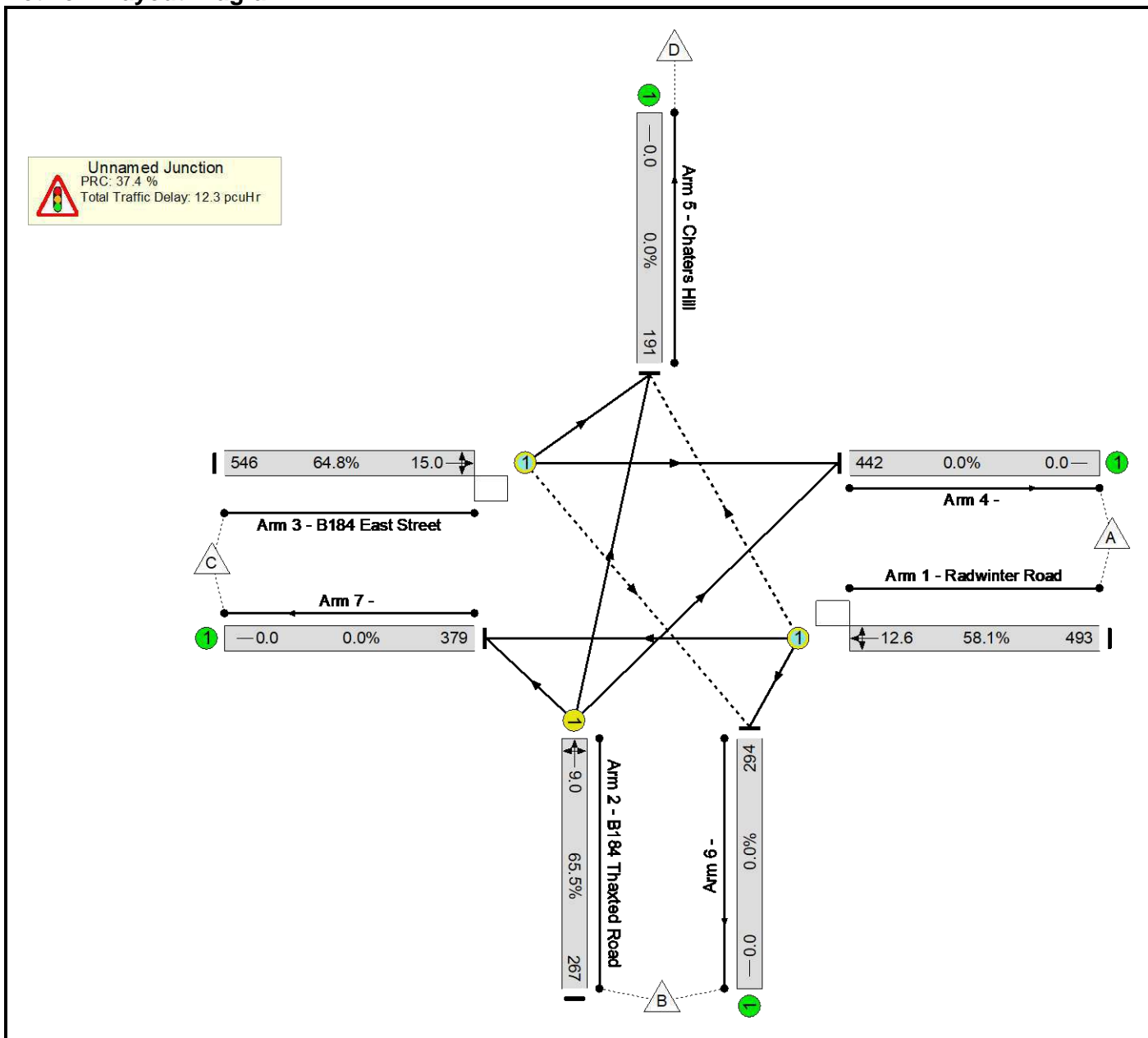
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	153	297	43	493
	B	45	0	82	140	267
	C	397	141	0	8	546
	D	0	0	0	0	0
	Tot.	442	294	379	191	1306

MTP Results Summary

Network Results

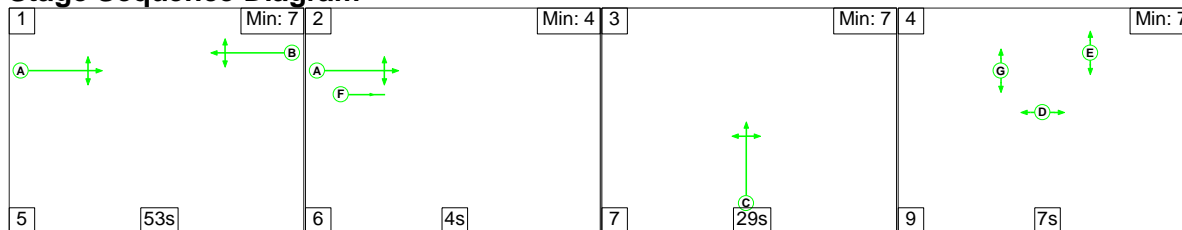
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	65.5%	172	9	2	12.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	65.5%	172	9	2	12.3	-
1/1	Radwinter Road Right Left Ahead	O	B		1	56	-	493	1786	848	58.1%	43	0	0	3.9	12.6
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	26	-	267	1811	407	65.5%	-	-	-	4.1	9.0
3/1	B184 East Street Ahead Left Right	O	A		1	66	-	546	1877	842	64.8%	129	9	2	4.3	15.0
		C1			PRC for Signalled Lanes (%):		37.4	Total Delay for Signalled Lanes (pcuHr):		12.27		Cycle Time (s):		120		
					PRC Over All Lanes (%):		37.4	Total Delay Over All Lanes(pcuHr):		12.27						

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 :

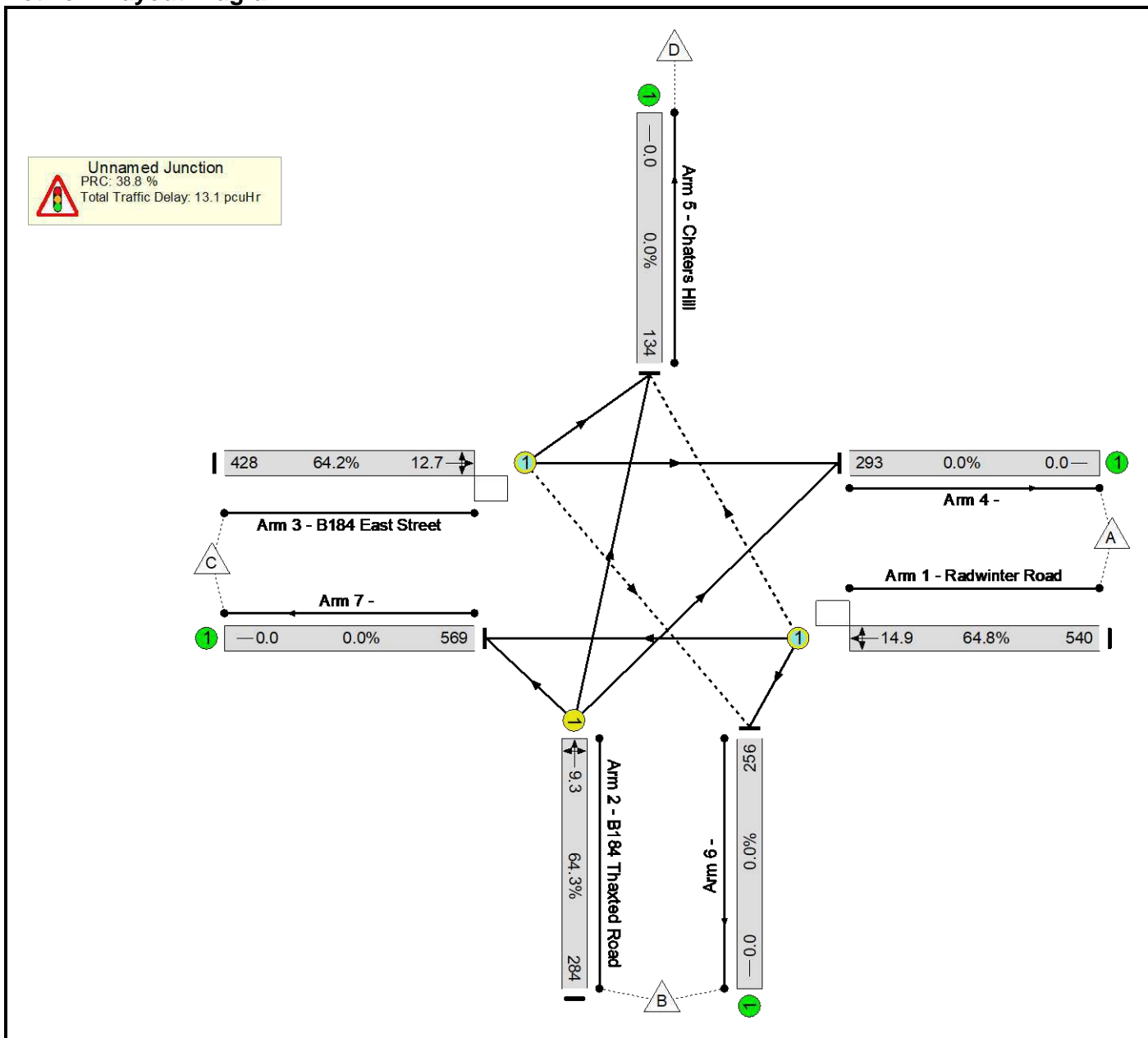
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	94	420	26	540
	B	35	0	149	100	284
	C	258	162	0	8	428
	D	0	0	0	0	0
	Tot.	293	256	569	134	1252

MTP Results Summary

Network Results

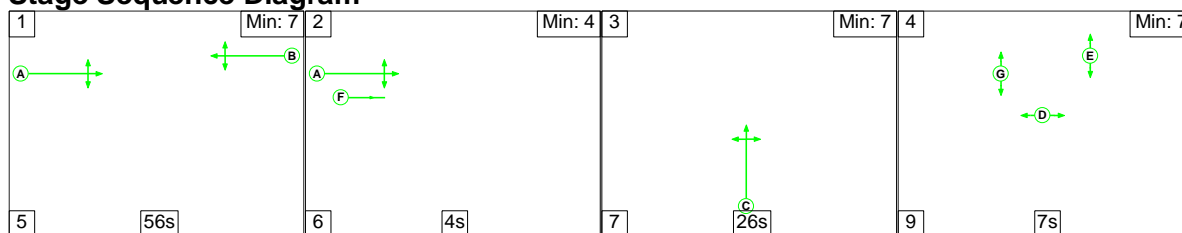
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	64.8%	174	11	3	13.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	64.8%	174	11	3	13.1	-
1/1	Radwinter Road Right Left Ahead	O	B		1	53	-	540	1851	833	64.8%	26	0	0	4.8	14.9
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	29	-	284	1768	442	64.3%	-	-	-	4.1	9.3
3/1	B184 East Street Ahead Left Right	O	A		1	63	-	428	1849	667	64.2%	149	11	3	4.3	12.7
		C1	PRC for Signalled Lanes (%):		38.8		Total Delay for Signalled Lanes (pcuHr):		13.10		Cycle Time (s):		120			
			PRC Over All Lanes (%):		38.8		Total Delay Over All Lanes(pcuHr):		13.10							

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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	153	297	43	493
	B	45	0	90	140	275
	C	397	160	0	8	565
	D	0	0	0	0	0
	Tot.	442	313	387	191	1333

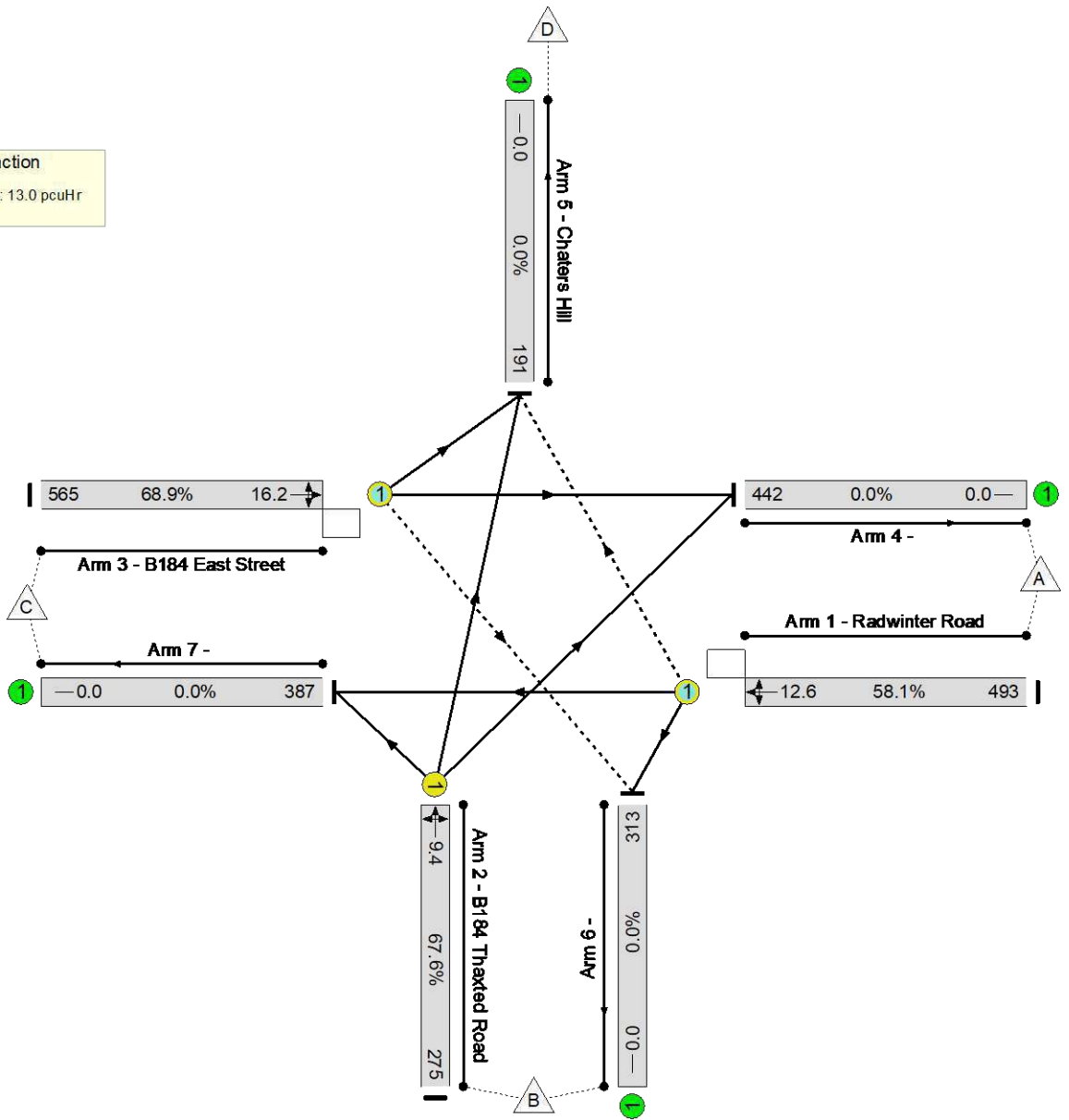
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	68.9%	190	11	3	13.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	68.9%	190	11	3	13.0	-
1/1	Radwinter Road Right Left Ahead	O	B		1	56	-	493	1786	848	58.1%	43	0	0	3.9	12.6
2/1	B184 Thaxted Road Right Ahead Left	U	C		1	26	-	275	1807	407	67.6%	-	-	-	4.3	9.4
3/1	B184 East Street Ahead Left Right	O	A		1	66	-	565	1871	820	68.9%	147	11	3	4.9	16.2
		C1	PRC for Signalled Lanes (%):		30.6		Total Delay for Signalled Lanes (pcuHr):		13.02		Cycle Time (s):		120			
			PRC Over All Lanes (%):		30.6		Total Delay Over All Lanes(pcuHr):		13.02							

MTP Results Summary
Network Layout Diagram


Unnamed Junction
 PRC: 30.6 %
 Total Traffic Delay: 13.0 pcuHr



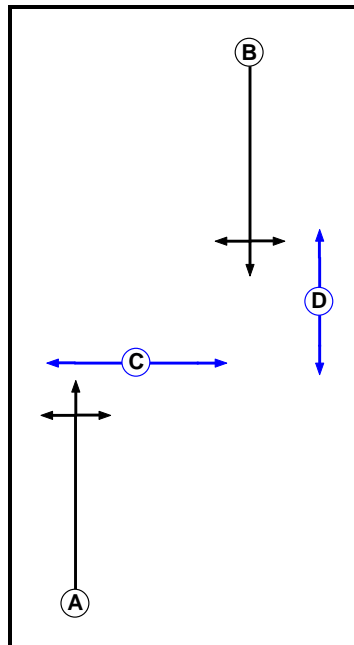
Appendix 8

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 (Surveyed Flows).lsg3x
Author:	
Company:	
Address:	

Phase Diagram



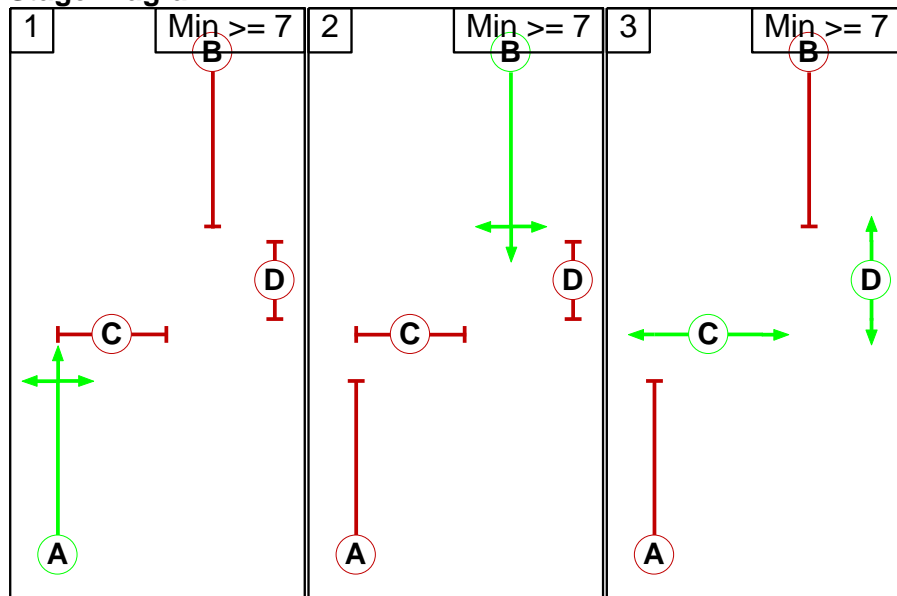
Phase Input Data

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 Intergrens 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

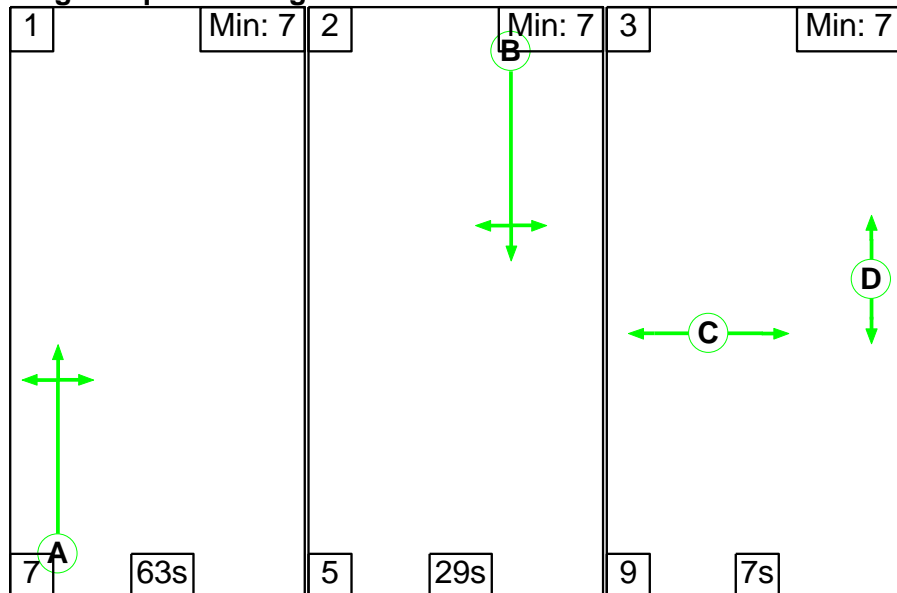


Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2022 Surveyed 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: '2022 Surveyed AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

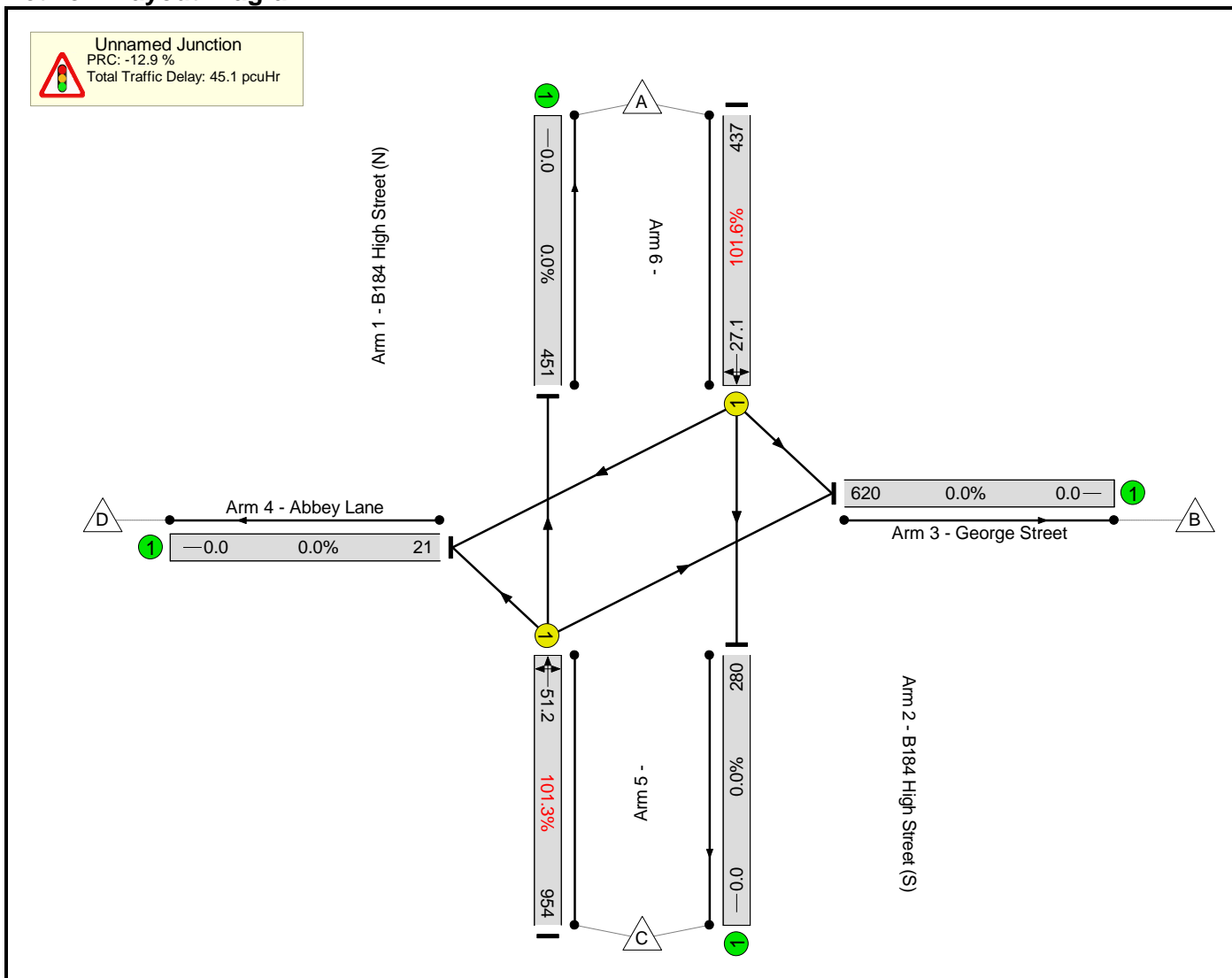
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	140	284	13	437
	B	0	0	0	0	0
	C	457	489	0	8	954
	D	0	0	0	0	0
	Tot.	457	629	284	21	1391

MTP Results Summary

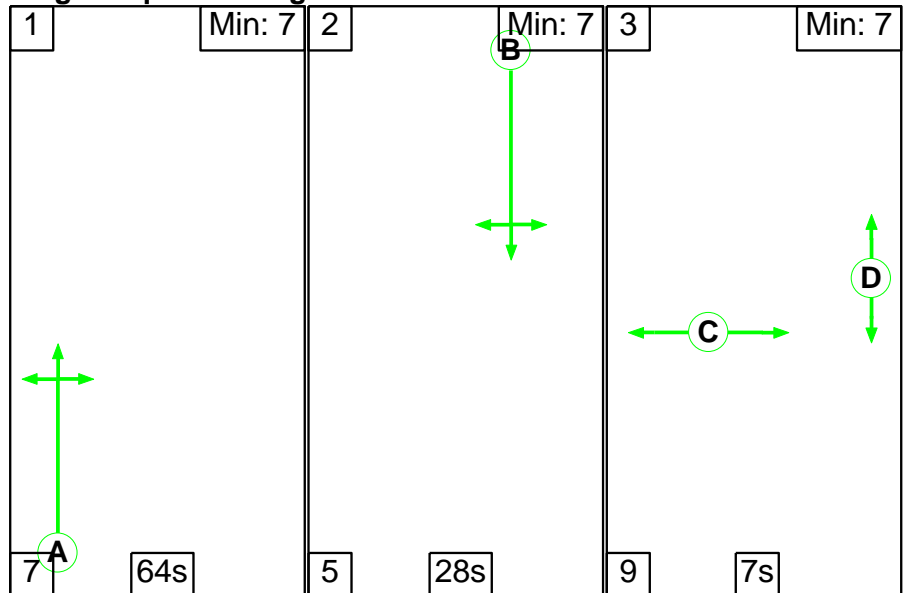
Network Results

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	-	-	-		-	-	-	-	-	-	101.6%	0	0	0	45.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	101.6%	0	0	0	45.1	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	29	-	437	1721	430	101.6%	-	-	-	18.0	27.1
2/1	B184 High Street (S) Right Left Ahead	U	A		1	63	-	954	1765	941	101.3%	-	-	-	27.1	51.2
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -12.9 Total Delay for Signalled Lanes (pcuHr): 45.07 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -12.9 Total Delay Over All Lanes(pcuHr): 45.07</p>																

MTP Results Summary
Network Layout Diagram



Scenario 2: '2021 Base PM' (FG2: '2022 Surveyed 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
2: '2022 Surveyed PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

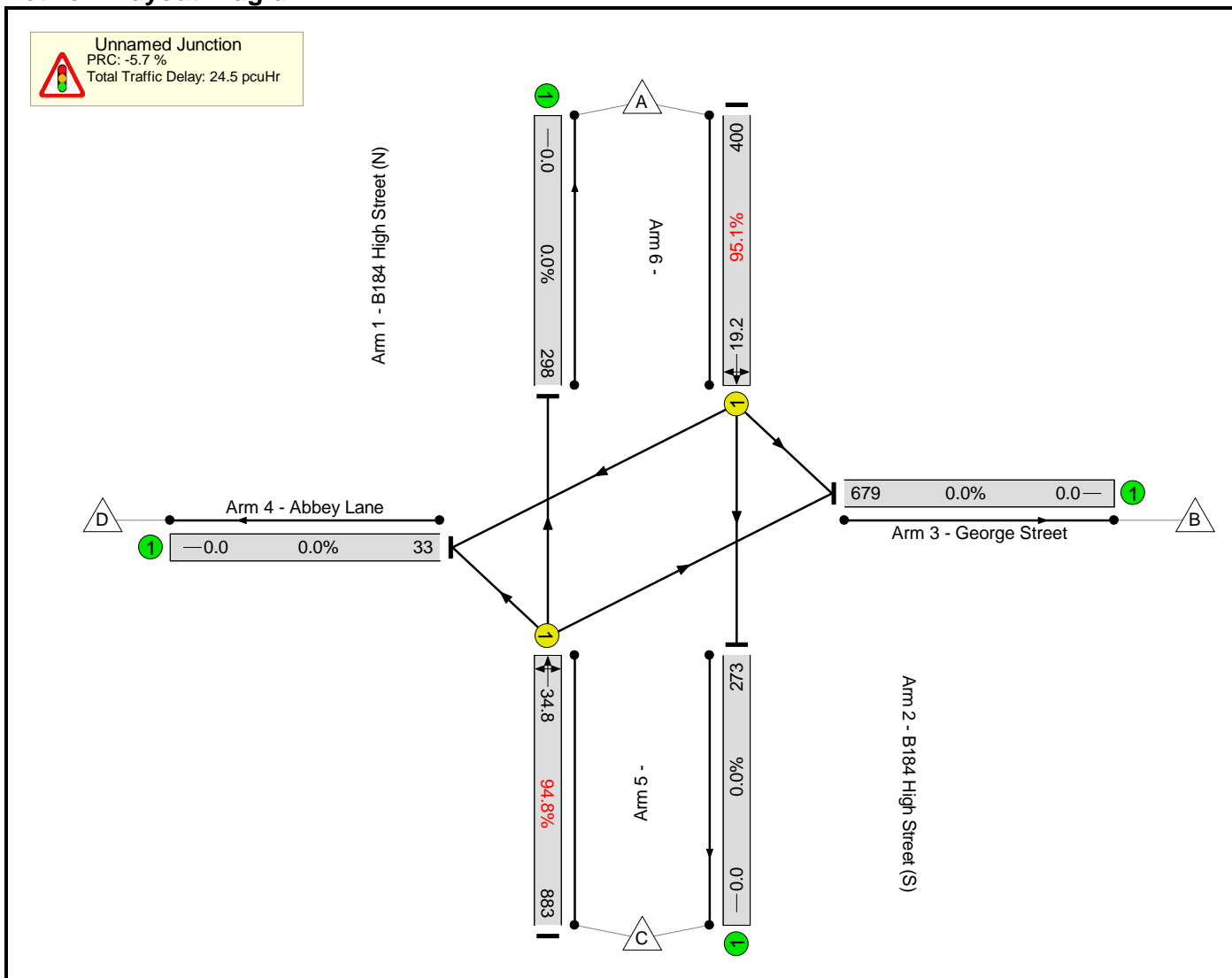
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	114	273	13	400
	B	0	0	0	0	0
	C	298	565	0	20	883
	D	0	0	0	0	0
	Tot.	298	679	273	33	1283

MTP Results Summary

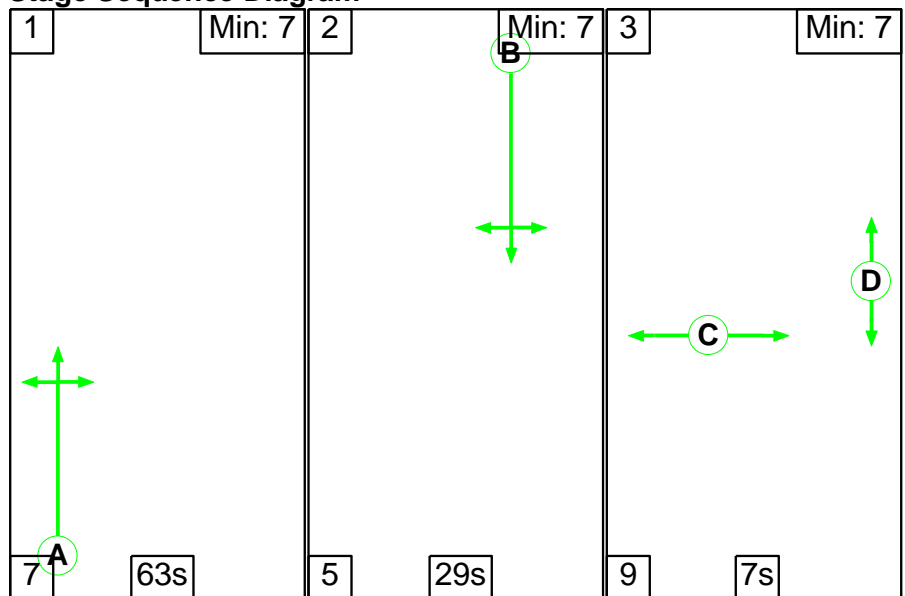
Network Results

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	-	-	-		-	-	-	-	-	-	95.1%	0	0	0	24.5	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	95.1%	0	0	0	24.5	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	28	-	400	1740	420	95.1%	-	-	-	11.1	19.2
2/1	B184 High Street (S) Right Left Ahead	U	A		1	64	-	883	1719	931	94.8%	-	-	-	13.4	34.8
		C1	PRC for Signalled Lanes (%):		-5.7		Total Delay for Signalled Lanes (pcuHr):		24.53		Cycle Time (s):		120			
			PRC Over All Lanes (%):		-5.7		Total Delay Over All Lanes(pcuHr):		24.53							

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 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 :

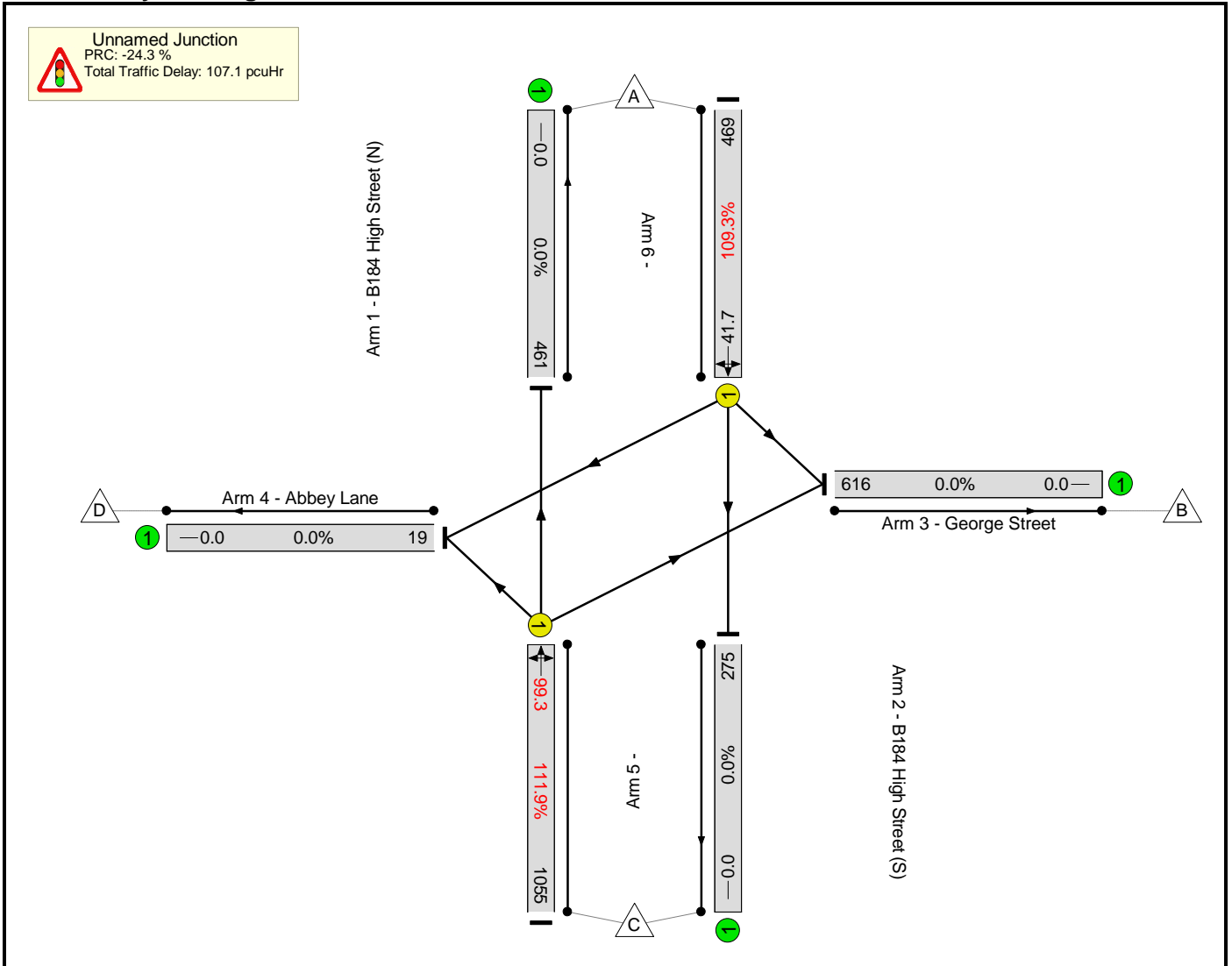
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	155	301	13	469
	B	0	0	0	0	0
	C	516	531	0	8	1055
	D	0	0	0	0	0
	Tot.	516	686	301	21	1524

MTP Results Summary

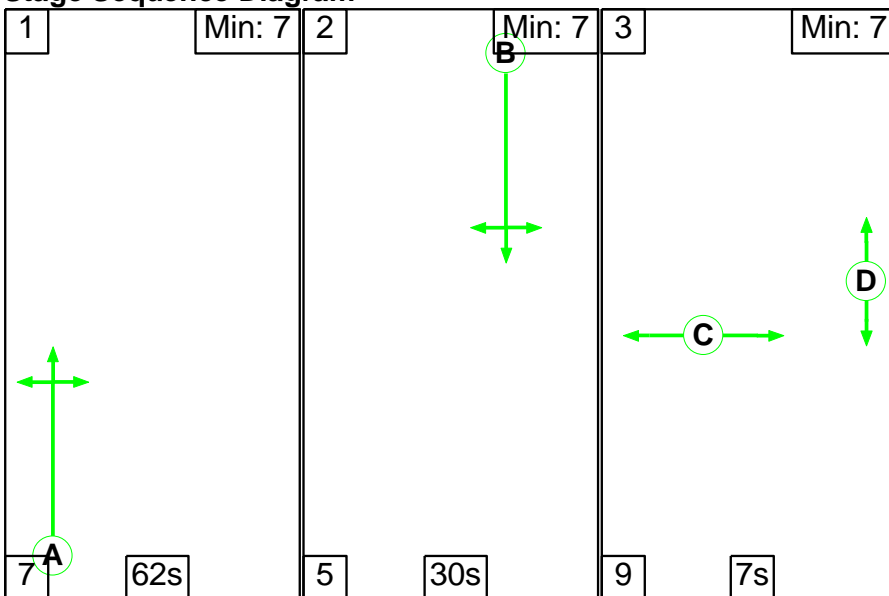
Network Results

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	-	-	-		-	-	-	-	-	-	111.9%	0	0	0	107.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	111.9%	0	0	0	107.1	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	29	-	469	1716	429	109.3%	-	-	-	32.3	41.7
2/1	B184 High Street (S) Right Left Ahead	U	A		1	63	-	1055	1768	943	111.9%	-	-	-	74.8	99.3
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -24.3 Total Delay for Signalled Lanes (pcuHr): 107.07 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -24.3 Total Delay Over All Lanes(pcuHr): 107.07</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



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 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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

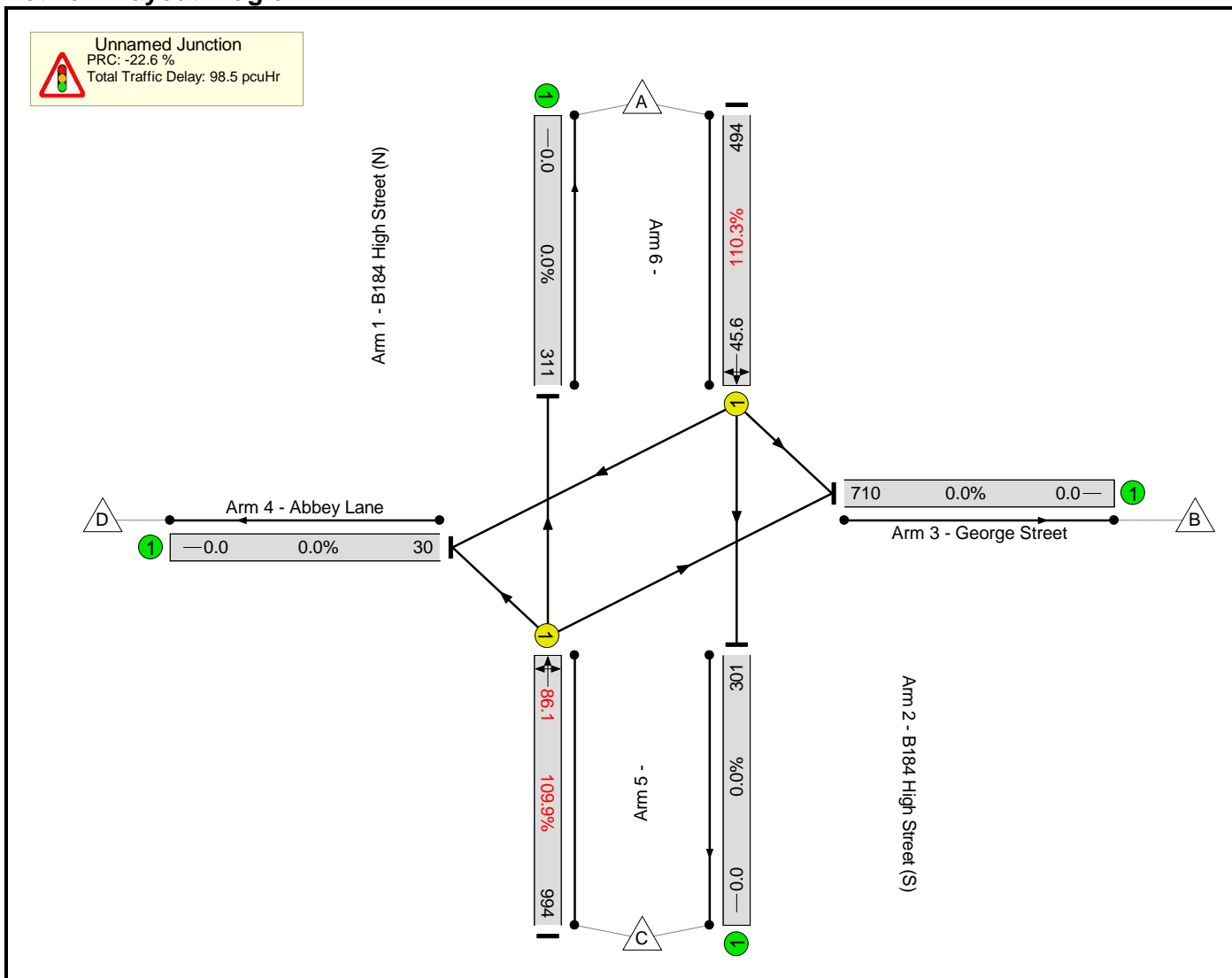
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	149	332	13	494
	B	0	0	0	0	0
	C	342	632	0	20	994
	D	0	0	0	0	0
	Tot.	342	781	332	33	1488

MTP Results Summary

Network Results

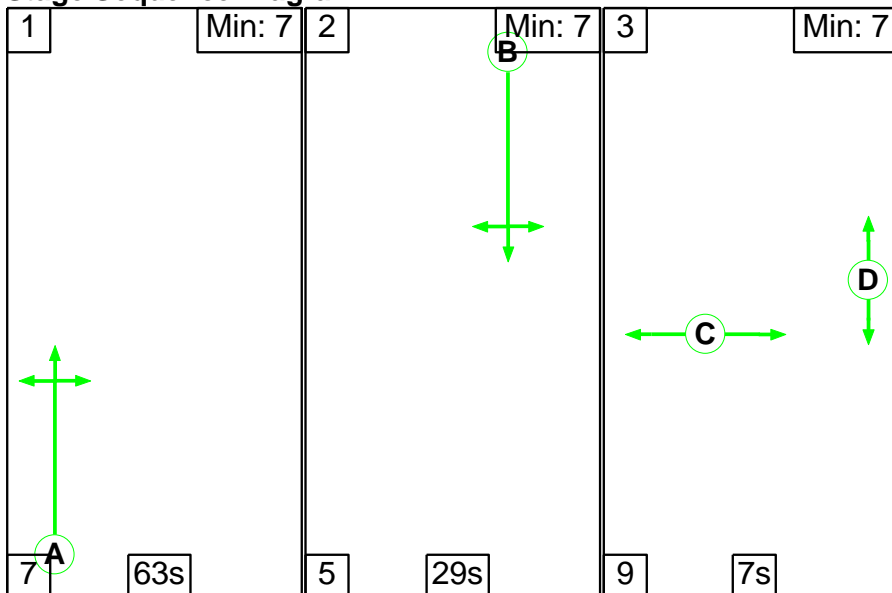
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	110.3%	0	0	0	98.5	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	110.3%	0	0	0	98.5	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	30	-	494	1733	448	110.3%	-	-	-	35.6	45.6
2/1	B184 High Street (S) Right Left Ahead	U	A		1	62	-	994	1722	904	109.9%	-	-	-	62.8	86.1
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -22.6 Total Delay for Signalled Lanes (pcuHr): 98.46 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -22.6 Total Delay Over All Lanes(pcuHr): 98.46</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 :

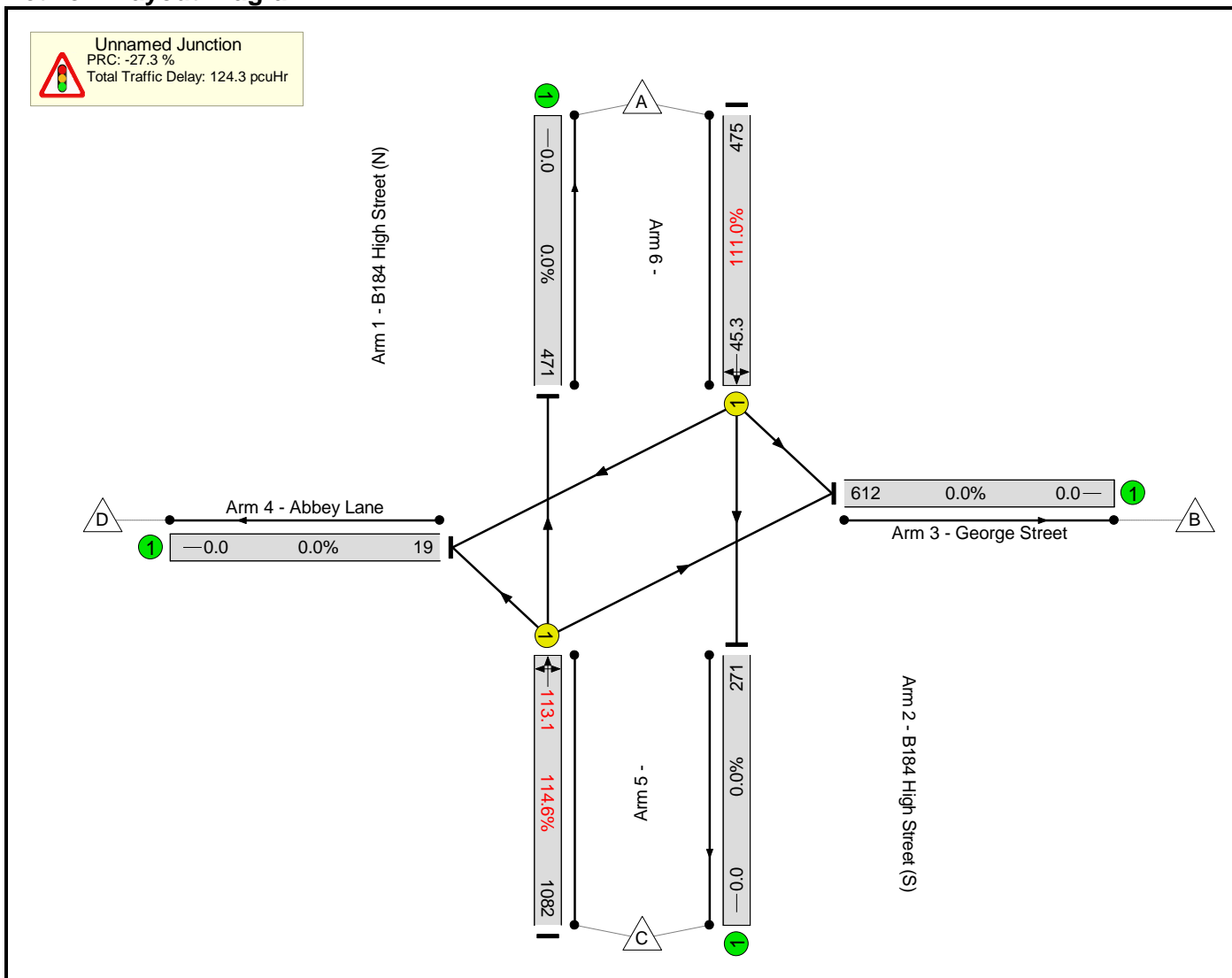
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	161	301	13	475
	B	0	0	0	0	0
	C	539	535	0	8	1082
	D	0	0	0	0	0
	Tot.	539	696	301	21	1557

MTP Results Summary

Network Results

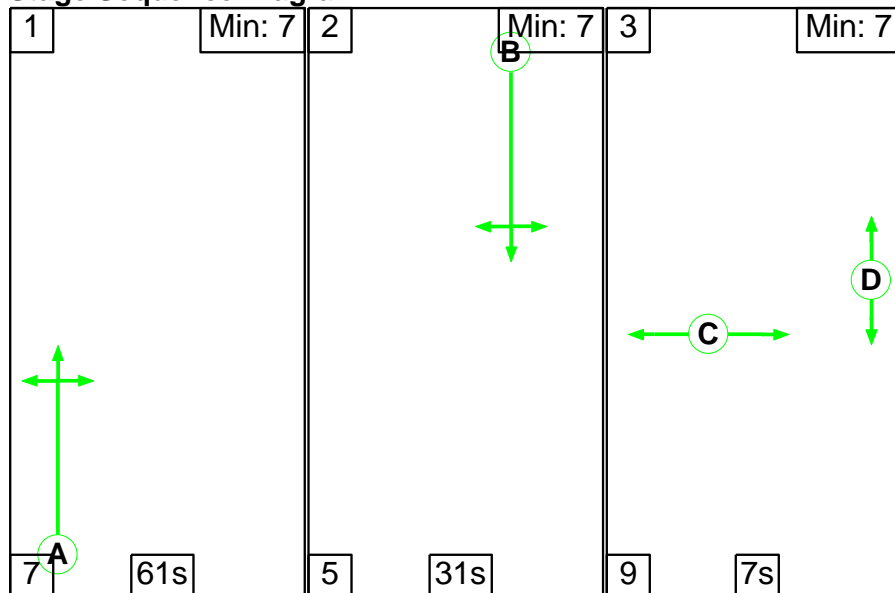
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	114.6%	0	0	0	124.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	114.6%	0	0	0	124.3	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	29	-	475	1711	428	111.0%	-	-	-	35.8	45.3
2/1	B184 High Street (S) Right Left Ahead	U	A		1	63	-	1082	1771	945	114.6%	-	-	-	88.5	113.1
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -27.3 Total Delay for Signalled Lanes (pcuHr): 124.27 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -27.3 Total Delay Over All Lanes(pcuHr): 124.27</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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

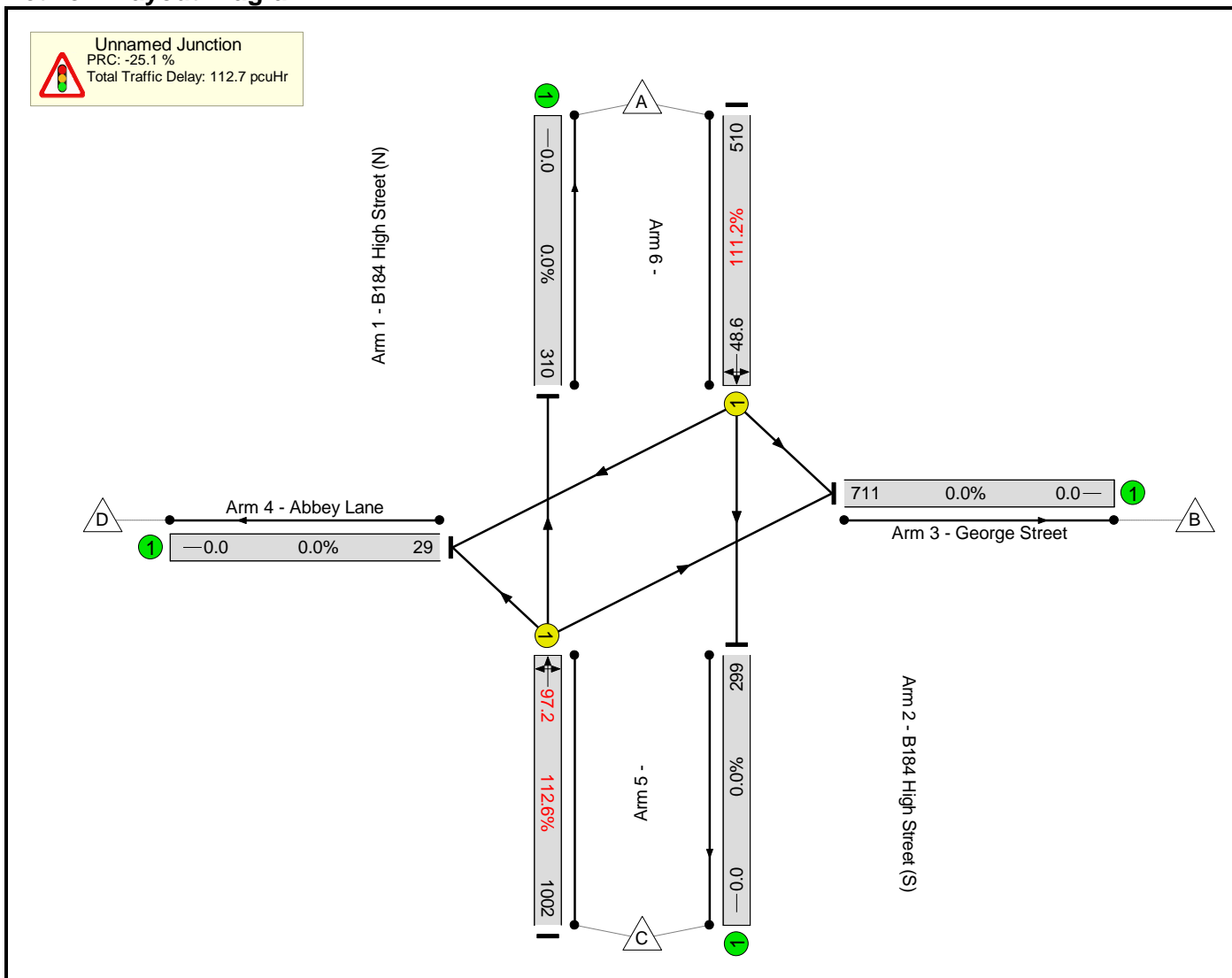
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	165	332	13	510
	B	0	0	0	0	0
	C	349	633	0	20	1002
	D	0	0	0	0	0
	Tot.	349	798	332	33	1512

MTP Results Summary

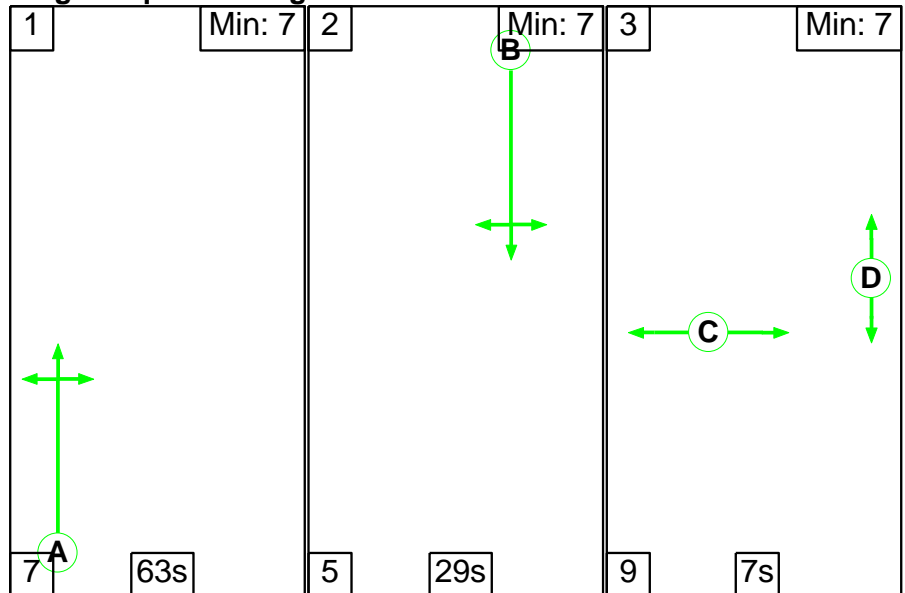
Network Results

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	-	-	-		-	-	-	-	-	-	112.6%	0	0	0	112.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	112.6%	0	0	0	112.7	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	31	-	510	1720	459	111.2%	-	-	-	38.3	48.6
2/1	B184 High Street (S) Right Left Ahead	U	A		1	61	-	1002	1723	890	112.6%	-	-	-	74.4	97.2
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -25.1 Total Delay for Signalled Lanes (pcuHr): 112.65 Cycle Time (s): 120</p> <p style="text-align: center;"> PRC Over All Lanes (%): -25.1 Total Delay Over All Lanes(pcuHr): 112.65</p>																

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 :

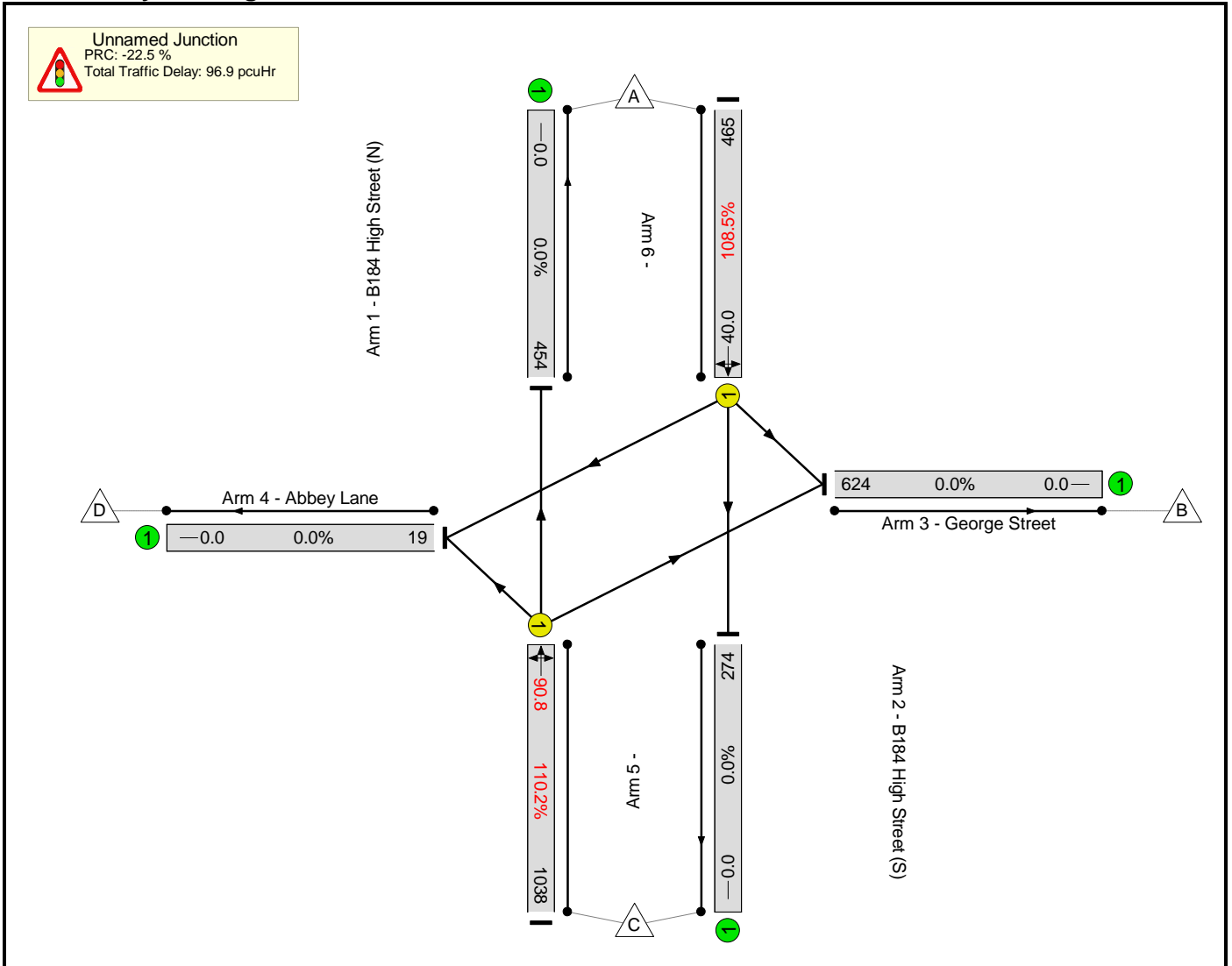
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	155	297	13	465
	B	0	0	0	0	0
	C	500	530	0	8	1038
	D	0	0	0	0	0
	Tot.	500	685	297	21	1503

MTP Results Summary

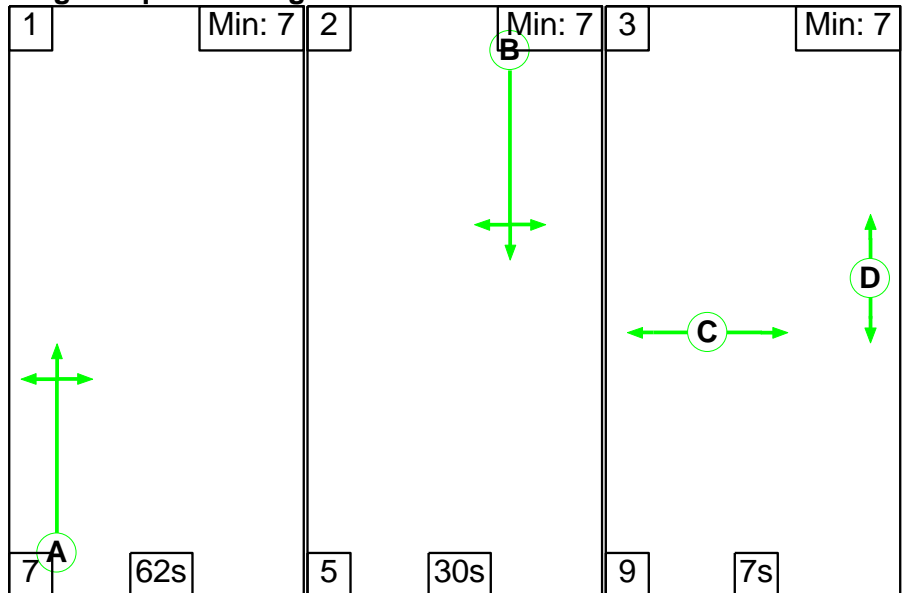
Network Results

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	-	-	-		-	-	-	-	-	-	110.2%	0	0	0	96.9	-		
Unnamed Junction	-	-	-		-	-	-	-	-	-	110.2%	0	0	0	96.9	-		
1/1	B184 High Street (N) Left Right Ahead	U	B		1	29	-	465	1714	429	108.5%	-	-	-	30.6	40.0		
2/1	B184 High Street (S) Right Left Ahead	U	A		1	63	-	1038	1766	942	110.2%	-	-	-	66.4	90.8		
		C1			PRC for Signalled Lanes (%):		-22.5	Total Delay for Signalled Lanes (pcuHr):		96.93			Cycle Time (s):		120			
					PRC Over All Lanes (%):		-22.5	Total Delay Over All Lanes(pcuHr):		96.93								

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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

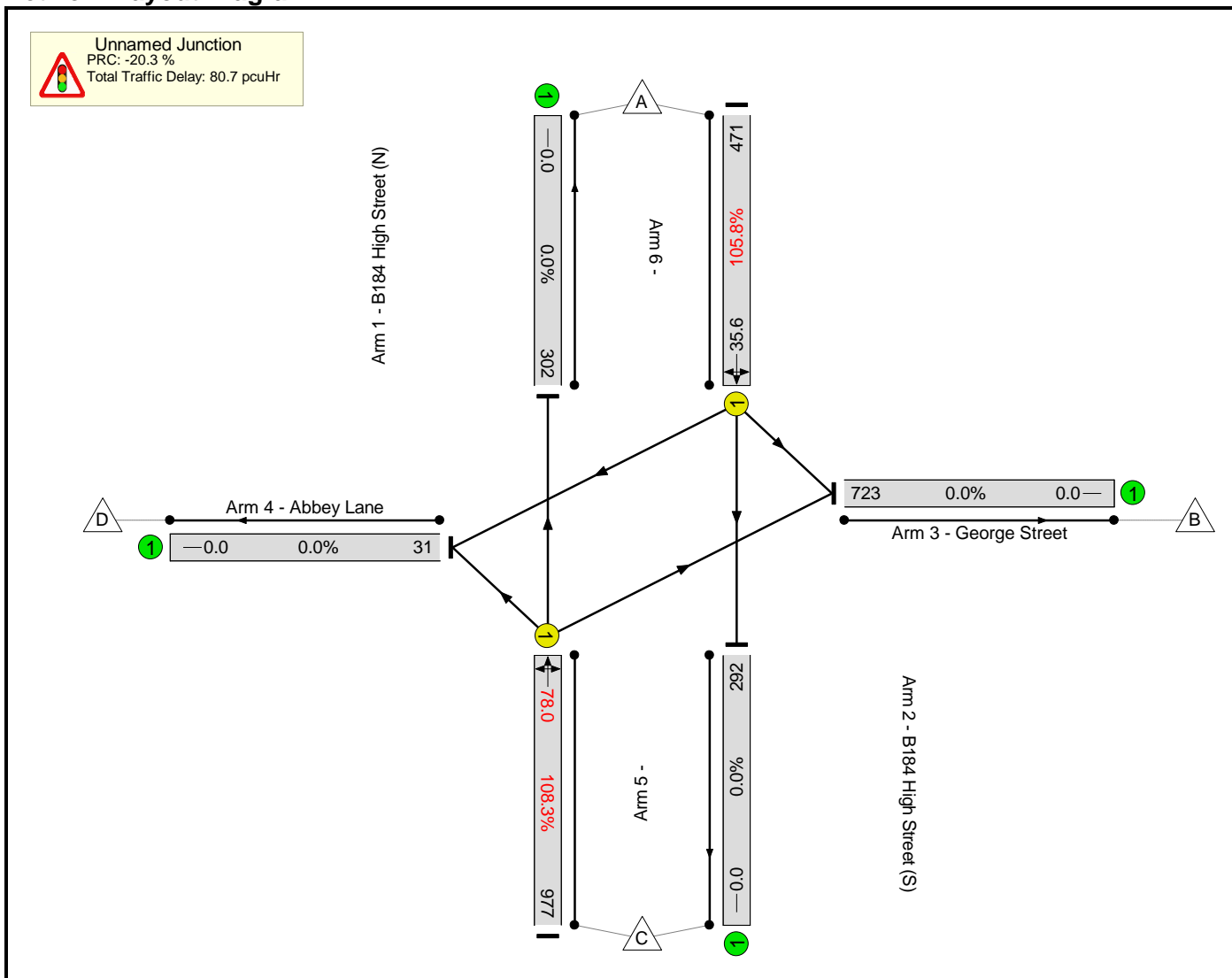
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	149	309	13	471
	B	0	0	0	0	0
	C	327	630	0	20	977
	D	0	0	0	0	0
	Tot.	327	779	309	33	1448

MTP Results Summary

Network Results

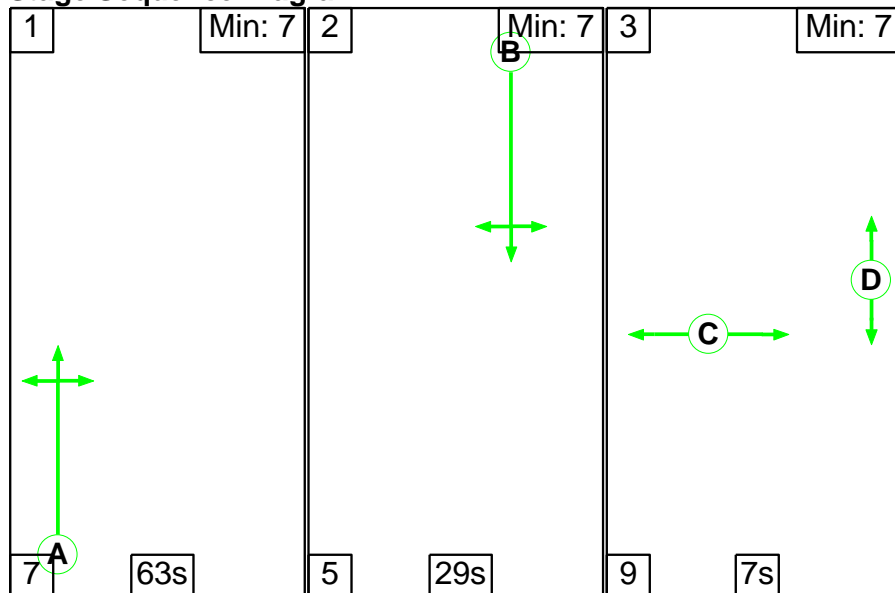
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	108.3%	0	0	0	80.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	108.3%	0	0	0	80.7	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	30	-	471	1724	445	105.8%	-	-	-	25.9	35.6
2/1	B184 High Street (S) Right Left Ahead	U	A		1	62	-	977	1719	902	108.3%	-	-	-	54.8	78.0
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -20.3 Total Delay for Signalled Lanes (pcuHr): 80.72 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -20.3 Total Delay Over All Lanes(pcuHr): 80.72</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



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 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 :

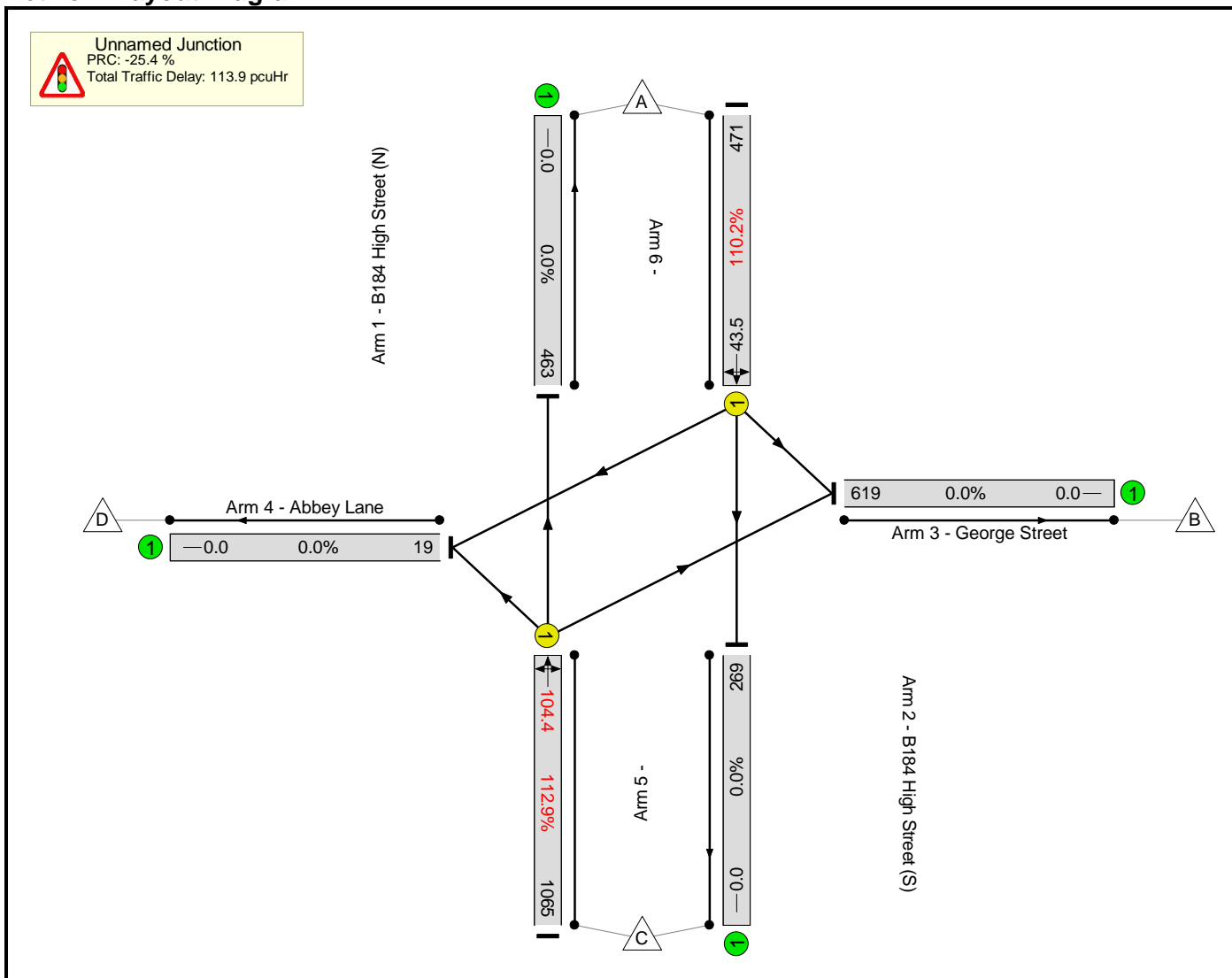
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	161	297	13	471
	B	0	0	0	0	0
	C	523	534	0	8	1065
	D	0	0	0	0	0
	Tot.	523	695	297	21	1536

MTP Results Summary

Network Results

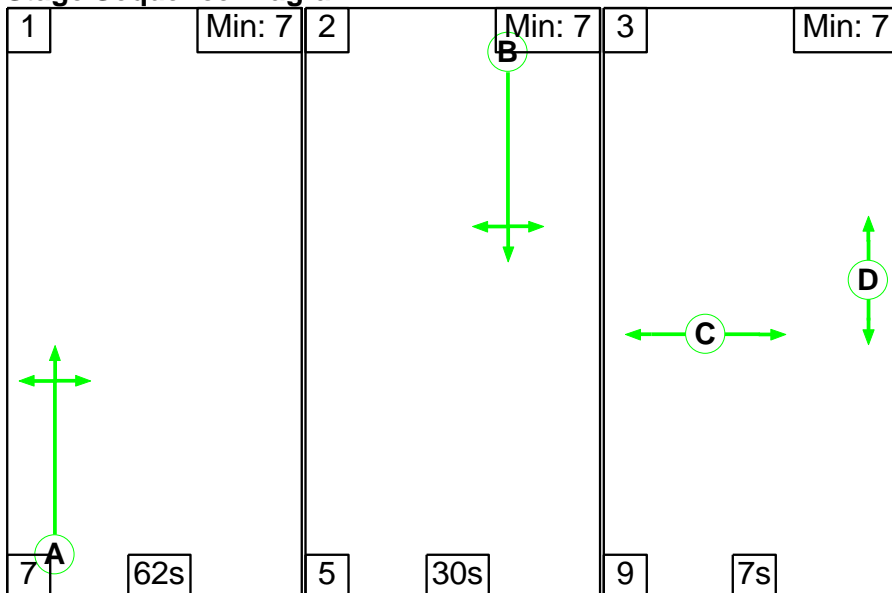
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	112.9%	0	0	0	113.9	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	112.9%	0	0	0	113.9	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	29	-	471	1709	427	110.2%	-	-	-	34.0	43.5
2/1	B184 High Street (S) Right Left Ahead	U	A		1	63	-	1065	1769	943	112.9%	-	-	-	79.9	104.4
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -25.4 Total Delay for Signalled Lanes (pcuHr): 113.93 Cycle Time (s): 120</p> <p style="text-align: center;"> PRC Over All Lanes (%): -25.4 Total Delay Over All Lanes(pcuHr): 113.93</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'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :


	Destination					
	A	B	C	D	Tot.	
Origin	A	0	165	309	13	487
	B	0	0	0	0	0
	C	334	631	0	20	985
	D	0	0	0	0	0
	Tot.	334	796	309	33	1472

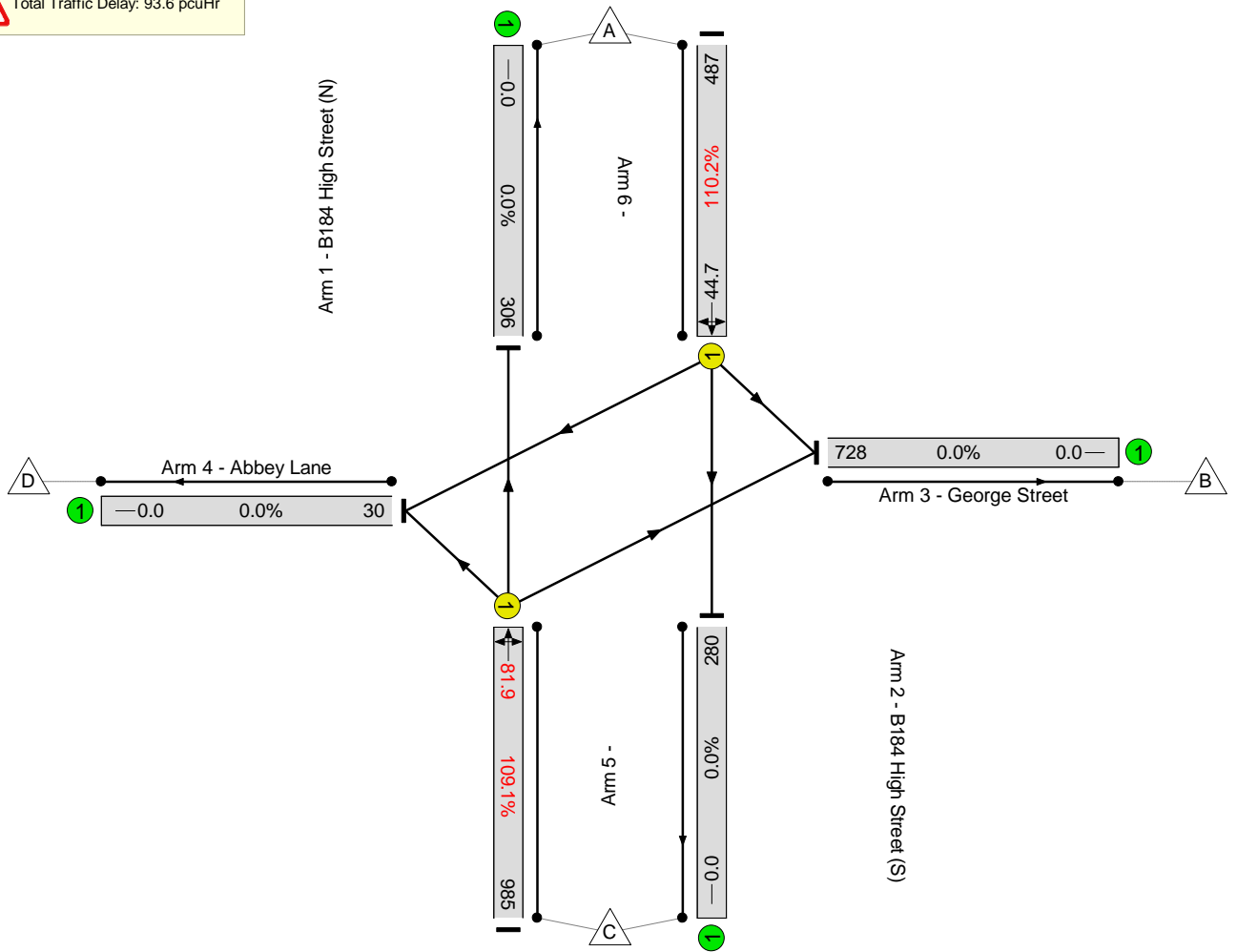
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	110.2%	0	0	0	93.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	110.2%	0	0	0	93.6	-
1/1	B184 High Street (N) Left Right Ahead	U	B		1	30	-	487	1711	442	110.2%	-	-	-	34.9	44.7
2/1	B184 High Street (S) Right Left Ahead	U	A		1	62	-	985	1720	903	109.1%	-	-	-	58.7	81.9
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): -22.4 Total Delay for Signalled Lanes (pcuHr): 93.56 Cycle Time (s): 120</p> <p style="text-align: center;">PRC Over All Lanes (%): -22.4 Total Delay Over All Lanes(pcuHr): 93.56</p>																

MTP Results Summary
Network Layout Diagram


 Unnamed Junction
 PRC: -22.4 %
 Total Traffic Delay: 93.6 pcuHr



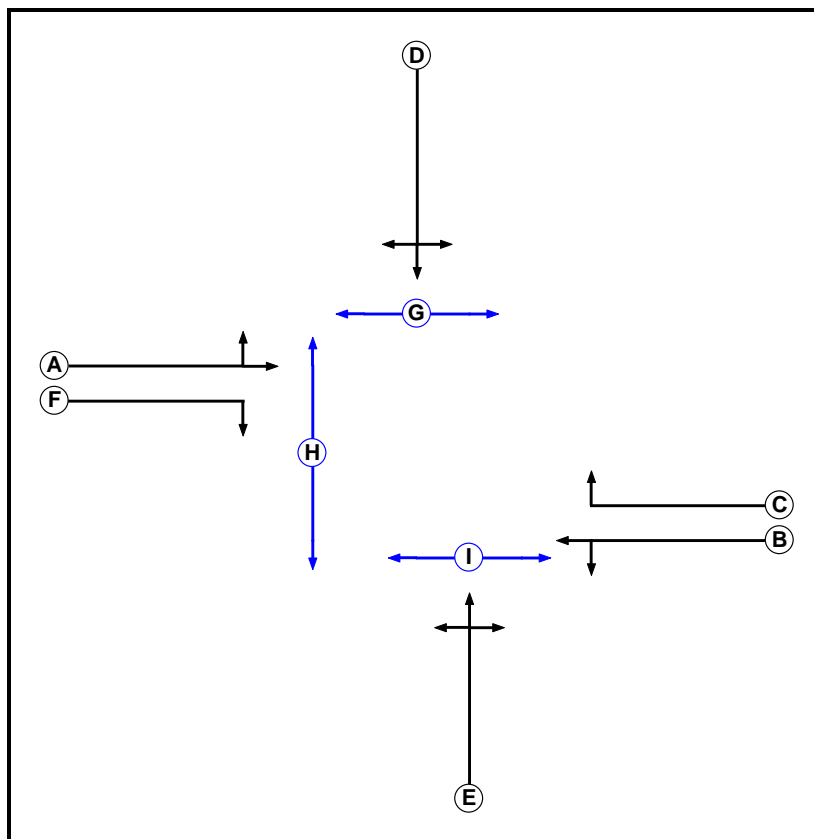
Appendix 9

MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078 - B184 Thaxted Road-Site Access Signals (Staggered - Right Turn Overlappers).lsg3x
Author:	
Company:	
Address:	

Phase Diagram



MTP Results Summary

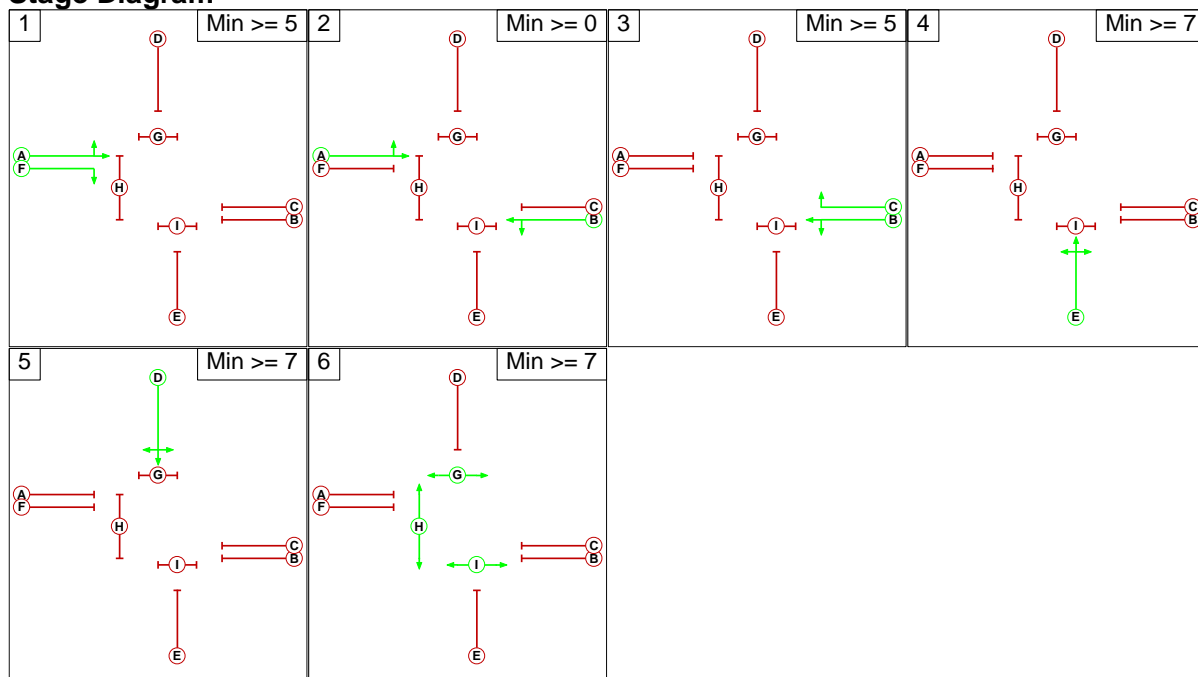
Phase Input Data

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

Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A	-	9	9	9	-	9	7	-	
	B	-	-	10	9	9	-	12	8	
	C	8	-	-	8	7	-	9	-	
	D	6	7	6	-	7	7	5	9	8
	E	8	6	8	8	-	6	8	9	5
	F	-	9	-	9	8	-	-	5	9
	G	13	-	13	13	13	-	-	-	
	H	11	11	-	11	11	11	-	-	
	I	-	15	-	15	15	15	-	-	

Stage Diagram



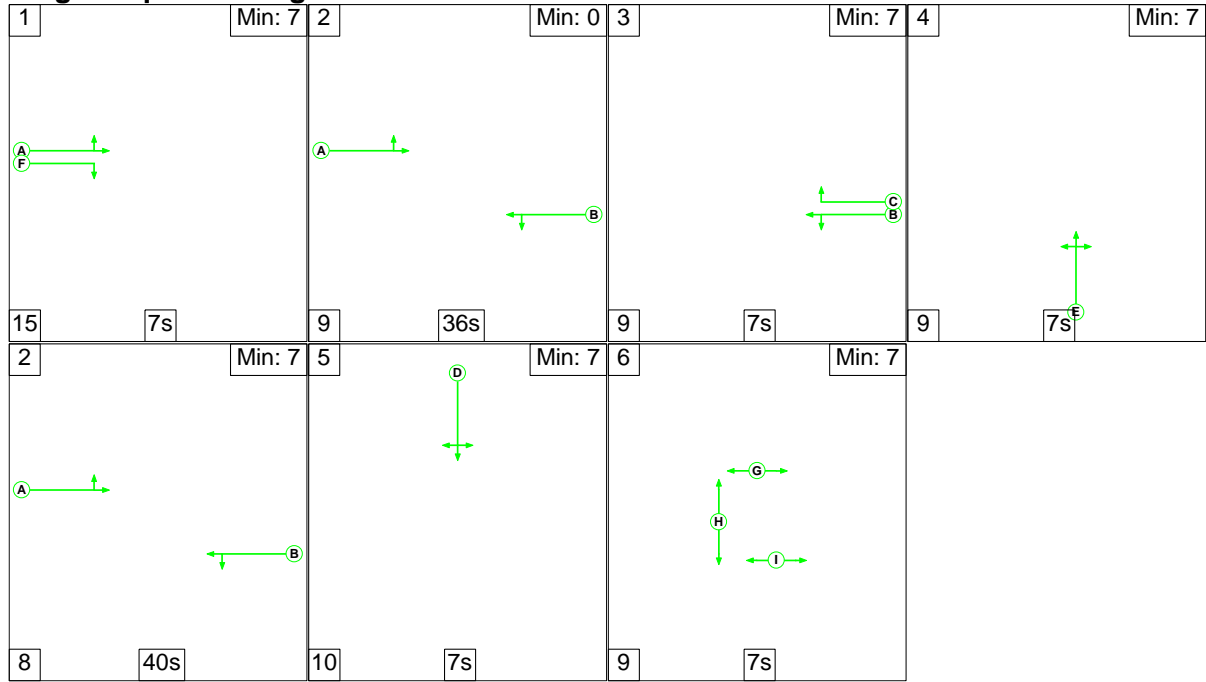
MTP Results Summary

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Right	18.00
											Arm 7 Left	12.00
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Ahead	Inf
											Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

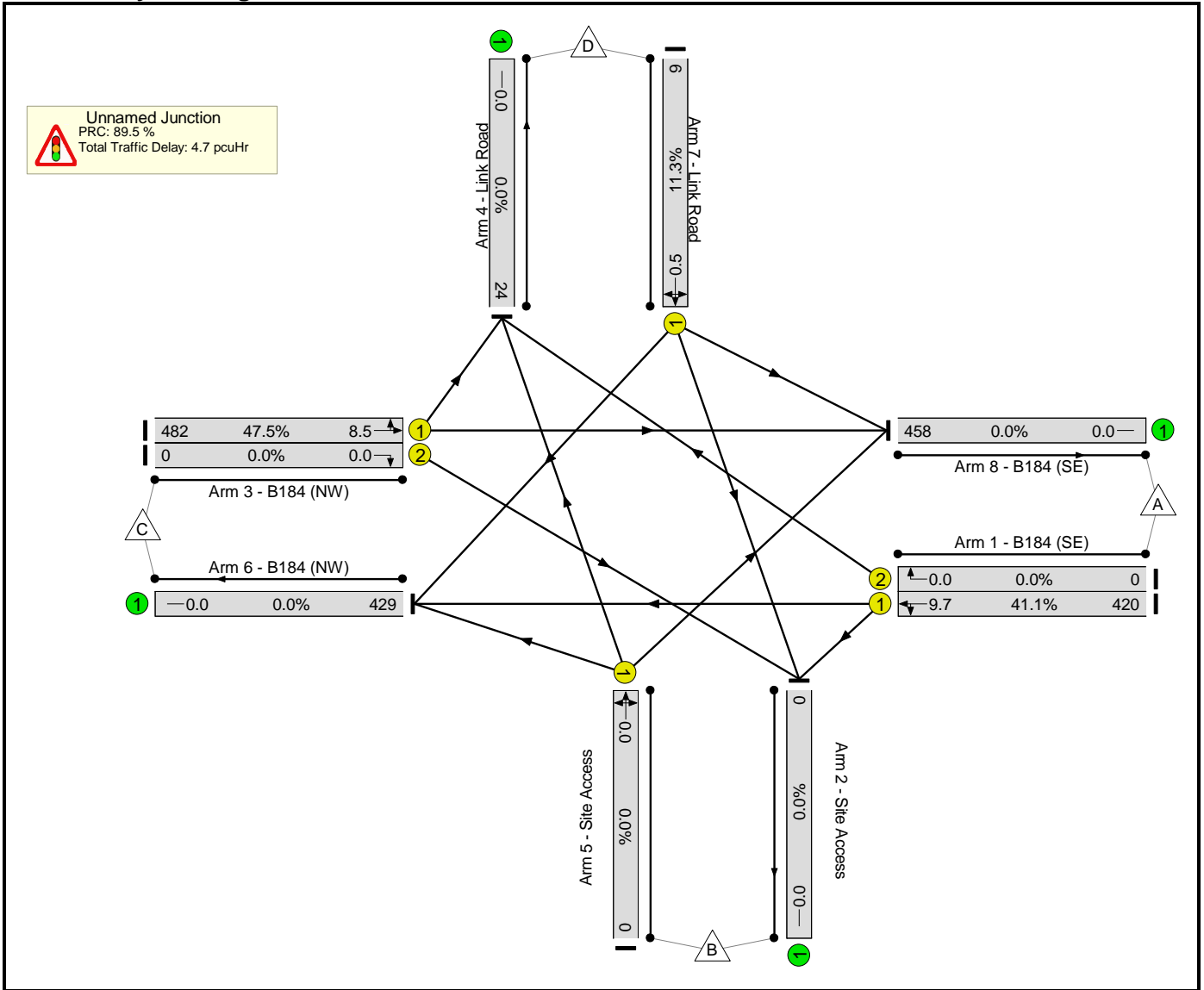
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	420	0	420
B	0	0	0	0	0	
C	458	0	0	24	482	
D	0	0	9	0	9	
Tot.	458	0	429	24	911	

MTP Results Summary

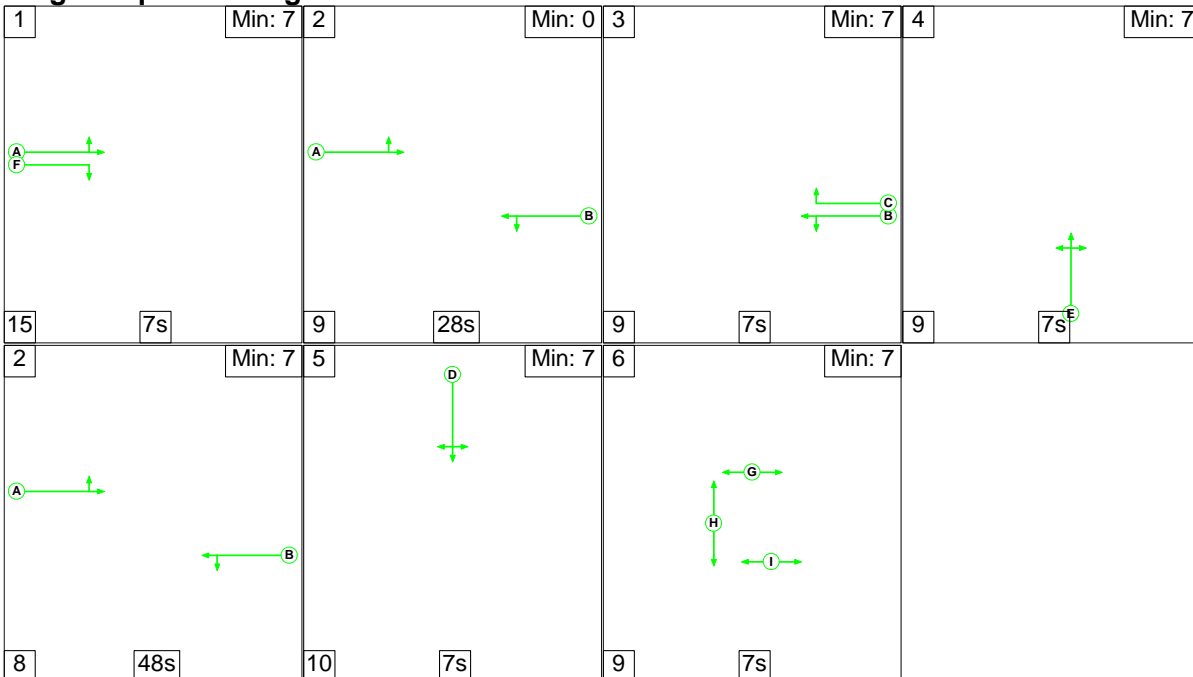
Network Results

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	-	-	-		-	-	-	-	-	-	47.5%	0	0	0	4.7	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	47.5%	0	0	0	4.7	-	
1/1	B184 (SE) Left Ahead	U	B		2	94	-	420	1915	1021	41.1%	-	-	-	2.2	9.7	
1/2	B184 (SE) Right	U	C		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	94	-	482	1903	1015	47.5%	-	-	-	2.2	8.5	
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		1	7	-	9	1786	79	11.3%	-	-	-	0.3	0.5	
C1					PRC for Signalled Lanes (%): 89.5		PRC Over All Lanes (%): 89.5		Total Delay for Signalled Lanes (pcuHr): 4.67			Total Delay Over All Lanes (pcuHr): 4.67		Cycle Time (s): 180			

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

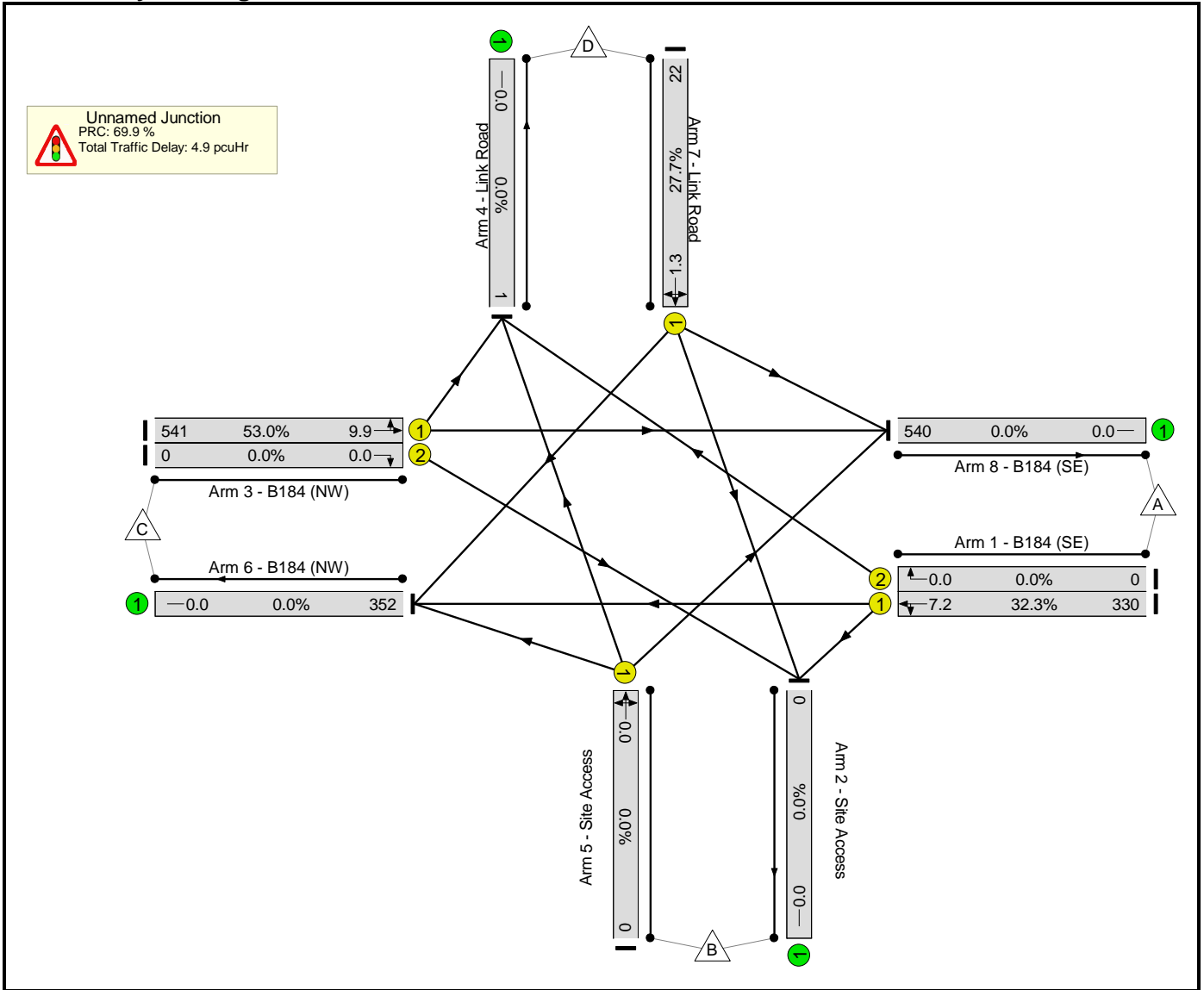
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	330	0	330
B	0	0	0	0	0	0
C	540	0	0	1	541	
D	0	0	22	0	22	
Tot.	540	0	352	1	893	

MTP Results Summary

Network Results

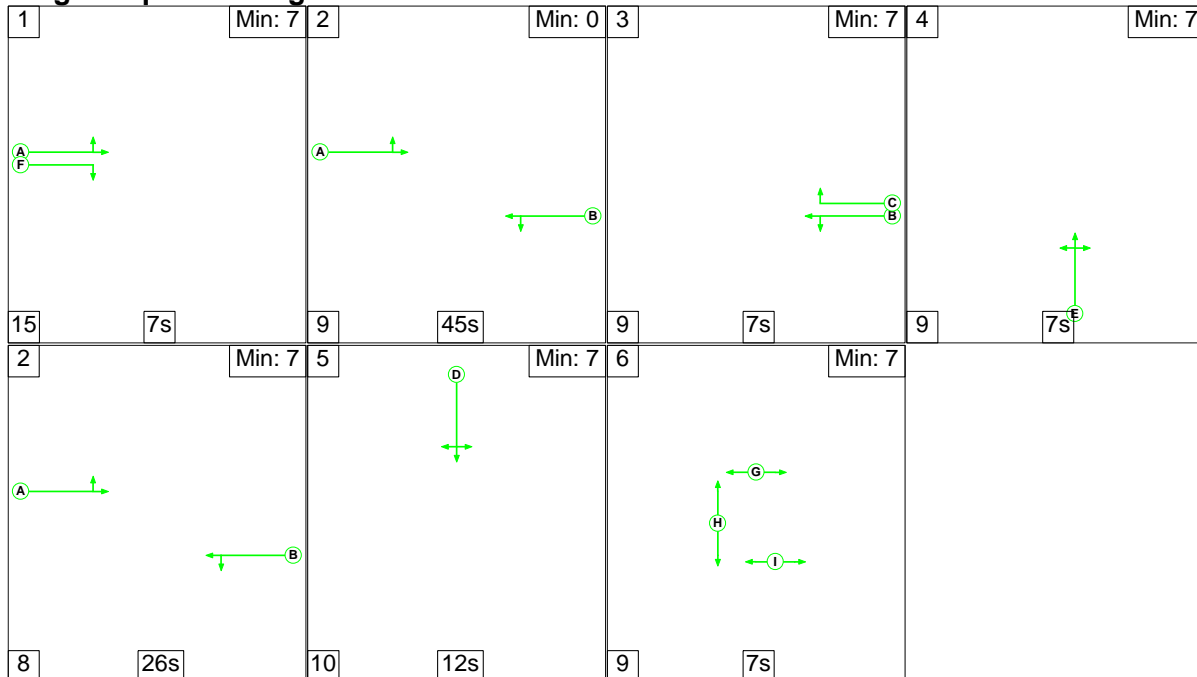
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	53.0%	0	0	0	4.9	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	53.0%	0	0	0	4.9	-
1/1	B184 (SE) Left Ahead	U	B		2	94	-	330	1915	1021	32.3%	-	-	-	1.6	7.2
1/2	B184 (SE) Right	U	C		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	94	-	541	1915	1021	53.0%	-	-	-	2.6	9.9
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	7	-	22	1786	79	27.7%	-	-	-	0.7	1.3
		C1			PRC for Signalled Lanes (%): 69.9		69.9	Total Delay for Signalled Lanes (pcuHr): 4.92				Cycle Time (s): 180				
				PRC Over All Lanes (%):		69.9		Total Delay Over All Lanes(pcuHr):				4.92				

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 (B184 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

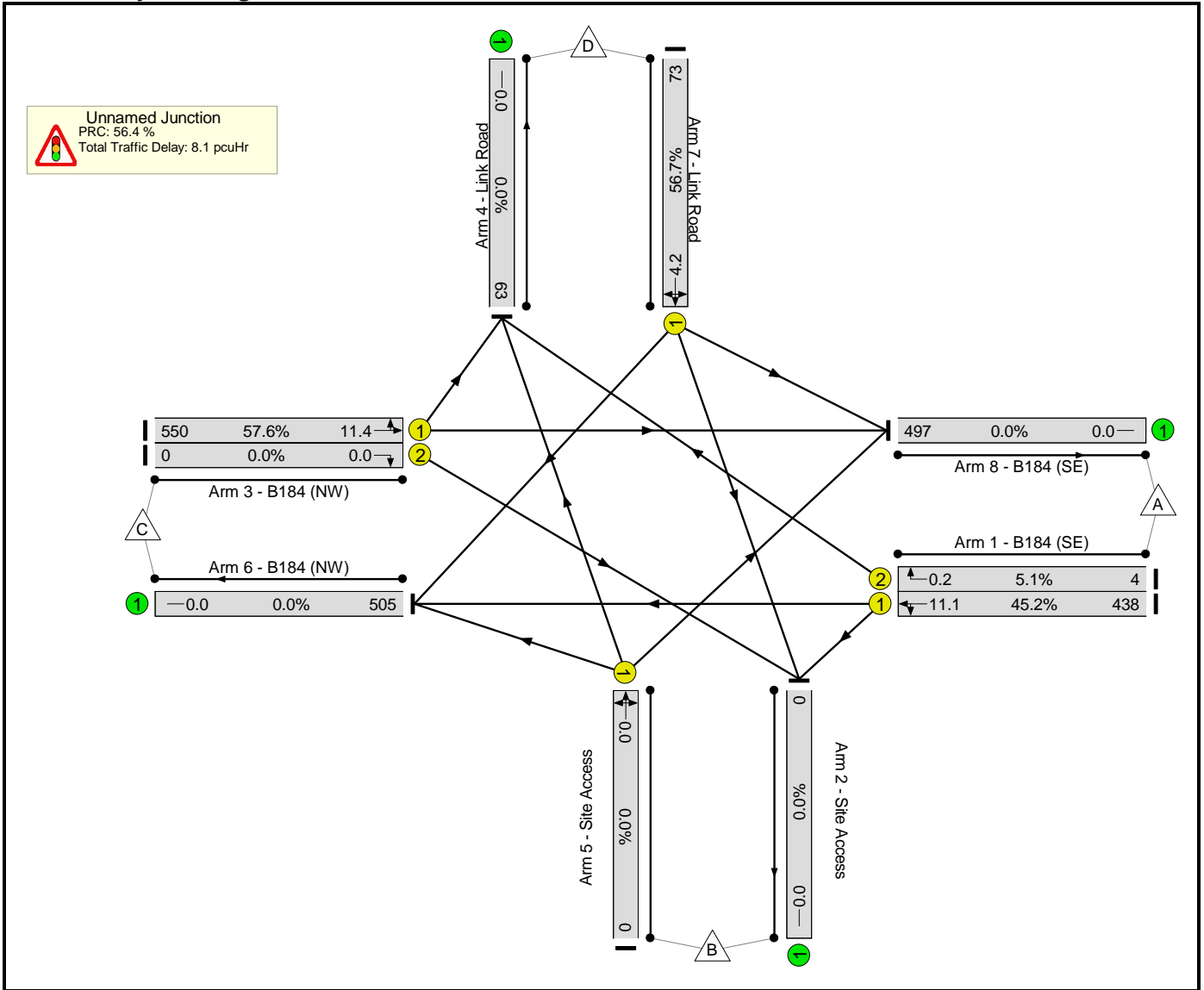
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	438	4	442
	B	0	0	0	0	0
	C	491	0	0	59	550
	D	6	0	67	0	73
	Tot.	497	0	505	63	1065

MTP Results Summary

Network Results

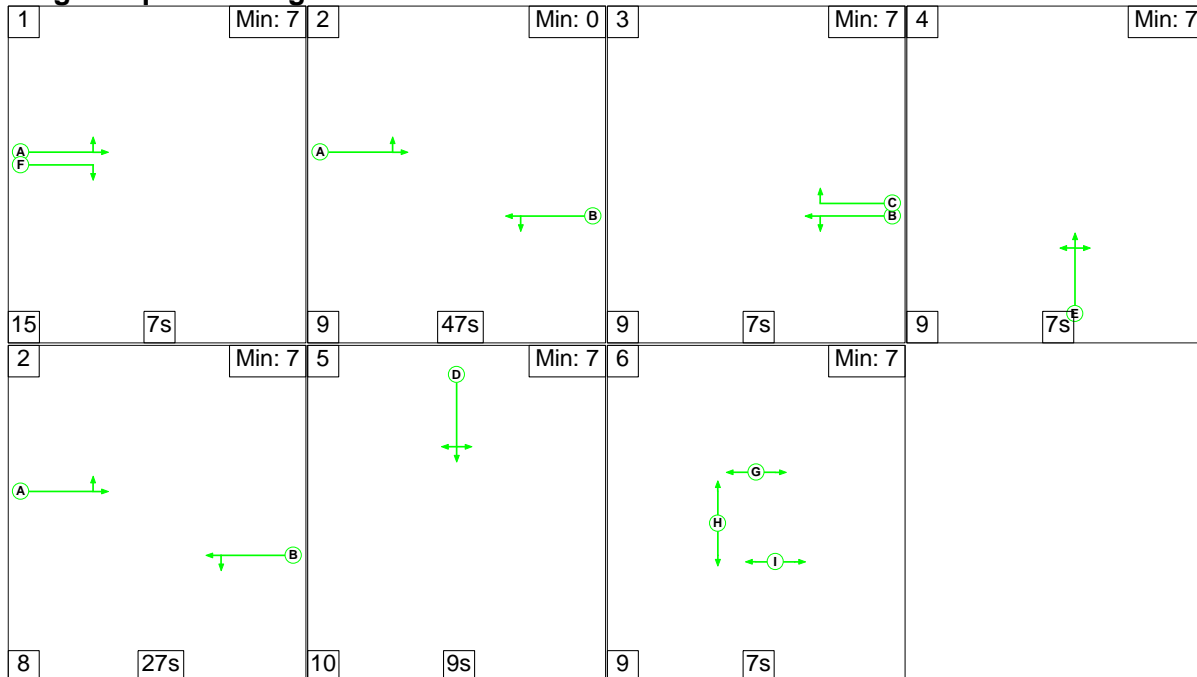
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.6%	0	0	0	8.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.6%	0	0	0	8.1	-
1/1	B184 (SE) Left Ahead	U	B		2	89	-	438	1915	968	45.2%	-	-	-	2.6	11.1
1/2	B184 (SE) Right	U	C		1	7	-	4	1768	79	5.1%	-	-	-	0.1	0.2
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	89	-	550	1890	956	57.6%	-	-	-	3.1	11.4
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	12	-	73	1783	129	56.7%	-	-	-	2.3	4.2
		C1			PRC for Signalled Lanes (%): 56.4		56.4	Total Delay for Signalled Lanes (pcuHr):		8.11		Cycle Time (s): 180				
					PRC Over All Lanes (%):		56.4	Total Delay Over All Lanes(pcuHr):		8.11						

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

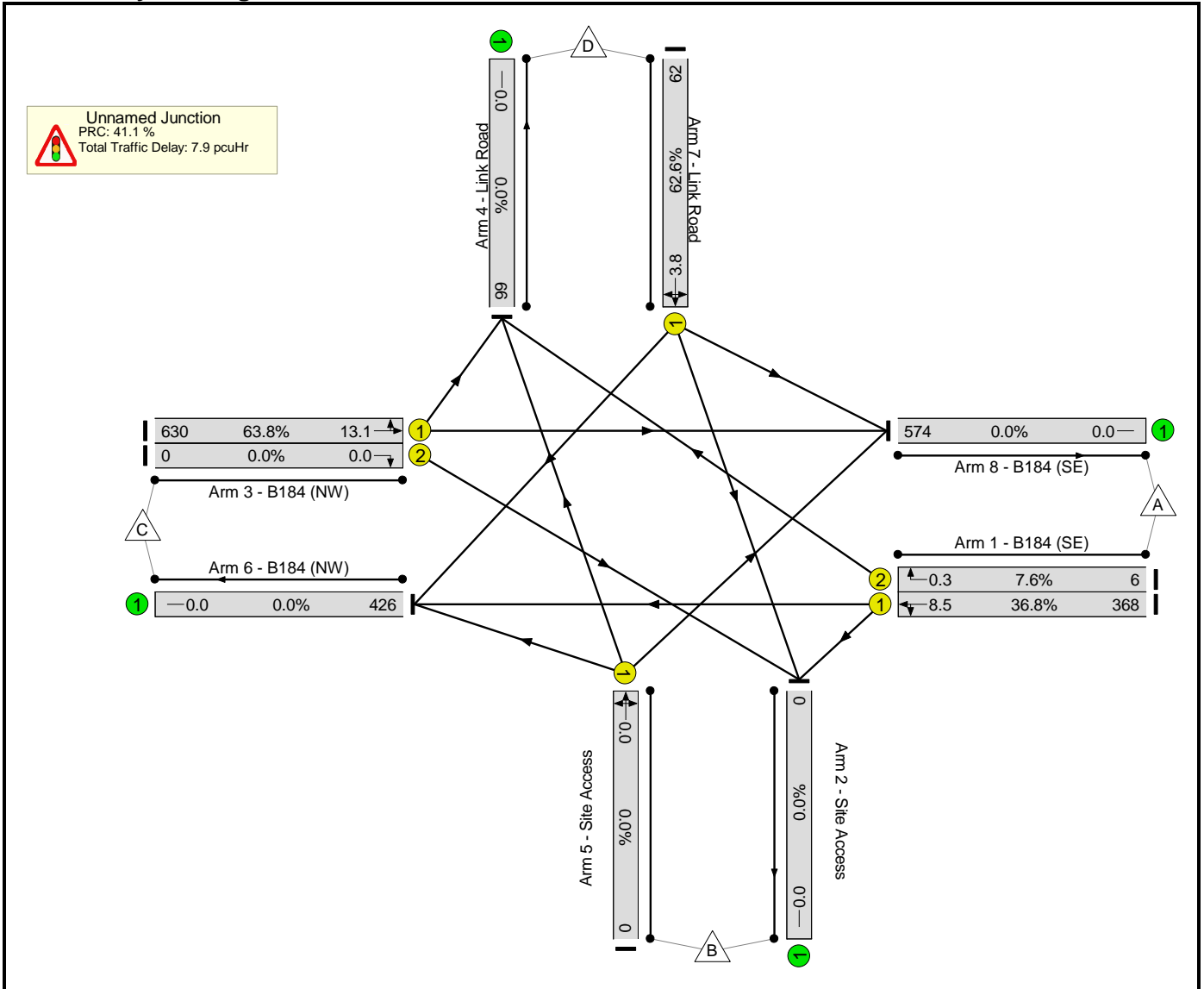
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	368	6	374
	B	0	0	0	0	0
	C	570	0	0	60	630
	D	4	0	58	0	62
	Tot.	574	0	426	66	1066

MTP Results Summary

Network Results

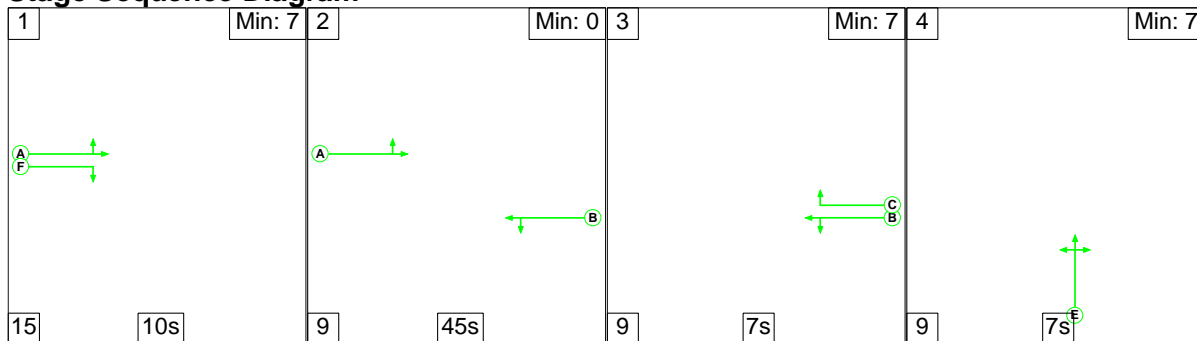
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	63.8%	0	0	0	7.9	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.8%	0	0	0	7.9	-
1/1	B184 (SE) Left Ahead	U	B		2	92	-	368	1915	1000	36.8%	-	-	-	1.9	8.5
1/2	B184 (SE) Right	U	C		1	7	-	6	1768	79	7.6%	-	-	-	0.2	0.3
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	92	-	630	1892	988	63.8%	-	-	-	3.6	13.1
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	9	-	62	1784	99	62.6%	-	-	-	2.2	3.8
		C1			PRC for Signalled Lanes (%): 41.1		41.1	Total Delay for Signalled Lanes (pcuHr): 7.94				Cycle Time (s): 180				
				PRC Over All Lanes (%): 41.1				Total Delay Over All Lanes(pcuHr): 7.94								

MTP Results Summary
Network Layout Diagram

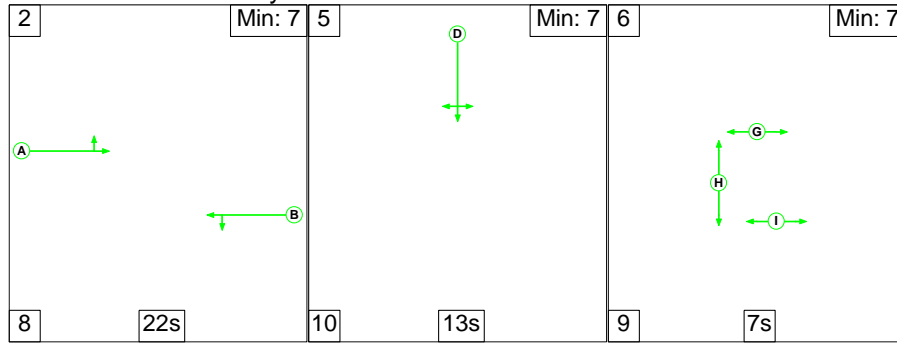


Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD + Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
5: '2027 Base + CD + Dev (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

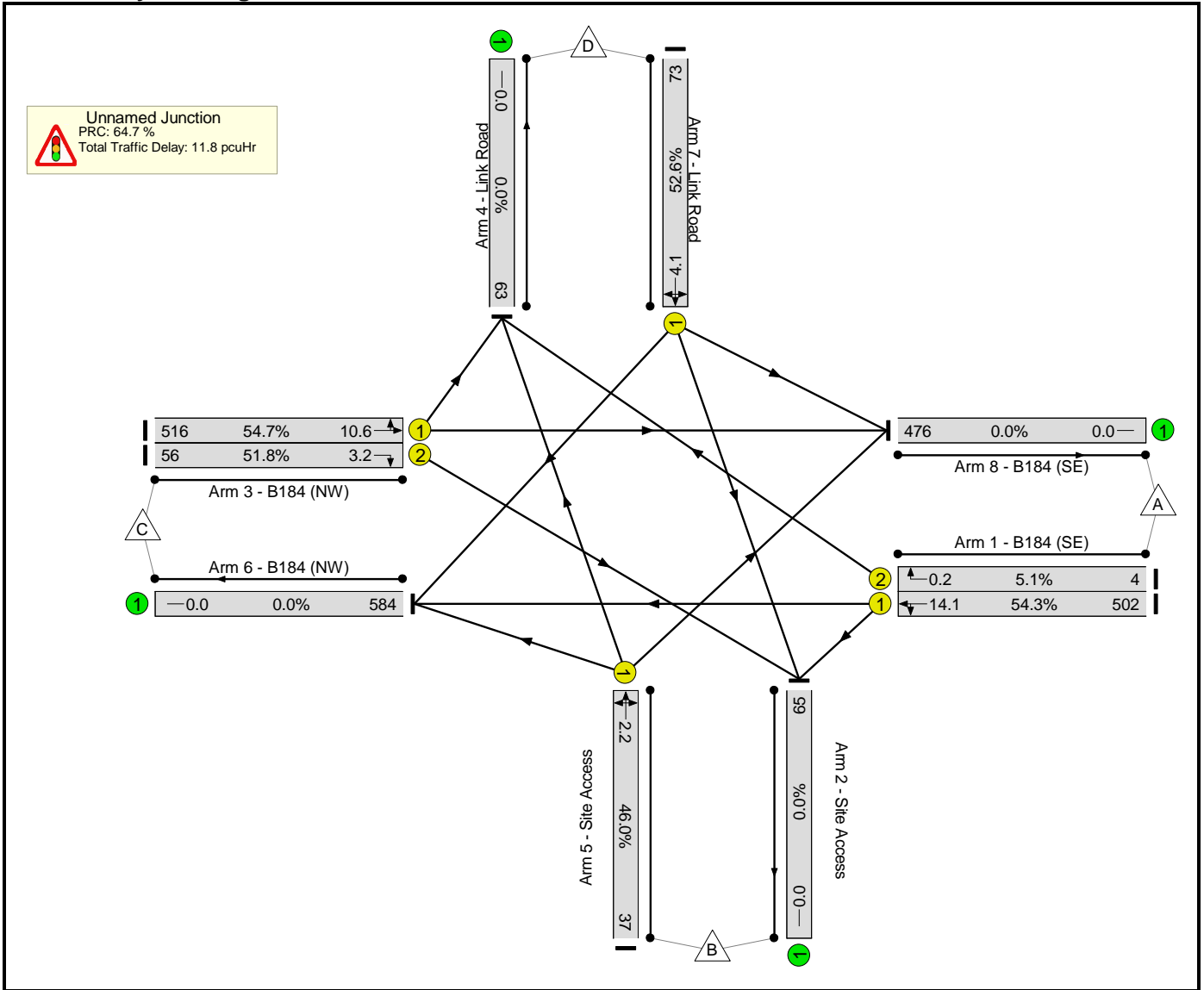
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	493	4	506
	B	13	0	24	0	37
	C	457	56	0	59	572
	D	6	0	67	0	73
	Tot.	476	65	584	63	1188

MTP Results Summary

Network Results

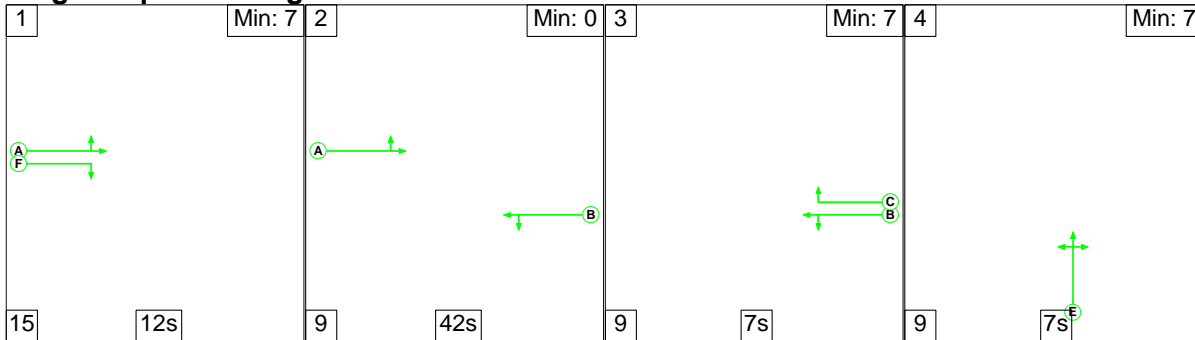
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	54.7%	0	0	0	11.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	54.7%	0	0	0	11.8	-
1/1	B184 (SE) Left Ahead	U	B		2	85	-	502	1911	924	54.3%	-	-	-	3.5	14.1
1/2	B184 (SE) Right	U	C		1	7	-	4	1768	79	5.1%	-	-	-	0.1	0.2
2/1	Site Access Left Ahead Right	U	E		1	7	-	37	1810	80	46.0%	-	-	-	1.3	2.2
3/1	B184 (NW) Left Ahead	U	A		2	88	-	516	1888	944	54.7%	-	-	-	2.9	10.6
3/2	B184 (NW) Right	U	F		1	10	-	56	1768	108	51.8%	-	-	-	1.8	3.2
4/1	Link Road Ahead Right Left	U	D		1	13	-	73	1783	139	52.6%	-	-	-	2.2	4.1
C1		PRC for Signalled Lanes (%):		64.7		Total Delay for Signalled Lanes (pcuHr):		11.78		Cycle Time (s):		180				
		PRC Over All Lanes (%):		64.7		Total Delay Over All Lanes(pcuHr):		11.78								

MTP Results Summary
Network Layout Diagram

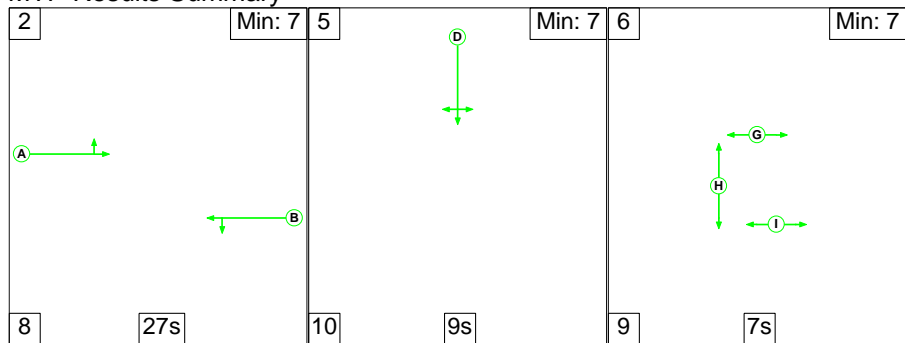


Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
6: '2027 Base + CD + Dev (No SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

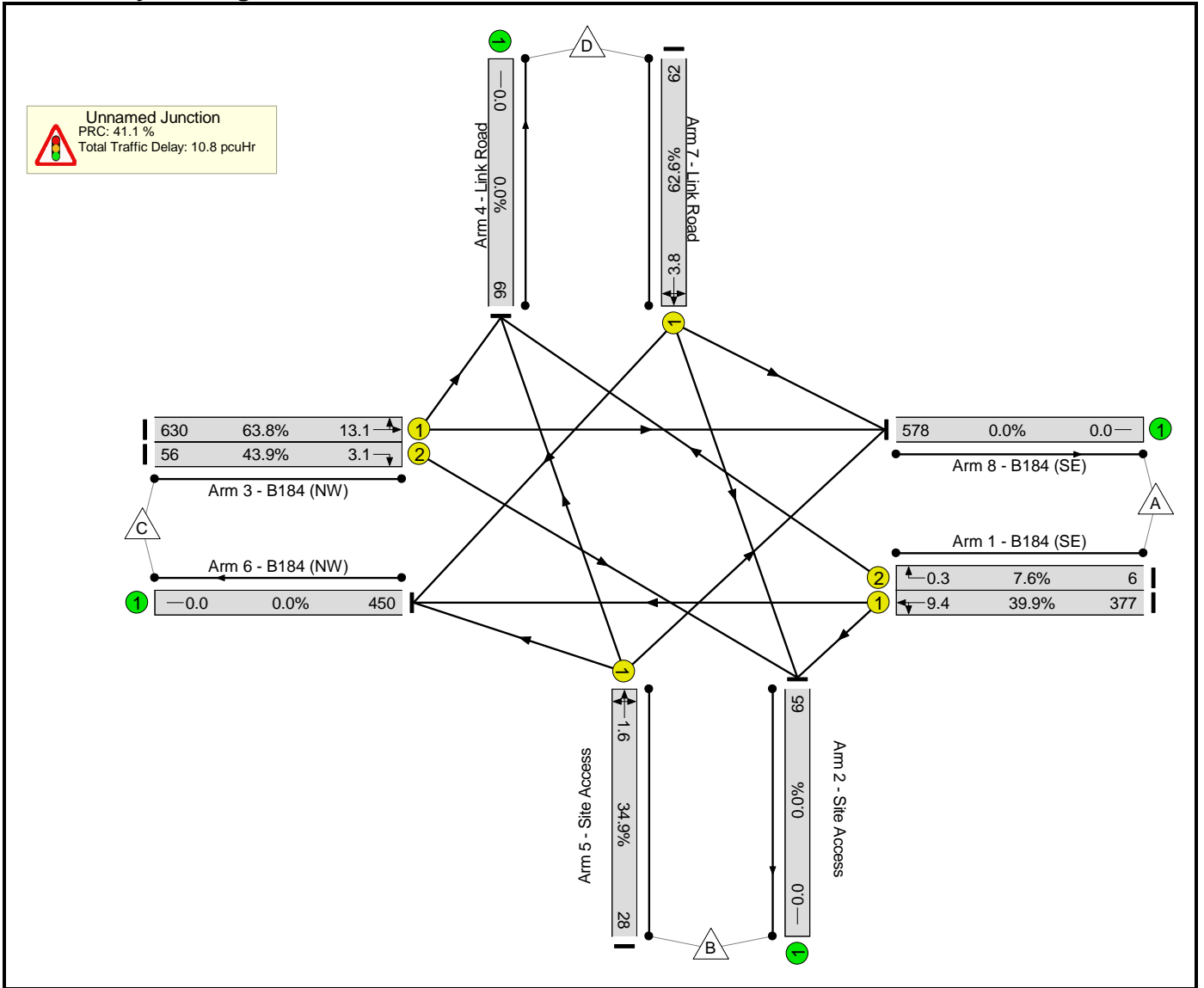
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	368	6	383
	B	4	0	24	0	28
	C	570	56	0	60	686
	D	4	0	58	0	62
	Tot.	578	65	450	66	1159

MTP Results Summary

Network Results

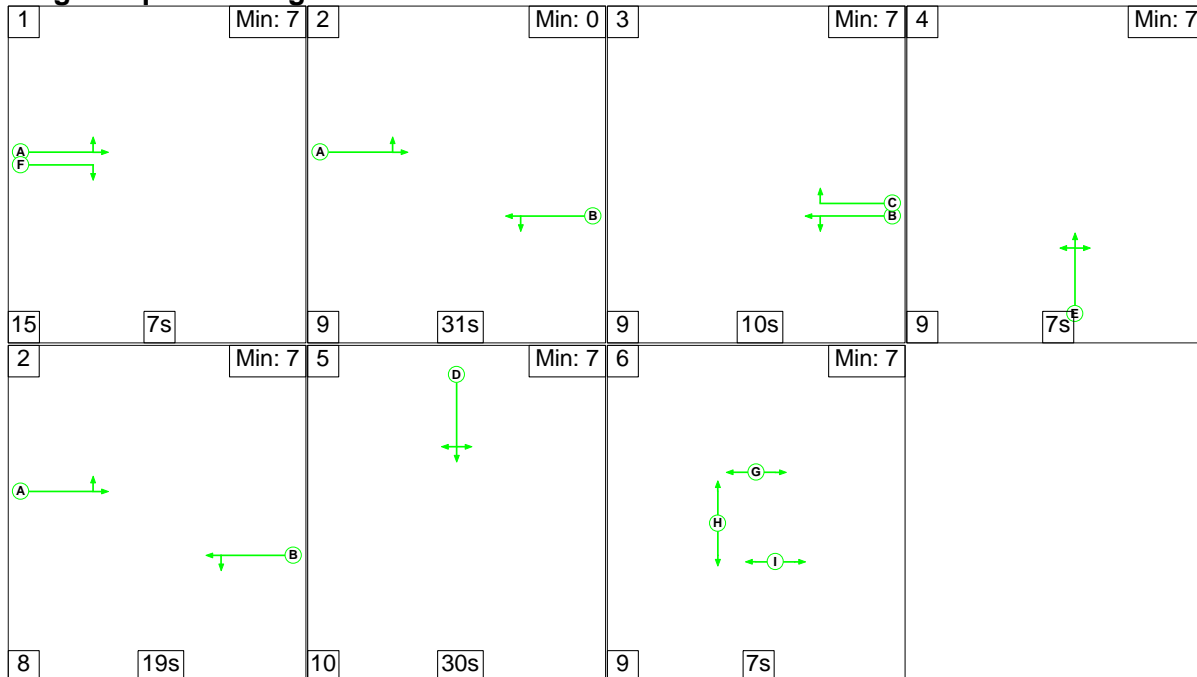
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	63.8%	0	0	0	10.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.8%	0	0	0	10.8	-
1/1	B184 (SE) Left Ahead	U	B		2	87	-	377	1909	944	39.9%	-	-	-	2.3	9.4
1/2	B184 (SE) Right	U	C		1	7	-	6	1768	79	7.6%	-	-	-	0.2	0.3
2/1	Site Access Left Ahead Right	U	E		1	7	-	28	1804	80	34.9%	-	-	-	0.9	1.6
3/1	B184 (NW) Left Ahead	U	A		2	92	-	630	1892	988	63.8%	-	-	-	3.6	13.1
3/2	B184 (NW) Right	U	F		1	12	-	56	1768	128	43.9%	-	-	-	1.6	3.1
4/1	Link Road Ahead Right Left	U	D		1	9	-	62	1784	99	62.6%	-	-	-	2.2	3.8
		C1			PRC for Signalled Lanes (%): 41.1		41.1	Total Delay for Signalled Lanes (pcuHr): 10.82				Cycle Time (s): 180				
				PRC Over All Lanes (%): 41.1				Total Delay Over All Lanes(pcuHr): 10.82								

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')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

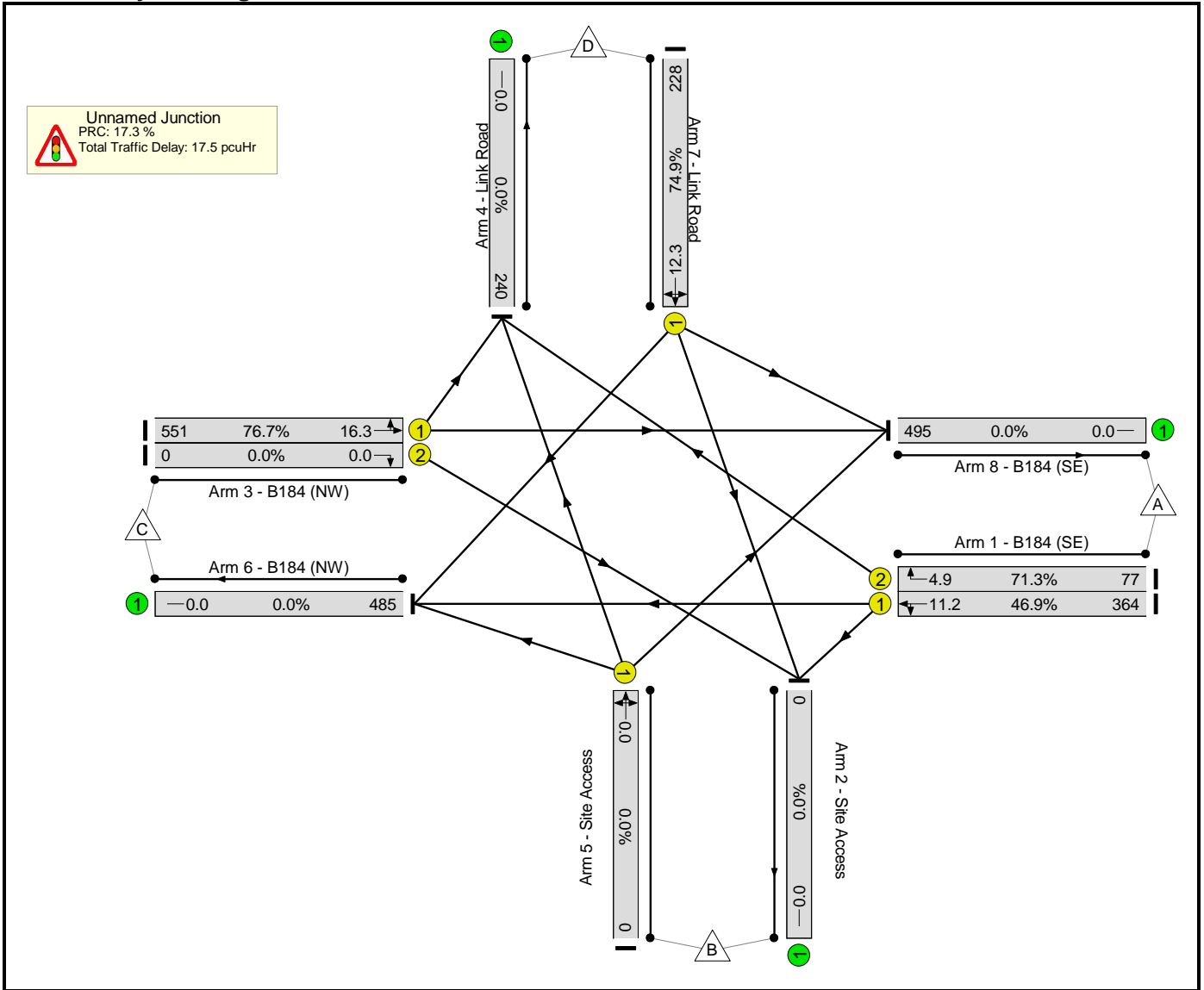
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	364	77	441
	B	0	0	0	0	0
	C	388	0	0	163	551
	D	107	0	121	0	228
	Tot.	495	0	485	240	1220

MTP Results Summary

Network Results

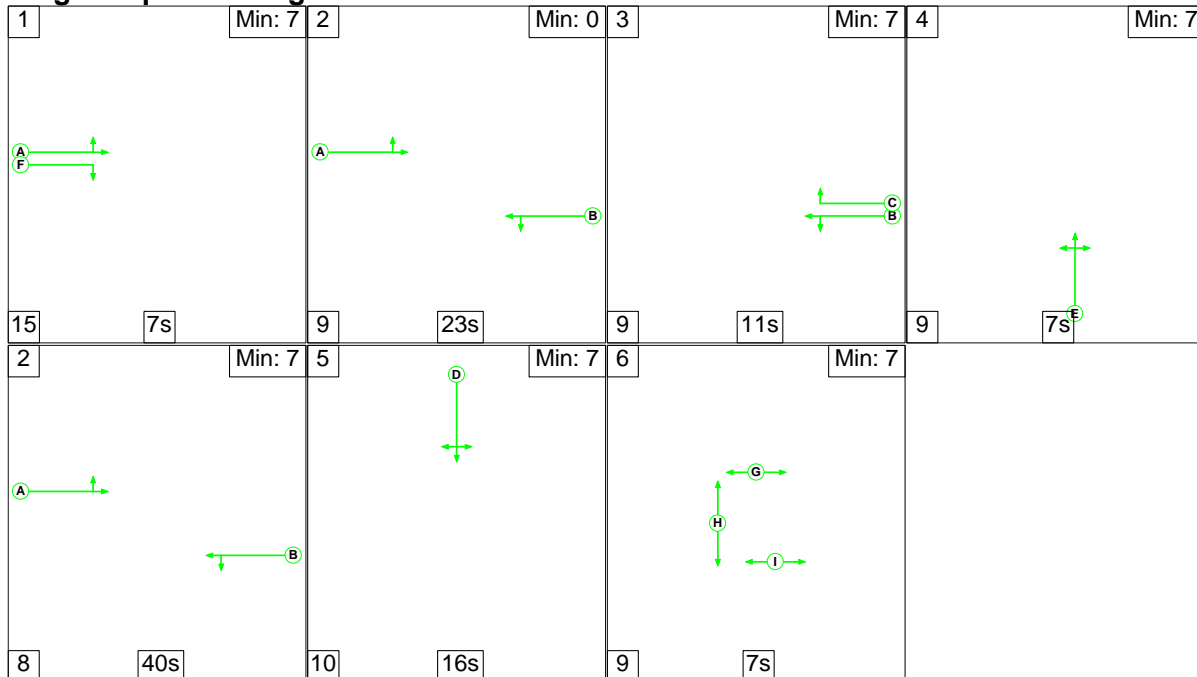
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	76.7%	0	0	0	17.5	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	76.7%	0	0	0	17.5	-	
1/1	B184 (SE) Left Ahead	U	B		2	71	-	364	1915	777	46.9%	-	-	-	3.2	11.2	
1/2	B184 (SE) Right	U	C		1	10	-	77	1768	108	71.3%	-	-	-	2.9	4.9	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	68	-	551	1847	718	76.7%	-	-	-	5.5	16.3	
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		1	30	-	228	1768	304	74.9%	-	-	-	5.9	12.3	
C1					PRC for Signalled Lanes (%): 17.3		PRC Over All Lanes (%): 17.3		Total Delay for Signalled Lanes (pcuHr): 17.49			Total Delay Over All Lanes(pcuHr): 17.49		Cycle Time (s): 180			

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



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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

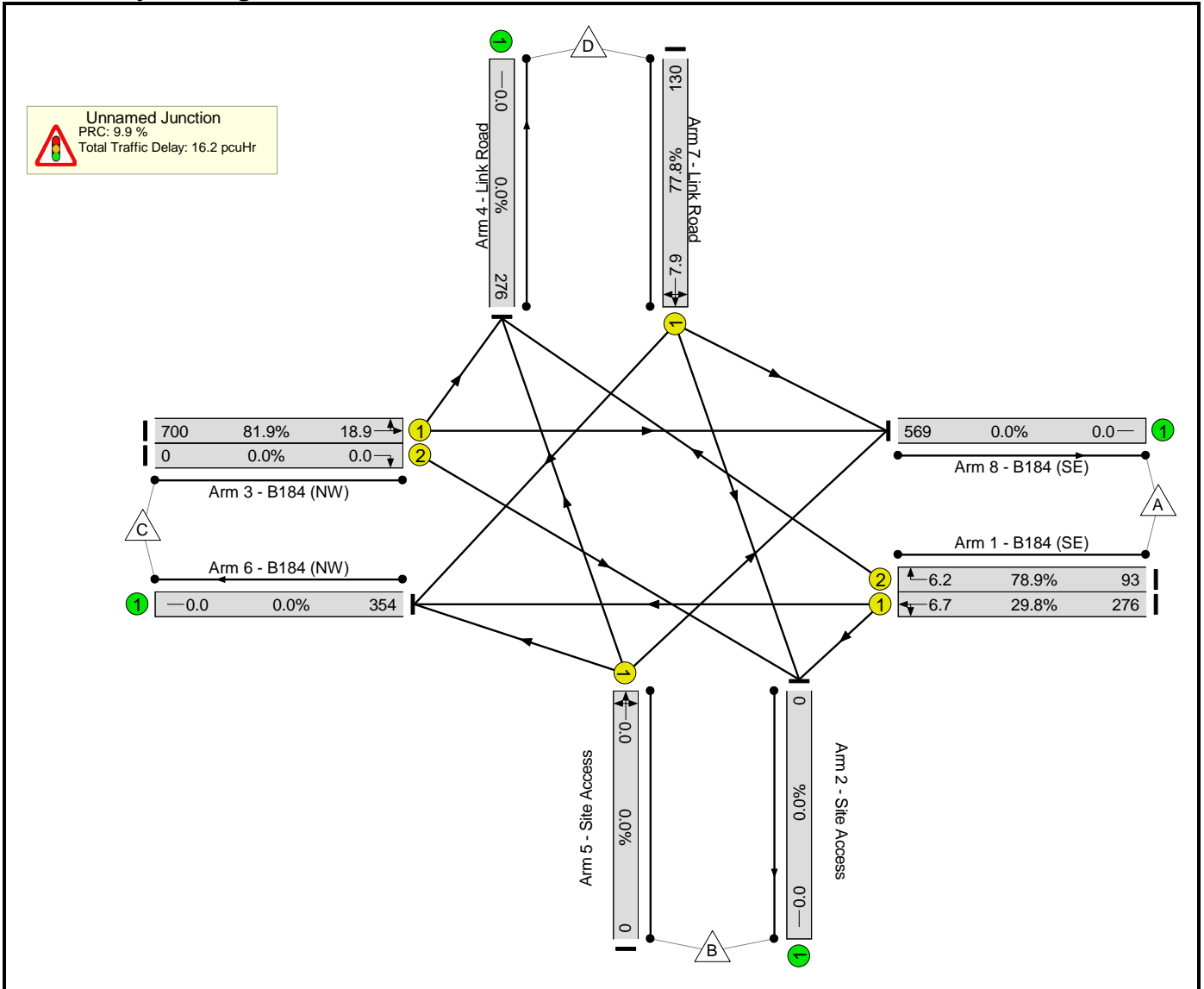
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	276	93	369
B	0	0	0	0	0	
C	517	0	0	183	700	
D	52	0	78	0	130	
Tot.	569	0	354	276	1199	

MTP Results Summary

Network Results

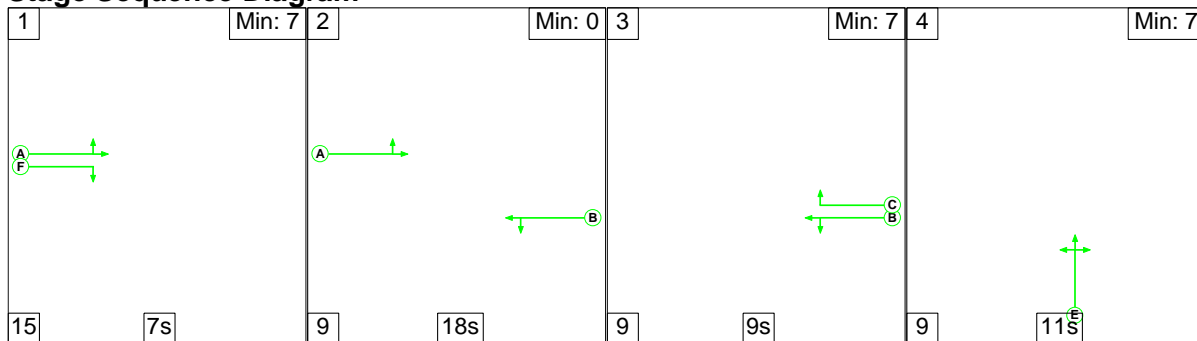
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	81.9%	0	0	0	16.2	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	81.9%	0	0	0	16.2	-
1/1	B184 (SE) Left Ahead	U	B		2	85	-	276	1915	926	29.8%	-	-	-	1.6	6.7
1/2	B184 (SE) Right	U	C		1	11	-	93	1768	118	78.9%	-	-	-	3.8	6.2
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	81	-	700	1854	855	81.9%	-	-	-	6.3	18.9
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	16	-	130	1770	167	77.8%	-	-	-	4.5	7.9
C1					PRC for Signalled Lanes (%):		9.9	Total Delay for Signalled Lanes (pcuHr):		16.22	Cycle Time (s): 180					
					PRC Over All Lanes (%):		9.9	Total Delay Over All Lanes(pcuHr):		16.22						

MTP Results Summary
Network Layout Diagram

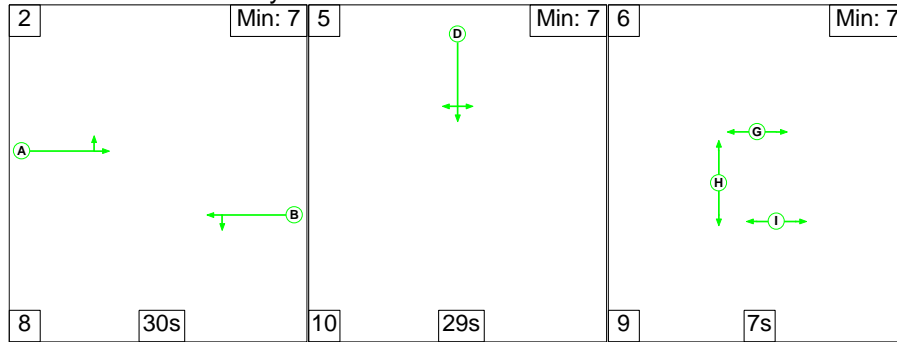


Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD + Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
9: '2027 Base + CD + Dev (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

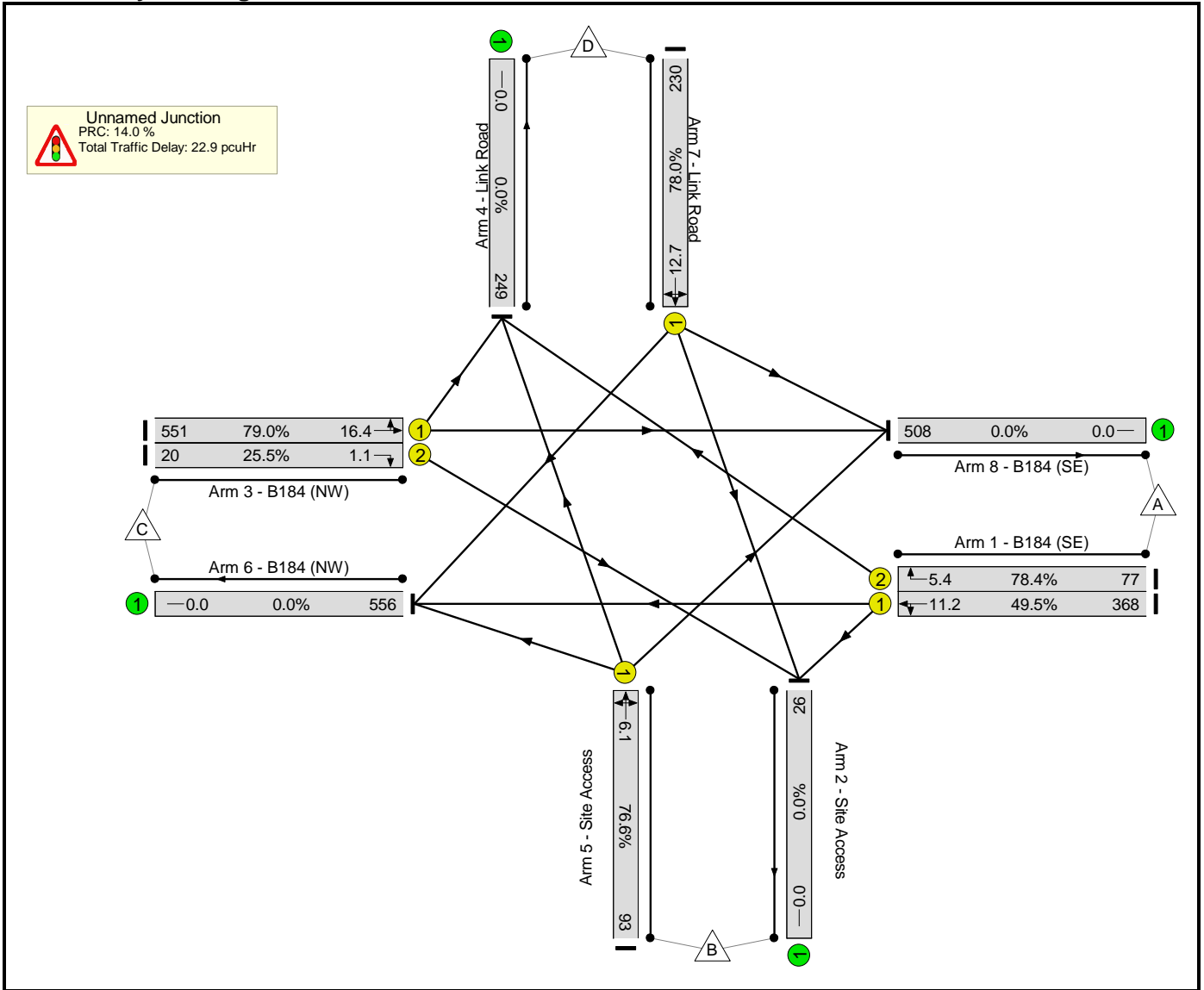
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	4	364	77	445
	B	13	0	71	9	93
	C	388	20	0	163	571
	D	107	2	121	0	230
	Tot.	508	26	556	249	1339

MTP Results Summary

Network Results

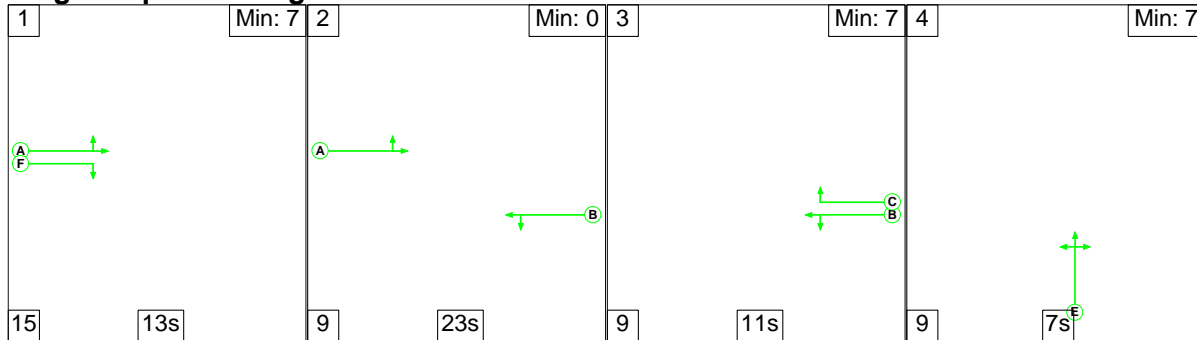
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	79.0%	0	0	0	22.9	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	79.0%	0	0	0	22.9	-	
1/1	B184 (SE) Left Ahead	U	B		2	68	-	368	1912	744	49.5%	-	-	-	3.2	11.2	
1/2	B184 (SE) Right	U	C		1	9	-	77	1768	98	78.4%	-	-	-	3.4	5.4	
2/1	Site Access Left Ahead Right	U	E		1	11	-	93	1820	121	76.6%	-	-	-	3.6	6.1	
3/1	B184 (NW) Left Ahead	U	A		2	66	-	551	1847	698	79.0%	-	-	-	5.8	16.4	
3/2	B184 (NW) Right	U	F		1	7	-	20	1768	79	25.5%	-	-	-	0.6	1.1	
4/1	Link Road Ahead Right Left	U	D		1	29	-	230	1769	295	78.0%	-	-	-	6.3	12.7	
C1					PRC for Signalled Lanes (%): 14.0		PRC Over All Lanes (%): 14.0		Total Delay for Signalled Lanes (pcuHr): 22.93			Total Delay Over All Lanes(pcuHr): 22.93		Cycle Time (s): 180			

MTP Results Summary
Network Layout Diagram

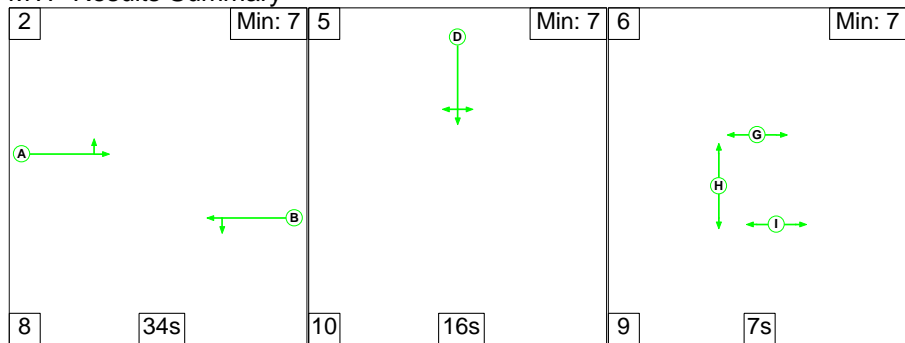


Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
10: '2027 Base + CD + Dev (SLR) PM'	17:00	18:00	01:00	

Traffic Flows, Actual

Actual Flow :

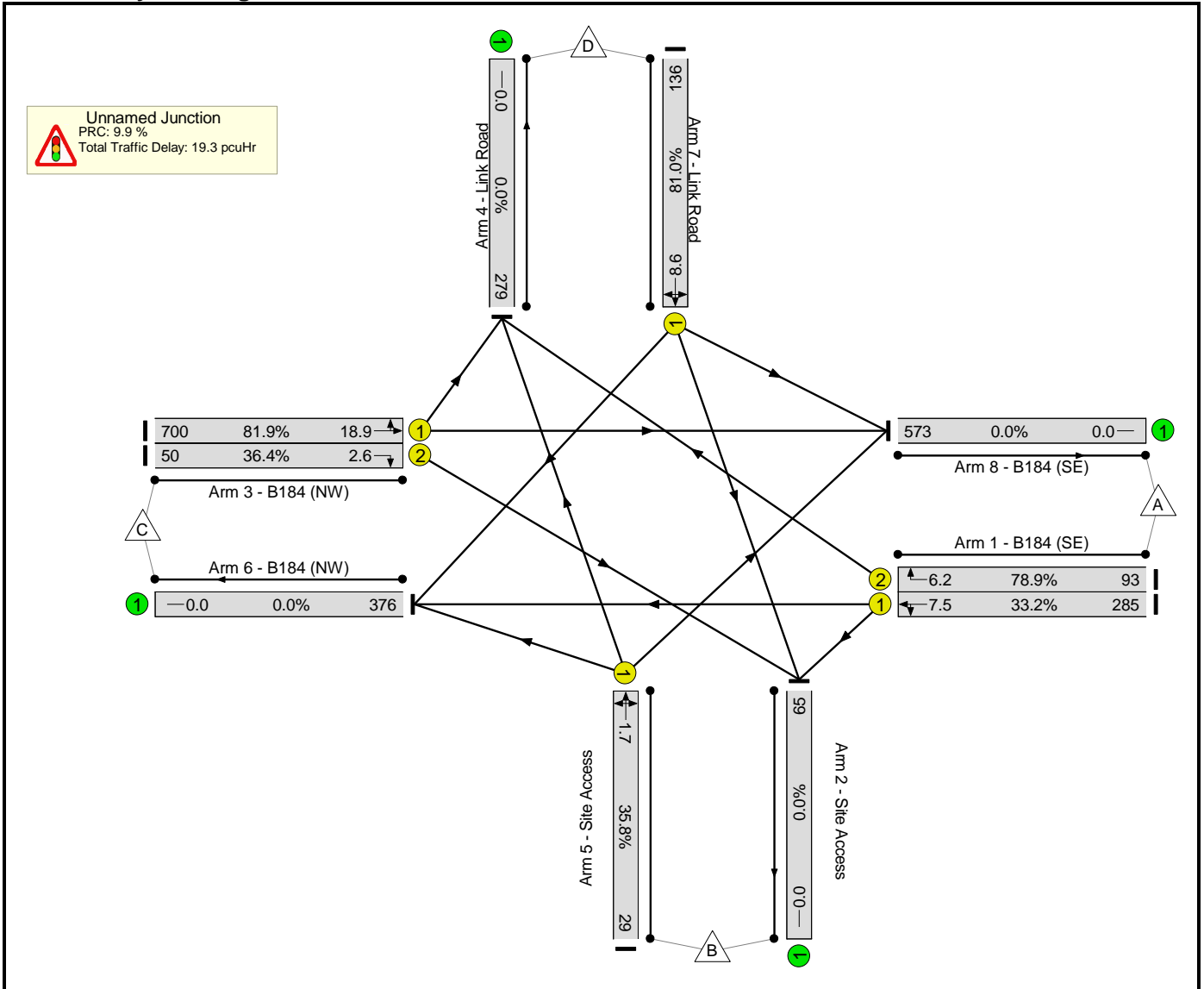
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	276	93	378
	B	4	0	22	3	29
	C	517	50	0	183	750
	D	52	6	78	0	136
	Tot.	573	65	376	279	1293

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	-	-	-		-	-	-	-	-	-	81.9%	0	0	0	19.3	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	81.9%	0	0	0	19.3	-
1/1	B184 (SE) Left Ahead	U	B		2	79	-	285	1907	858	33.2%	-	-	-	1.9	7.5
1/2	B184 (SE) Right	U	C		1	11	-	93	1768	118	78.9%	-	-	-	3.8	6.2
2/1	Site Access Left Ahead Right	U	E		1	7	-	29	1821	81	35.8%	-	-	-	0.9	1.7
3/1	B184 (NW) Left Ahead	U	A		2	81	-	700	1854	855	81.9%	-	-	-	6.3	18.9
3/2	B184 (NW) Right	U	F		1	13	-	50	1768	138	36.4%	-	-	-	1.4	2.6
4/1	Link Road Ahead Right Left	U	D		1	16	-	136	1778	168	81.0%	-	-	-	4.9	8.6
C1					PRC for Signalled Lanes (%):		9.9	Total Delay for Signalled Lanes (pcuHr):			19.31	Cycle Time (s): 180				
					PRC Over All Lanes (%):		9.9	Total Delay Over All Lanes(pcuHr):			19.31					

MTP Results Summary
Network Layout Diagram

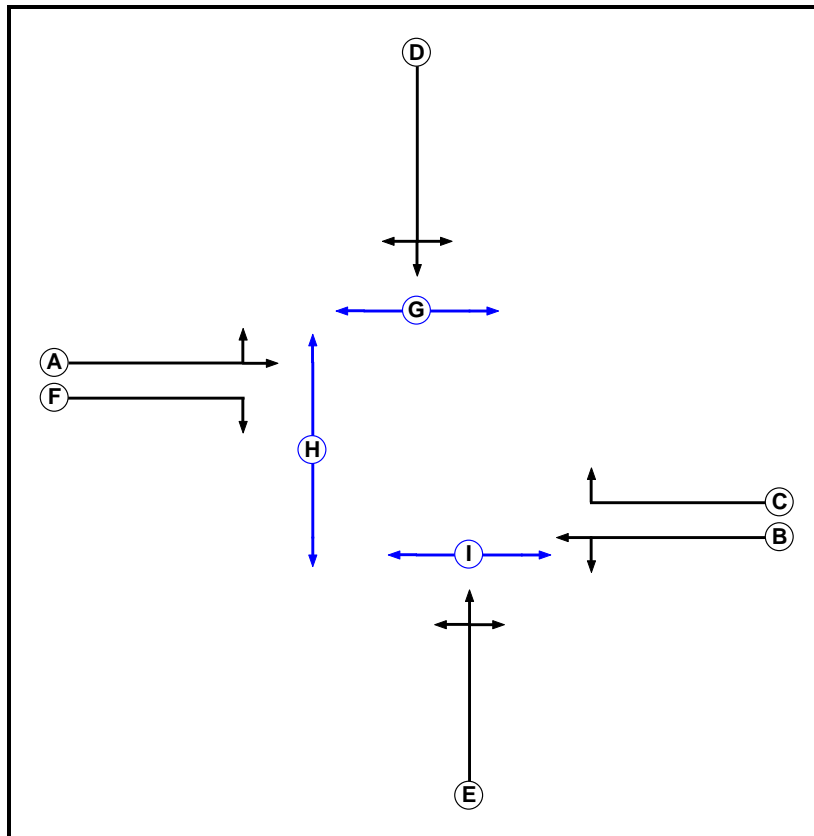


MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078 - B184 Thaxted Road-Site Access Signals (Staggered - Right Turn Overlappers) (Surveyed Flows).lsg3x
Author:	
Company:	
Address:	

Phase Diagram



MTP Results Summary

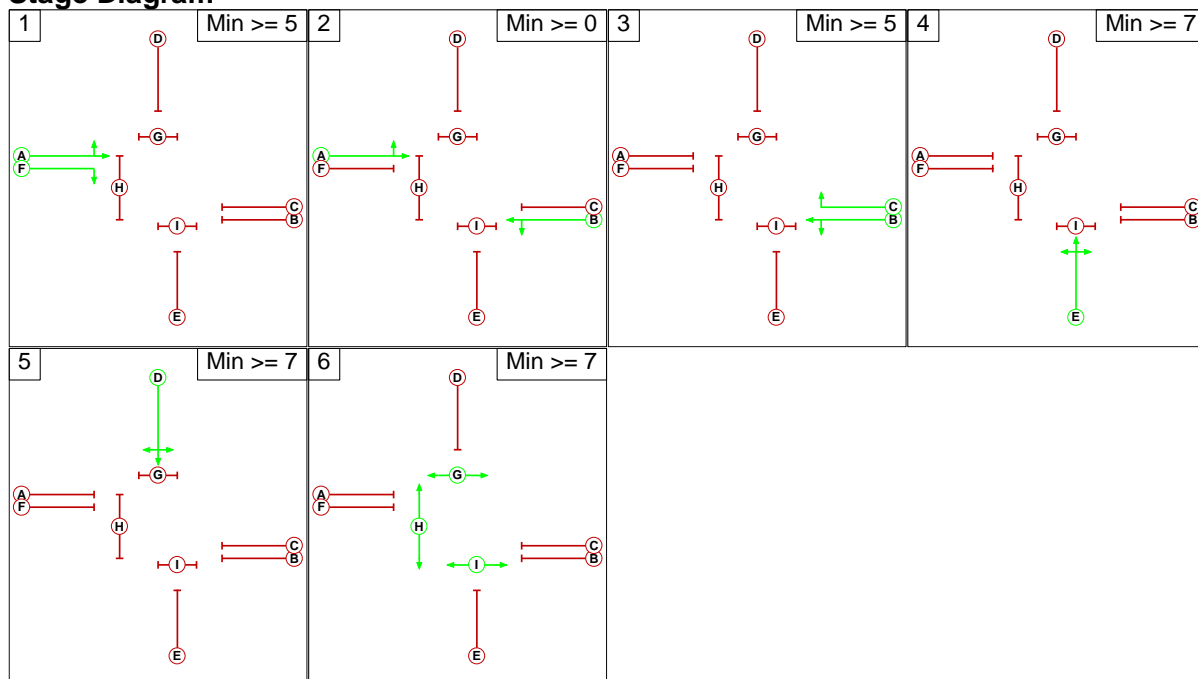
Phase Input Data

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

Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A	-	9	9	9	-	9	7	-	
	B	-	-	10	9	9	-	12	8	
	C	8	-	-	8	7	-	9	-	-
	D	6	7	6	-	7	7	5	9	8
	E	8	6	8	8	-	6	8	9	5
	F	-	9	-	9	8	-	-	5	9
	G	13	-	13	13	13	-	-	-	-
	H	11	11	-	11	11	11	-	-	-
	I	-	15	-	15	15	15	-	-	-

Stage Diagram



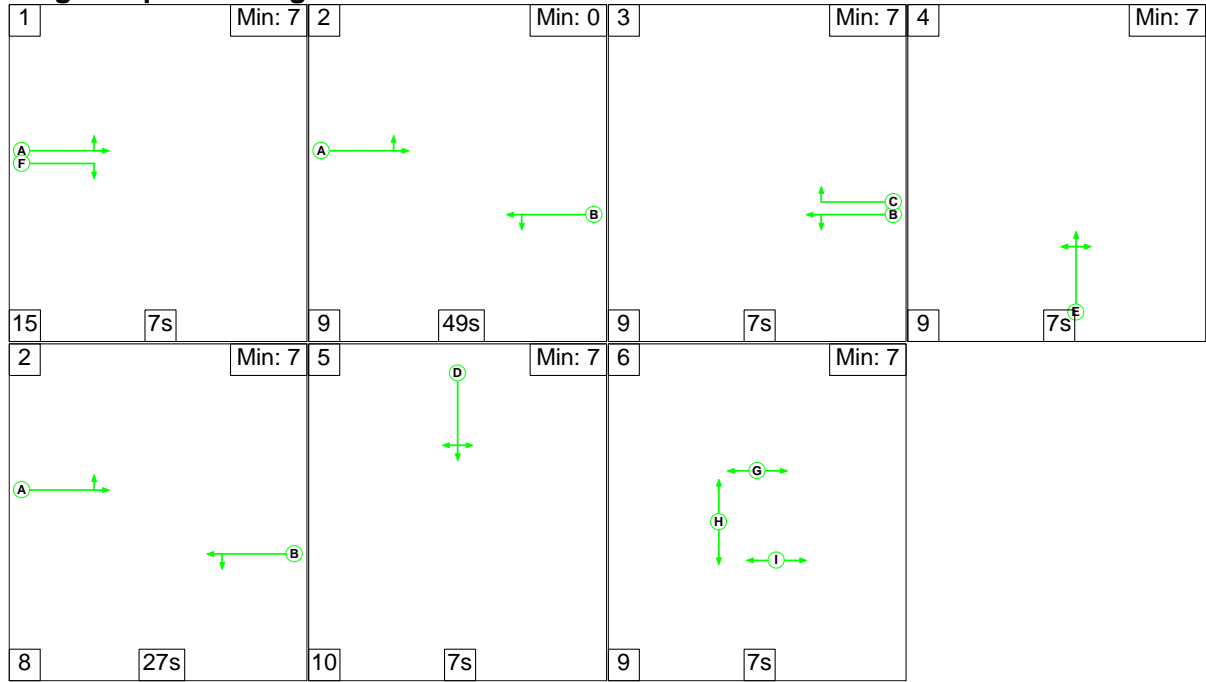
MTP Results Summary

Phase Delays

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

Scenario 1: '2021 Base AM' (FG1: '2022 Surveyed 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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left Arm 7 Ahead	15.00 Inf
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Right Arm 7 Left	18.00 12.00
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Ahead Arm 5 Right	Inf 18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead Arm 6 Right Arm 8 Left	Inf 15.00 12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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: '2022 Surveyed AM'	08:00	09:00	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

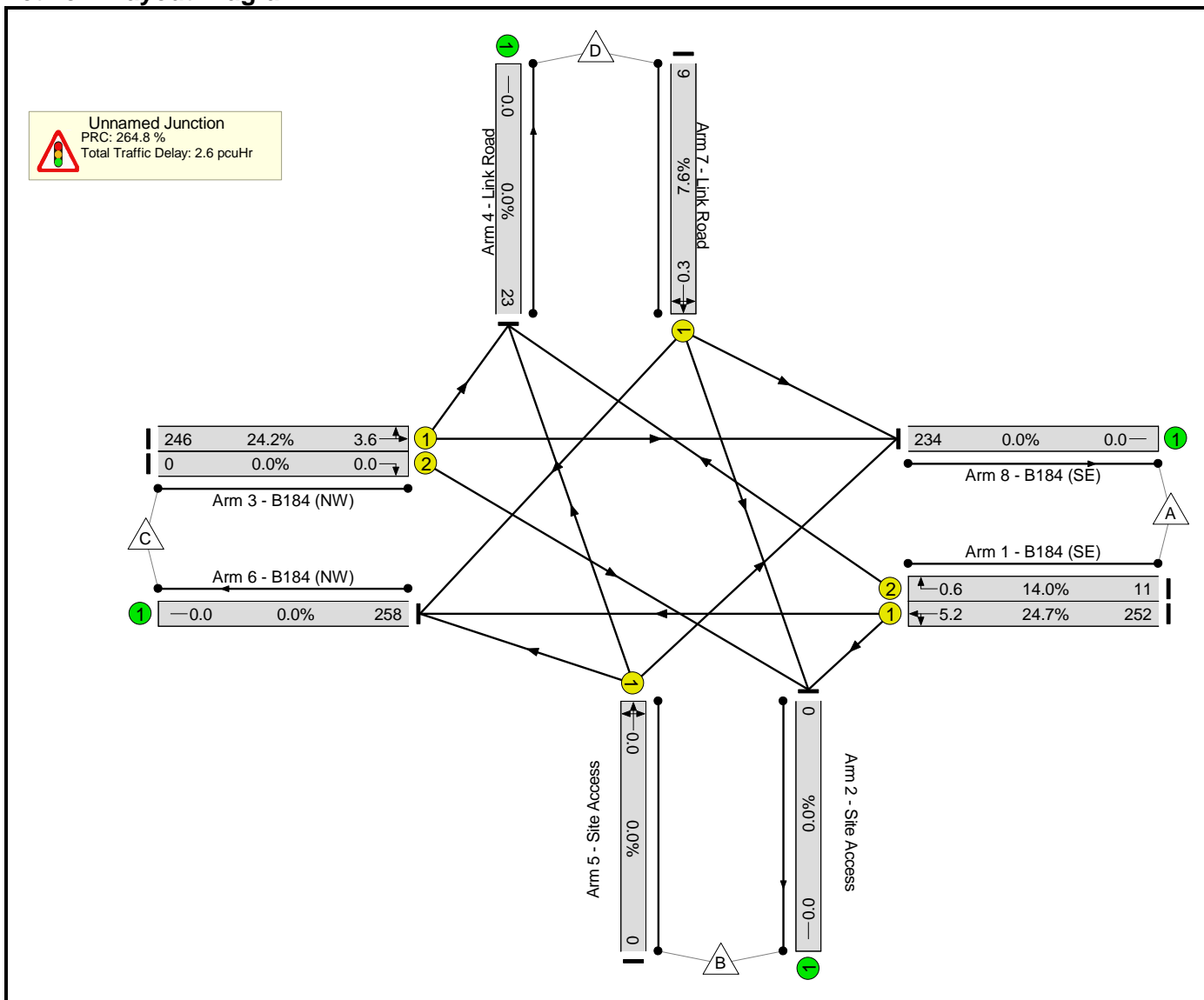
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	252	11	263
	B	0	0	0	0	0
	C	234	0	0	12	246
	D	0	0	6	0	6
	Tot.	234	0	258	23	515

MTP Results Summary

Network Results

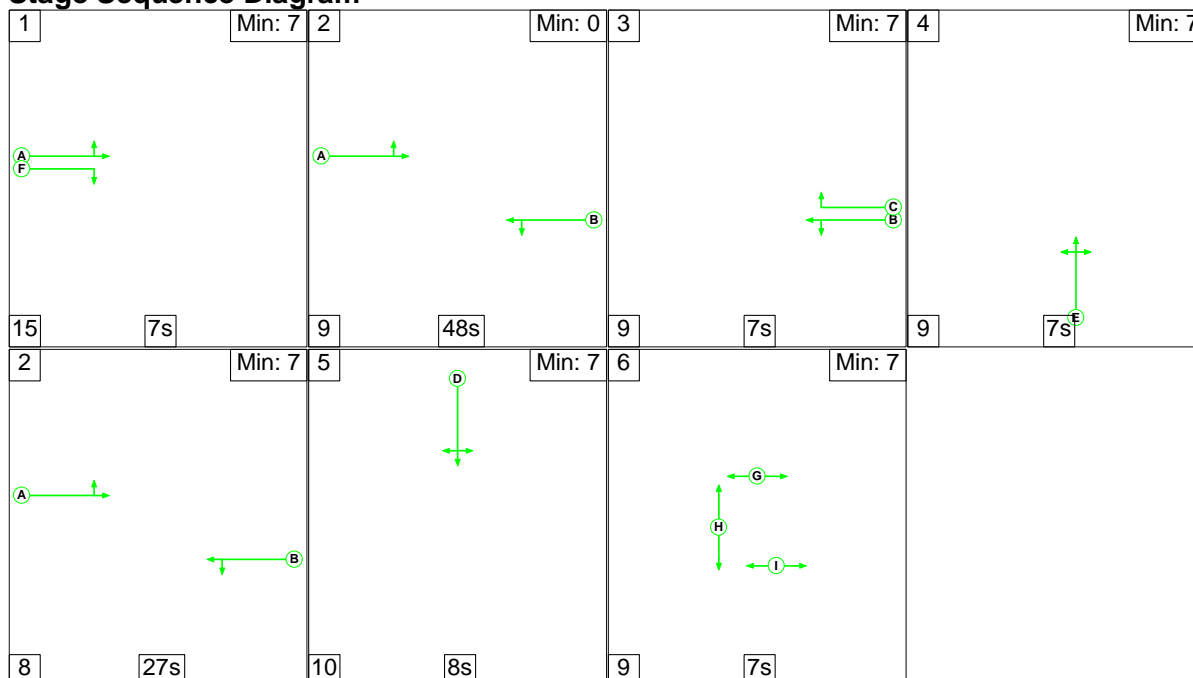
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	24.7%	0	0	0	2.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	24.7%	0	0	0	2.6	-
1/1	B184 (SE) Left Ahead	U	B		2	94	-	252	1915	1021	24.7%	-	-	-	1.2	5.2
1/2	B184 (SE) Right	U	C		1	7	-	11	1768	79	14.0%	-	-	-	0.3	0.6
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	94	-	246	1903	1015	24.2%	-	-	-	0.9	3.6
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	7	-	6	1786	79	7.6%	-	-	-	0.2	0.3
C1						PRC for Signalled Lanes (%):	264.8	Total Delay for Signalled Lanes (pcuHr):				2.60	Cycle Time (s): 180			
						PRC Over All Lanes (%):	264.8	Total Delay Over All Lanes(pcuHr):				2.60				

MTP Results Summary
Network Layout Diagram



Scenario 2: '2021 Base PM' (FG2: '2022 Surveyed 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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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: '2022 Surveyed PM'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

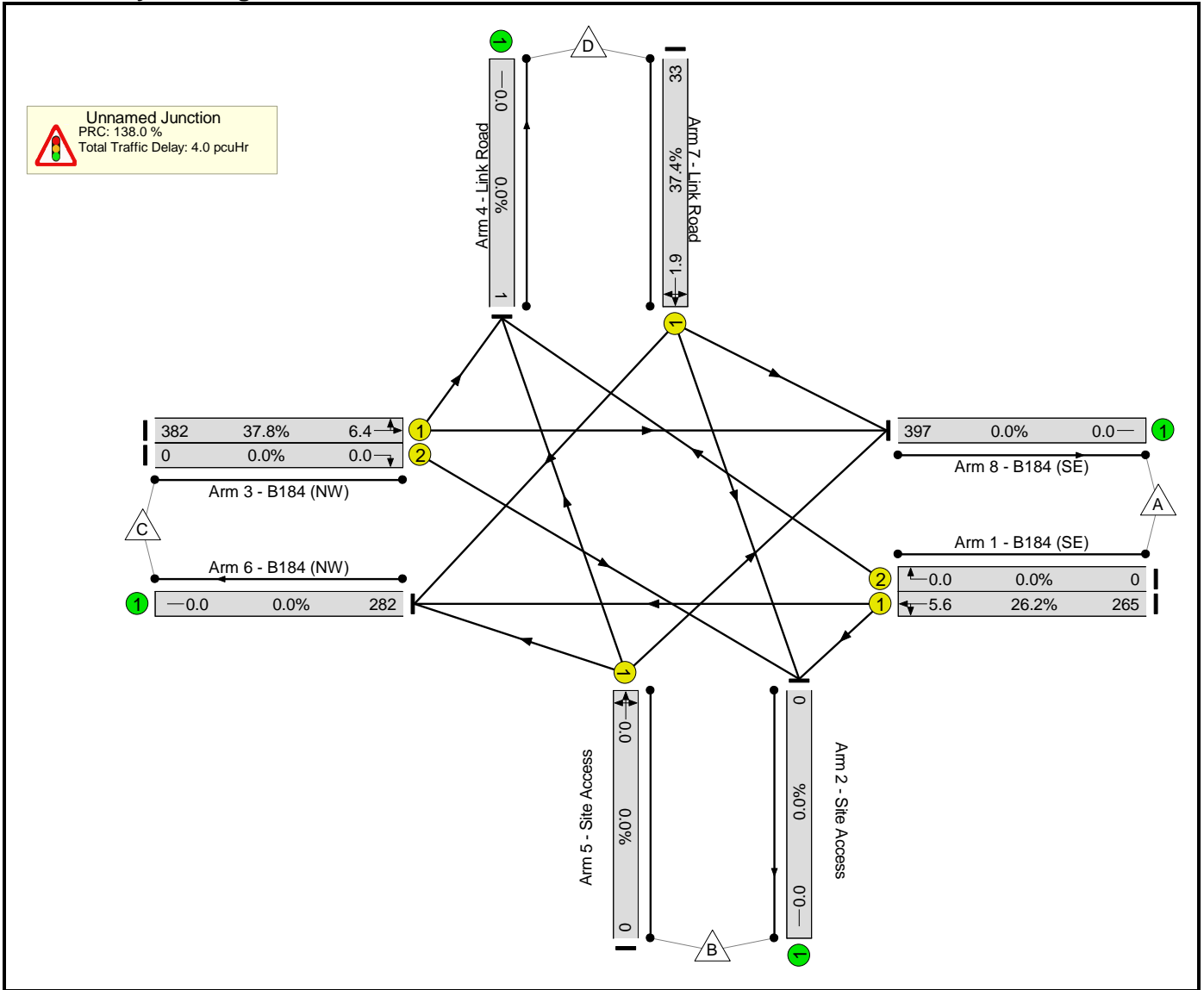
	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	265	0	265
	B	0	0	0	0	0
	C	381	0	0	1	382
	D	16	0	17	0	33
	Tot.	397	0	282	1	680

MTP Results Summary

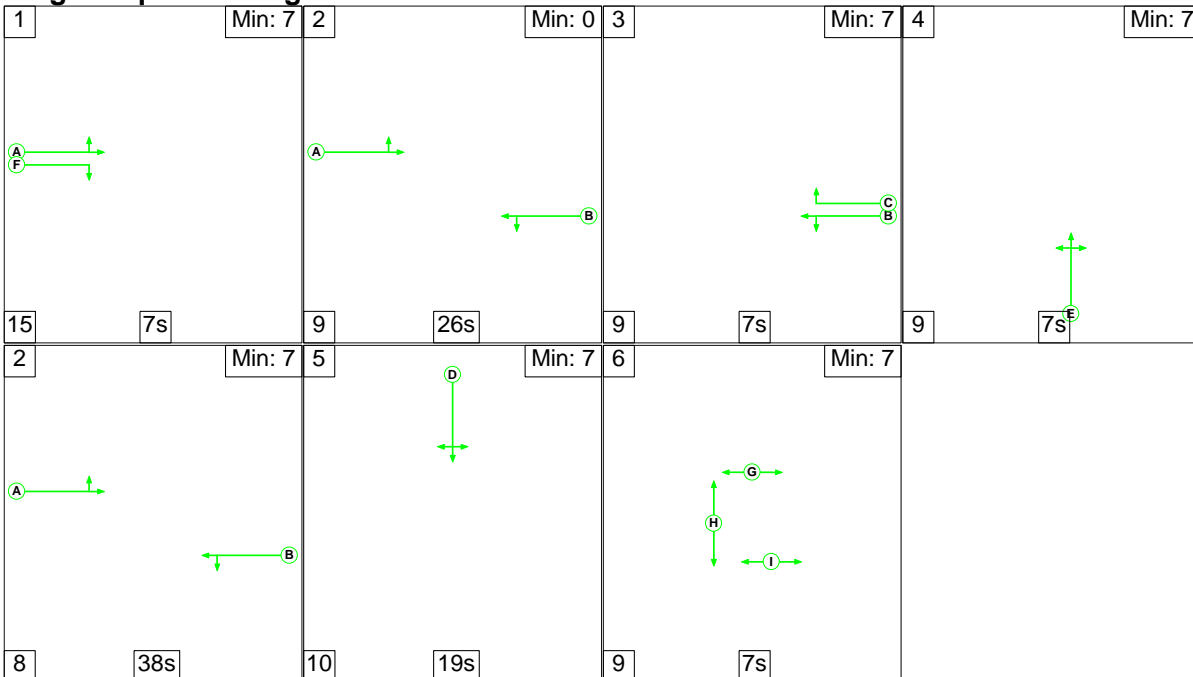
Network Results

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	-	-	-		-	-	-	-	-	-	37.8%	0	0	0	4.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	37.8%	0	0	0	4.0	-
1/1	B184 (SE) Left Ahead	U	B		2	93	-	265	1915	1011	26.2%	-	-	-	1.3	5.6
1/2	B184 (SE) Right	U	C		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	93	-	382	1914	1010	37.8%	-	-	-	1.6	6.4
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	8	-	33	1767	88	37.4%	-	-	-	1.1	1.9
C1						PRC for Signalled Lanes (%):	138.0	Total Delay for Signalled Lanes (pcuHr):				3.95	Cycle Time (s): 180			
						PRC Over All Lanes (%):	138.0	Total Delay Over All Lanes(pcuHr):				3.95				

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 (B184 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

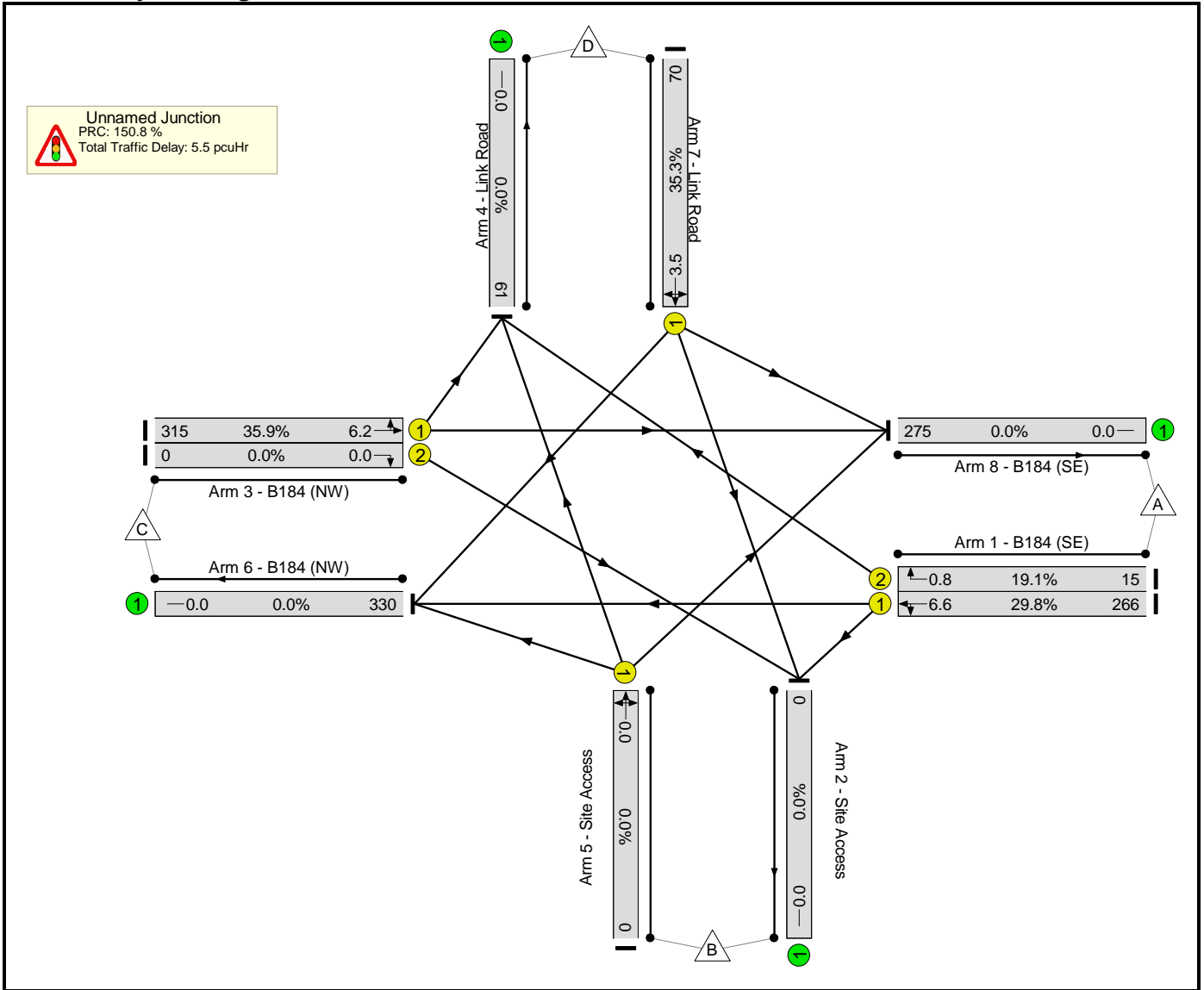
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	266	15	281
	B	0	0	0	0	0
	C	269	0	0	46	315
	D	6	0	64	0	70
	Tot.	275	0	330	61	666

MTP Results Summary

Network Results

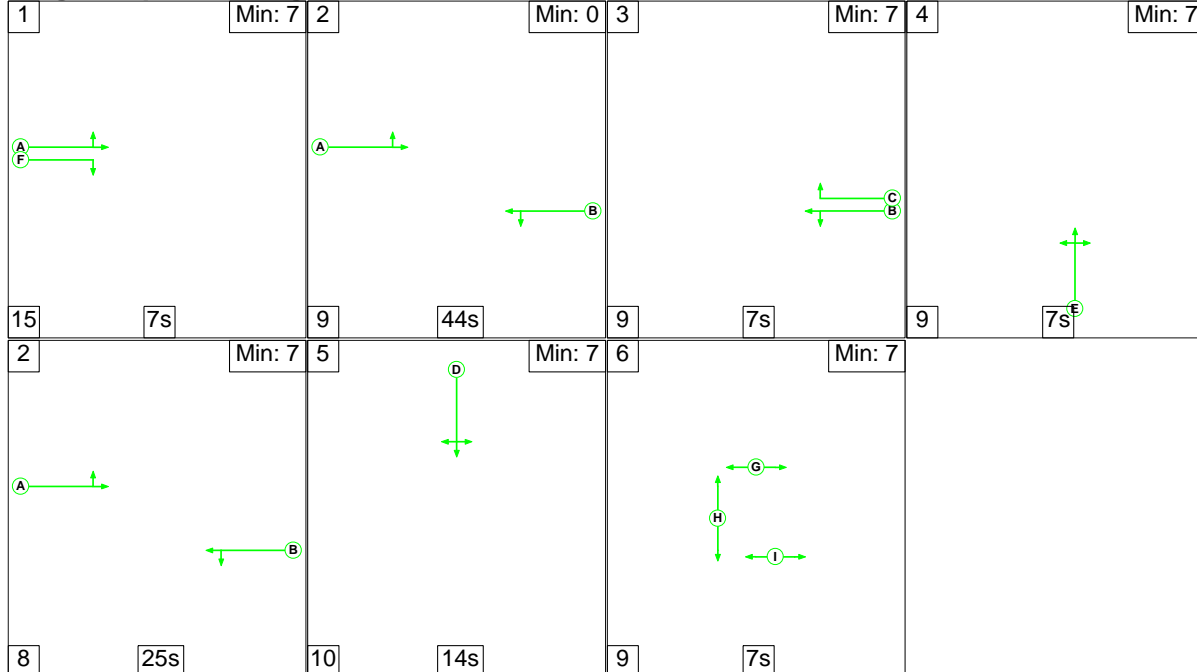
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	35.9%	0	0	0	5.5	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	35.9%	0	0	0	5.5	-	
1/1	B184 (SE) Left Ahead	U	B		2	82	-	266	1915	894	29.8%	-	-	-	1.7	6.6	
1/2	B184 (SE) Right	U	C		1	7	-	15	1768	79	19.1%	-	-	-	0.5	0.8	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	82	-	315	1881	878	35.9%	-	-	-	1.7	6.2	
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		1	19	-	70	1783	198	35.3%	-	-	-	1.7	3.5	
C1						PRC for Signalled Lanes (%):	150.8	Total Delay for Signalled Lanes (pcuHr):				5.51	Cycle Time (s): 180				
						PRC Over All Lanes (%):	150.8	Total Delay Over All Lanes(pcuHr):				5.51					

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

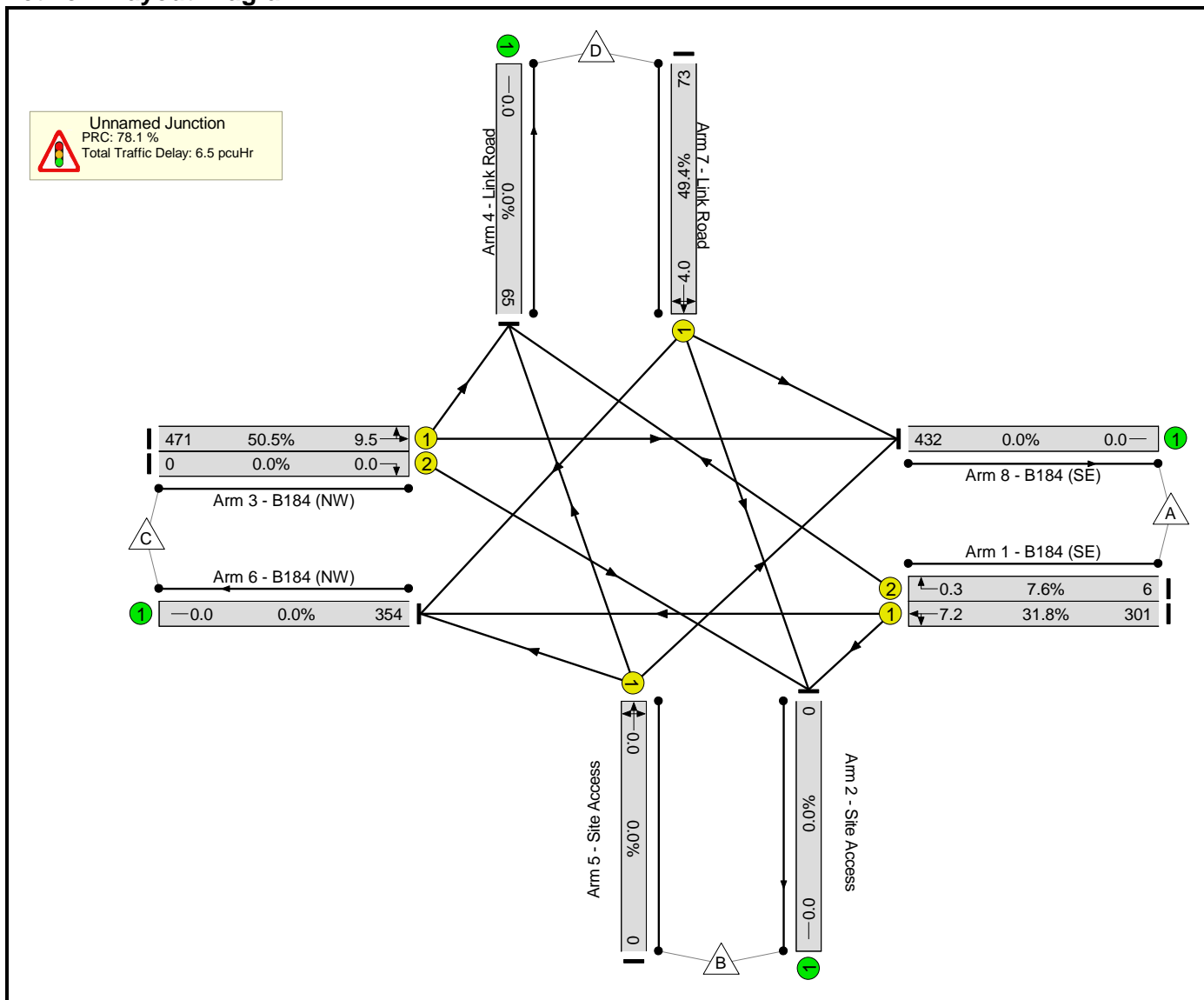
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	301	6	307
	B	0	0	0	0	0
	C	412	0	0	59	471
	D	20	0	53	0	73
	Tot.	432	0	354	65	851

MTP Results Summary

Network Results

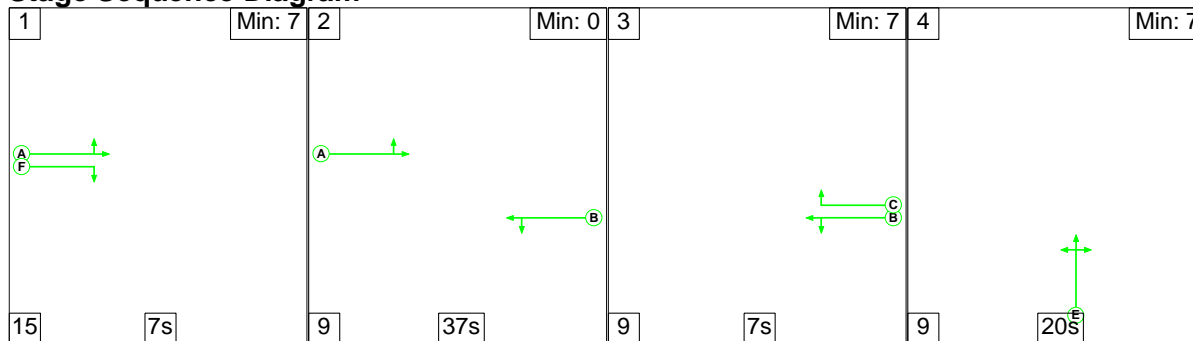
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	6.5	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	6.5	-
1/1	B184 (SE) Left Ahead	U	B		2	87	-	301	1915	947	31.8%	-	-	-	1.7	7.2
1/2	B184 (SE) Right	U	C		1	7	-	6	1768	79	7.6%	-	-	-	0.2	0.3
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	87	-	471	1885	932	50.5%	-	-	-	2.6	9.5
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	14	-	73	1775	148	49.4%	-	-	-	2.1	4.0
		C1			PRC for Signalled Lanes (%): 78.1		78.1	Total Delay for Signalled Lanes (pcuHr): 6.52				Cycle Time (s): 180				
				PRC Over All Lanes (%): 78.1				Total Delay Over All Lanes(pcuHr): 6.52								

MTP Results Summary
Network Layout Diagram

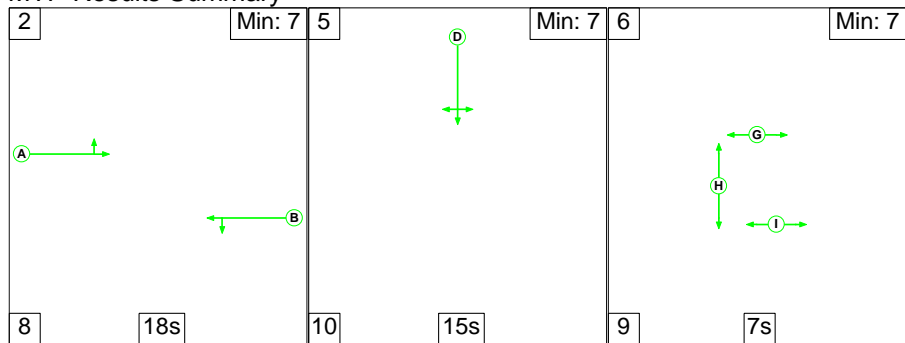


Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD + Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
5: '2027 Base + CD + Dev (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

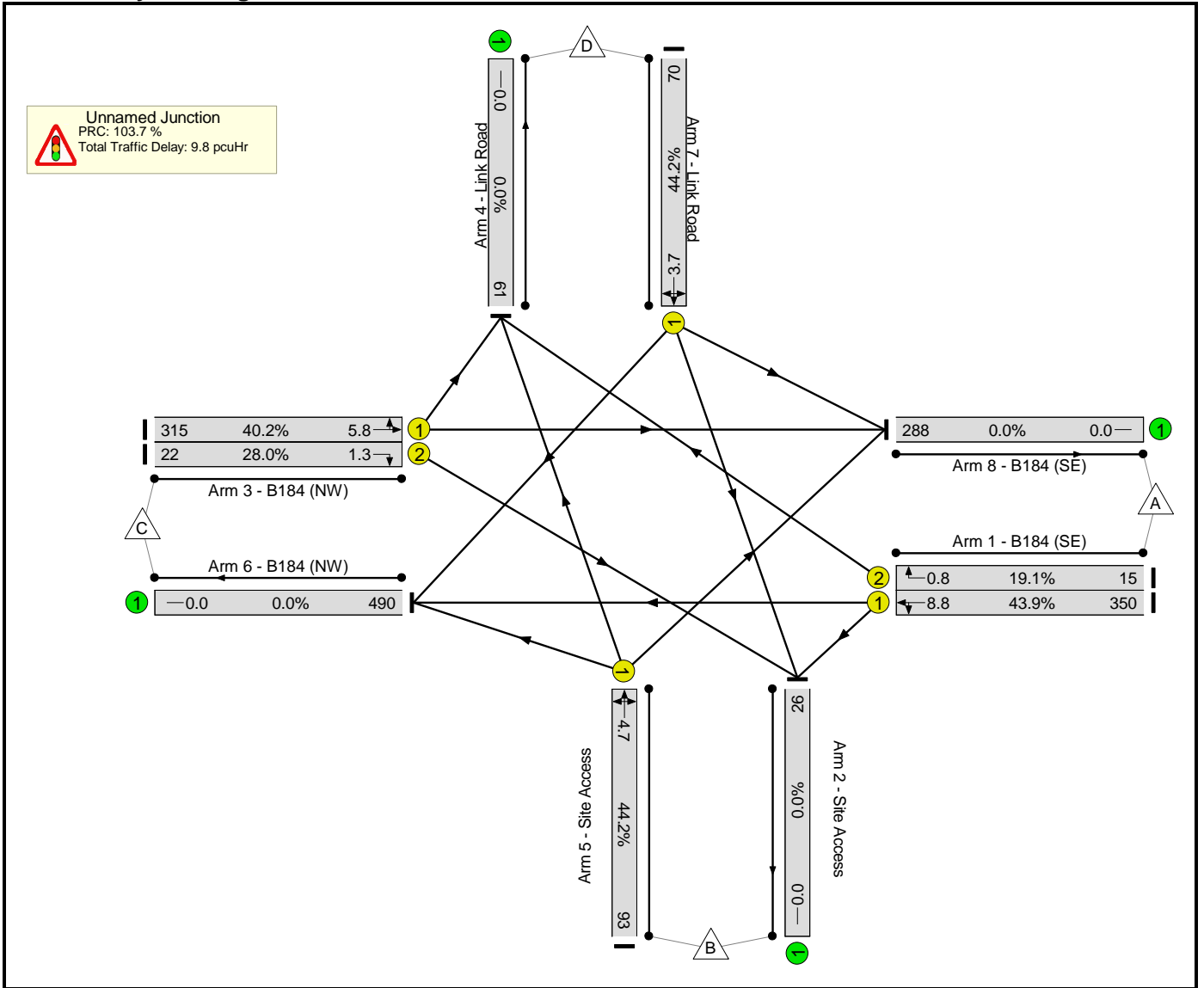
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	4	346	15	365
	B	13	0	80	0	93
	C	269	22	0	46	337
	D	6	0	64	0	70
	Tot.	288	26	490	61	865

MTP Results Summary

Network Results

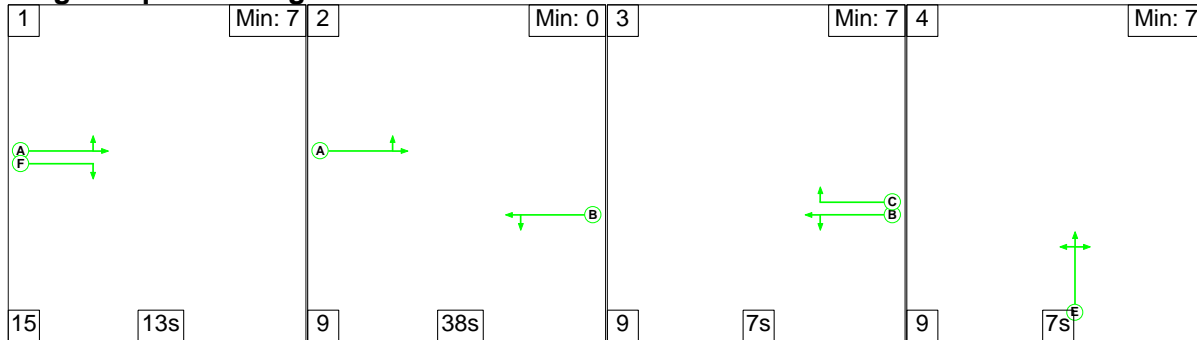
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	44.2%	0	0	0	9.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	44.2%	0	0	0	9.8	-
1/1	B184 (SE) Left Ahead	U	B		2	73	-	350	1912	797	43.9%	-	-	-	2.4	8.8
1/2	B184 (SE) Right	U	C		1	7	-	15	1768	79	19.1%	-	-	-	0.5	0.8
2/1	Site Access Left Ahead Right	U	E		1	20	-	93	1804	210	44.2%	-	-	-	2.3	4.7
3/1	B184 (NW) Left Ahead	U	A		2	73	-	315	1881	784	40.2%	-	-	-	1.9	5.8
3/2	B184 (NW) Right	U	F		1	7	-	22	1768	79	28.0%	-	-	-	0.7	1.3
4/1	Link Road Ahead Right Left	U	D		1	15	-	70	1783	158	44.2%	-	-	-	1.9	3.7
C1						PRC for Signalled Lanes (%):	103.7	Total Delay for Signalled Lanes (pcuHr):				9.76	Cycle Time (s): 180			
						PRC Over All Lanes (%):	103.7	Total Delay Over All Lanes(pcuHr):				9.76				

MTP Results Summary
Network Layout Diagram

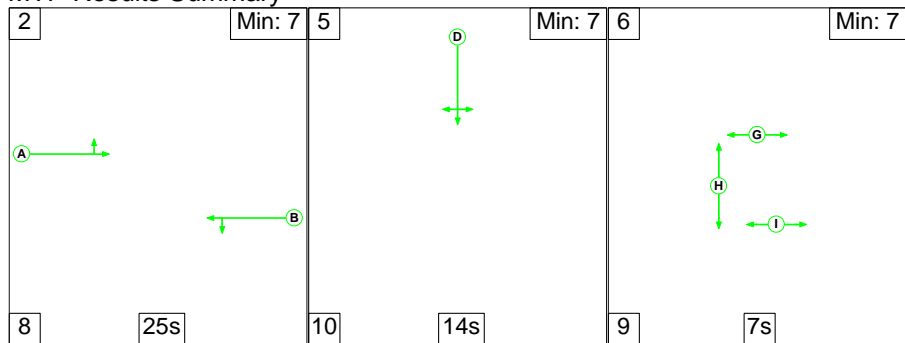


Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
6: '2027 Base + CD + Dev (No SLR) PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

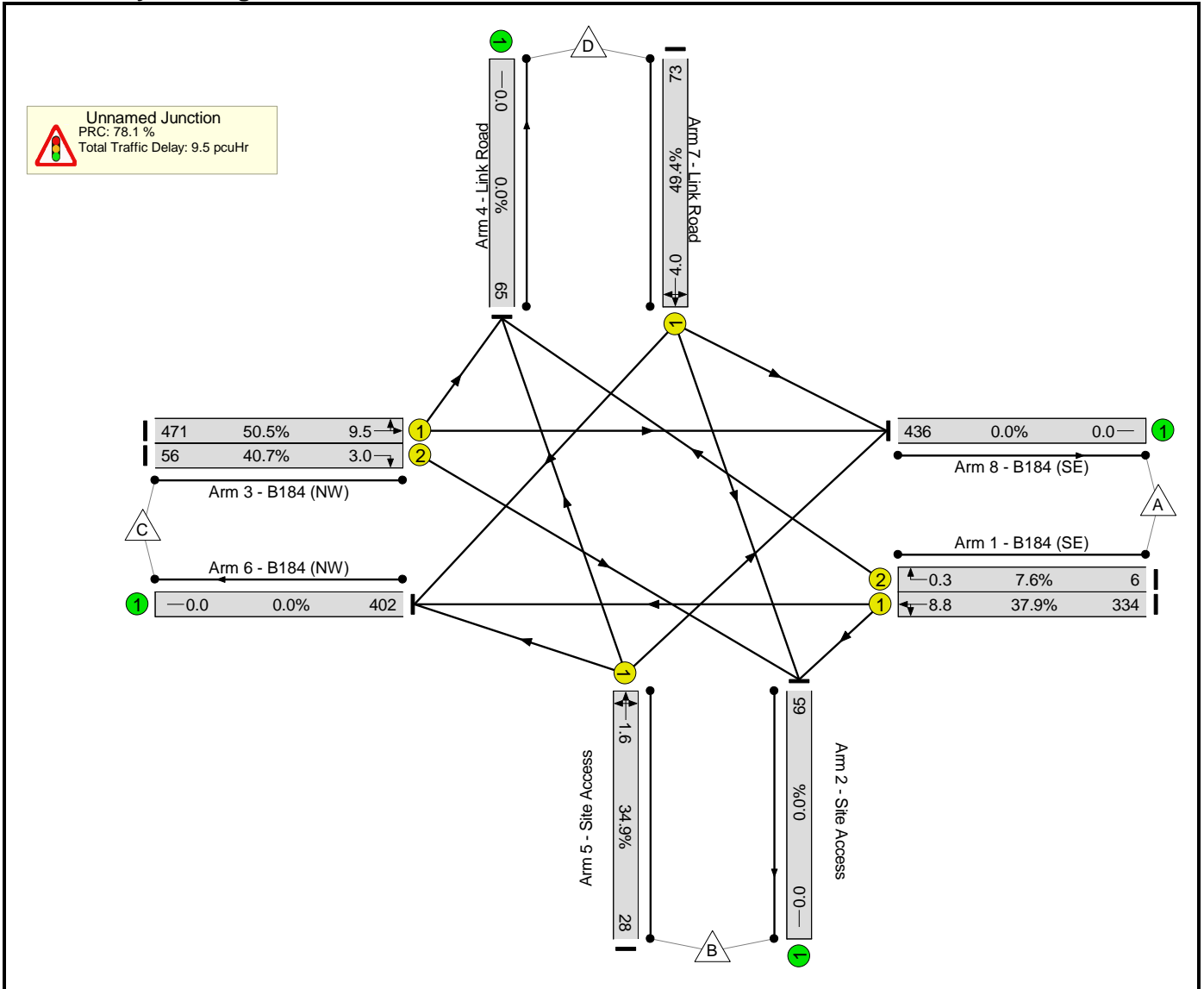
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	325	6	340
	B	4	0	24	0	28
	C	412	56	0	59	527
	D	20	0	53	0	73
	Tot.	436	65	402	65	968

MTP Results Summary

Network Results

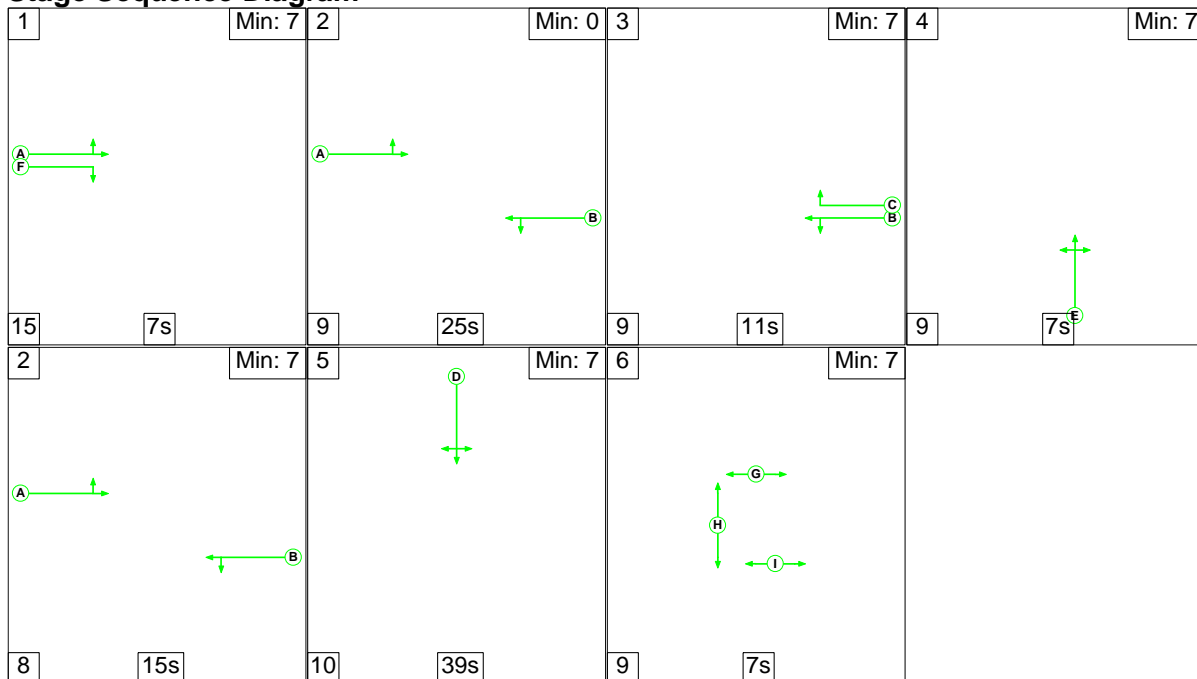
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	9.5	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	9.5	-	
1/1	B184 (SE) Left Ahead	U	B		2	81	-	334	1909	880	37.9%	-	-	-	2.2	8.8	
1/2	B184 (SE) Right	U	C		1	7	-	6	1768	79	7.6%	-	-	-	0.2	0.3	
2/1	Site Access Left Ahead Right	U	E		1	7	-	28	1804	80	34.9%	-	-	-	0.9	1.6	
3/1	B184 (NW) Left Ahead	U	A		2	87	-	471	1885	932	50.5%	-	-	-	2.6	9.5	
3/2	B184 (NW) Right	U	F		1	13	-	56	1768	138	40.7%	-	-	-	1.6	3.0	
4/1	Link Road Ahead Right Left	U	D		1	14	-	73	1775	148	49.4%	-	-	-	2.1	4.0	
C1					PRC for Signalled Lanes (%): 78.1		PRC Over All Lanes (%): 78.1		Total Delay for Signalled Lanes (pcuHr): 9.55			Total Delay Over All Lanes(pcuHr): 9.55		Cycle Time (s): 180			

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')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

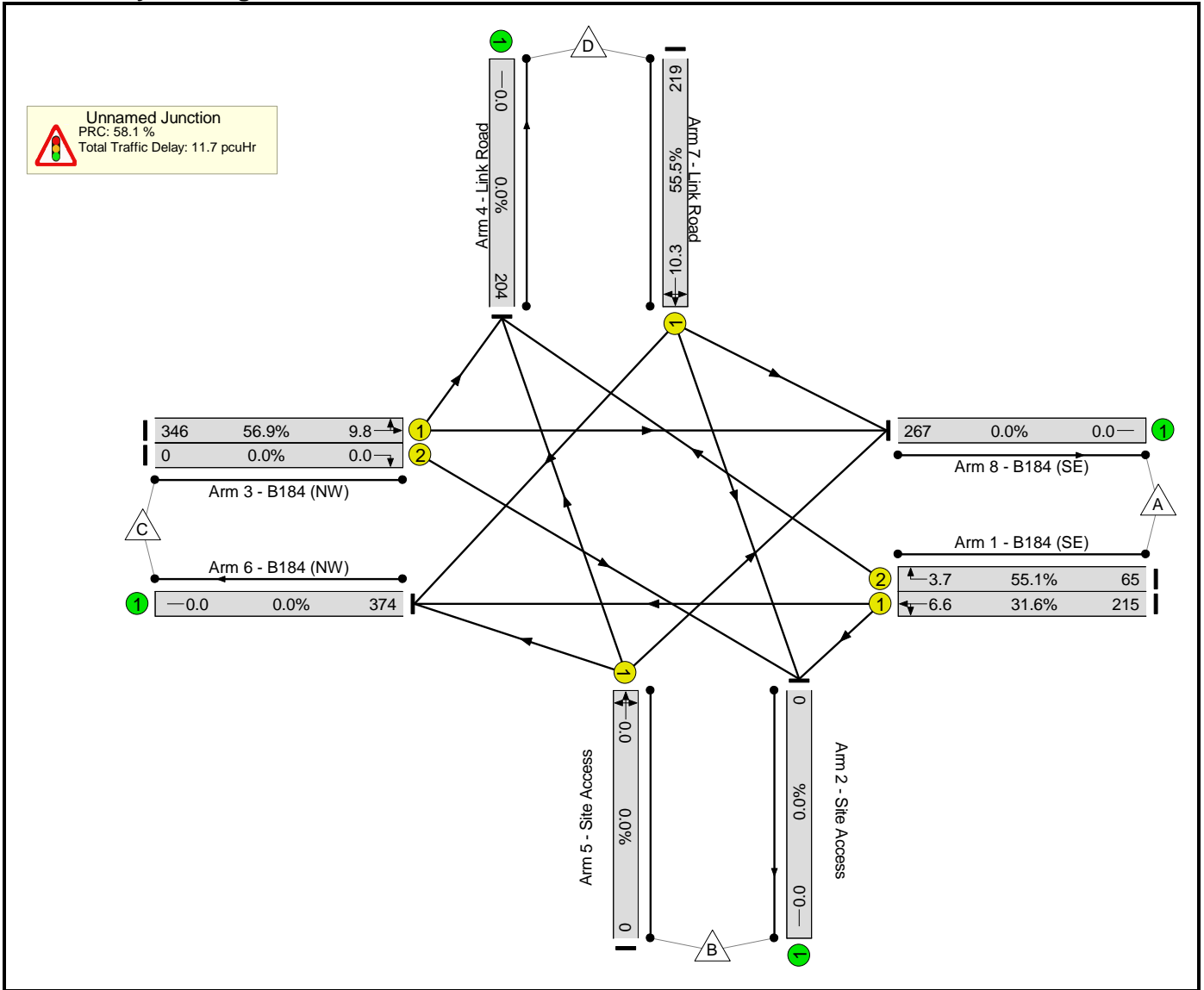
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	215	65	280
	B	0	0	0	0	0
	C	207	0	0	139	346
	D	60	0	159	0	219
	Tot.	267	0	374	204	845

MTP Results Summary

Network Results

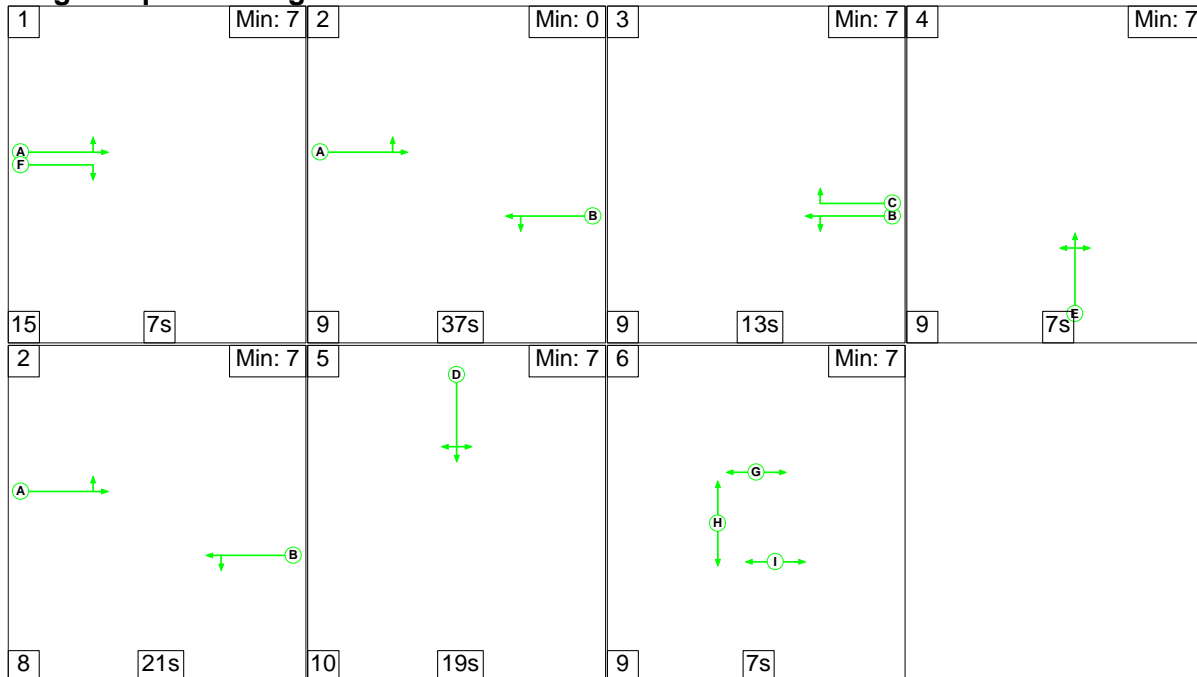
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	56.9%	0	0	0	11.7	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	56.9%	0	0	0	11.7	-	
1/1	B184 (SE) Left Ahead	U	B		2	62	-	215	1915	681	31.6%	-	-	-	2.0	6.6	
1/2	B184 (SE) Right	U	C		1	11	-	65	1768	118	55.1%	-	-	-	2.1	3.7	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	58	-	346	1823	608	56.9%	-	-	-	3.2	9.8	
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		1	39	-	219	1775	394	55.5%	-	-	-	4.4	10.3	
C1		PRC for Signalled Lanes (%):		58.1		Total Delay for Signalled Lanes (pcuHr):		11.69		Cycle Time (s):		180		PRC Over All Lanes (%):		58.1	
						Total Delay Over All Lanes(pcuHr):		11.69									

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



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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

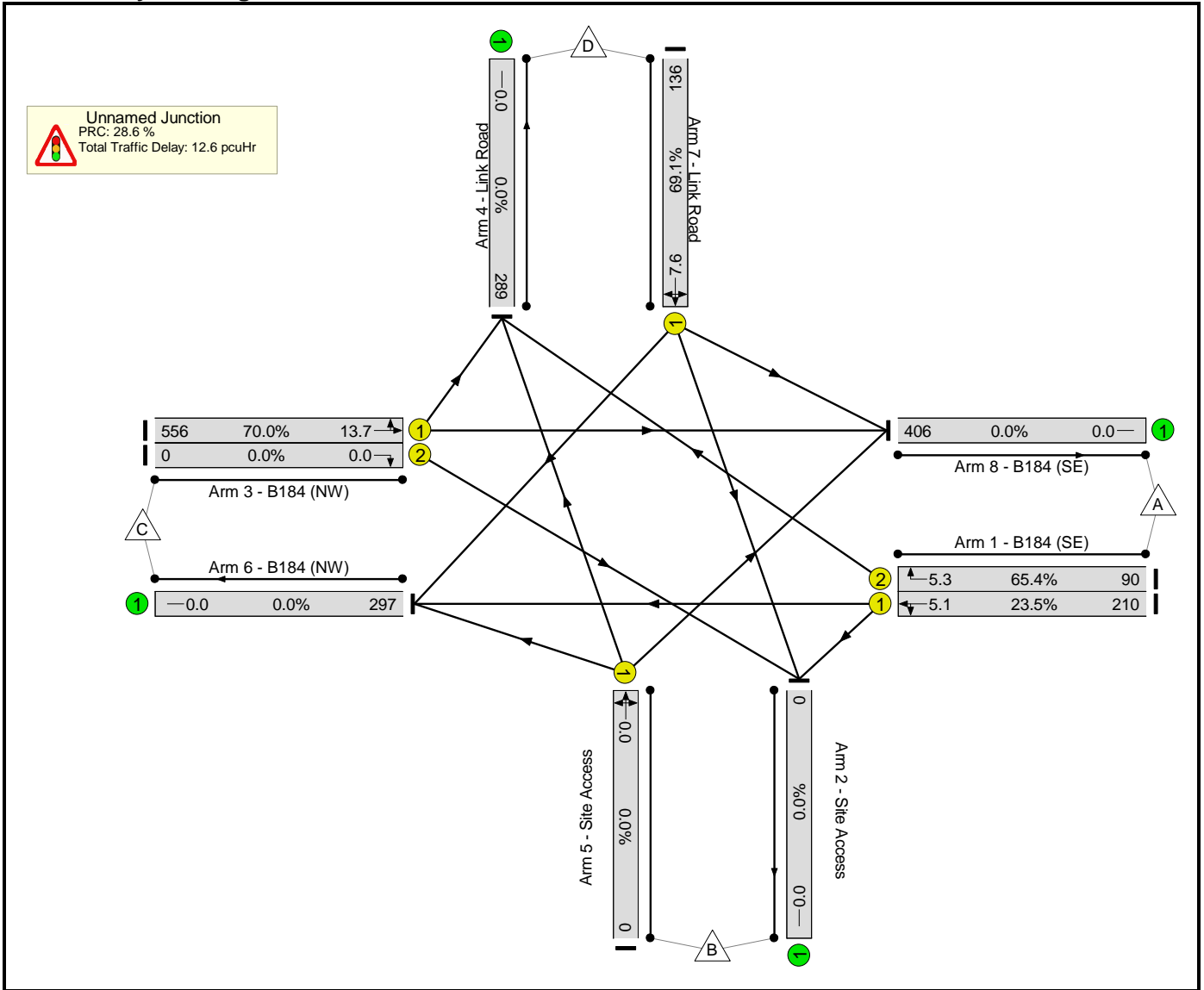
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	210	90	300
	B	0	0	0	0	0
	C	357	0	0	199	556
	D	49	0	87	0	136
	Tot.	406	0	297	289	992

MTP Results Summary

Network Results

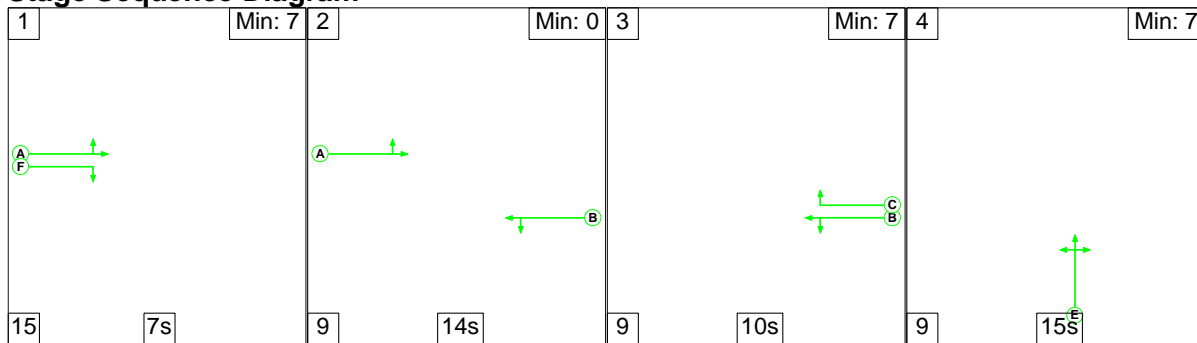
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	70.0%	0	0	0	12.6	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.0%	0	0	0	12.6	-
1/1	B184 (SE) Left Ahead	U	B		2	82	-	210	1915	894	23.5%	-	-	-	1.3	5.1
1/2	B184 (SE) Right	U	C		1	13	-	90	1768	138	65.4%	-	-	-	2.9	5.3
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	88	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	76	-	556	1833	794	70.0%	-	-	-	4.4	13.7
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	85	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		1	19	-	136	1772	197	69.1%	-	-	-	4.0	7.6
		C1			PRC for Signalled Lanes (%): 28.6		28.6	Total Delay for Signalled Lanes (pcuHr): 12.58				Cycle Time (s): 180				
				PRC Over All Lanes (%): 28.6				Total Delay Over All Lanes(pcuHr): 12.58								

MTP Results Summary
Network Layout Diagram

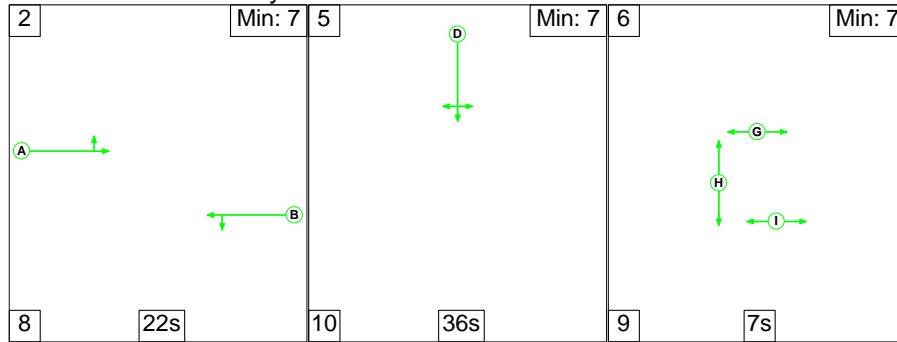


Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD + Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
9: '2027 Base + CD + Dev (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

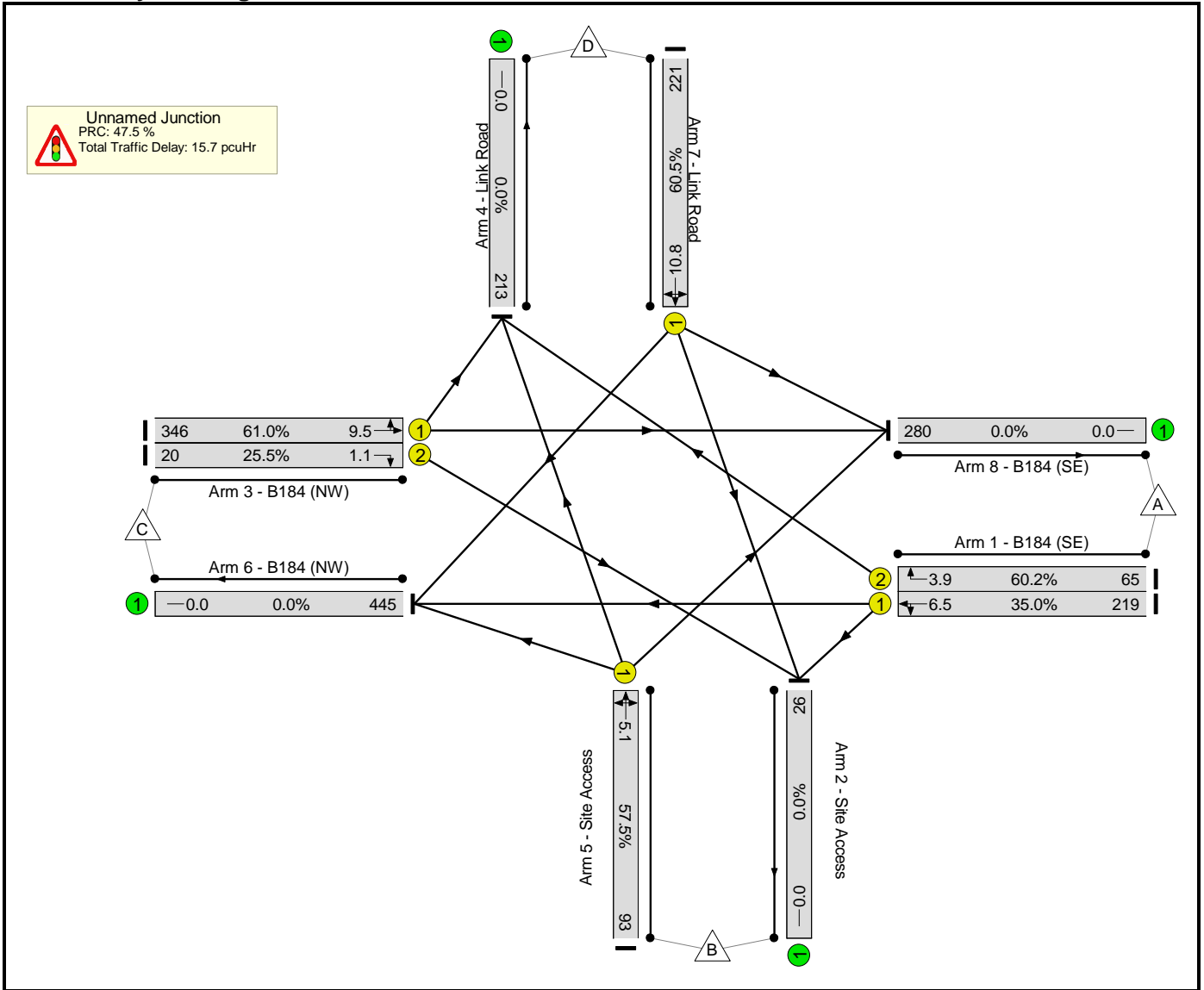
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	4	215	65	284
	B	13	0	71	9	93
	C	207	20	0	139	366
	D	60	2	159	0	221
	Tot.	280	26	445	213	964

MTP Results Summary

Network Results

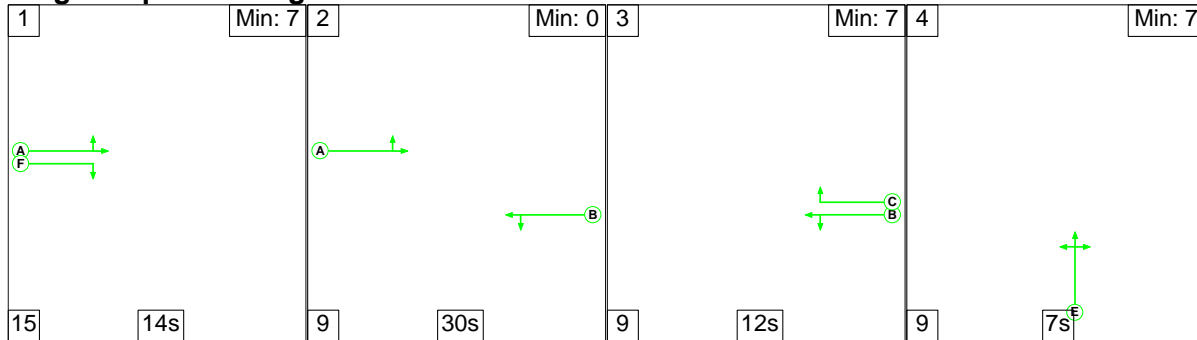
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	61.0%	0	0	0	15.7	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	61.0%	0	0	0	15.7	-	
1/1	B184 (SE) Left Ahead	U	B		2	57	-	219	1911	626	35.0%	-	-	-	2.0	6.5	
1/2	B184 (SE) Right	U	C		1	10	-	65	1768	108	60.2%	-	-	-	2.2	3.9	
2/1	Site Access Left Ahead Right	U	E		1	15	-	93	1820	162	57.5%	-	-	-	2.7	5.1	
3/1	B184 (NW) Left Ahead	U	A		2	54	-	346	1823	567	61.0%	-	-	-	3.4	9.5	
3/2	B184 (NW) Right	U	F		1	7	-	20	1768	79	25.5%	-	-	-	0.6	1.1	
4/1	Link Road Ahead Right Left	U	D		1	36	-	221	1777	365	60.5%	-	-	-	4.7	10.8	
C1					PRC for Signalled Lanes (%): 47.5		47.5		Total Delay for Signalled Lanes (pcuHr): 15.74			15.74		Cycle Time (s): 180			
					PRC Over All Lanes (%):				Total Delay Over All Lanes(pcuHr):								

MTP Results Summary
Network Layout Diagram

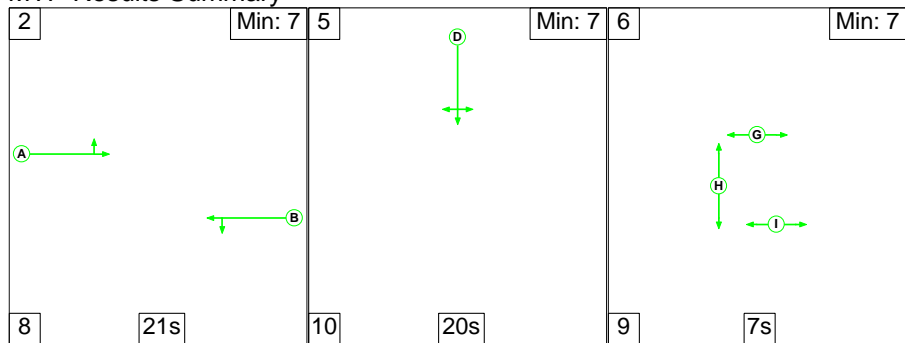


Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Right	18.00
											Arm 7 Left	12.00
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	Arm 6 Right	15.00
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	Arm 8 Left	12.00
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
10: '2027 Base + CD + Dev (SLR) PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

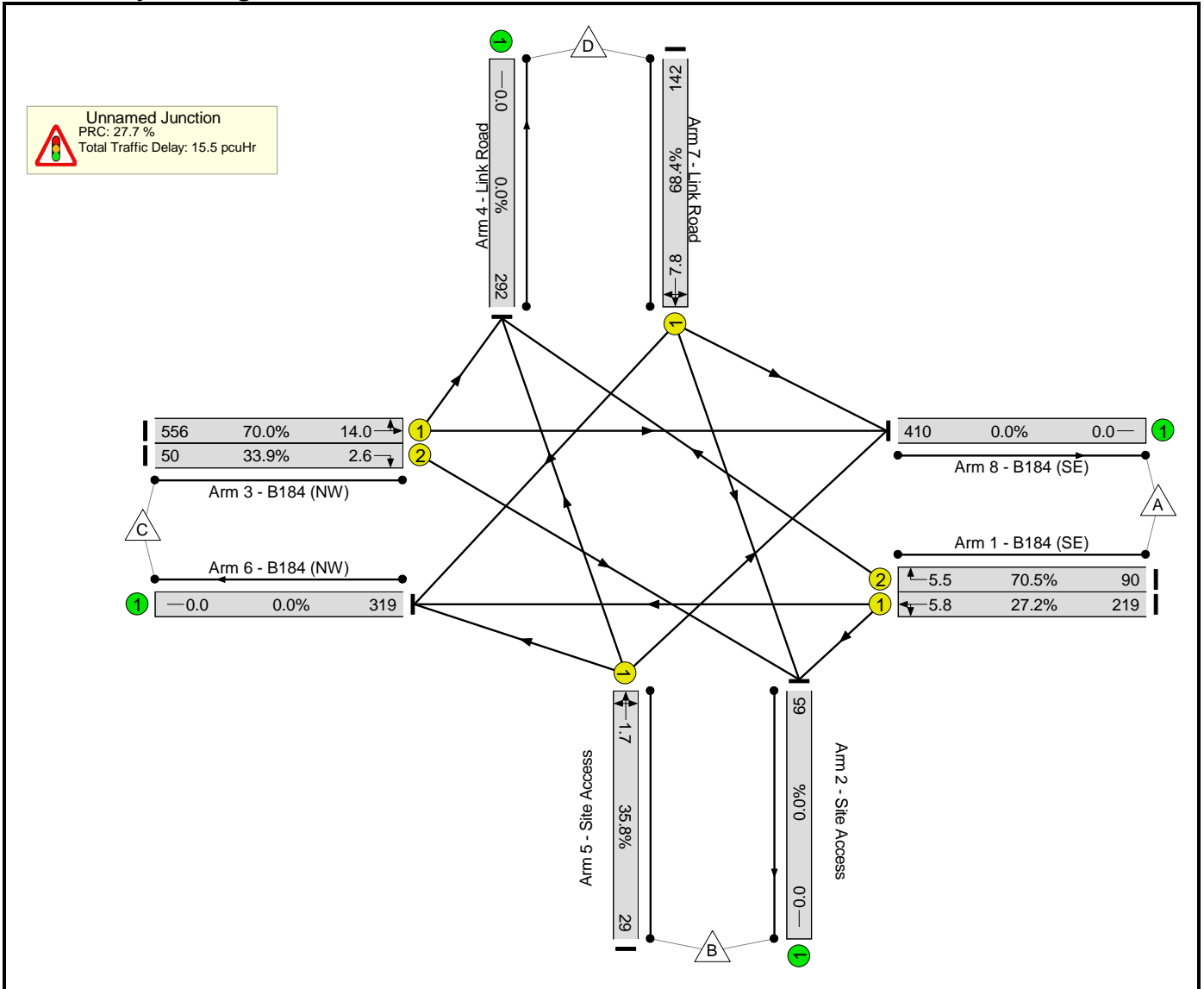
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	210	90	309
	B	4	0	22	3	29
	C	357	50	0	199	606
	D	49	6	87	0	142
	Tot.	410	65	319	292	1086

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	-	-	-		-	-	-	-	-	-	70.5%	0	0	0	15.5	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.5%	0	0	0	15.5	-	
1/1	B184 (SE) Left Ahead	U	B		2	74	-	219	1905	804	27.2%	-	-	-	1.6	5.8	
1/2	B184 (SE) Right	U	C		1	12	-	90	1768	128	70.5%	-	-	-	3.2	5.5	
2/1	Site Access Left Ahead Right	U	E		1	7	-	29	1821	81	35.8%	-	-	-	0.9	1.7	
3/1	B184 (NW) Left Ahead	U	A		2	76	-	556	1833	794	70.0%	-	-	-	4.4	14.0	
3/2	B184 (NW) Right	U	F		1	14	-	50	1768	147	33.9%	-	-	-	1.3	2.6	
4/1	Link Road Ahead Right Left	U	D		1	20	-	142	1779	208	68.4%	-	-	-	4.1	7.8	
C1					PRC for Signalled Lanes (%): 27.7		PRC Over All Lanes (%): 27.7		Total Delay for Signalled Lanes (pcuHr): 15.52			Total Delay Over All Lanes(pcuHr): 15.52		Cycle Time (s): 180			

MTP Results Summary
Network Layout Diagram



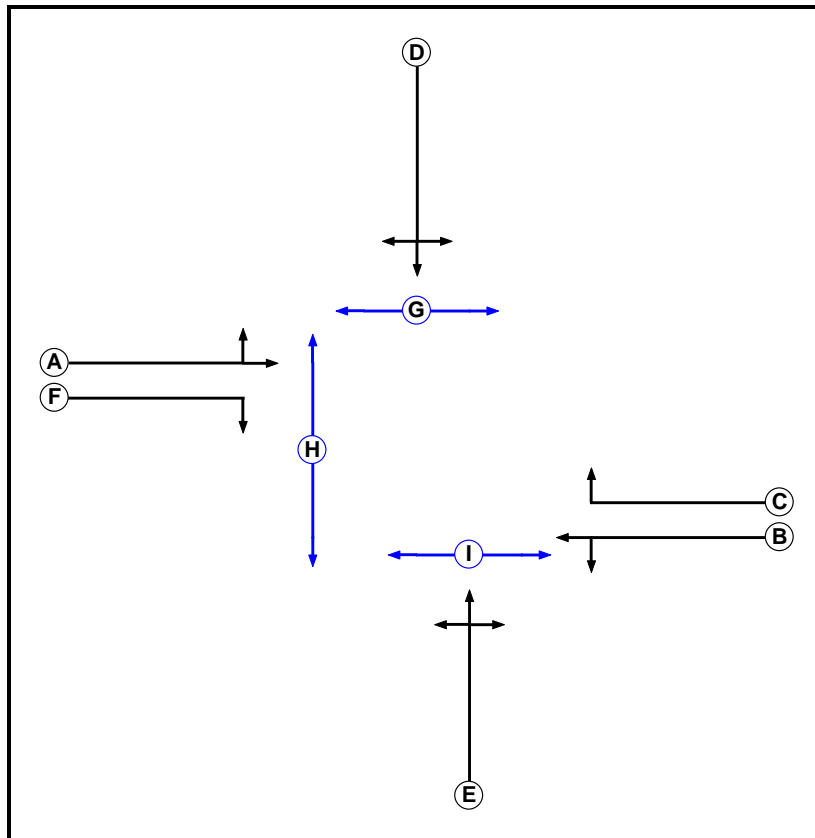
Appendix 10

MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078 - B184 Thaxted Road-Site Access Signals Rev C (Staggered - Right Turn Lanes (ldv)).lsg3x
Author:	
Company:	
Address:	

Phase Diagram



MTP Results Summary

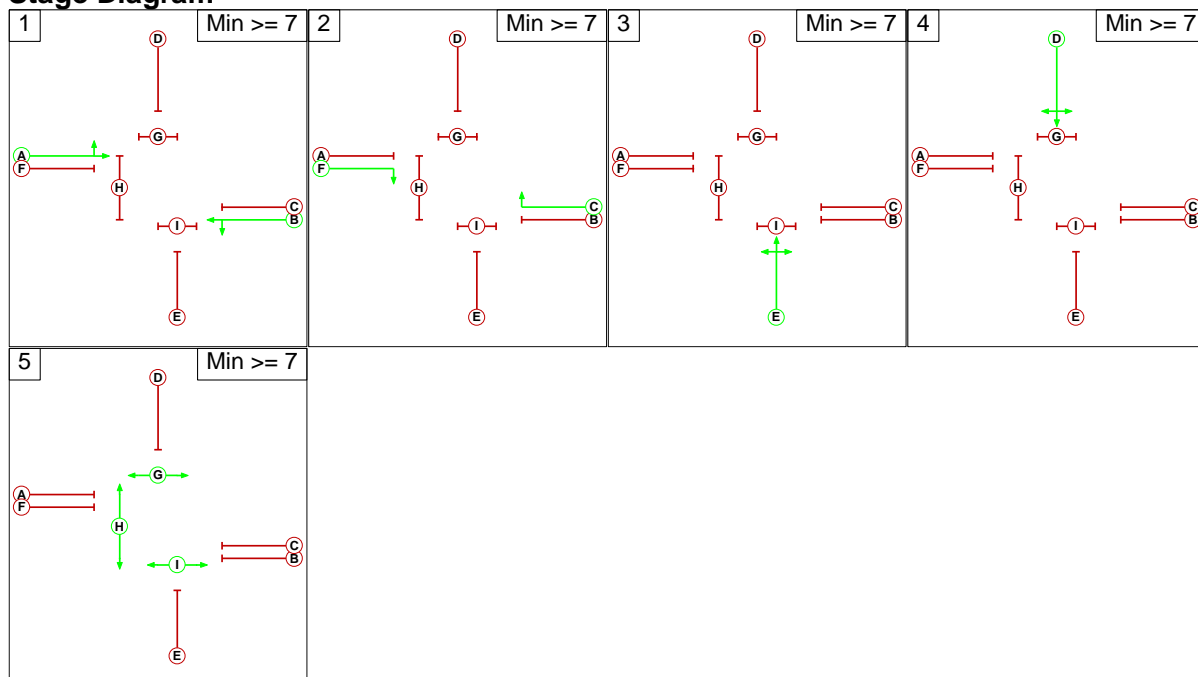
Phase Input Data

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

Phase Intergreens Matrix

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	
A	-	-	9	9	9	-	9	7	-	
B	-	-	-	10	9	9	-	12	8	
C	8	-	-	8	7	-	9	-	-	
D	6	7	6	-	7	7	5	9	8	
E	8	6	8	8	-	6	8	9	5	
F	-	9	-	9	8	-	-	5	9	
G	13	-	13	13	13	-	-	-	-	
H	11	11	-	11	11	11	-	-	-	
I	-	15	-	15	15	15	-	-	-	

Stage Diagram



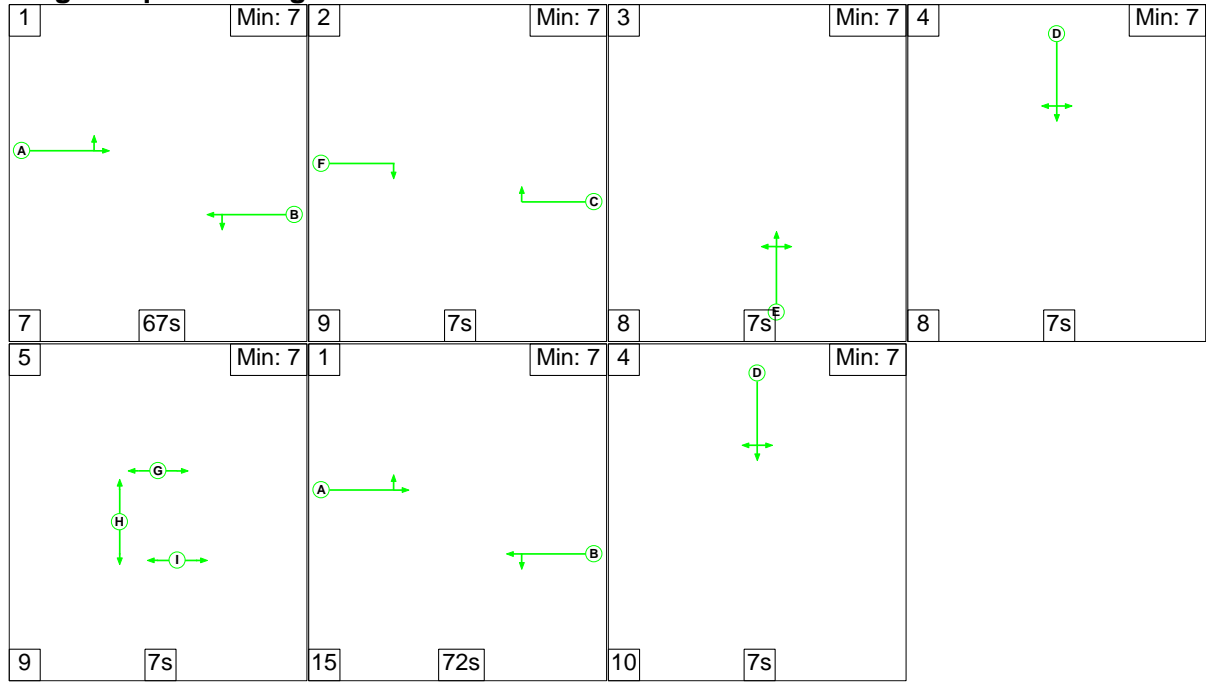
MTP Results Summary

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left Arm 7 Ahead	15.00 Inf
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Right Arm 7 Left Arm 8 Ahead	18.00 12.00 Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right Arm 5 Ahead	18.00 Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right Arm 8 Left	15.00 12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

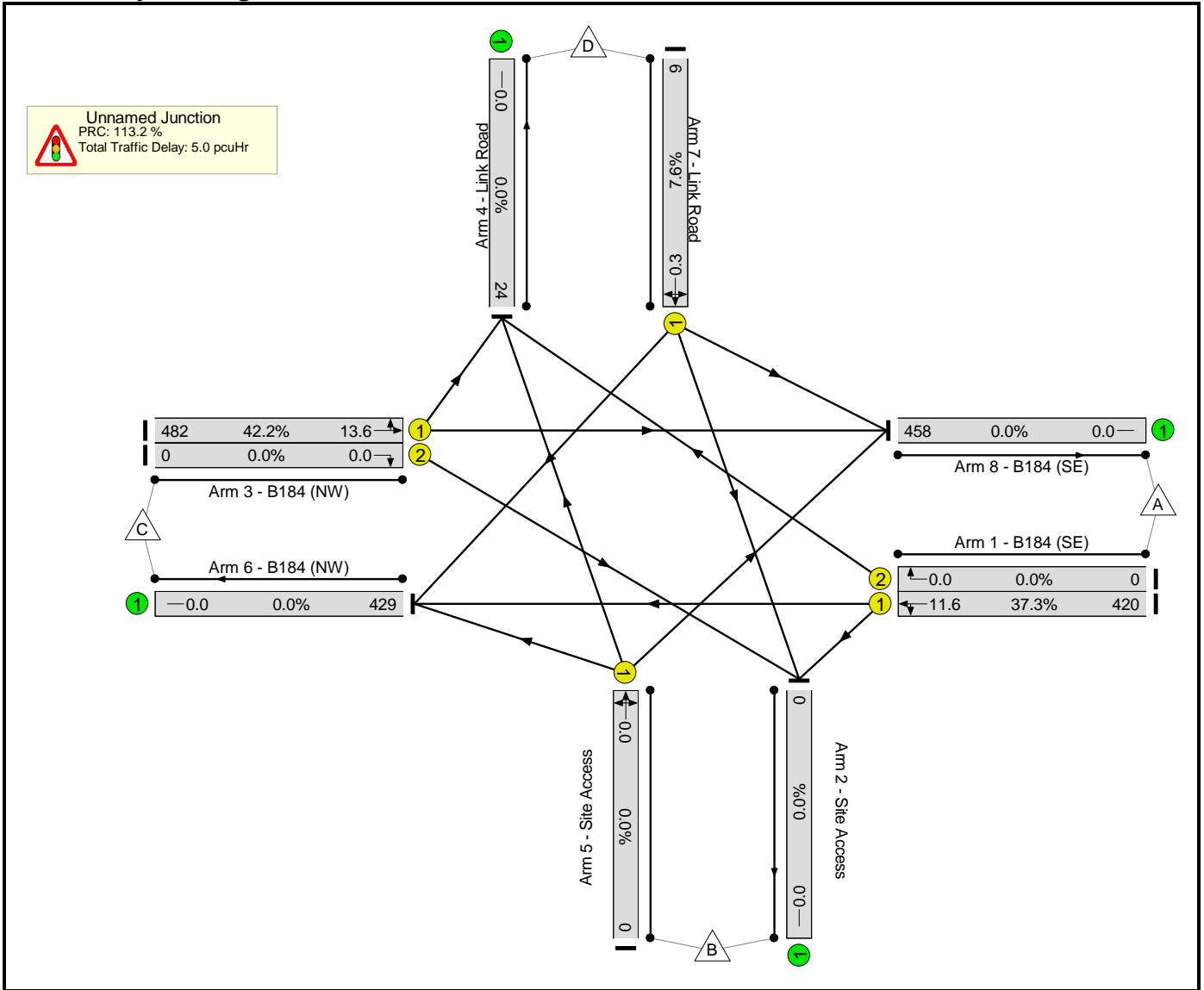
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	420	0	420
B	0	0	0	0	0	
C	458	0	0	24	482	
D	0	0	9	0	9	
Tot.	458	0	429	24	911	

MTP Results Summary

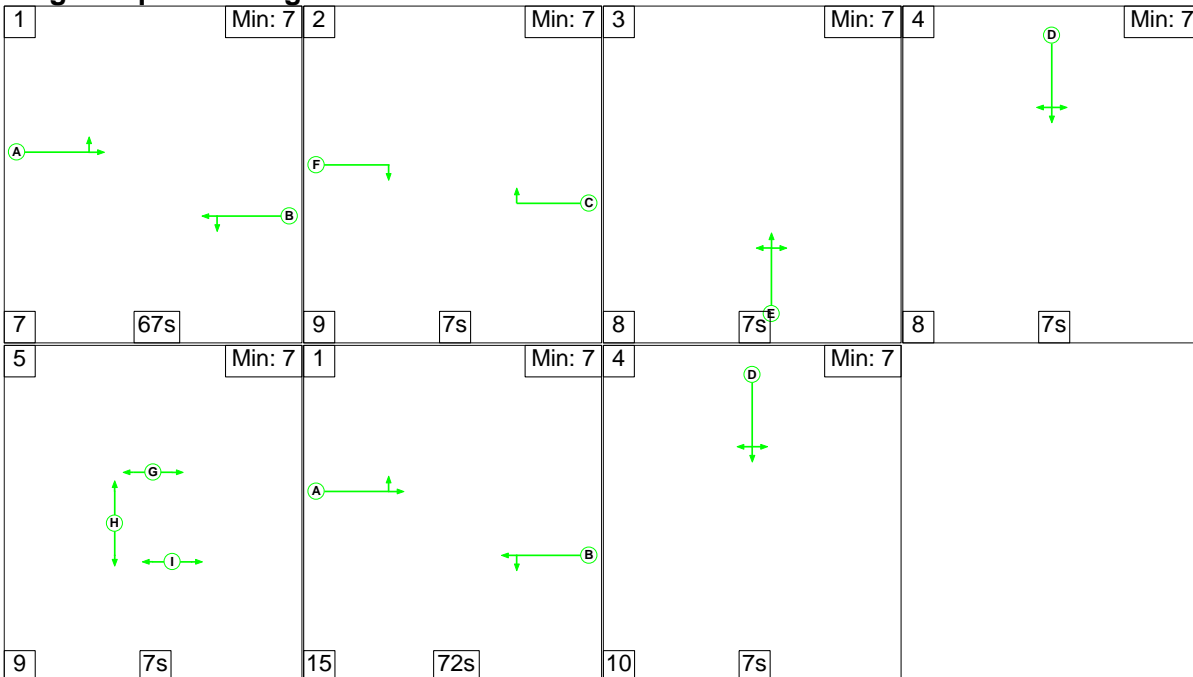
Network Results

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	-	-	-		-	-	-	-	-	-	42.2%	0	0	0	5.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	42.2%	0	0	0	5.0	-
1/1	B184 (SE) Left Ahead	U	B		2	139	-	420	1915	1125	37.3%	-	-	-	2.3	11.6
1/2	B184 (SE) Right	U	C		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	142	-	482	1903	1142	42.2%	-	-	-	2.6	13.6
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		2	14	-	9	1786	119	7.6%	-	-	-	0.2	0.3
C1						PRC for Signalled Lanes (%):	113.2	Total Delay for Signalled Lanes (pcuHr):				5.03	Cycle Time (s): 240			
						PRC Over All Lanes (%):	113.2	Total Delay Over All Lanes(pcuHr):				5.03				

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

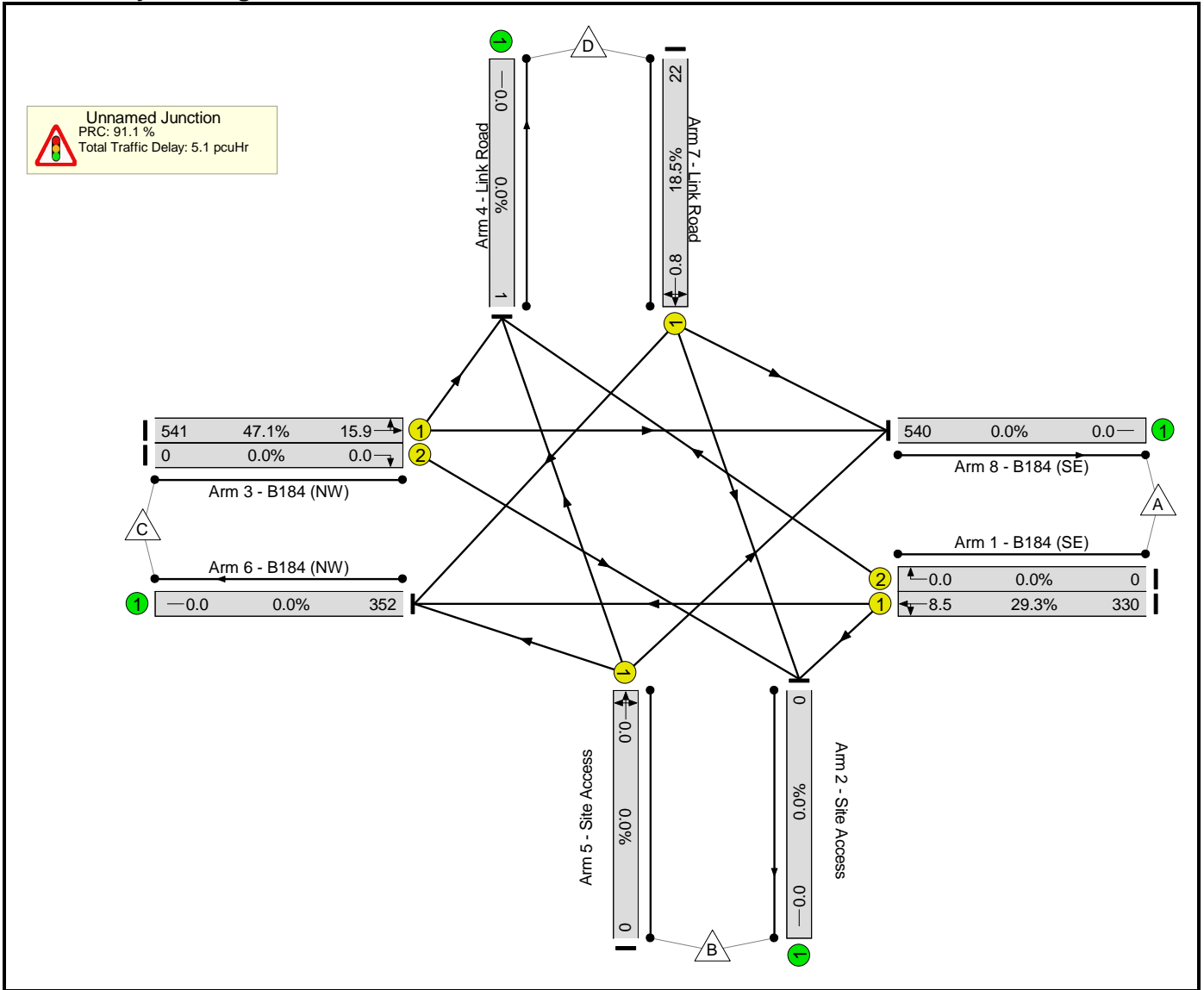
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	330	0	330
B	0	0	0	0	0	
C	540	0	0	1	541	
D	0	0	22	0	22	
Tot.	540	0	352	1	893	

MTP Results Summary

Network Results

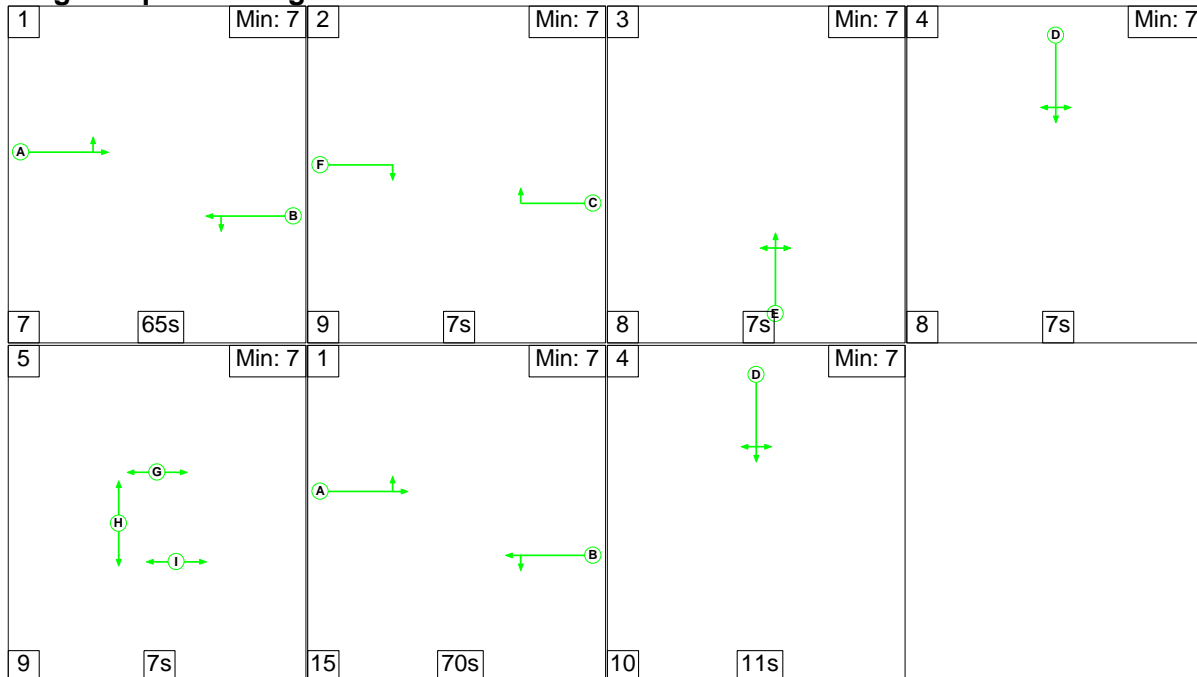
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	47.1%	0	0	0	5.1	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	47.1%	0	0	0	5.1	-
1/1	B184 (SE) Left Ahead	U	B		2	139	-	330	1915	1125	29.3%	-	-	-	1.7	8.5
1/2	B184 (SE) Right	U	C		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	142	-	541	1915	1149	47.1%	-	-	-	3.0	15.9
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		2	14	-	22	1786	119	18.5%	-	-	-	0.4	0.8
		C1			PRC for Signalled Lanes (%): 91.1		91.1	Total Delay for Signalled Lanes (pcuHr): 5.14				Cycle Time (s): 240				
					PRC Over All Lanes (%): 91.1			Total Delay Over All Lanes(pcuHr): 5.14								

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 (B184 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

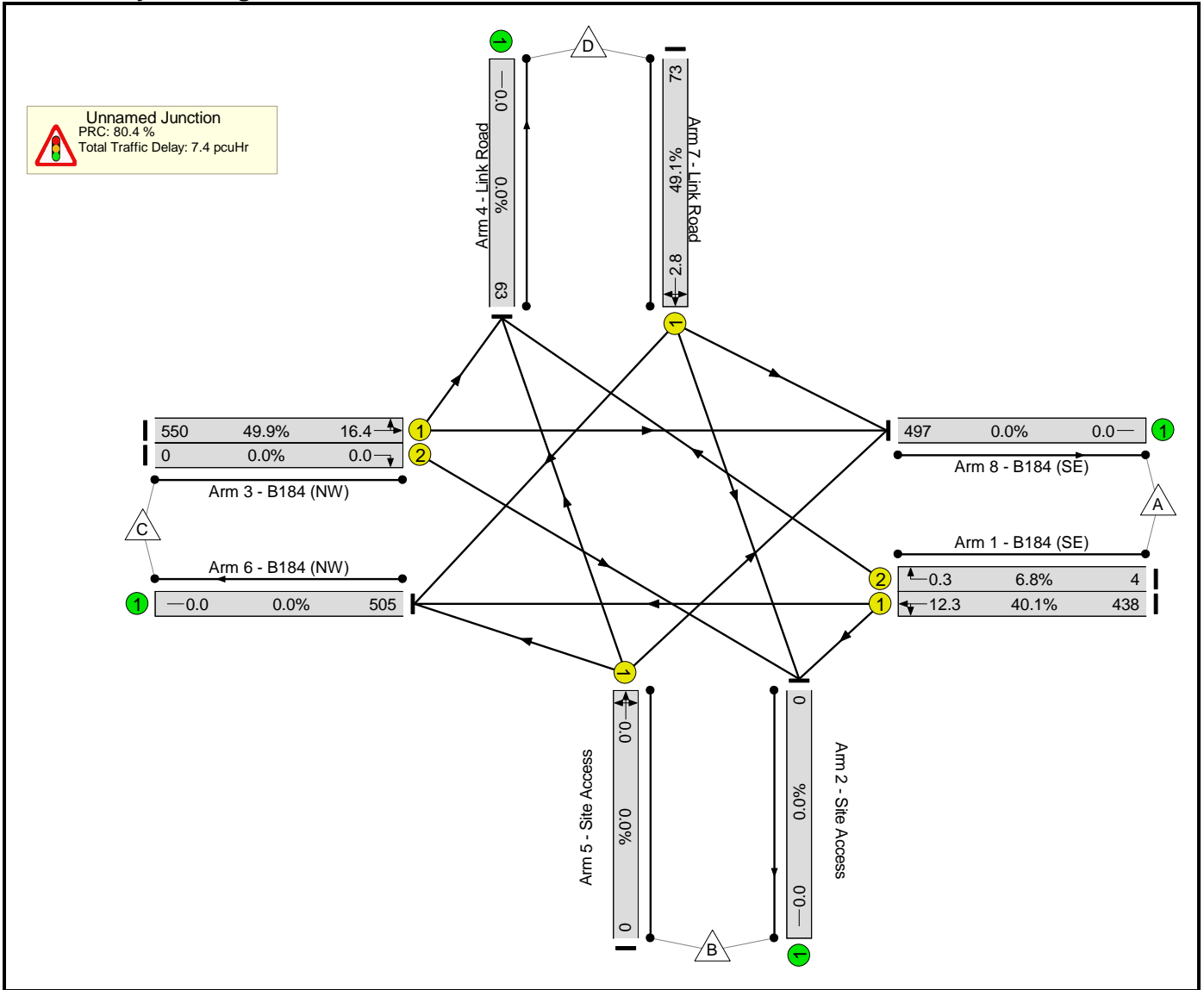
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	438	4	442
	B	0	0	0	0	0
	C	491	0	0	59	550
	D	6	0	67	0	73
	Tot.	497	0	505	63	1065

MTP Results Summary

Network Results

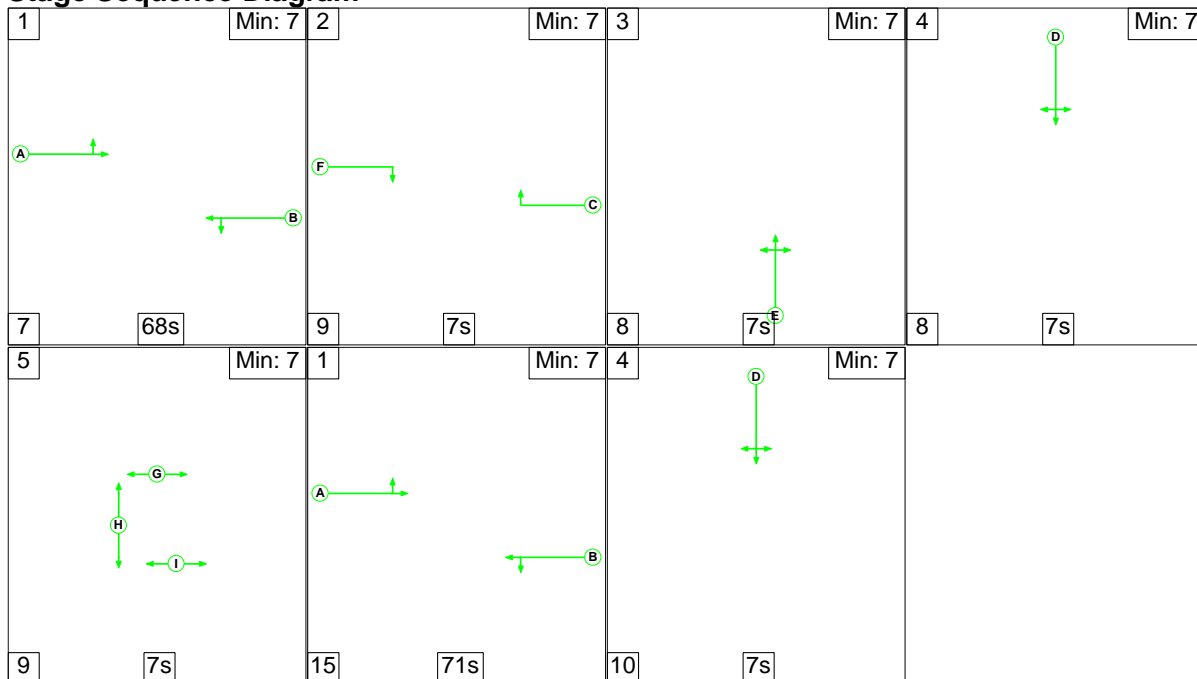
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	49.9%	0	0	0	7.4	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	49.9%	0	0	0	7.4	-	
1/1	B184 (SE) Left Ahead	U	B		2	135	-	438	1915	1093	40.1%	-	-	-	2.5	12.3	
1/2	B184 (SE) Right	U	C		1	7	-	4	1768	59	6.8%	-	-	-	0.2	0.3	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	138	-	550	1890	1103	49.9%	-	-	-	3.3	16.4	
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		2	18	-	73	1783	149	49.1%	-	-	-	1.5	2.8	
C1					PRC for Signalled Lanes (%): 80.4		PRC Over All Lanes (%): 80.4		Total Delay for Signalled Lanes (pcuHr): 7.44			Total Delay Over All Lanes(pcuHr): 7.44		Cycle Time (s): 240			

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

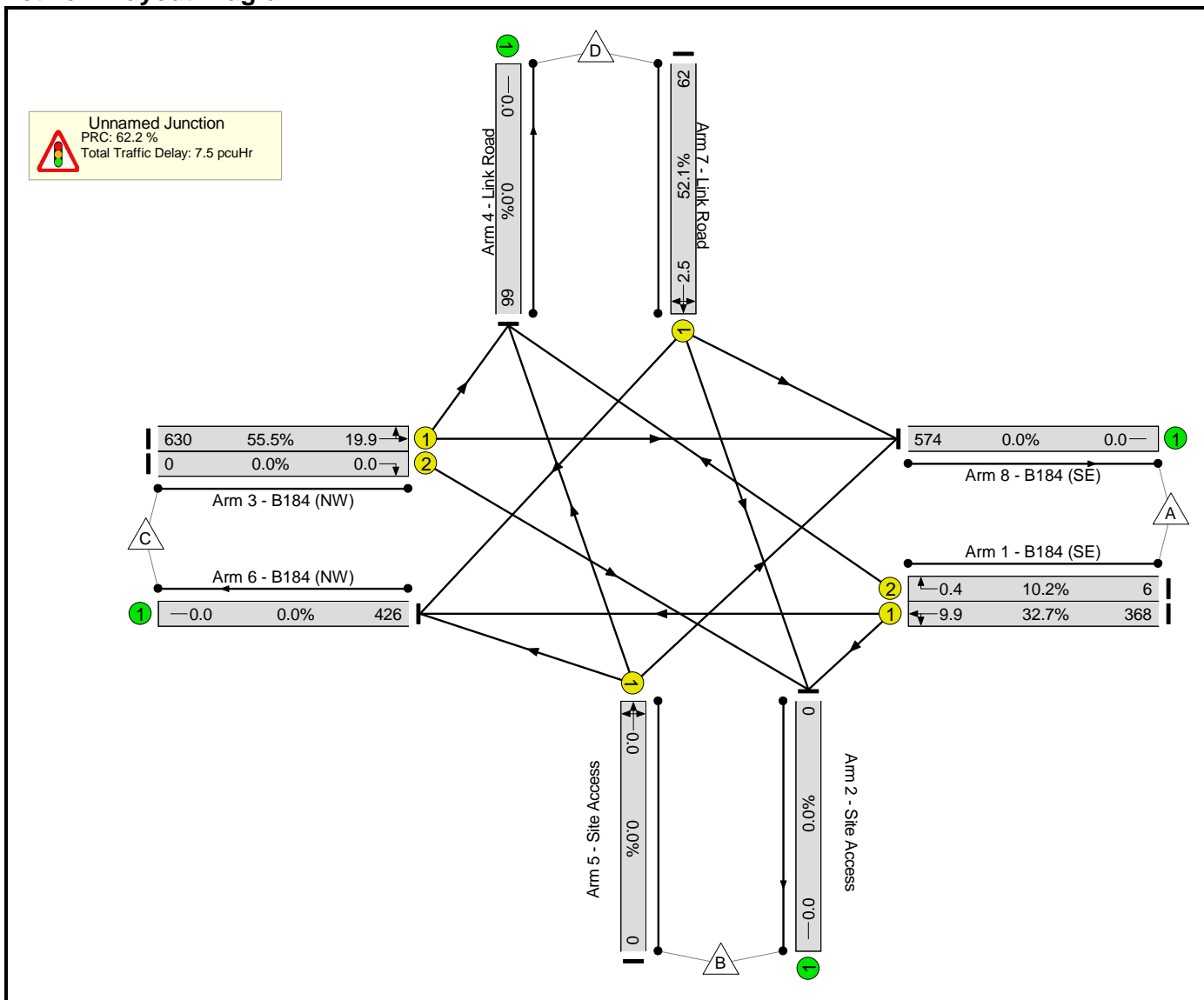
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	368	6	374
	B	0	0	0	0	0
	C	570	0	0	60	630
	D	4	0	58	0	62
	Tot.	574	0	426	66	1066

MTP Results Summary

Network Results

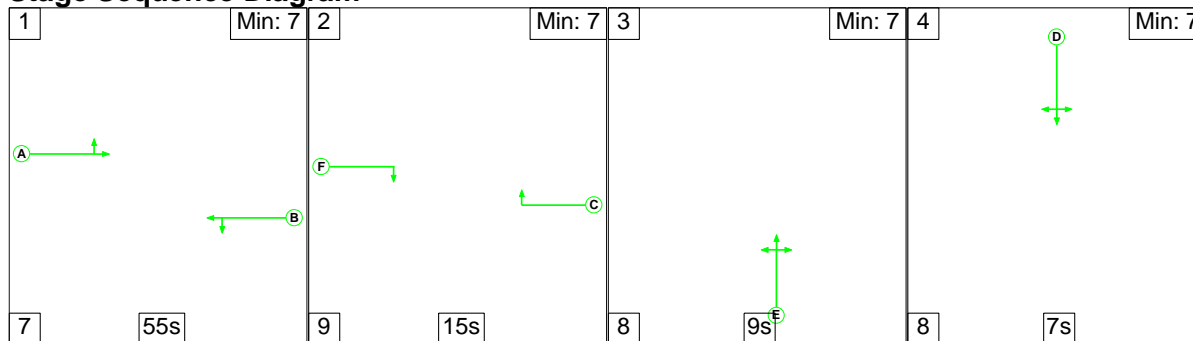
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	55.5%	0	0	0	7.5	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	55.5%	0	0	0	7.5	-
1/1	B184 (SE) Left Ahead	U	B		2	139	-	368	1915	1125	32.7%	-	-	-	1.9	9.9
1/2	B184 (SE) Right	U	C		1	7	-	6	1768	59	10.2%	-	-	-	0.2	0.4
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	142	-	630	1892	1135	55.5%	-	-	-	3.9	19.9
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		2	14	-	62	1784	119	52.1%	-	-	-	1.5	2.5
		C1			PRC for Signalled Lanes (%): 62.2		62.2	Total Delay for Signalled Lanes (pcuHr): 7.50				Cycle Time (s): 240				
					PRC Over All Lanes (%): 62.2			Total Delay Over All Lanes(pcuHr): 7.50								

MTP Results Summary
Network Layout Diagram

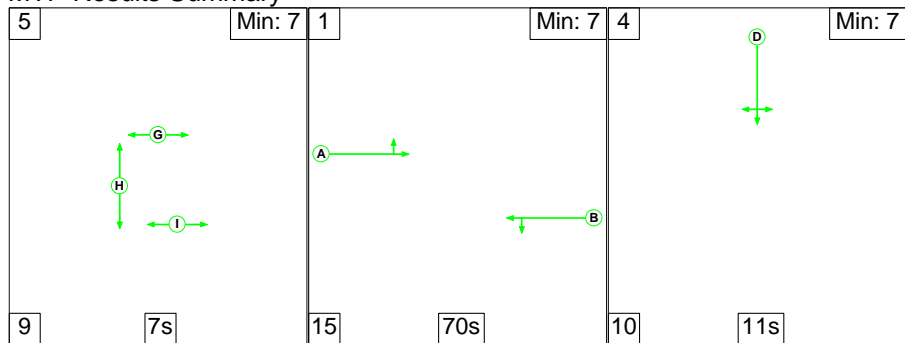


Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD+ Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
5: '2027 Base + CD+ Dev (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

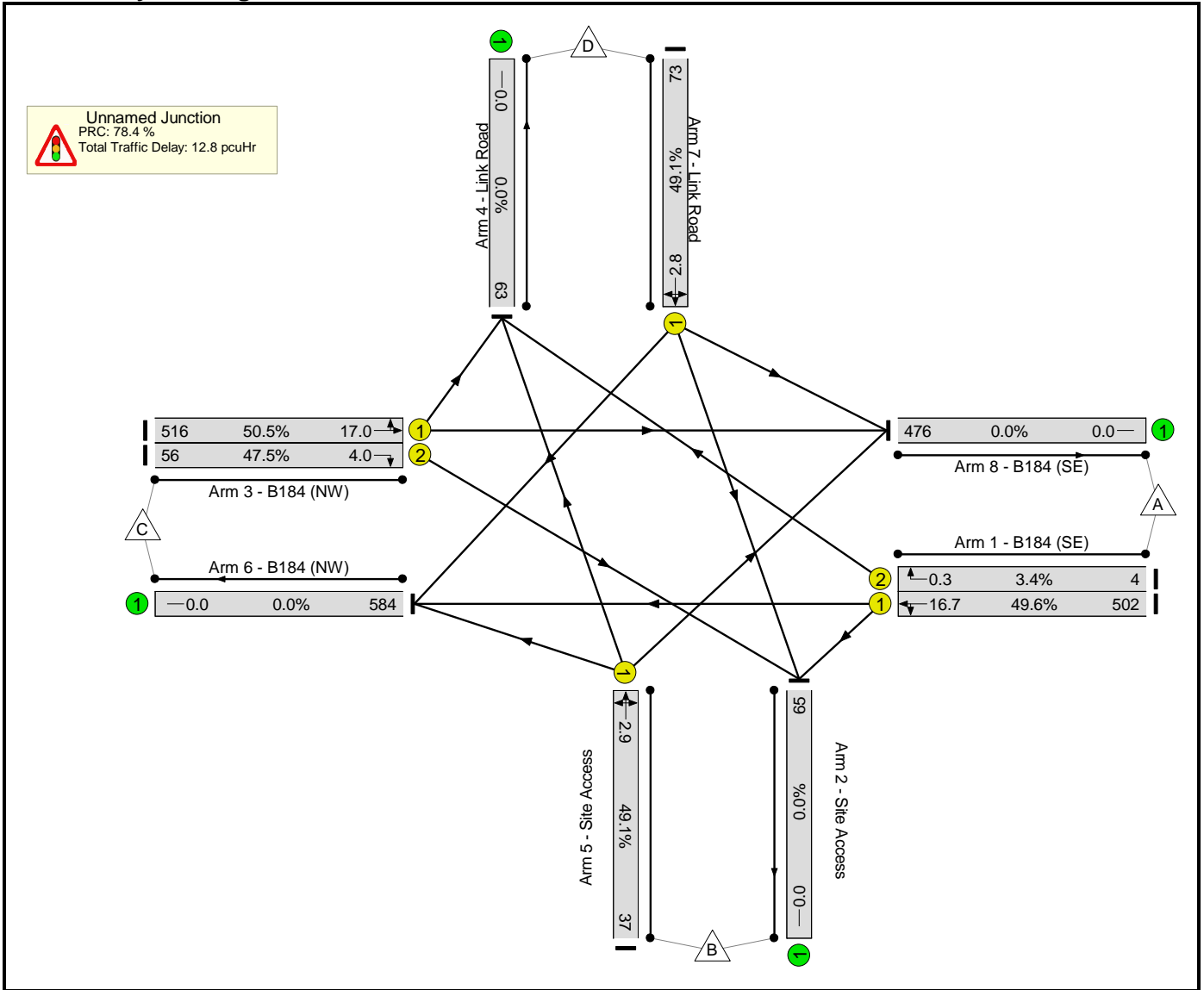
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	493	4	506
	B	13	0	24	0	37
	C	457	56	0	59	572
	D	6	0	67	0	73
	Tot.	476	65	584	63	1188

MTP Results Summary

Network Results

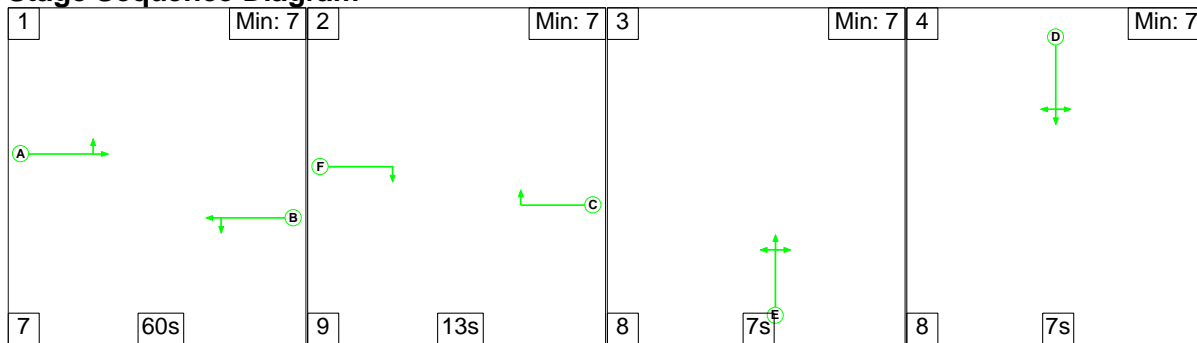
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	12.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	12.8	-
1/1	B184 (SE) Left Ahead	U	B		2	125	-	502	1911	1011	49.6%	-	-	-	3.7	16.7
1/2	B184 (SE) Right	U	C		1	15	-	4	1768	118	3.4%	-	-	-	0.1	0.3
2/1	Site Access Left Ahead Right	U	E		1	9	-	37	1810	75	49.1%	-	-	-	1.6	2.9
3/1	B184 (NW) Left Ahead	U	A		2	128	-	516	1888	1023	50.5%	-	-	-	3.7	17.0
3/2	B184 (NW) Right	U	F		1	15	-	56	1768	118	47.5%	-	-	-	2.1	4.0
4/1	Link Road Ahead Right Left	U	D		2	18	-	73	1783	149	49.1%	-	-	-	1.5	2.8
		C1			PRC for Signalled Lanes (%): 78.4		78.4	Total Delay for Signalled Lanes (pcuHr): 12.81				Cycle Time (s): 240				
				PRC Over All Lanes (%):		78.4		Total Delay Over All Lanes(pcuHr):				12.81				

MTP Results Summary
Network Layout Diagram

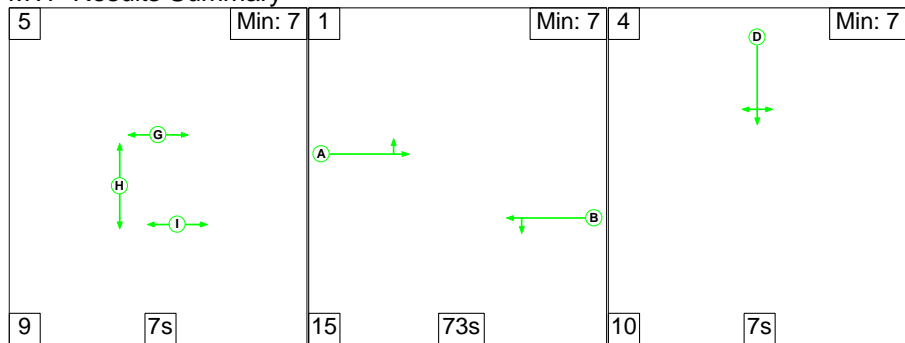


Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
6: '2027 Base + CD + Dev (No SLR) PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

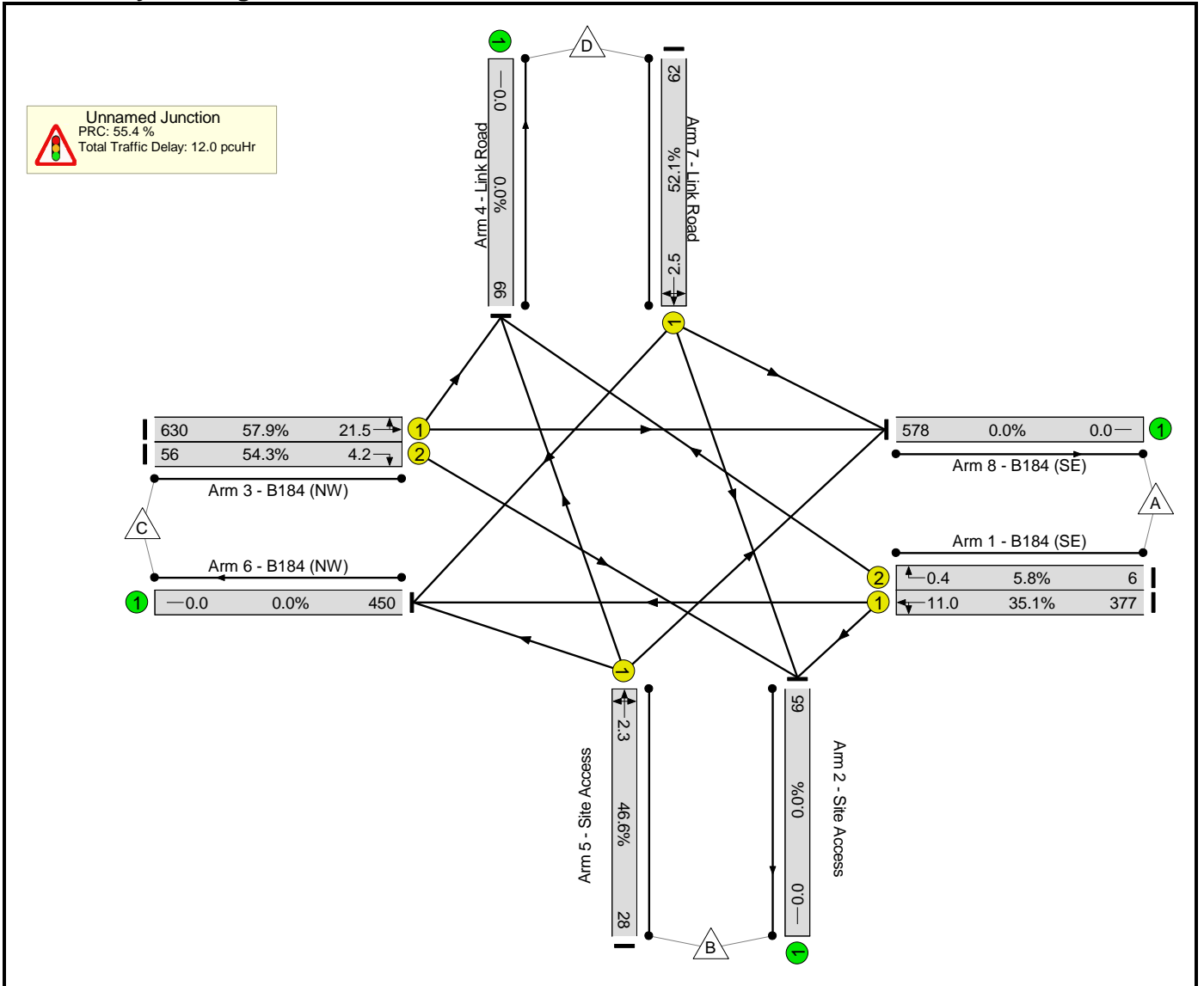
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	368	6	383
	B	4	0	24	0	28
	C	570	56	0	60	686
	D	4	0	58	0	62
	Tot.	578	65	450	66	1159

MTP Results Summary

Network Results

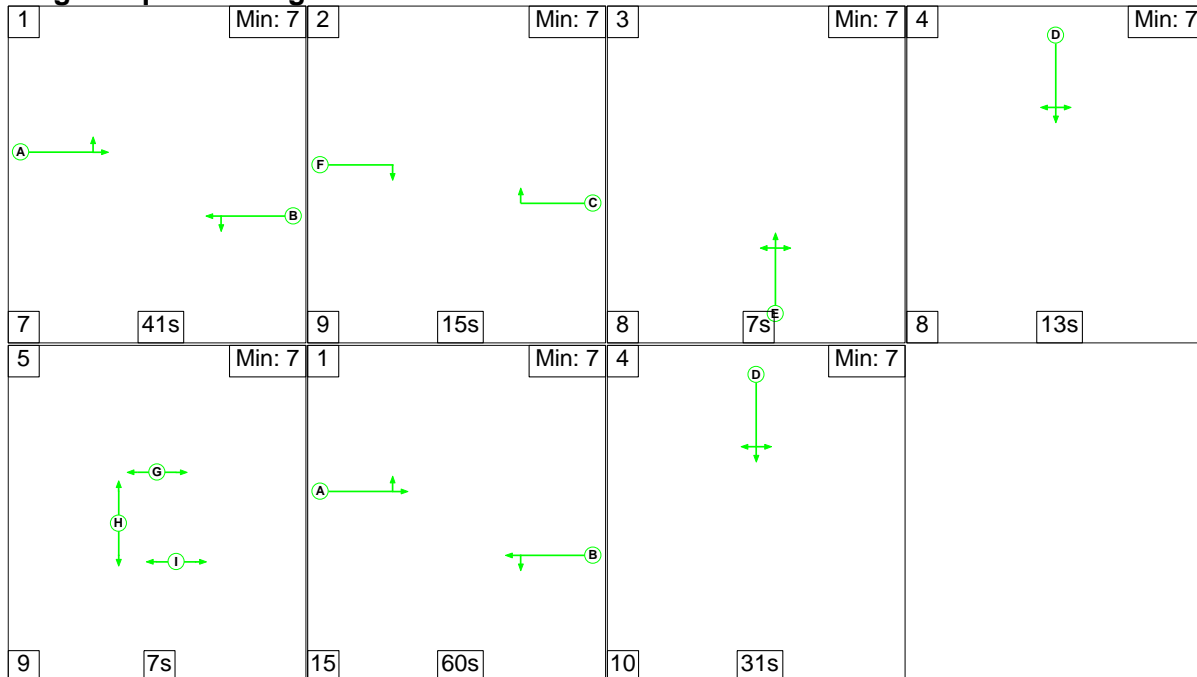
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.9%	0	0	0	12.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.9%	0	0	0	12.0	-
1/1	B184 (SE) Left Ahead	U	B		2	133	-	377	1909	1074	35.1%	-	-	-	2.2	11.0
1/2	B184 (SE) Right	U	C		1	13	-	6	1768	103	5.8%	-	-	-	0.2	0.4
2/1	Site Access Left Ahead Right	U	E		1	7	-	28	1804	60	46.6%	-	-	-	1.3	2.3
3/1	B184 (NW) Left Ahead	U	A		2	136	-	630	1892	1088	57.9%	-	-	-	4.4	21.5
3/2	B184 (NW) Right	U	F		1	13	-	56	1768	103	54.3%	-	-	-	2.3	4.2
4/1	Link Road Ahead Right Left	U	D		2	14	-	62	1784	119	52.1%	-	-	-	1.5	2.5
		C1			PRC for Signalled Lanes (%): 55.4		55.4	Total Delay for Signalled Lanes (pcuHr): 11.97				Cycle Time (s): 240				
				PRC Over All Lanes (%):		55.4		Total Delay Over All Lanes(pcuHr):				11.97				

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')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

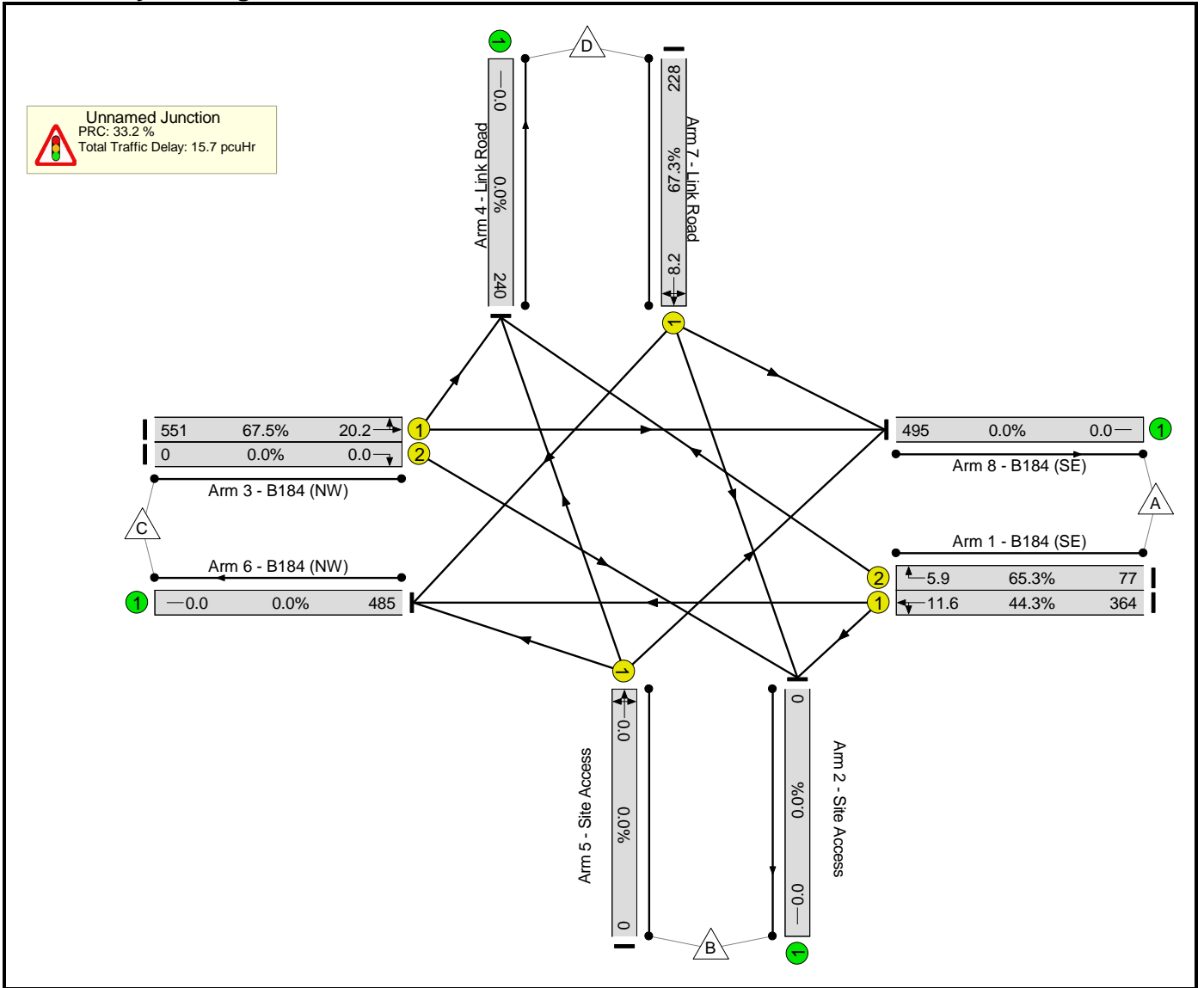
	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	364	77	441
	B	0	0	0	0	0
	C	388	0	0	163	551
	D	107	0	121	0	228
	Tot.	495	0	485	240	1220

MTP Results Summary

Network Results

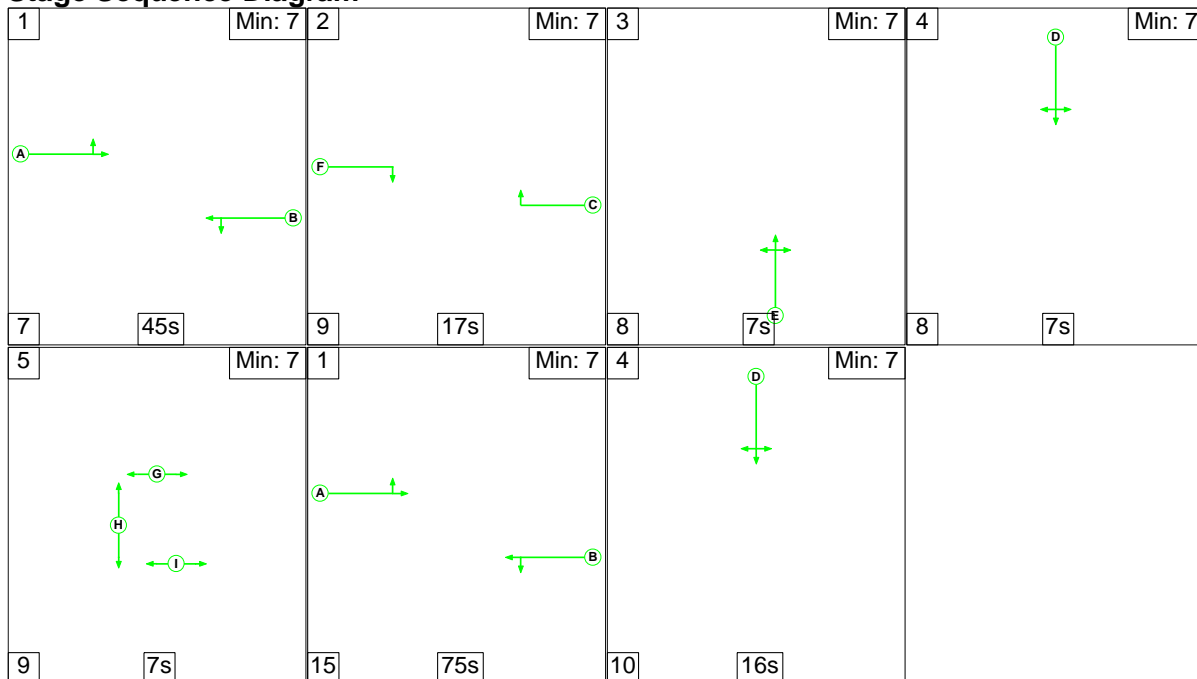
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	67.5%	0	0	0	15.7	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	67.5%	0	0	0	15.7	-	
1/1	B184 (SE) Left Ahead	U	B		2	101	-	364	1915	822	44.3%	-	-	-	3.1	11.6	
1/2	B184 (SE) Right	U	C		1	15	-	77	1768	118	65.3%	-	-	-	3.2	5.9	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	104	-	551	1847	816	67.5%	-	-	-	5.5	20.2	
3/2	B184 (NW) Right	U	F		1	15	-	0	1915	128	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		2	44	-	228	1768	339	67.3%	-	-	-	3.9	8.2	
C1					PRC for Signalled Lanes (%): 33.2		PRC Over All Lanes (%): 33.2		Total Delay for Signalled Lanes (pcuHr): 15.70			Total Delay Over All Lanes(pcuHr): 15.70		Cycle Time (s): 240			

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



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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

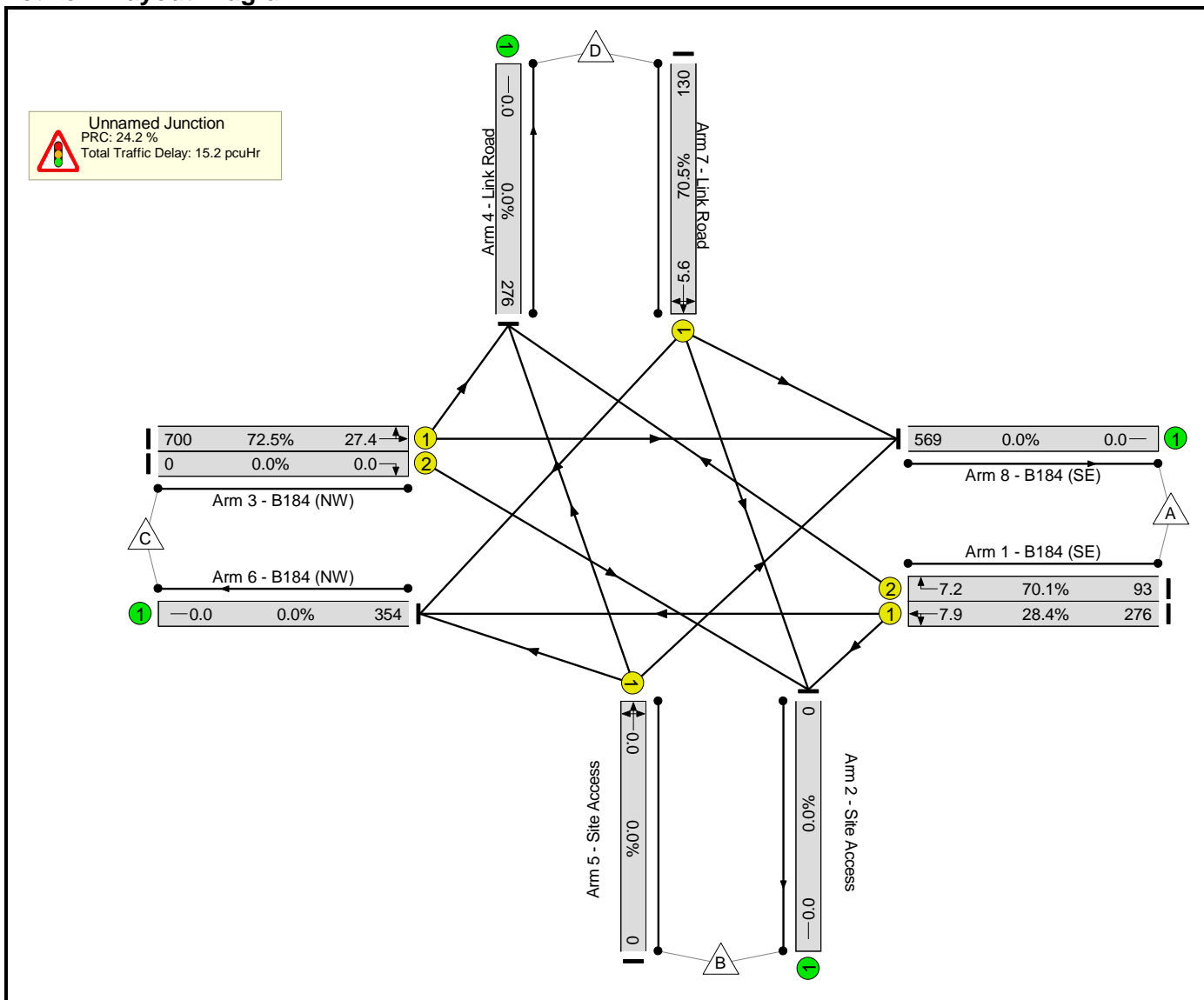
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	276	93	369
	B	0	0	0	0	0
	C	517	0	0	183	700
	D	52	0	78	0	130
	Tot.	569	0	354	276	1199

MTP Results Summary

Network Results

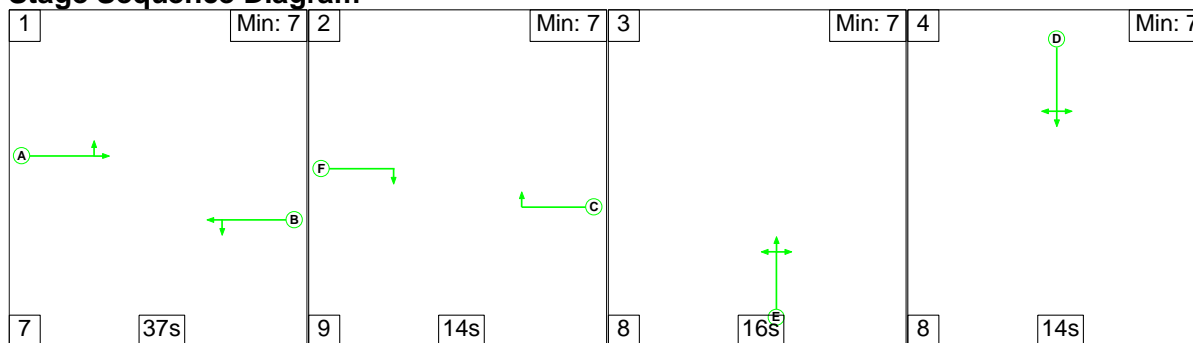
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	72.5%	0	0	0	15.2	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.5%	0	0	0	15.2	-	
1/1	B184 (SE) Left Ahead	U	B		2	120	-	276	1915	973	28.4%	-	-	-	1.8	7.9	
1/2	B184 (SE) Right	U	C		1	17	-	93	1768	133	70.1%	-	-	-	3.9	7.2	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	123	-	700	1854	966	72.5%	-	-	-	6.5	27.4	
3/2	B184 (NW) Right	U	F		1	17	-	0	1915	144	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		2	23	-	130	1770	184	70.5%	-	-	-	3.0	5.6	
C1					PRC for Signalled Lanes (%): 24.2		PRC Over All Lanes (%): 24.2		Total Delay for Signalled Lanes (pcuHr): 15.24			Total Delay Over All Lanes(pcuHr): 15.24		Cycle Time (s): 240			

MTP Results Summary
Network Layout Diagram

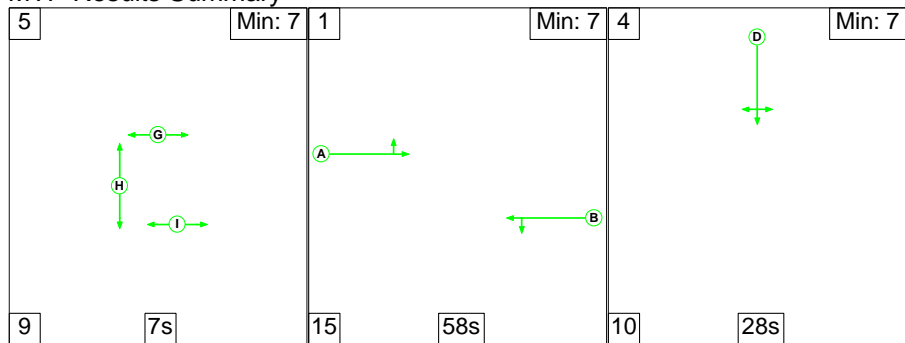


Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD+ Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
9: '2027 Base + CD+ Dev (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

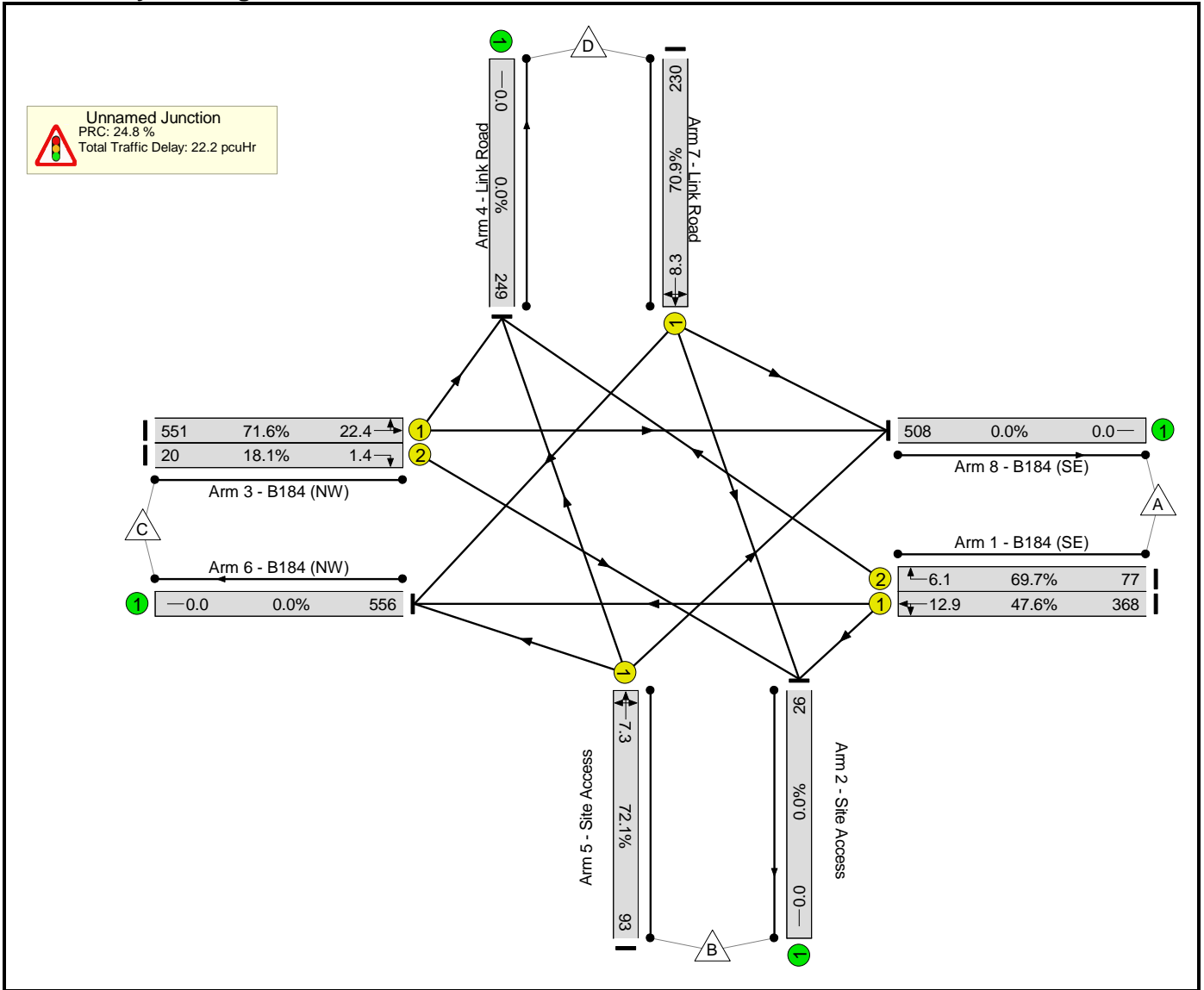
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	4	364	77	445
	B	13	0	71	9	93
	C	388	20	0	163	571
	D	107	2	121	0	230
	Tot.	508	26	556	249	1339

MTP Results Summary

Network Results

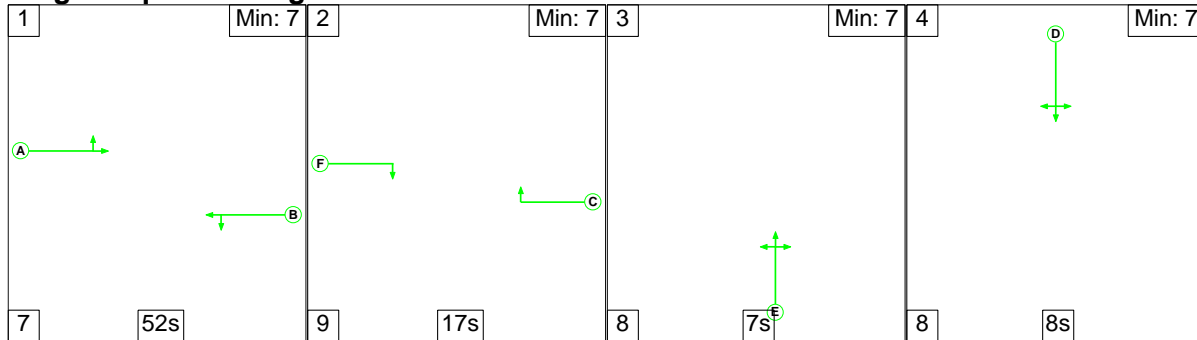
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)			
Network	-	-	-		-	-	-	-	-	-	72.1%	0	0	0	22.2	-			
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.1%	0	0	0	22.2	-			
1/1	B184 (SE) Left Ahead	U	B		2	95	-	368	1912	773	47.6%	-	-	-	3.5	12.9			
1/2	B184 (SE) Right	U	C		1	14	-	77	1768	110	69.7%	-	-	-	3.4	6.1			
2/1	Site Access Left Ahead Right	U	E		1	16	-	93	1820	129	72.1%	-	-	-	4.0	7.3			
3/1	B184 (NW) Left Ahead	U	A		2	98	-	551	1847	770	71.6%	-	-	-	6.4	22.4			
3/2	B184 (NW) Right	U	F		1	14	-	20	1768	110	18.1%	-	-	-	0.7	1.4			
4/1	Link Road Ahead Right Left	U	D		2	42	-	230	1769	324	70.9%	-	-	-	4.1	8.3			
C1		PRC for Signalled Lanes (%):		24.8		PRC Over All Lanes (%):		24.8		Total Delay for Signalled Lanes (pcuHr):		22.22		Total Delay Over All Lanes(pcuHr):		22.22		Cycle Time (s): 240	

MTP Results Summary
Network Layout Diagram

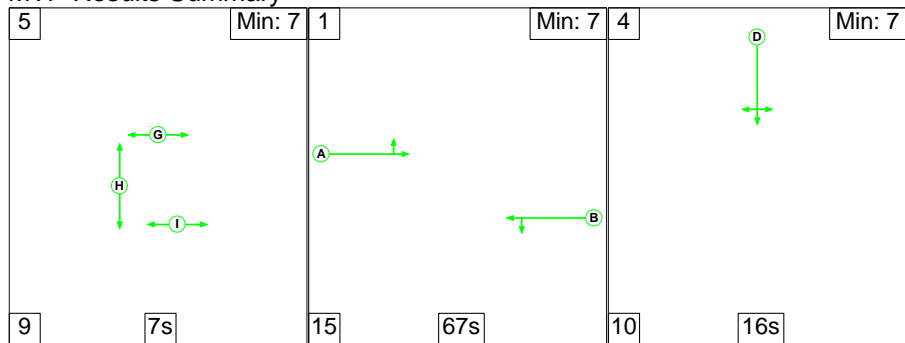


Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
10: '2027 Base + CD + Dev (SLR) PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	276	93	378
	B	4	0	22	3	29
	C	517	50	0	183	750
	D	52	6	78	0	136
	Tot.	573	65	376	279	1293

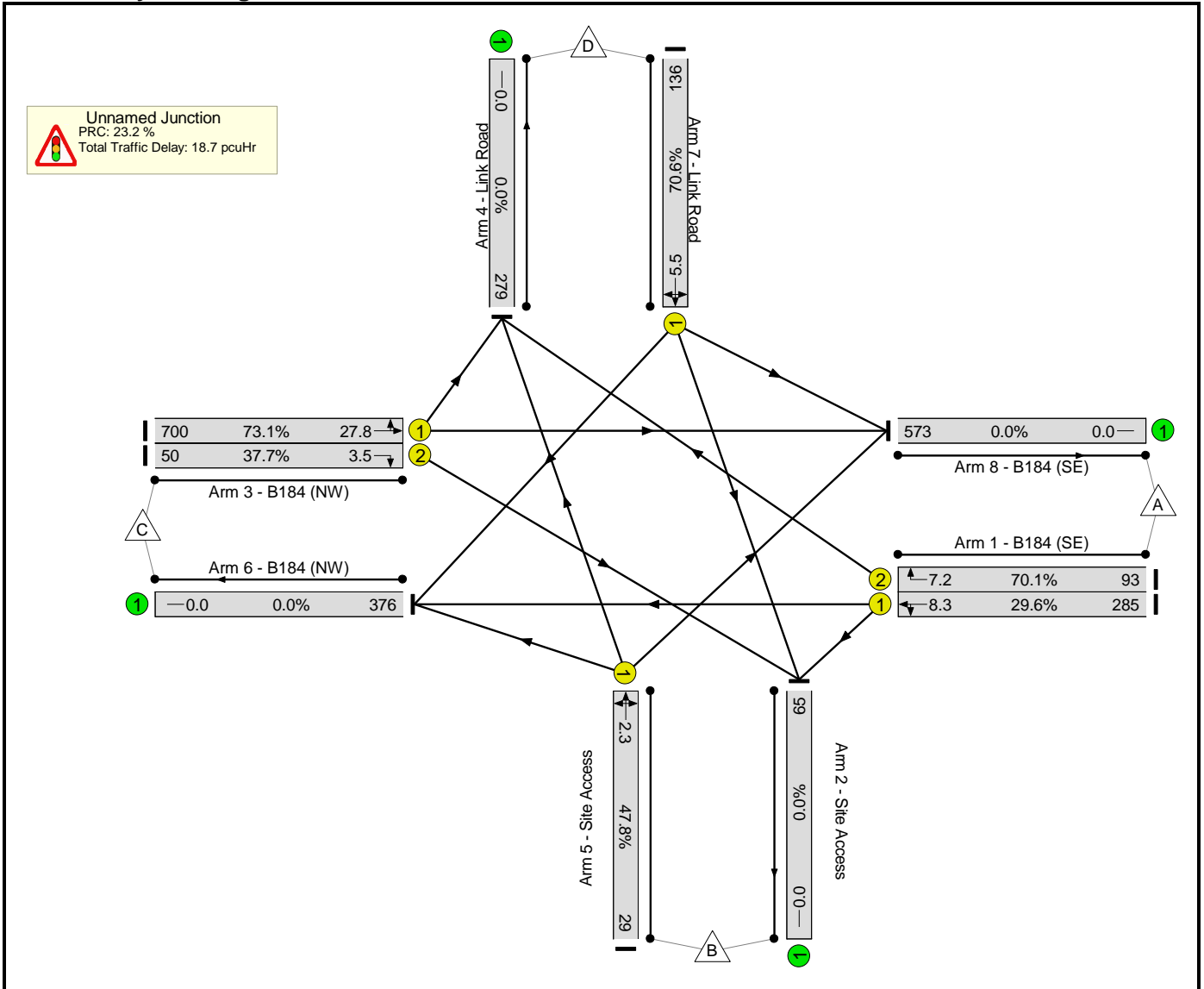
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	73.1%	0	0	0	18.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	73.1%	0	0	0	18.7	-
1/1	B184 (SE) Left Ahead	U	B		2	119	-	285	1907	961	29.6%	-	-	-	1.9	8.3
1/2	B184 (SE) Right	U	C		1	17	-	93	1768	133	70.1%	-	-	-	3.9	7.2
2/1	Site Access Left Ahead Right	U	E		1	7	-	29	1821	61	47.8%	-	-	-	1.4	2.3
3/1	B184 (NW) Left Ahead	U	A		2	122	-	700	1854	958	73.1%	-	-	-	6.7	27.8
3/2	B184 (NW) Right	U	F		1	17	-	50	1768	133	37.7%	-	-	-	1.8	3.5
4/1	Link Road Ahead Right Left	U	D		2	24	-	136	1778	193	70.6%	-	-	-	3.1	5.5
C1					PRC for Signalled Lanes (%): 23.2		PRC Over All Lanes (%): 23.2		Total Delay for Signalled Lanes (pcuHr): 18.70		Total Delay Over All Lanes(pcuHr): 18.70		Cycle Time (s): 240			

MTP Results Summary

Network Layout Diagram

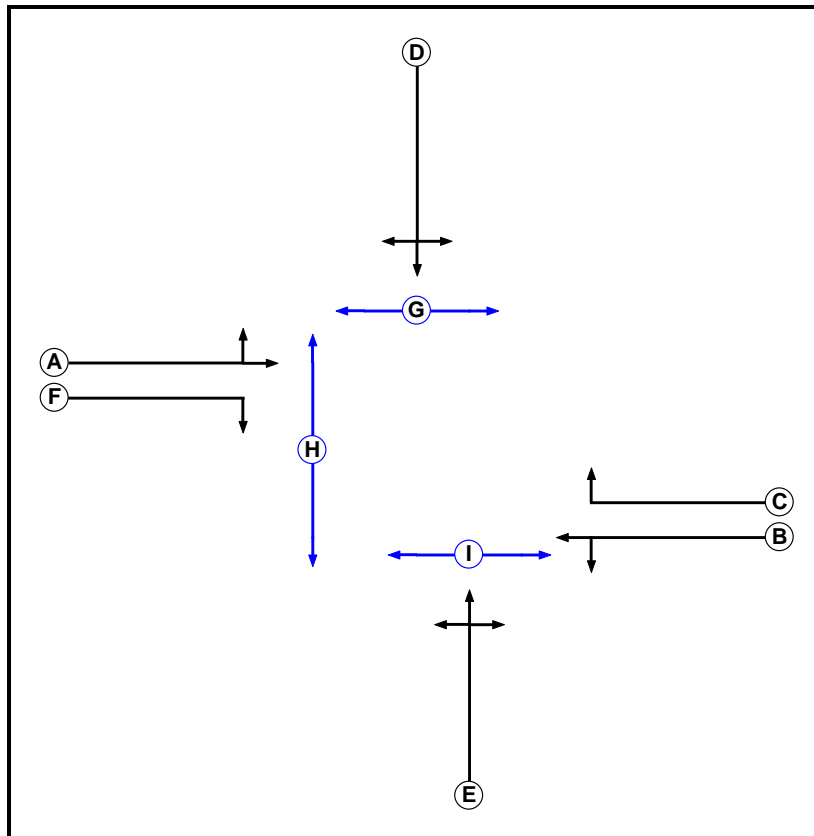


MTP Results Summary
MTP Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	22078 - B184 Thaxted Road-Site Access Signals Rev C (Staggered - Right Turn Lanes (ldv)).lsg3x
Author:	
Company:	
Address:	

Phase Diagram



MTP Results Summary

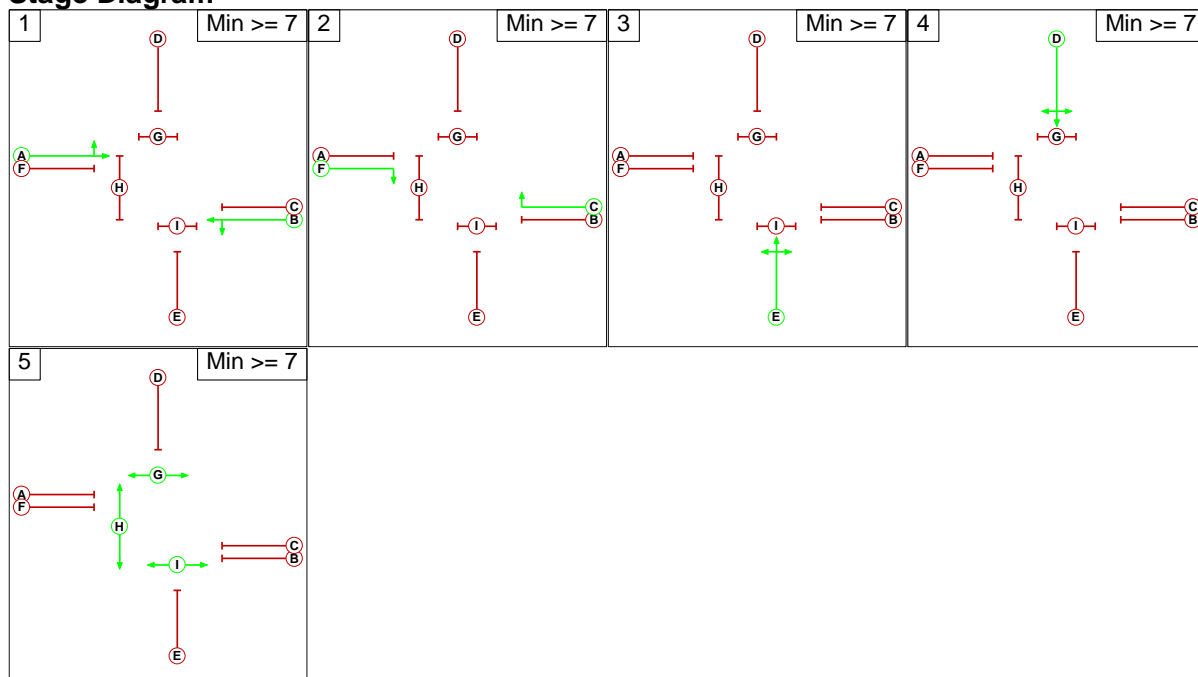
Phase Input Data

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

Phase Intergreens Matrix

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	
A	-	-	9	9	9	-	9	7	-	
B	-	-	-	10	9	9	-	12	8	
C	8	-	-	8	7	-	9	-	-	
D	6	7	6	-	7	7	5	9	8	
E	8	6	8	8	-	6	8	9	5	
F	-	9	-	9	8	-	-	5	9	
G	13	-	13	13	13	-	-	-	-	
H	11	11	-	11	11	11	-	-	-	
I	-	15	-	15	15	15	-	-	-	

Stage Diagram



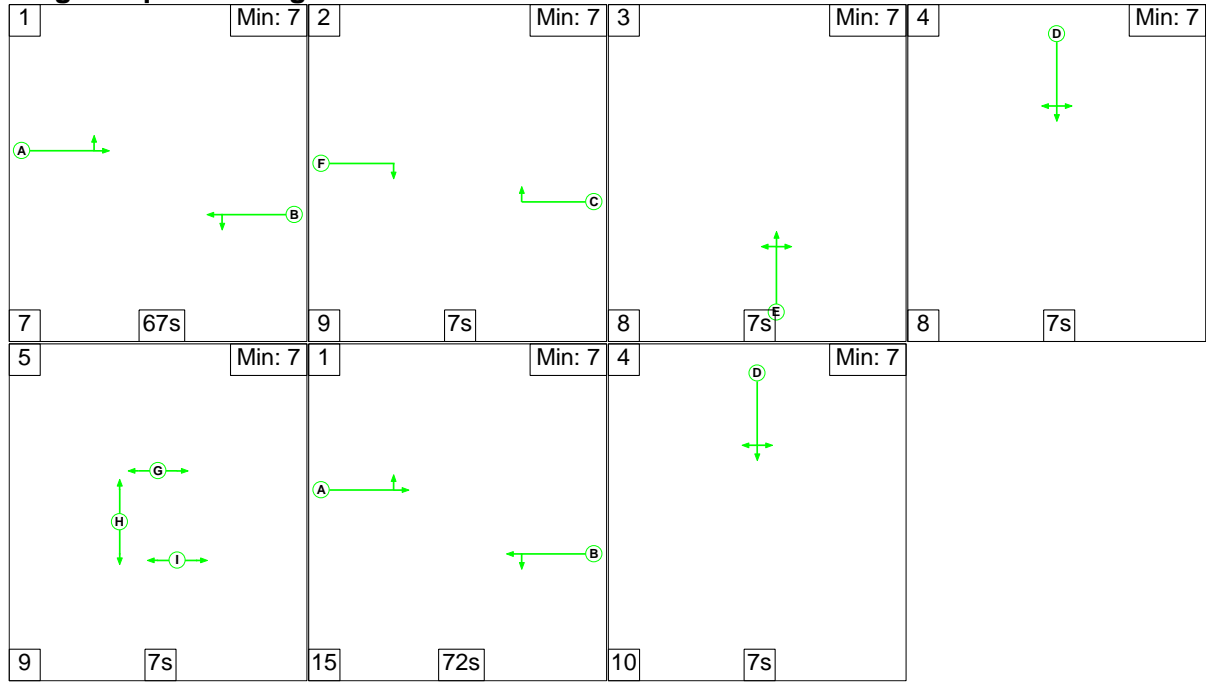
MTP Results Summary

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left Arm 7 Ahead	15.00 Inf
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Right Arm 7 Left	18.00 12.00
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Ahead Arm 5 Right	Inf 18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead Arm 6 Right Arm 8 Left	Inf 15.00 12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

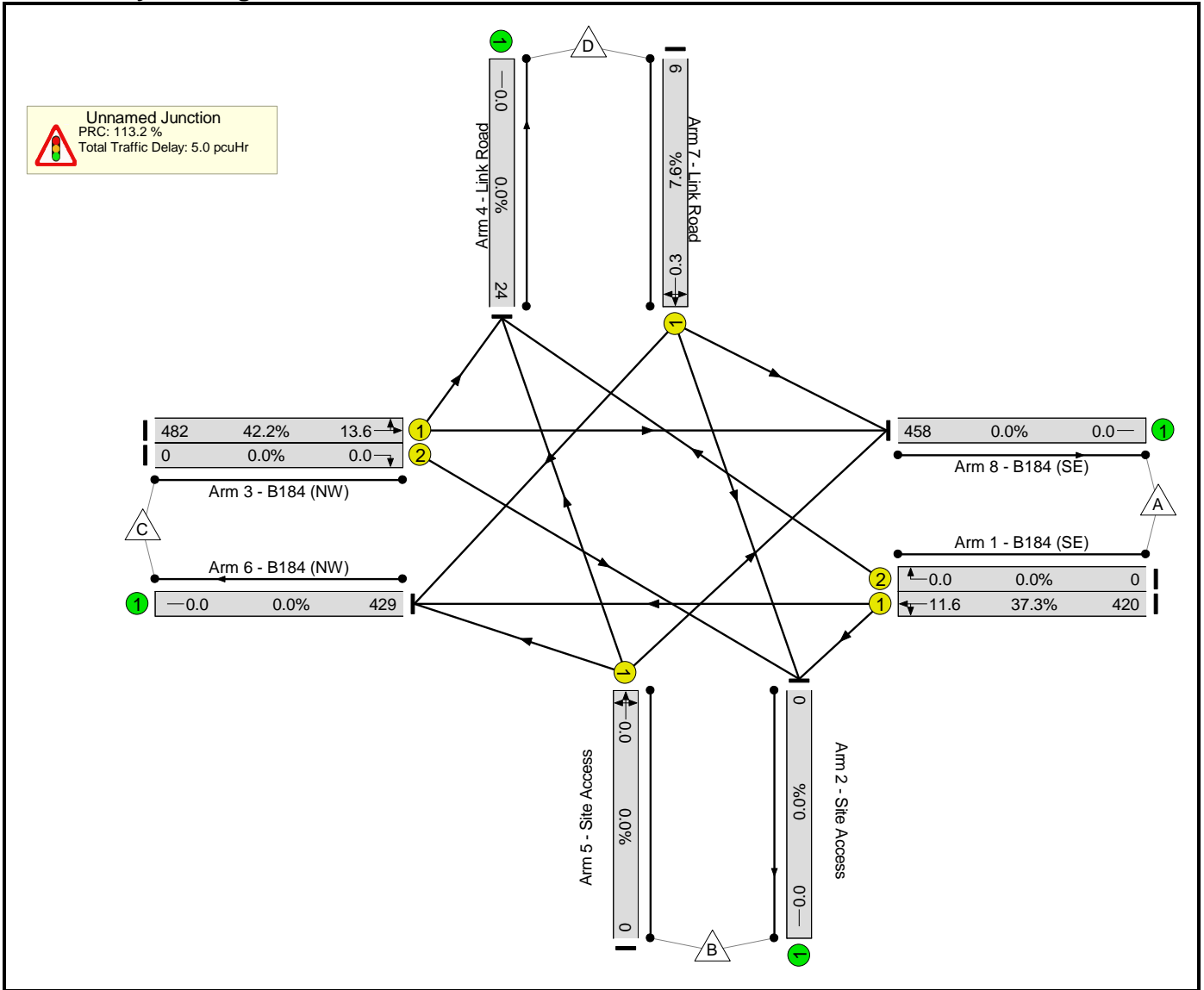
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	420	0	420
B	0	0	0	0	0	
C	458	0	0	24	482	
D	0	0	9	0	9	
Tot.	458	0	429	24	911	

MTP Results Summary

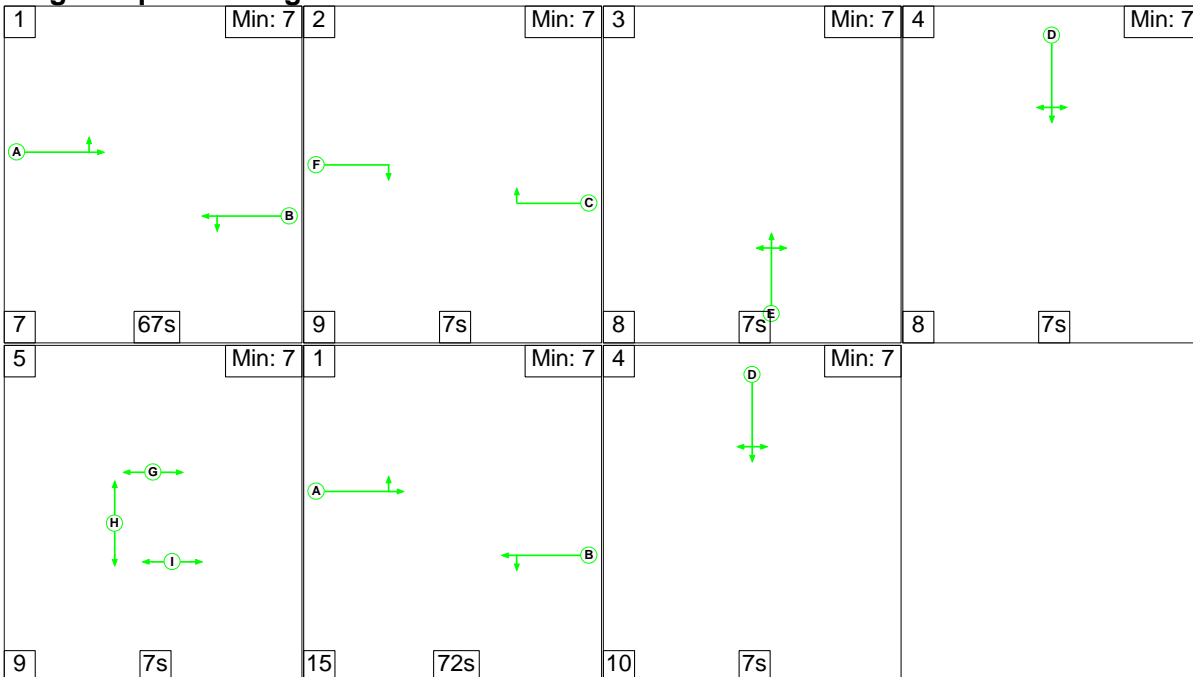
Network Results

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	-	-	-		-	-	-	-	-	-	42.2%	0	0	0	5.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	42.2%	0	0	0	5.0	-
1/1	B184 (SE) Left Ahead	U	B		2	139	-	420	1915	1125	37.3%	-	-	-	2.3	11.6
1/2	B184 (SE) Right	U	C		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	142	-	482	1903	1142	42.2%	-	-	-	2.6	13.6
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		2	14	-	9	1786	119	7.6%	-	-	-	0.2	0.3
C1						PRC for Signalled Lanes (%):	113.2	Total Delay for Signalled Lanes (pcuHr):				5.03	Cycle Time (s): 240			
						PRC Over All Lanes (%):	113.2	Total Delay Over All Lanes(pcuHr):				5.03				

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

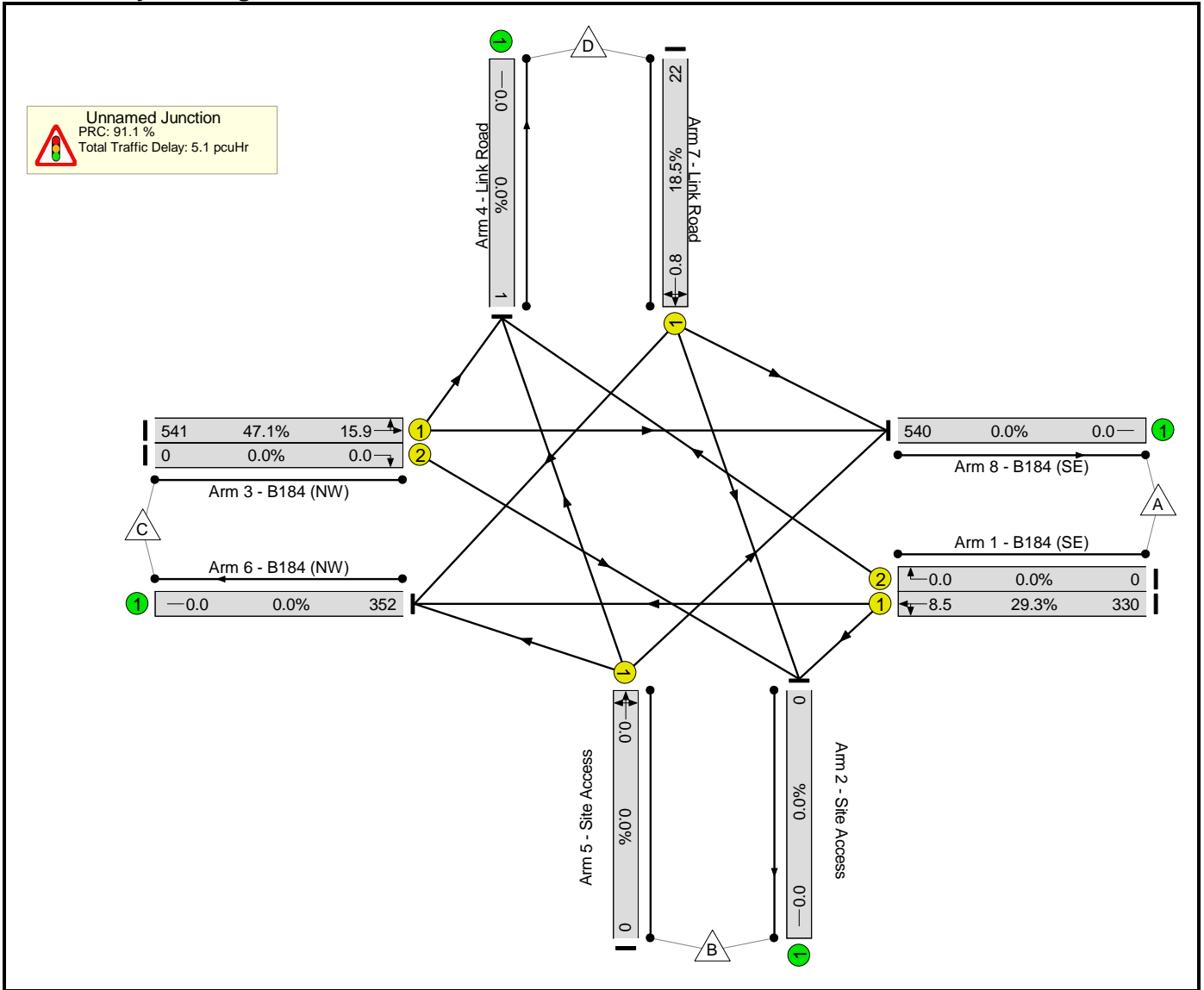
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	330	0	330
	B	0	0	0	0	0
	C	540	0	0	1	541
	D	0	0	22	0	22
	Tot.	540	0	352	1	893

MTP Results Summary

Network Results

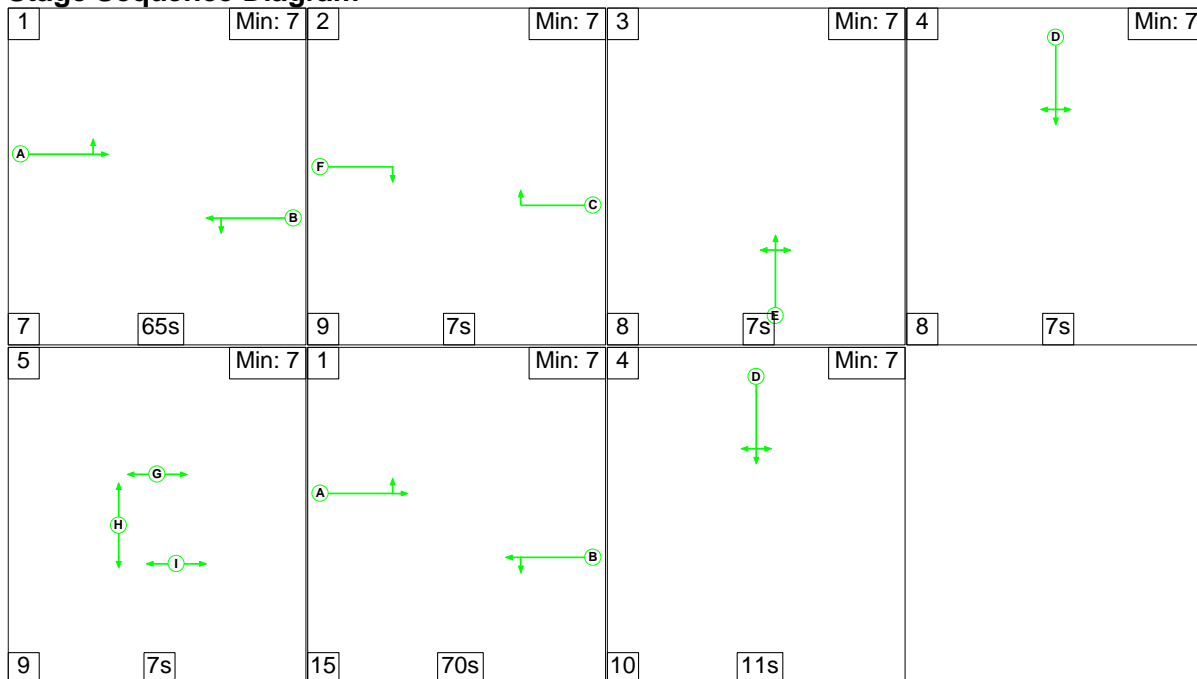
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	47.1%	0	0	0	5.1	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	47.1%	0	0	0	5.1	-	
1/1	B184 (SE) Left Ahead	U	B		2	139	-	330	1915	1125	29.3%	-	-	-	1.7	8.5	
1/2	B184 (SE) Right	U	C		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	142	-	541	1915	1149	47.1%	-	-	-	3.0	15.9	
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		2	14	-	22	1786	119	18.5%	-	-	-	0.4	0.8	
C1					PRC for Signalled Lanes (%): 91.1		PRC Over All Lanes (%): 91.1		Total Delay for Signalled Lanes (pcuHr): 5.14			Total Delay Over All Lanes(pcuHr): 5.14		Cycle Time (s): 240			

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 (B184 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

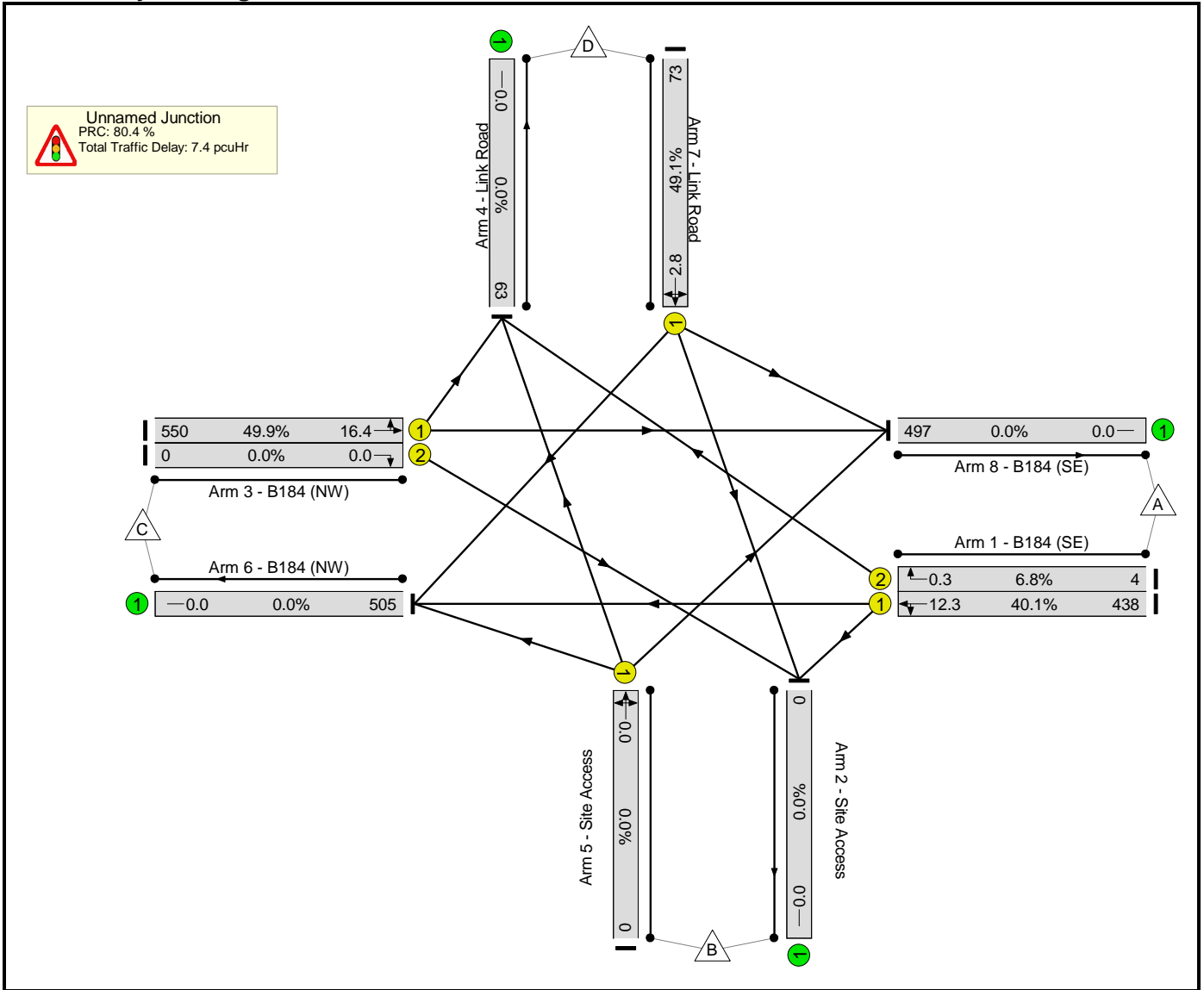
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	438	4	442
	B	0	0	0	0	0
	C	491	0	0	59	550
	D	6	0	67	0	73
	Tot.	497	0	505	63	1065

MTP Results Summary

Network Results

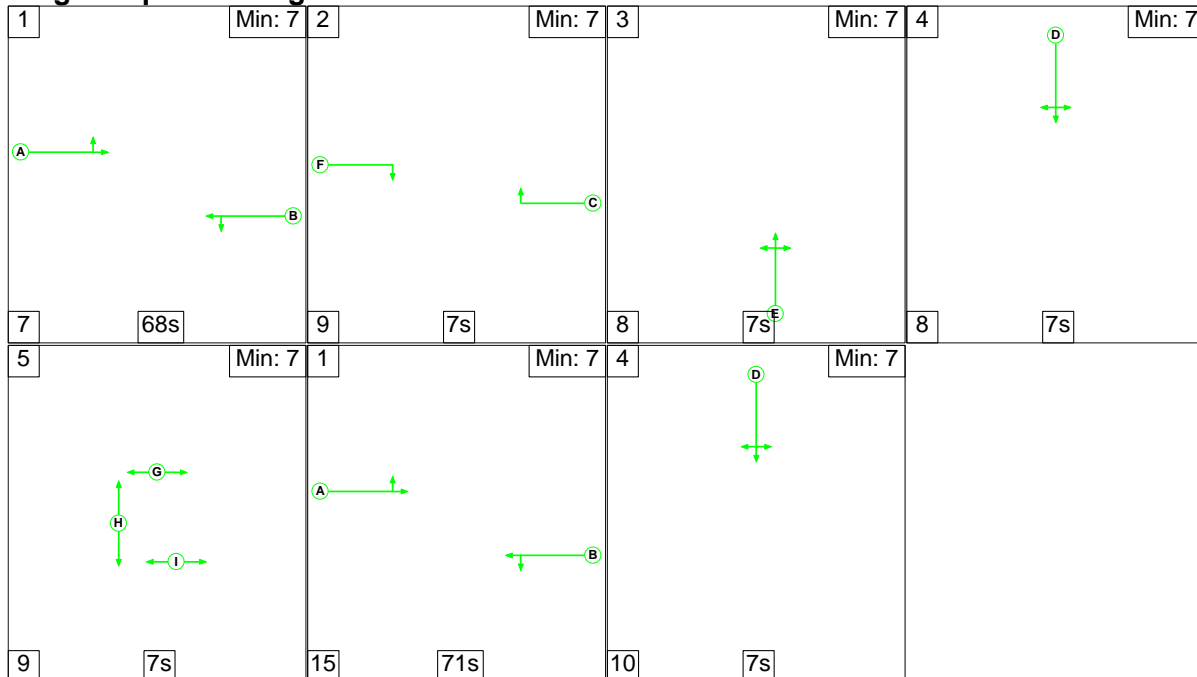
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	49.9%	0	0	0	7.4	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	49.9%	0	0	0	7.4	-
1/1	B184 (SE) Left Ahead	U	B		2	135	-	438	1915	1093	40.1%	-	-	-	2.5	12.3
1/2	B184 (SE) Right	U	C		1	7	-	4	1768	59	6.8%	-	-	-	0.2	0.3
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	138	-	550	1890	1103	49.9%	-	-	-	3.3	16.4
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		2	18	-	73	1783	149	49.1%	-	-	-	1.5	2.8
C1					PRC for Signalled Lanes (%): 80.4		PRC Over All Lanes (%): 80.4		Total Delay for Signalled Lanes (pcuHr): 7.44		Total Delay Over All Lanes(pcuHr): 7.44		Cycle Time (s): 240			

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

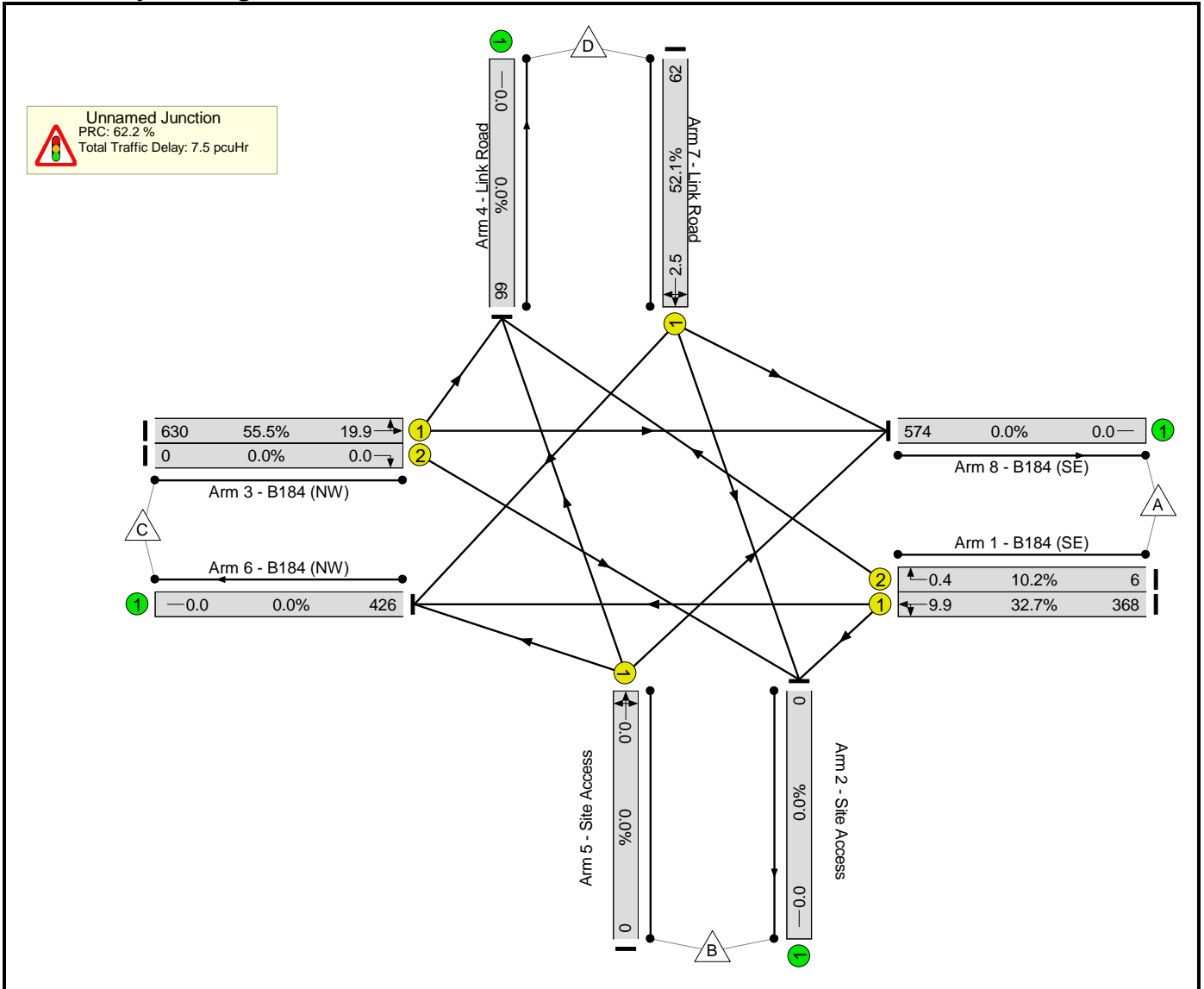
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	368	6	374
	B	0	0	0	0	0
	C	570	0	0	60	630
	D	4	0	58	0	62
	Tot.	574	0	426	66	1066

MTP Results Summary

Network Results

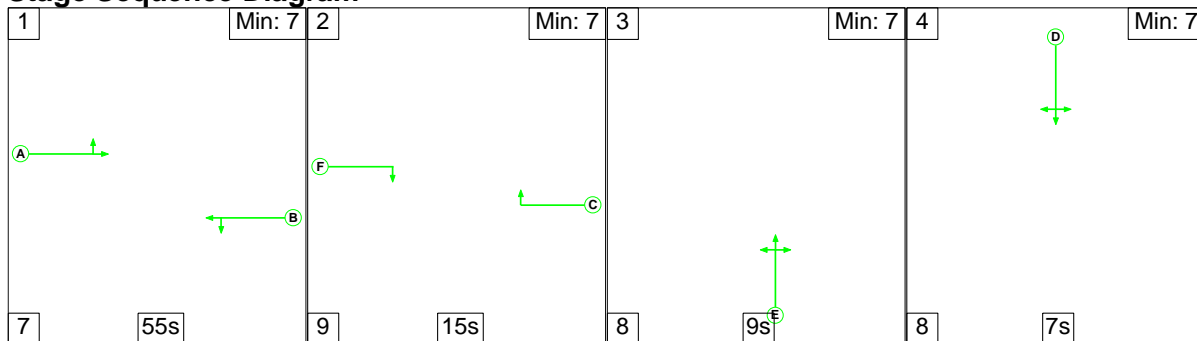
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	55.5%	0	0	0	7.5	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	55.5%	0	0	0	7.5	-
1/1	B184 (SE) Left Ahead	U	B		2	139	-	368	1915	1125	32.7%	-	-	-	1.9	9.9
1/2	B184 (SE) Right	U	C		1	7	-	6	1768	59	10.2%	-	-	-	0.2	0.4
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	142	-	630	1892	1135	55.5%	-	-	-	3.9	19.9
3/2	B184 (NW) Right	U	F		1	7	-	0	1915	64	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		2	14	-	62	1784	119	52.1%	-	-	-	1.5	2.5
		C1			PRC for Signalled Lanes (%): 62.2		62.2	Total Delay for Signalled Lanes (pcuHr): 7.50				Cycle Time (s): 240				
				PRC Over All Lanes (%):		62.2		Total Delay Over All Lanes(pcuHr):				7.50				

MTP Results Summary
Network Layout Diagram

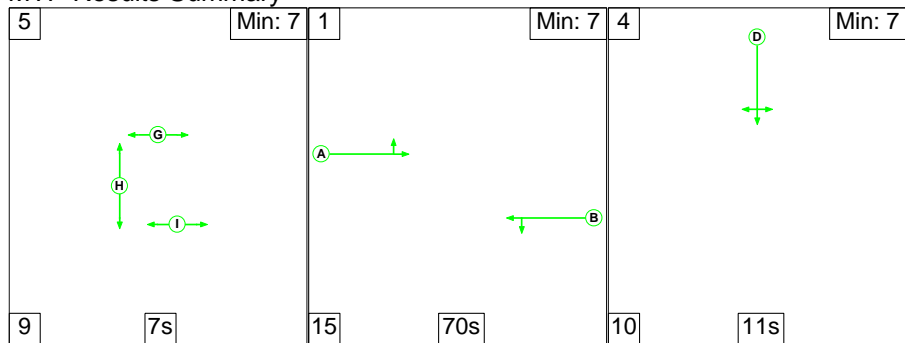


Scenario 5: '2027 Base + CD + Dev (No SLR) AM' (FG5: '2027 Base + CD+ Dev (No SLR) AM', Plan 1: 'Network Control Plan 1')

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 SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 SE))	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
5: '2027 Base + CD+ Dev (No SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

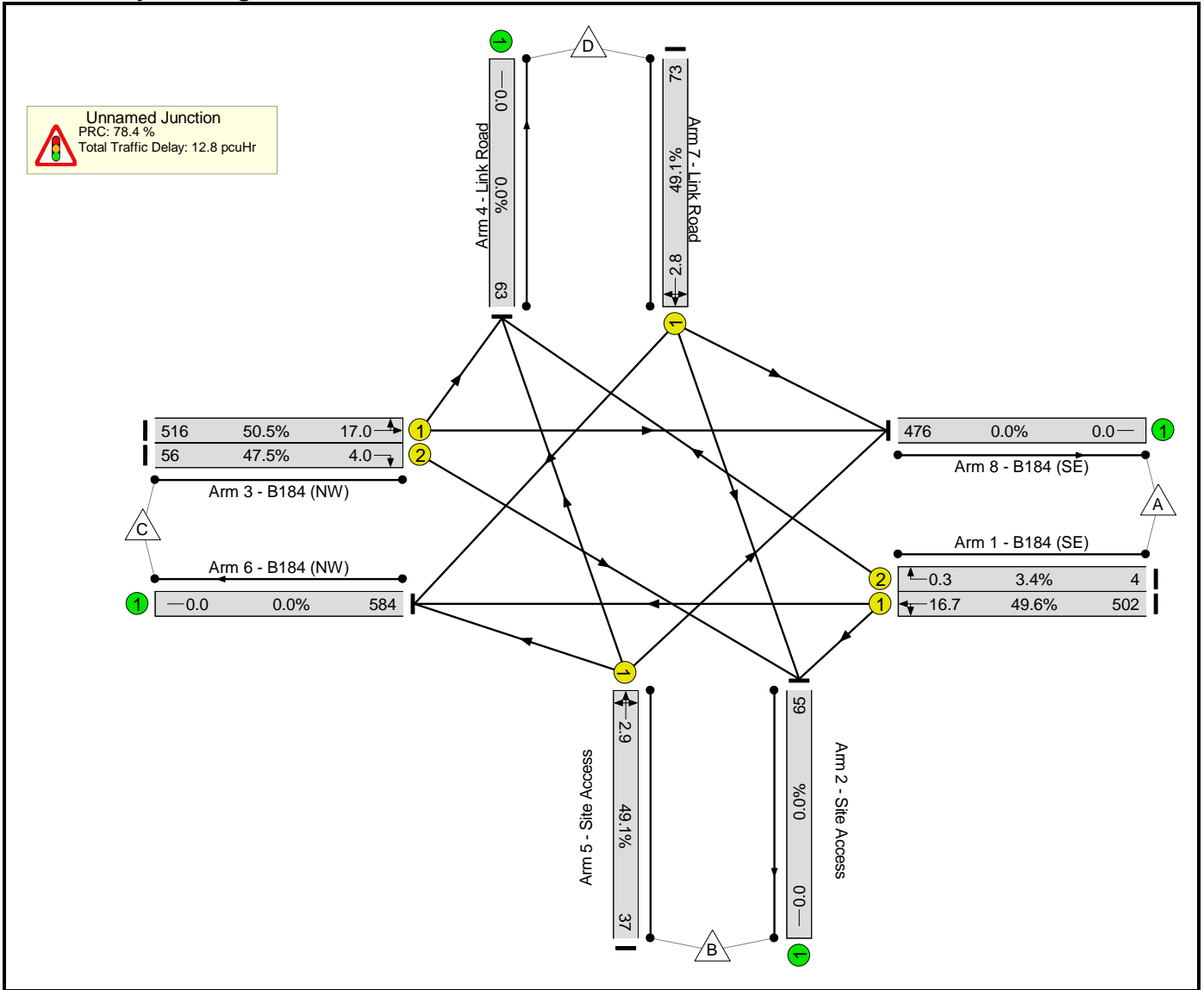
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	493	4	506
	B	13	0	24	0	37
	C	457	56	0	59	572
	D	6	0	67	0	73
	Tot.	476	65	584	63	1188

MTP Results Summary

Network Results

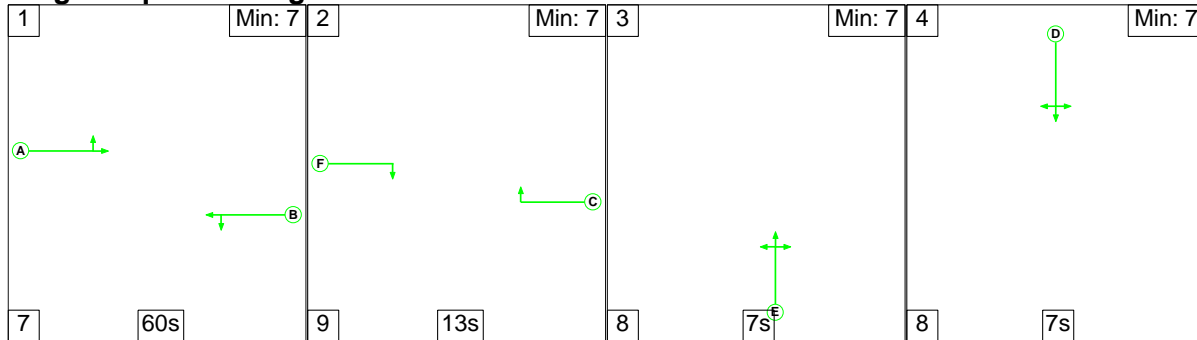
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	12.8	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	50.5%	0	0	0	12.8	-
1/1	B184 (SE) Left Ahead	U	B		2	125	-	502	1911	1011	49.6%	-	-	-	3.7	16.7
1/2	B184 (SE) Right	U	C		1	15	-	4	1768	118	3.4%	-	-	-	0.1	0.3
2/1	Site Access Left Ahead Right	U	E		1	9	-	37	1810	75	49.1%	-	-	-	1.6	2.9
3/1	B184 (NW) Left Ahead	U	A		2	128	-	516	1888	1023	50.5%	-	-	-	3.7	17.0
3/2	B184 (NW) Right	U	F		1	15	-	56	1768	118	47.5%	-	-	-	2.1	4.0
4/1	Link Road Ahead Right Left	U	D		2	18	-	73	1783	149	49.1%	-	-	-	1.5	2.8
		C1			PRC for Signalled Lanes (%): 78.4		78.4	Total Delay for Signalled Lanes (pcuHr): 12.81				Cycle Time (s): 240				
				PRC Over All Lanes (%):		78.4		Total Delay Over All Lanes(pcuHr):				12.81				

MTP Results Summary
Network Layout Diagram

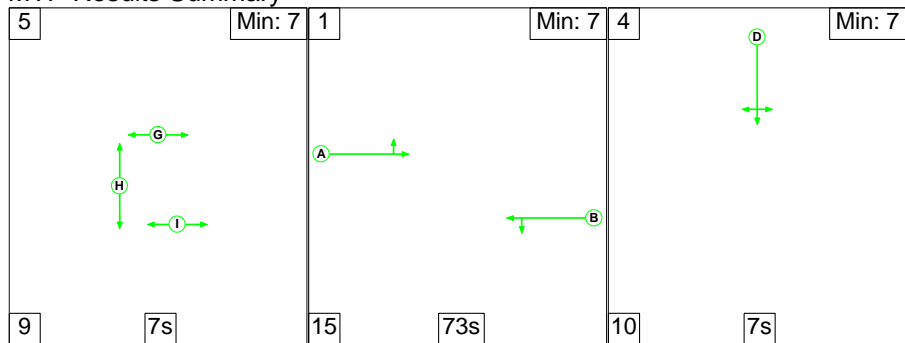


Scenario 6: '2027 Base + CD + Dev (No SLR) PM' (FG6: '2027 Base + CD + Dev (No SLR) PM', Plan 1: 'Network Control Plan 1')

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 SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 SE))	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
6: '2027 Base + CD + Dev (No SLR) PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

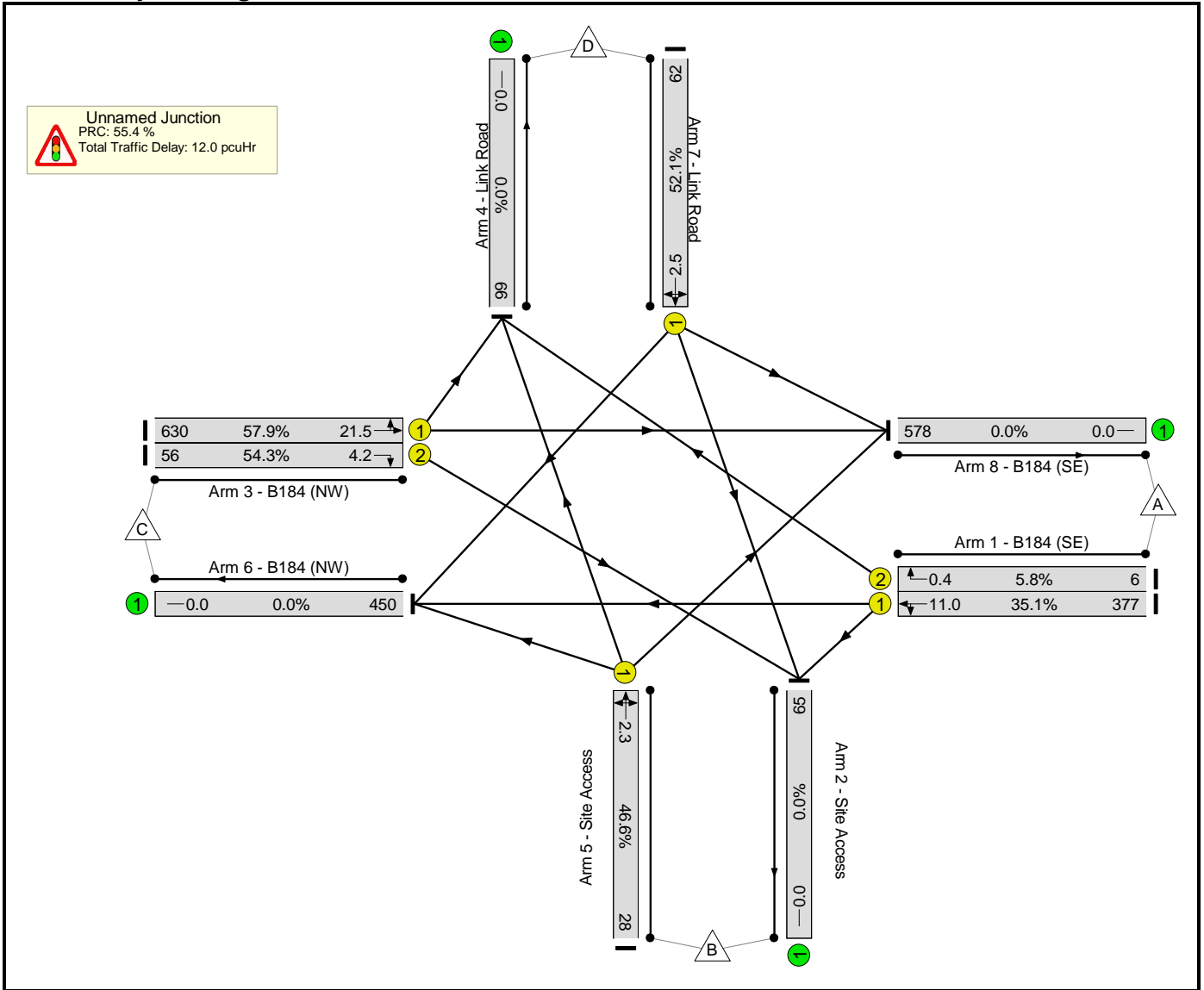
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	9	368	6	383
	B	4	0	24	0	28
	C	570	56	0	60	686
	D	4	0	58	0	62
	Tot.	578	65	450	66	1159

MTP Results Summary

Network Results

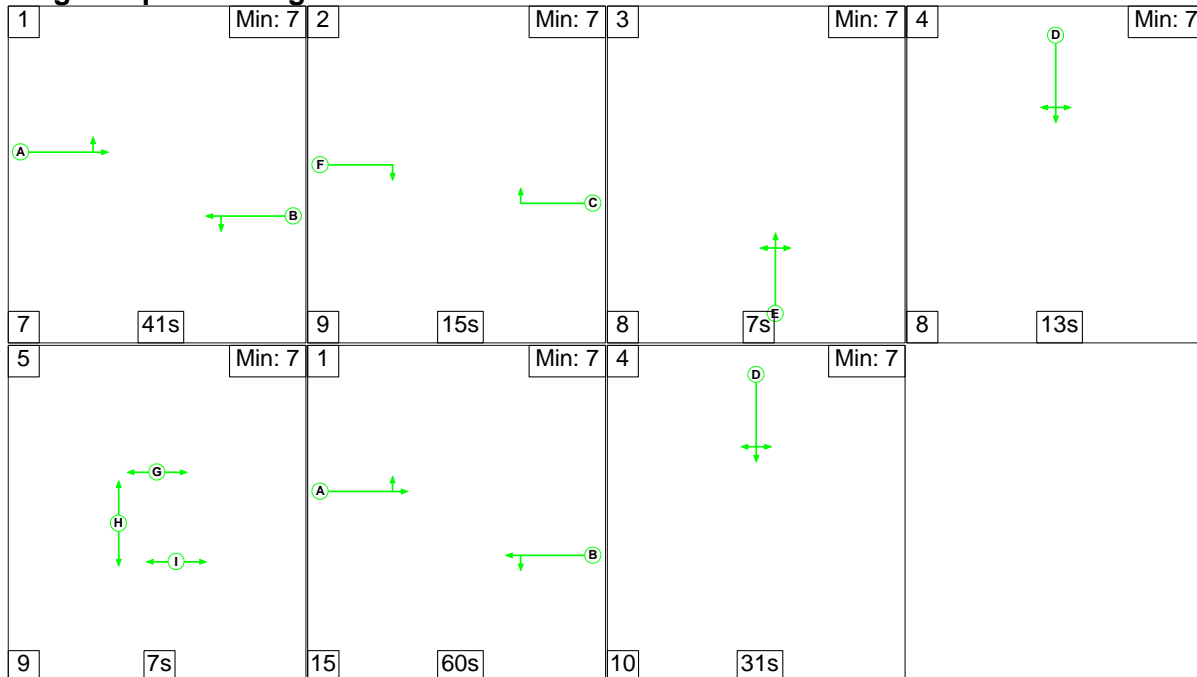
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.9%	0	0	0	12.0	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.9%	0	0	0	12.0	-
1/1	B184 (SE) Left Ahead	U	B		2	133	-	377	1909	1074	35.1%	-	-	-	2.2	11.0
1/2	B184 (SE) Right	U	C		1	13	-	6	1768	103	5.8%	-	-	-	0.2	0.4
2/1	Site Access Left Ahead Right	U	E		1	7	-	28	1804	60	46.6%	-	-	-	1.3	2.3
3/1	B184 (NW) Left Ahead	U	A		2	136	-	630	1892	1088	57.9%	-	-	-	4.4	21.5
3/2	B184 (NW) Right	U	F		1	13	-	56	1768	103	54.3%	-	-	-	2.3	4.2
4/1	Link Road Ahead Right Left	U	D		2	14	-	62	1784	119	52.1%	-	-	-	1.5	2.5
		C1			PRC for Signalled Lanes (%): 55.4		55.4	Total Delay for Signalled Lanes (pcuHr): 11.97				Cycle Time (s): 240				
				PRC Over All Lanes (%):		55.4		Total Delay Over All Lanes(pcuHr):				11.97				

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')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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 :

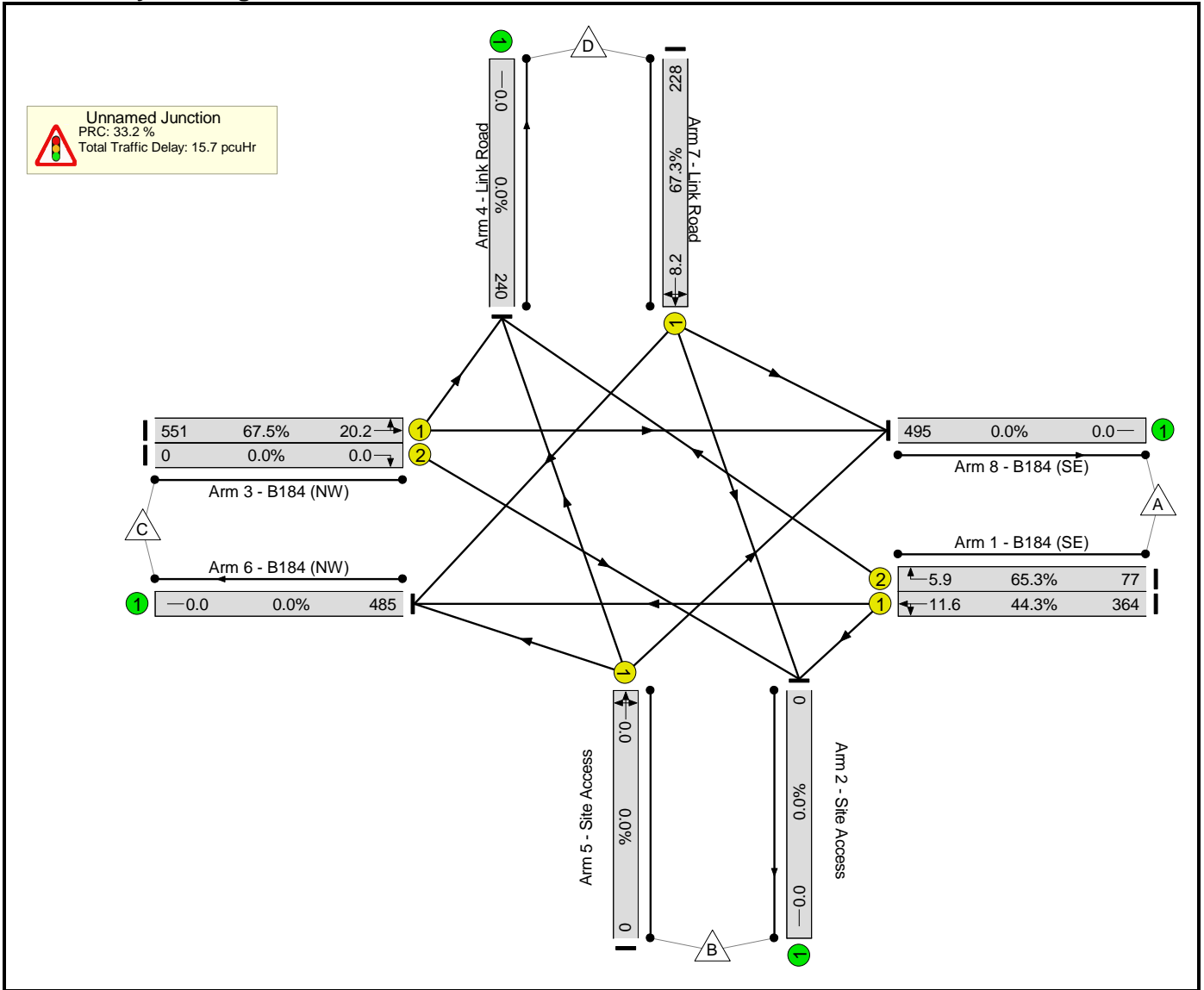
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	364	77	441
	B	0	0	0	0	0
	C	388	0	0	163	551
	D	107	0	121	0	228
	Tot.	495	0	485	240	1220

MTP Results Summary

Network Results

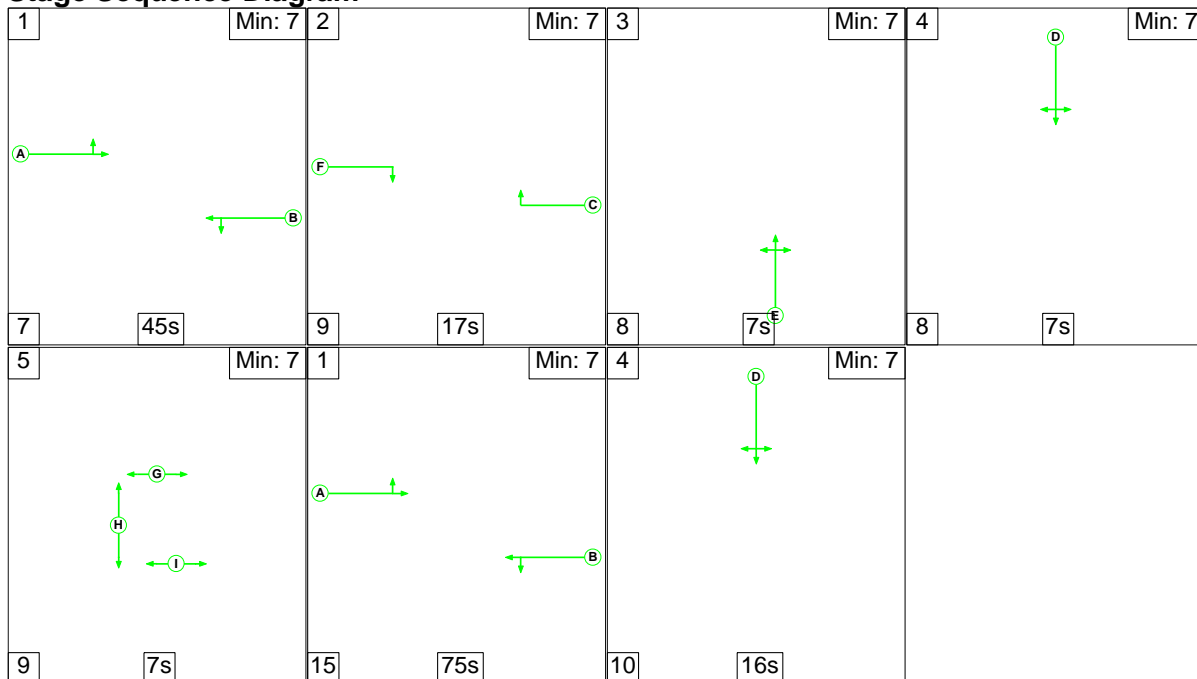
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	67.5%	0	0	0	15.7	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	67.5%	0	0	0	15.7	-	
1/1	B184 (SE) Left Ahead	U	B		2	101	-	364	1915	822	44.3%	-	-	-	3.1	11.6	
1/2	B184 (SE) Right	U	C		1	15	-	77	1768	118	65.3%	-	-	-	3.2	5.9	
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0	
3/1	B184 (NW) Left Ahead	U	A		2	104	-	551	1847	816	67.5%	-	-	-	5.5	20.2	
3/2	B184 (NW) Right	U	F		1	15	-	0	1915	128	0.0%	-	-	-	0.0	0.0	
4/1	Link Road Ahead Right Left	U	D		2	44	-	228	1768	339	67.3%	-	-	-	3.9	8.2	
C1					PRC for Signalled Lanes (%): 33.2		PRC Over All Lanes (%): 33.2		Total Delay for Signalled Lanes (pcuHr): 15.70			Total Delay Over All Lanes(pcuHr): 15.70		Cycle Time (s): 240			

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



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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
											Arm 5 Ahead	Inf
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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'	16:30	17:30	01:00	

MTP Results Summary

Traffic Flows, Actual

Actual Flow :

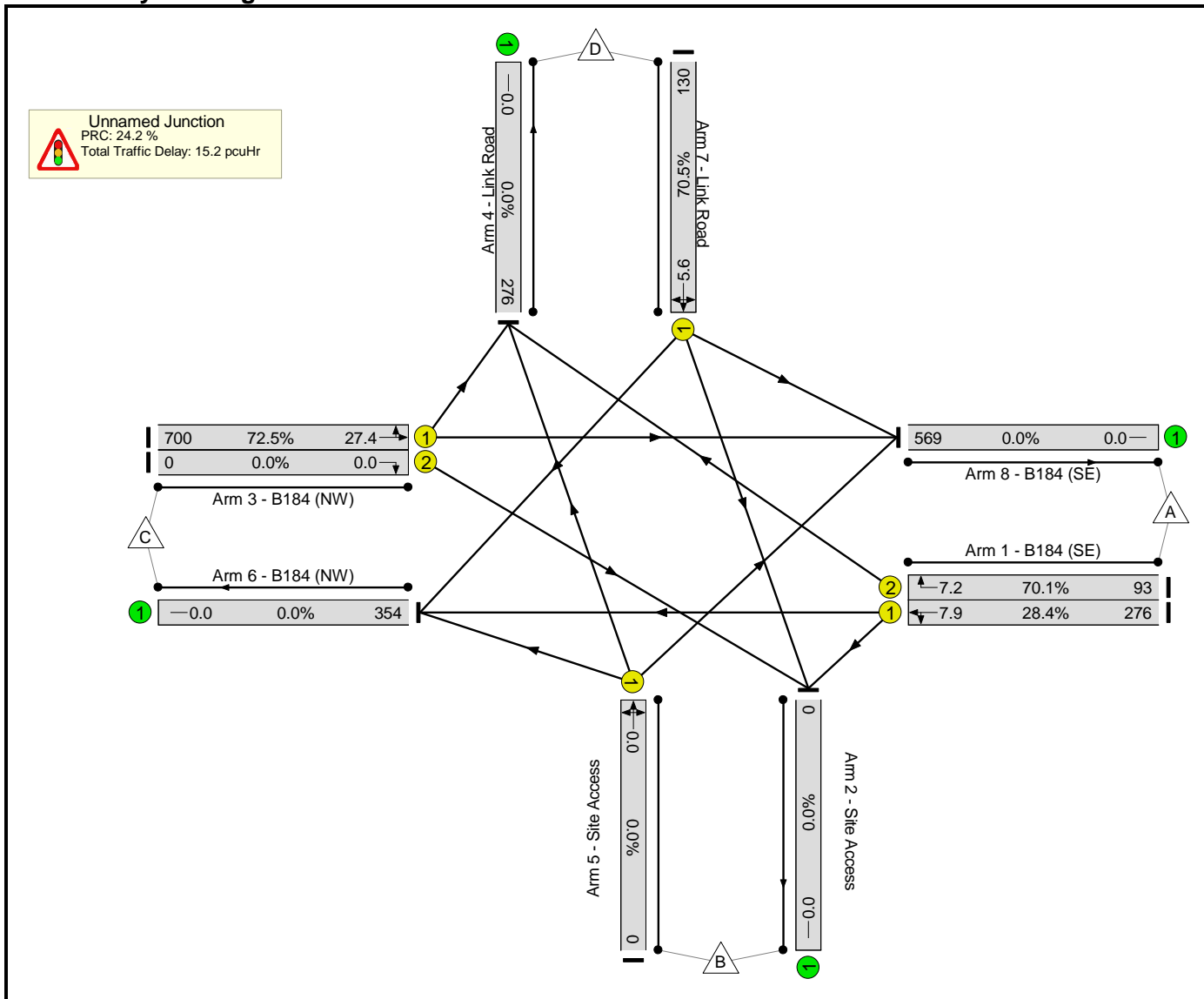
	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	276	93	369
	B	0	0	0	0	0
	C	517	0	0	183	700
	D	52	0	78	0	130
	Tot.	569	0	354	276	1199

MTP Results Summary

Network Results

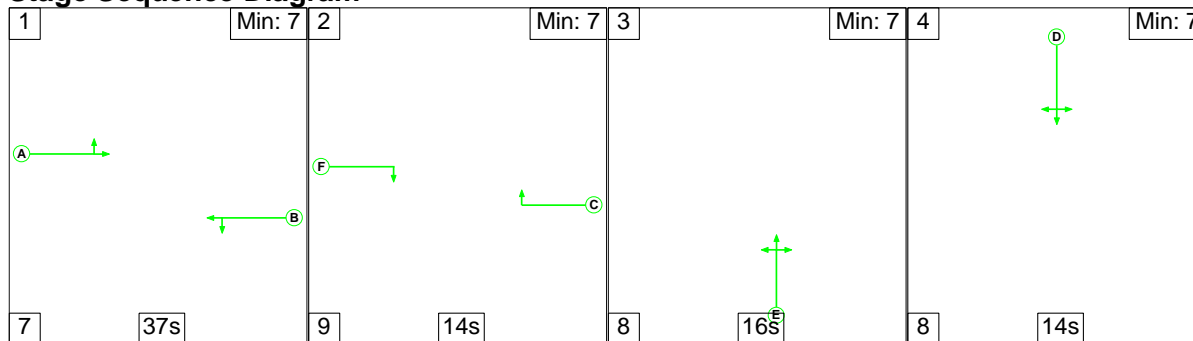
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.5%	0	0	0	15.2	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.5%	0	0	0	15.2	-
1/1	B184 (SE) Left Ahead	U	B		2	120	-	276	1915	973	28.4%	-	-	-	1.8	7.9
1/2	B184 (SE) Right	U	C		1	17	-	93	1768	133	70.1%	-	-	-	3.9	7.2
2/1	Site Access Left Ahead Right	U	E		1	7	-	0	1980	66	0.0%	-	-	-	0.0	0.0
3/1	B184 (NW) Left Ahead	U	A		2	123	-	700	1854	966	72.5%	-	-	-	6.5	27.4
3/2	B184 (NW) Right	U	F		1	17	-	0	1915	144	0.0%	-	-	-	0.0	0.0
4/1	Link Road Ahead Right Left	U	D		2	23	-	130	1770	184	70.5%	-	-	-	3.0	5.6
		C1			PRC for Signalled Lanes (%): 24.2		24.2	Total Delay for Signalled Lanes (pcuHr): 15.24				Cycle Time (s): 240				
					PRC Over All Lanes (%): 24.2			Total Delay Over All Lanes(pcuHr): 15.24								

MTP Results Summary
Network Layout Diagram

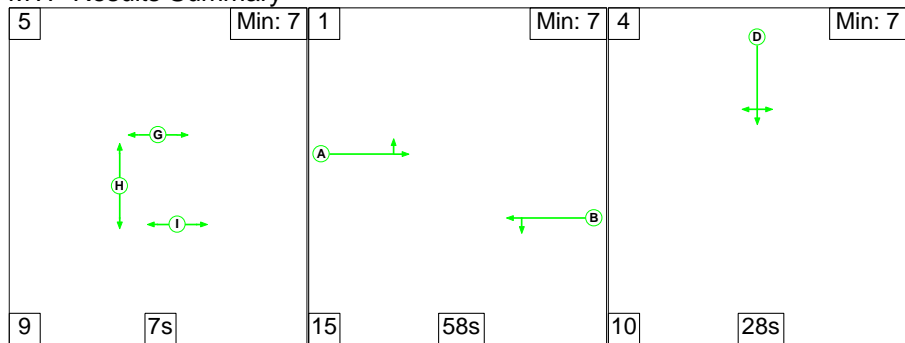


Scenario 9: '2027 Base + CD + Dev (SLR) AM' (FG9: '2027 Base + CD+ Dev (SLR) AM', Plan 1: 'Network Control Plan 1')

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 SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 SE))	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
9: '2027 Base + CD+ Dev (SLR) AM'	08:00	09:00	01:00	

Traffic Flows, Actual

Actual Flow :

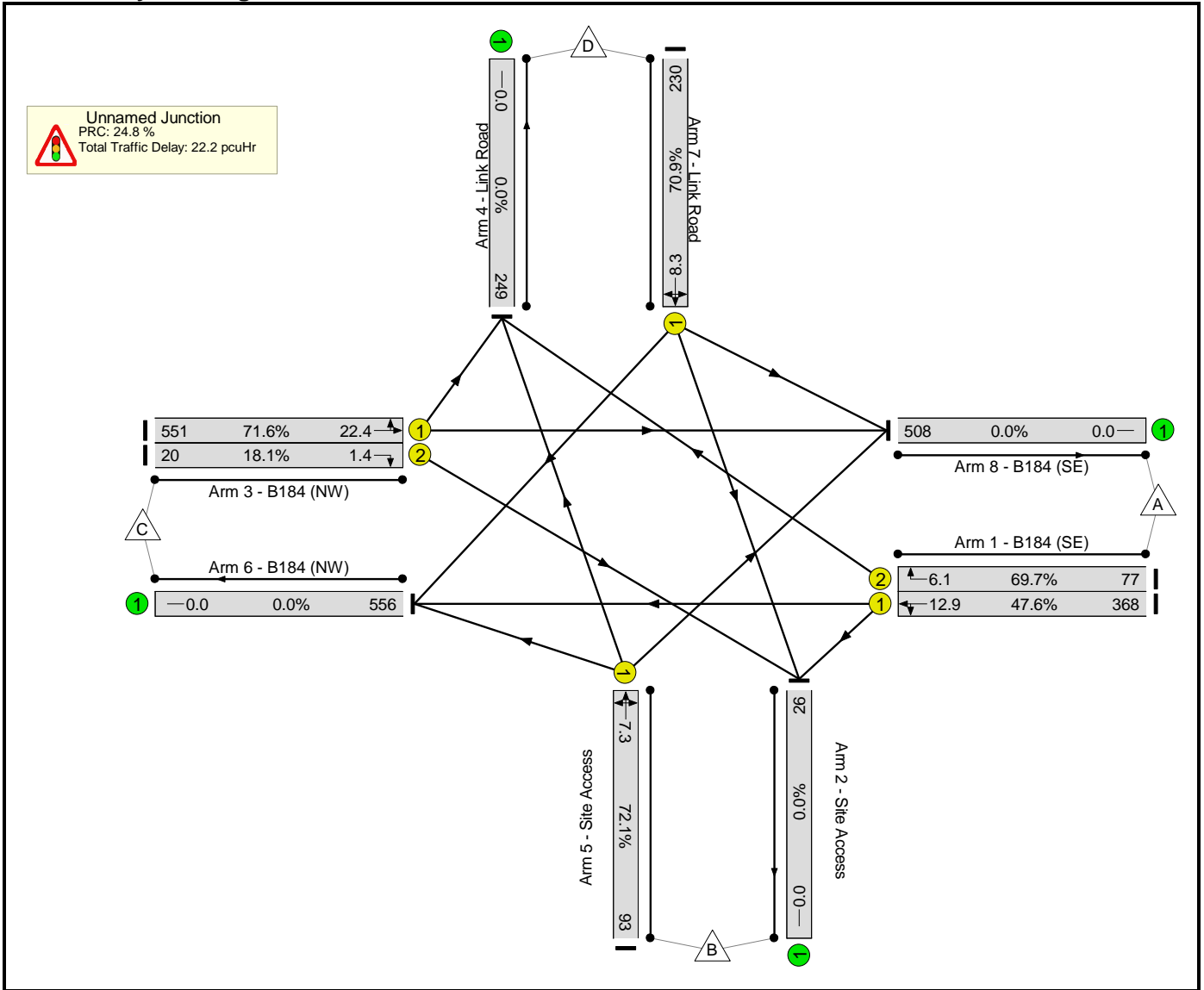
	Destination					
	A	B	C	D	Tot.	
Origin	A	0	4	364	77	445
	B	13	0	71	9	93
	C	388	20	0	163	571
	D	107	2	121	0	230
	Tot.	508	26	556	249	1339

MTP Results Summary

Network Results

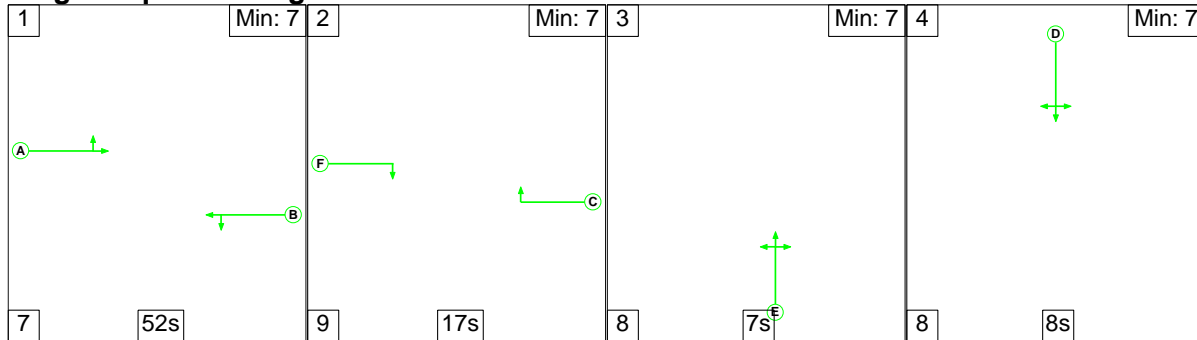
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.1%	0	0	0	22.2	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.1%	0	0	0	22.2	-
1/1	B184 (SE) Left Ahead	U	B		2	95	-	368	1912	773	47.6%	-	-	-	3.5	12.9
1/2	B184 (SE) Right	U	C		1	14	-	77	1768	110	69.7%	-	-	-	3.4	6.1
2/1	Site Access Left Ahead Right	U	E		1	16	-	93	1820	129	72.1%	-	-	-	4.0	7.3
3/1	B184 (NW) Left Ahead	U	A		2	98	-	551	1847	770	71.6%	-	-	-	6.4	22.4
3/2	B184 (NW) Right	U	F		1	14	-	20	1768	110	18.1%	-	-	-	0.7	1.4
4/1	Link Road Ahead Right Left	U	D		2	42	-	230	1769	324	70.9%	-	-	-	4.1	8.3
		C1			PRC for Signalled Lanes (%): 24.8		24.8	Total Delay for Signalled Lanes (pcuHr): 22.22				Cycle Time (s): 240				
				PRC Over All Lanes (%): 24.8				Total Delay Over All Lanes(pcuHr): 22.22								

MTP Results Summary
Network Layout Diagram

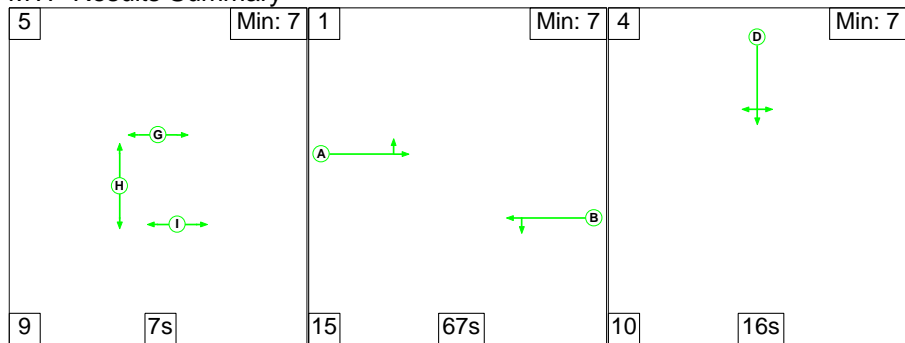


Scenario 10: '2027 Base + CD + Dev (SLR) PM' (FG10: '2027 Base + CD + Dev (SLR) PM', Plan 1: 'Network Control Plan 1')

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 (SE))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B184 (SE))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
											Arm 6 Left	15.00
2/1 (Site Access)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
3/1 (B184 (NW))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B184 (NW))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00
4/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
											Arm 8 Left	12.00
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B184 (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Link Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B184 (SE))	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
10: '2027 Base + CD + Dev (SLR) PM'	16:30	17:30	01:00	

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	276	93	378
	B	4	0	22	3	29
	C	517	50	0	183	750
	D	52	6	78	0	136
	Tot.	573	65	376	279	1293

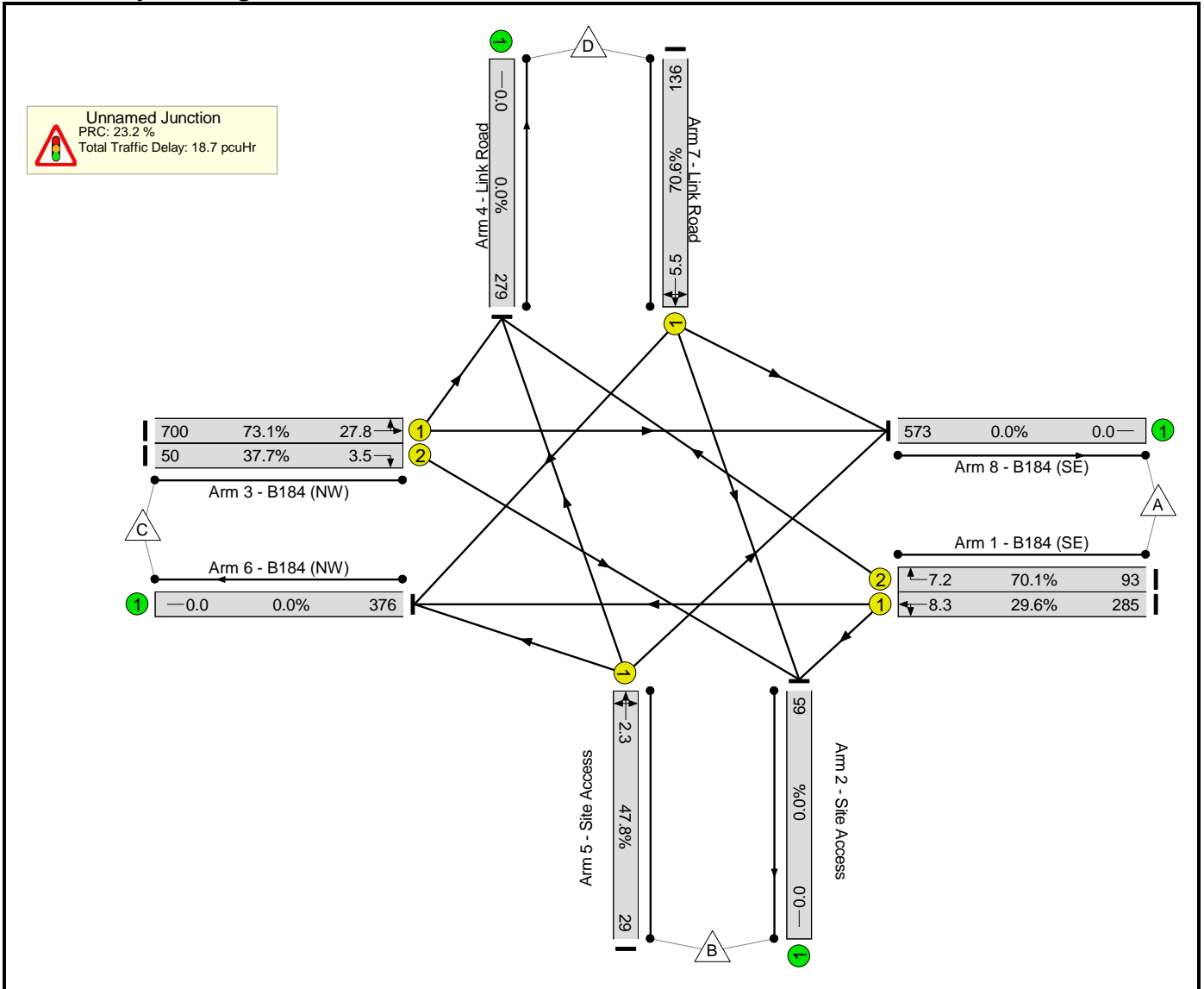
MTP Results Summary

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	-	-	-		-	-	-	-	-	-	73.1%	0	0	0	18.7	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	73.1%	0	0	0	18.7	-
1/1	B184 (SE) Left Ahead	U	B		2	119	-	285	1907	961	29.6%	-	-	-	1.9	8.3
1/2	B184 (SE) Right	U	C		1	17	-	93	1768	133	70.1%	-	-	-	3.9	7.2
2/1	Site Access Left Ahead Right	U	E		1	7	-	29	1821	61	47.8%	-	-	-	1.4	2.3
3/1	B184 (NW) Left Ahead	U	A		2	122	-	700	1854	958	73.1%	-	-	-	6.7	27.8
3/2	B184 (NW) Right	U	F		1	17	-	50	1768	133	37.7%	-	-	-	1.8	3.5
4/1	Link Road Ahead Right Left	U	D		2	24	-	136	1778	193	70.6%	-	-	-	3.1	5.5
		C1			PRC for Signalled Lanes (%): 23.2		23.2	Total Delay for Signalled Lanes (pcuHr): 18.70				Cycle Time (s): 240				
				PRC Over All Lanes (%):		23.2		Total Delay Over All Lanes(pcuHr):				18.70				

MTP Results Summary

Network Layout Diagram



Appendix 11

Land West of Thaxted Road, Saffron Walden

Peaslands Road / Mount Pleasant Road Corridor – Active Travel Audit

Prepared on behalf of Kier Ventures Ltd

February 2023

Introduction

This Active Travel Audit (ATA) has been prepared by Milestone Transport Planning (MTP) on behalf Kier Ventures Ltd (*the applicant*) in support of an outline planning application (Reference: UTT/22/3258/PINS) with all matters reserved except for access for up to 170 dwellings, associated landscaping and open space with access from Thaxted Road.

At the request of Essex County Council (ECC), as highway authority, this document has been prepared to review existing *'active'* travel (walking and cycling) provision along the Peaslands Road / Mount Pleasant Road corridor and to identify, where appropriate, opportunities for improvement. As agreed with ECC, the sections of Winstanley Road, Tukes Way, and Peal Road that connect through to the *'Green Mile'* and ultimately the Application Site have also been included in the ATA study area.

Within the ATA, due regard is given to Department for Transport's Local Transport Note (LTN) 1/20 *'Cycle Infrastructure Design'* (2020). Paragraph 4.5.4 of LTN 1/20 states *"Cycling rarely happens in isolation, and it may be useful to consider adopting a whole street approach, such as TfL's Healthy Streets Check for Designers"*.

Scope & Methodology

Figure 1 reveals that the study area for the ATA includes key desire lines for pedestrians and cyclists to / from the town centre (via South Road and Debden Road) and the Application Site.

Within the ATA study area the 5 key routes are: -

- Route 1 – Peaslands Road: Extending circa 525-metres north-west from the B184 Thaxted Road to the give-way priority junction with South Road, which subsequently provides access to the Town Centre.
- Route 2 – Mount Pleasant Road: Extending circa 300-metres west of the give-way priority junction with South Road to the signalised junction with Deben Road, which subsequently provides access to the Town Centre.
- Route 3 – Winstanley Road: Extending circa 240-metres south from Peaslands Road to the give-way priority junction with Peal Road.

- Route 4 – Tukes Way: Providing access to the 'Green Mile' adjacent to the Lord Butler Fitness & Leisure Centre.
- Route 5 – Peel Road: Providing access to the 'Green Mile' adjacent to the Application Site.

Figure 1 ATA Study Area



The ATA methodology comprised a Site visit, undertaken on 1st February 2023, during which a photographic survey of the above routes are benchmarked against the 'Cycling Level of Service Tool (CLOs)' within Appendix A of LTN 1/20.

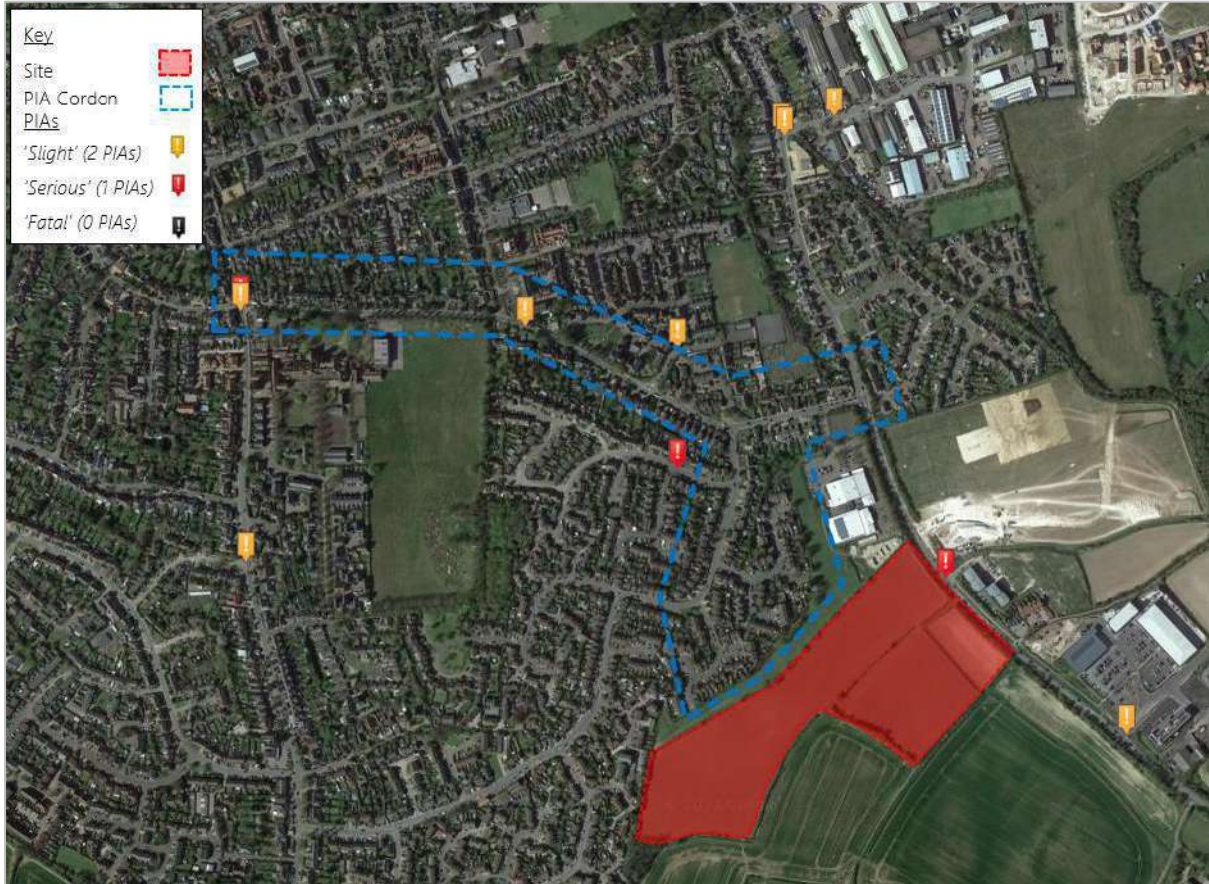
Safety Considerations

To enable a review of the highway safety within the ATA study area, Personal Injury Accident (PIA) data has been obtained from the 'CrashMap' website for the latest 5-year period. PIAs are classified as 'slight', 'serious', and 'fatal' depending on the severity of the injuries sustained.

Figure 2 reveals a total of 3 PIAs were recorded in the study area, including 2 (67%) classified as 'slight' and 1 (33%) as 'serious'. No fatal incidents were recorded in the ATA study area.

All the recorded incidents involved vehicle collisions and there no pedestrians or cyclists involved. As such, the existing active travel network would appear to have no discernible patterns or specific clusters of incidents suggesting there are no distinctive issues attributable to defective road conditions, poor visibility or other physical characteristics associated with the street corridor under consideration.

Figure 2 PIA Analysis



Baseline Traffic Survey Data

In order to assess the baseline operational conditions of Peaslands Road over the course of a typical weekday / end as well as during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, an Automatic Traffic Counter (ATC) survey was installed along Peaslands Road, circa 110-metres south of the give-way priority junction with South Road.

The ATC was installed for 14-days commencing from 30th September 2022 to gather classified volumetric data and speeds (i.e. average and 85th percentile) of vehicles travelling in an north-westbound / south-eastbound direction along Peaslands Road.

Table 1 provides a summary of the recorded average two-way weekday flows and 85th percentile speeds observed along Peaslands Road.

Table 1 Peaslands Road – Surveyed Average Daily Flows

Direction	5-Day Average Flows (Monday to Friday)			Average 85 th Percentile Speed
	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	Daily	
North-westbound	320	280	3,072	29.6-mph
South-eastbound	299	336	3,494	30.8-mph

Active Travel Audit

This section of the report assesses each key route against the CLoS tool. This is a simple scoring assessment based on attributes of the five design criteria detailed within LTN 1/20, these state that all routes for anticipated users should be: -

- Coherent;
- Direct;
- Safe;
- Comfortable;
- Attractive.

The CloS is then used to identify strengths and weaknesses of the existing active travel provision, and therefore provide recommendations on what can be improved.

The tool also includes some factors that are considered to be ‘*Critical Fails*’ – results that represent unsafe conditions for cycling which must be addressed (or an alternative route found).

Route 1 – Peaslands Road (B184 Thaxted Road to South Road)

Table 2 reveals that Route 1 is considered direct, well lit, and well overlooked. However, there is currently limited cycle infrastructure along the route and the speed of vehicles results in reduced safety for cyclists.

Table 2, along with Figure 3, reveals Route 1 could be improved through a combination of refreshed road markings, increased provision of dropped kerbs / tactile paving, increased cycle signage, and better quality carriageway surface.

Table 2 Route 1 CLoS

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
Cohesion	Connections	0	Cyclists cannot connect to other routes without dismounting.	Provision of dropped kerbs, tactile paving, and cycle slip lanes would improve connections.

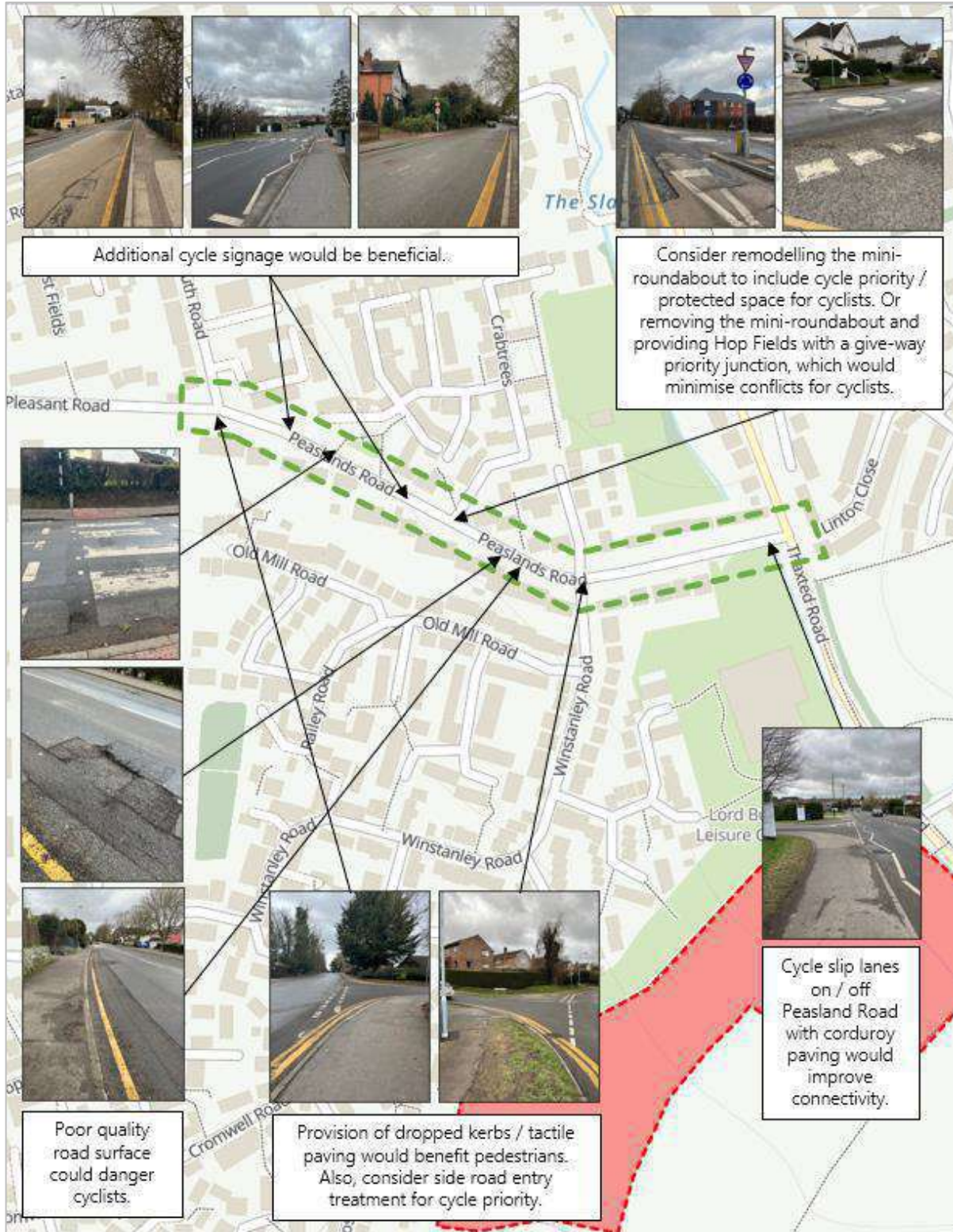
Table 2 Cont. Route 1 CLoS

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
	Continuity / Wayfinding	1	Limited opportunities for cyclists to get confused.	Improved provision of signage / road markings at the mini-roundabout junction with Hop Fields would be beneficial.
	Density of Network	0	No dedicated cycle infrastructure within the vicinity.	This will be improved with the provision of segregated cycleway along the B184 as part of the proposed development.
Directness	Distance	2	Route follows as the crow flies.	N/A
	Time (Frequency of stops)	2	1 stop at the mini-roundabout junction with Hop Fields.	N/A
	Time (Delay at junctions)	1	Delay at the mini-roundabout junction with Hop Fields is the same for cyclists as motor vehicles.	Consider remodelling the mini-roundabout to include cycle priority / protected space for cyclists. Alternatively consider removing the mini-roundabout and providing a give-way priority junction for Hop Fields, reducing the number of potential conflicts for cyclists. An additional benefit of this would be the ability to provide smaller kerb radii and a shorter crossing distance for pedestrians.
	Time (Delay on links)	0	Cyclists would likely travel at the speed of the slowest vehicle (i.e. a cycle ahead).	Limited opportunity to improve this.
	Gradients	1	Slight uphill gradient north-westbound.	N/A
Safety	Motor vehicle speed	0	85 th percentile speed circa 30-mph.	Speed camera sign is present, further provision of speed constraints would be beneficial.
	Motor vehicle volume	1	As shown in Table 1, circa 300 vehicles per hour in each direction during the peak hours. 5 vehicles per minute in each direction does not seem substantial.	N/A
	Risk of collision – segregation	0	Cyclists share carriageway, lane widths of circa 3.5-metres.	Limited available width to improve this.

Table 2 Cont. Route 1 CLoS

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
	Risk of collision – conflicting movements	0	Conflicting cycle / motor traffic are not separated.	Consider providing side entry treatment would be beneficial but limited available width to provide this.
	Complexity of design	1	Legible road markings and road layout.	Road markings could be refreshed.
	Kerbside activity	0	Significant kerbside activity.	Consideration could be given to providing protected space for cyclists.
	Physical hazards	1	No guardrails or buildouts to prevent cyclists evading danger.	Limited opportunity to improve this.
Comfort	Surface quality	1	Pot holes and damage present.	Road cleaning / further maintenance of potholes would provide a higher quality surface for cyclists.
	Effective width	0	Mixed traffic unsuitable for volume of vehicles / speed.	Provision of a dedicated cycle lane would be suitable for majority of users but not all due to the mixed traffic conditions. Consider reducing carriageway lanes to 3.25-metres wide. Therefore, enabling a wider footway provision along the northern side of Peaslands Road.
	Rest / Shelter	0	No rest or shelter but likely not required.	N/A
	Wayfinding	0	No dedicated cycle signage.	Cycle signage towards Town Centre would be beneficial.
Attractiveness	Social safety – lighting	2	Sufficient lighting on both sides of the carriageway.	N/A
	Social safety – isolation	2	Route is overlooked throughout its length.	N/A
	Street clutter	2	As cyclists are in the carriageway there is no clutter to obstruct them.	N/A
	Cycle parking	0	No cycle parking provided but likely not required.	N/A
Audit Score Total (Max 46)		17 (37%)	n/a	n/a

Figure 3 Route 1 – Existing Active Travel Network & Potential Improvements



Route 2 – Mount Pleasant Road (South Road to Debden Road)

Table 3 reveals that Route 2 is considered direct, well lit, and well overlooked. However, there is currently limited cycle infrastructure along the route and the speed of vehicles results in reduced safety for cyclists.

Table 3, along with Figure 4, reveals Route 2 could be improved through a combination of refreshed road markings, increased provision of dropped kerbs / tactile paving, increased cycle signage, and better quality carriageway surface.

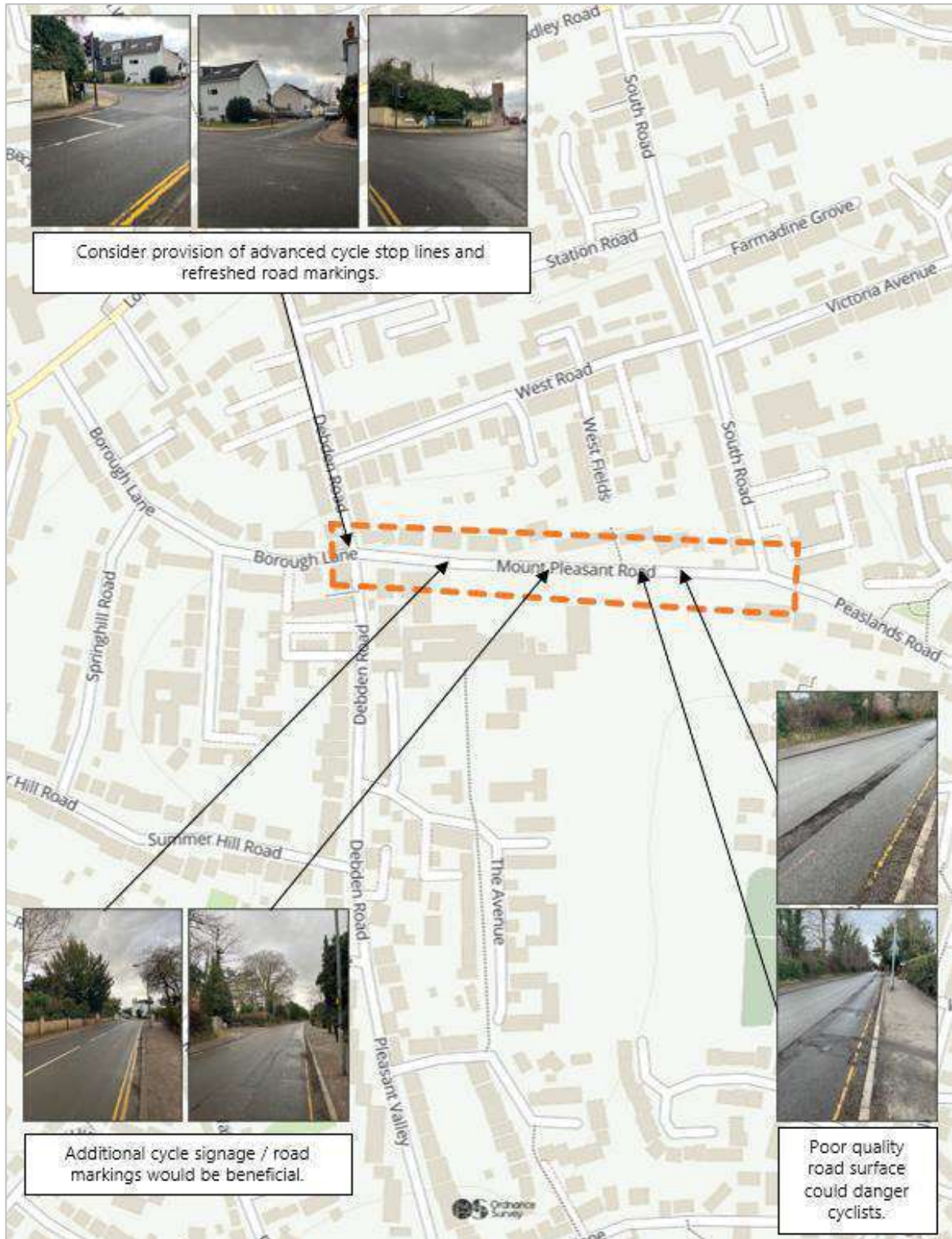
Table 3 **Route 2 CLoS**

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
Cohesion	Connections	0	Cyclists cannot connect to other routes without dismounting.	Provision of dropped kerbs, tactile paving, and cycle slip lanes would improve connections.
	Continuity / Wayfinding	1	Limited opportunities for cyclists to get confused.	Improved provision of signage / road markings at the signalised junction with Debden Road would be beneficial. Consider provision of advanced cycle stop lines.
Directness	Distance	2	Route follows as the crow flies.	N/A
	Time (Frequency of stops)	2	1 stop at the signalised junction with Debden Road.	N/A
	Time (Delay at junctions)	1	Delay at the signalised junction with Debden Road is the same for cyclists as motor vehicles.	Limited opportunity to improve this.
	Time (Delay on links)	0	Cyclists would likely travel at the speed of the slowest vehicle (i.e. a cycle ahead).	Limited opportunity to improve this.
	Gradients	0	Consistent uphill gradient north-westbound.	N/A
Safety	Motor vehicle speed	0	85 th percentile speed circa 30-mph.	Further provision of speed constraints would be beneficial.
	Motor vehicle volume	1	As shown in Table 1, circa 300 vehicles per hour in each direction during the peak hours. 5 vehicles per minute in each direction does not seem substantial.	N/A
	Risk of collision – segregation	0	Cyclists share carriageway, lane widths of circa 3.5-metres.	Limited available width to improve this.

Table 3 Cont. Route 2 CLoS

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
	Risk of collision – conflicting movements	0	Conflicting cycle / motor traffic are not separated.	Consider providing side entry treatment would be beneficial but limited available width to provide this.
	Complexity of design	1	Legible road markings and road layout.	Road markings could be refreshed.
	Kerbside activity	1	Some kerbside activity.	Limited opportunity to improve this.
	Physical hazards	1	No guardrails or buildouts to prevent cyclists evading danger.	Limited opportunity to improve this.
Comfort	Surface quality	0	Large pot holes and damage present.	Road cleaning / further maintenance of potholes would provide a higher quality surface for cyclists.
	Effective width	0	Mixed traffic unsuitable for volume of vehicles / speed.	Provision of a dedicated cycle lane would be suitable for majority of users but not all due to the mixed traffic conditions.
	Rest / Shelter	1	A bench is provided at the signalised junction with Debden Road.	N/A
	Wayfinding	0	No dedicated cycle signage.	Cycle signage towards Town Centre would be beneficial.
Attractiveness	Social safety – lighting	2	Sufficient lighting on both sides of the carriageway.	N/A
	Social safety – isolation	2	Route is overlooked throughout its length.	N/A
	Street clutter	2	As cyclists are in the carriageway there is no clutter to obstruct them.	N/A
	Cycle parking	0	No cycle parking provided but likely not required.	N/A
Audit Score Total (Max 46)		17 (37%)	n/a	n/a

Figure 4 Route 2 – Existing Active Travel Network & Potential Improvements



Route 3 – Winstanley Road

Table 4 reveals that Route 3 is considered direct, well lit, and well overlooked. However, there is currently limited cycle infrastructure along the route.

Table 4, along with Figure 5, reveals Route 3 could be improved through a combination of refreshed road markings, increased provision of dropped kerbs / tactile paving, and increased cycle signage.

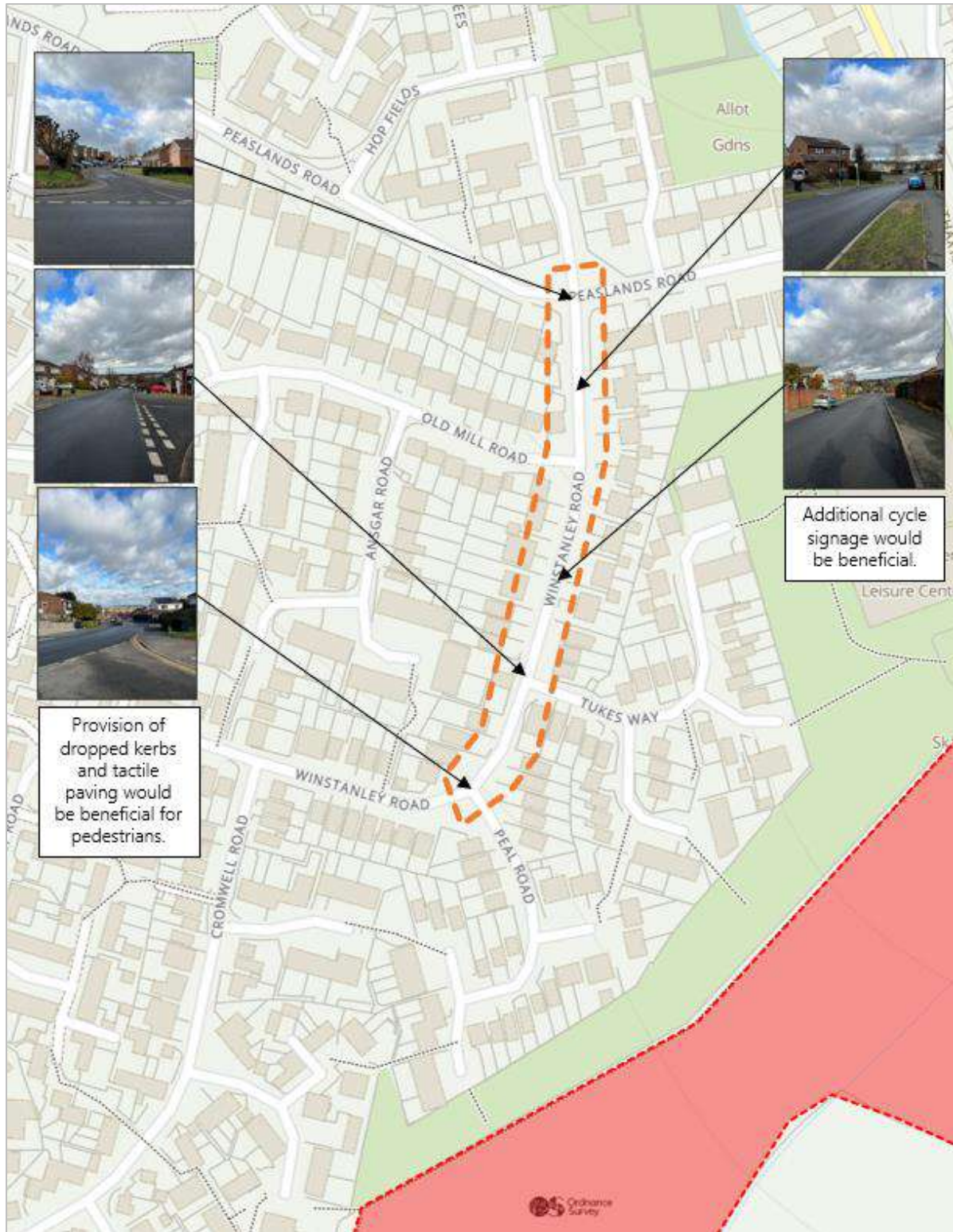
Table 4 **Route 3 CLoS**

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
Cohesion	Connections	0	Cyclists cannot connect to other routes without dismounting.	Provision of dropped kerbs, tactile paving, and cycle slip lanes would improve connections.
	Continuity / Wayfinding	1	Limited opportunities for cyclists to get confused.	N/A
	Density of Network	0	No dedicated cycle infrastructure within the vicinity.	N/A
Directness	Distance	2	Route follows as the crow flies.	N/A
	Time (Frequency of stops)	2	1 stop at the give-way priority junction with Peaslands Road.	N/A
	Time (Delay at junctions)	1	Delay at the give-way priority junction with Peaslands Road is the same for cyclists as motor vehicles.	Limited opportunity to improve this.
	Time (Delay on links)	2	Low traffic volumes enable cyclists to chose the appropriate speed and overtake if required.	N/A
	Gradients	0	Consistent uphill gradient southbound.	N/A
Safety	Motor vehicle speed	1	85 th percentile speeds likely between 20 and 30-mph.	N/A
	Motor vehicle volume	2	Route sees very little motor vehicle traffic during the peak periods.	N/A
	Risk of collision – segregation	0	Cyclists share carriageway.	Limited available width to improve this.
	Risk of collision – conflicting movements	0	Conflicting cycle / motor traffic are not separated.	Consider providing side entry treatment would be beneficial but limited available width to provide this.

Table 4 Cont. Route 3 CLoS

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
	Complexity of design	1	No road markings but legible layout.	Provision of road markings could be beneficial.
	Kerbside activity	0	Significant kerbside activity.	Limited opportunity to improve this.
	Physical hazards	2	No guardrails or buildouts to prevent cyclists evading danger, provision of grass verges.	N/A
Comfort	Surface quality	2	Smooth high grip surfacing.	N/A
	Effective width	1	Likely speed / volume of motor vehicles in line with the mixed traffic.	N/A
	Rest / Shelter	0	No rest or shelter but likely not required.	N/A
	Wayfinding	0	No dedicated cycle signage.	Cycle signage towards Town Centre would be beneficial.
Attractiveness	Social safety – lighting	2	Sufficient lighting on both sides of the carriageway.	N/A
	Social safety – isolation	2	Route is overlooked throughout its length.	N/A
	Street clutter	2	As cyclists are in the carriageway there is no clutter to obstruct them.	N/A
	Cycle parking	0	No cycle parking provided but likely not required.	N/A
Audit Score Total (Max 46)		23 (50%)	n/a	n/a

Figure 5 Route 3 – Existing Active Travel Network & Potential Improvements



Route 4 – Tukes Way

Table 5 reveals that Route 4 is considered direct, well lit, and well overlooked. However, there is currently limited cycle infrastructure along the route.

Table 5, along with Figure 6, reveals Route 4 could be improved through increased cycle signage. Additionally, the provision of an improved connection to the 'Green Mile' adjacent to the Lord Butler Fitness & Leisure Centre would be beneficial.

Table 5 **Route 4 CLoS**

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
Cohesion	Connections	0	Cyclists cannot connect to other routes without dismounting to access the 'Green Mile' adjacent to the Lord Butler Fitness & Leisure Centre.	Provision of an improved connection to the 'Green Mile' adjacent to the Lord Butler Fitness & Leisure Centre would be beneficial.
	Continuity / Wayfinding	1	Limited opportunities for cyclists to get confused.	N/A
	Density of Network	0	No dedicated cycle infrastructure within the vicinity.	N/A
Directness	Distance	2	Route follows as the crow flies.	N/A
	Time (Frequency of stops)	2	1 stop at the give-way priority junction with Winstanley Road.	N/A
	Time (Delay at junctions)	1	Delay at the give-way priority junction with Winstanley Road is the same for cyclists as motor vehicles.	Limited opportunity to improve this.
	Time (Delay on links)	2	Low traffic volumes enable cyclists to chose the appropriate speed and overtake if required.	N/A
	Gradients	1	Slight uphill gradient westbound.	N/A
Safety	Motor vehicle speed	2	85 th percentile speeds likely below 20-mph.	N/A
	Motor vehicle volume	2	Route sees very little motor vehicle traffic during the peak periods.	N/A
	Risk of collision – segregation	0	Cyclists share carriageway.	Limited available width to improve this.
	Risk of collision – conflicting movements	1	Side road junctions are infrequent.	N/A

Table 5 Cont. Route 4 CLoS

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
	Complexity of design	1	No road markings but legible layout.	Provision of road markings could be beneficial.
	Kerbside activity	0	Significant kerbside activity / parked cars.	Limited opportunity to improve this.
	Physical hazards	1	No guardrails or buildouts to prevent cyclists evading danger.	Limited opportunity to improve this.
Comfort	Surface quality	1	Minor defects in road surface.	Could be improved / cleaned.
	Effective width	2	Speed / volume of motor vehicles in line with the mixed traffic.	N/A
	Rest / Shelter	0	No rest or shelter but likely not required.	N/A
	Wayfinding	0	No dedicated cycle signage.	Cycle signage towards Town Centre would be beneficial.
Attractiveness	Social safety – lighting	2	Sufficient lighting on both sides of the carriageway.	N/A
	Social safety – isolation	2	Route is overlooked throughout its length.	N/A
	Street clutter	2	As cyclists are in the carriageway there is no clutter to obstruct them.	N/A
	Cycle parking	0	No cycle parking provided but likely not required.	N/A
Audit Score Total (Max 46)		25 (54%)	n/a	n/a

Figure 6 Route 4 – Existing Active Travel Network & Potential Improvements



Route 5 – Peal Road

Table 6 reveals that Route 5 is considered direct, well lit, and well overlooked. However, there is currently limited cycle infrastructure along the route.

Table 6, along with Figure 7, reveals Route 5 could be improved through increased cycle signage. Of note, Route 5 will be improved with the proposed connection to the Application Site as part of the proposed development.

Table 6 **Route 5 CLoS**

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
Cohesion	Connections	0	Cyclists cannot connect to other routes without dismounting to access the 'Green Mile' adjacent to the Application Site.	This will be improved with the proposed connection to the Application Site as part of the proposed development.
	Continuity / Wayfinding	1	Limited opportunities for cyclists to get confused.	N/A
	Density of Network	0	No dedicated cycle infrastructure within the vicinity.	N/A
Directness	Distance	2	Route follows as the crow flies.	N/A
	Time (Frequency of stops)	2	1 stop at the give-way priority junction with Winstanley Road.	N/A
	Time (Delay at junctions)	1	Delay at the give-way priority junction with Winstanley Road is the same for cyclists as motor vehicles.	Limited opportunity to improve this.
	Time (Delay on links)	2	Low traffic volumes enable cyclists to chose the appropriate speed and overtake if required.	N/A
	Gradients	1	Slight uphill gradient northbound.	N/A
Safety	Motor vehicle speed	2	85 th percentile speeds likely below 20-mph.	N/A
	Motor vehicle volume	2	Route sees very little motor vehicle traffic during the peak periods.	N/A
	Risk of collision – segregation	0	Cyclists share carriageway.	Limited available width to improve this.
	Risk of collision – conflicting movements	1	Side road junctions are infrequent.	N/A

Table 6 Cont. Route 5 CLoS

Key Requirement	Factor	Score (Max 2)	Observations	Areas for Improvement / Notes
	Complexity of design	1	No road markings but legible layout.	Provision of road markings could be beneficial.
	Kerbside activity	0	Significant kerbside activity / parked cars.	Limited opportunity to improve this.
	Physical hazards	1	No guardrails or buildouts to prevent cyclists evading danger.	Limited opportunity to improve this.
Comfort	Surface quality	1	Minor defects in road surface.	Could be improved / cleaned.
	Effective width	2	Speed / volume of motor vehicles in line with the mixed traffic.	N/A
	Rest / Shelter	0	No rest or shelter but likely not required.	N/A
	Wayfinding	0	No dedicated cycle signage.	Cycle signage towards Town Centre would be beneficial.
Attractiveness	Social safety – lighting	2	Sufficient lighting on both sides of the carriageway.	N/A
	Social safety – isolation	2	Route is overlooked throughout its length.	N/A
	Street clutter	2	As cyclists are in the carriageway there is no clutter to obstruct them.	N/A
	Cycle parking	0	No cycle parking provided but likely not required.	N/A
Audit Score Total (Max 46)		25 (54%)	n/a	n/a

Figure 7 Route 5 – Existing Active Travel Network & Potential Improvements



Audit Summary and Identified Improvements

This ATA has been prepared by MTP on behalf Kier Ventures Ltd (*the applicant*) in support of an outline planning application (Reference: UTT/22/3258/PINS) with all matters reserved except for access for up to 170 dwellings, associated landscaping and open space with access from Thaxted Road.

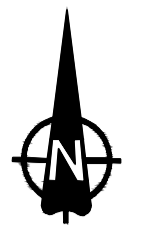
This document has reviewed the existing active travel provision in the vicinity of the Application Site in line with the 'Cycling Level of Service Tool (CLOS)' within Appendix A of LTN 1/20. As part of the assessment the following areas for improvement have been identified: -

- Increased provision of dropped kerbs and tactile paving along the Peasland Road / Mount Pleasant Road corridor.
- Improved carriageway surfacing along the Peasland Road / Mount Pleasant Road corridor.
- Provision of an improved connection to the 'Green Mile' adjacent to the Lord Butler Fitness & Leisure Centre would be beneficial.
- Additional cycle signage towards the Town Centre throughout the study area.

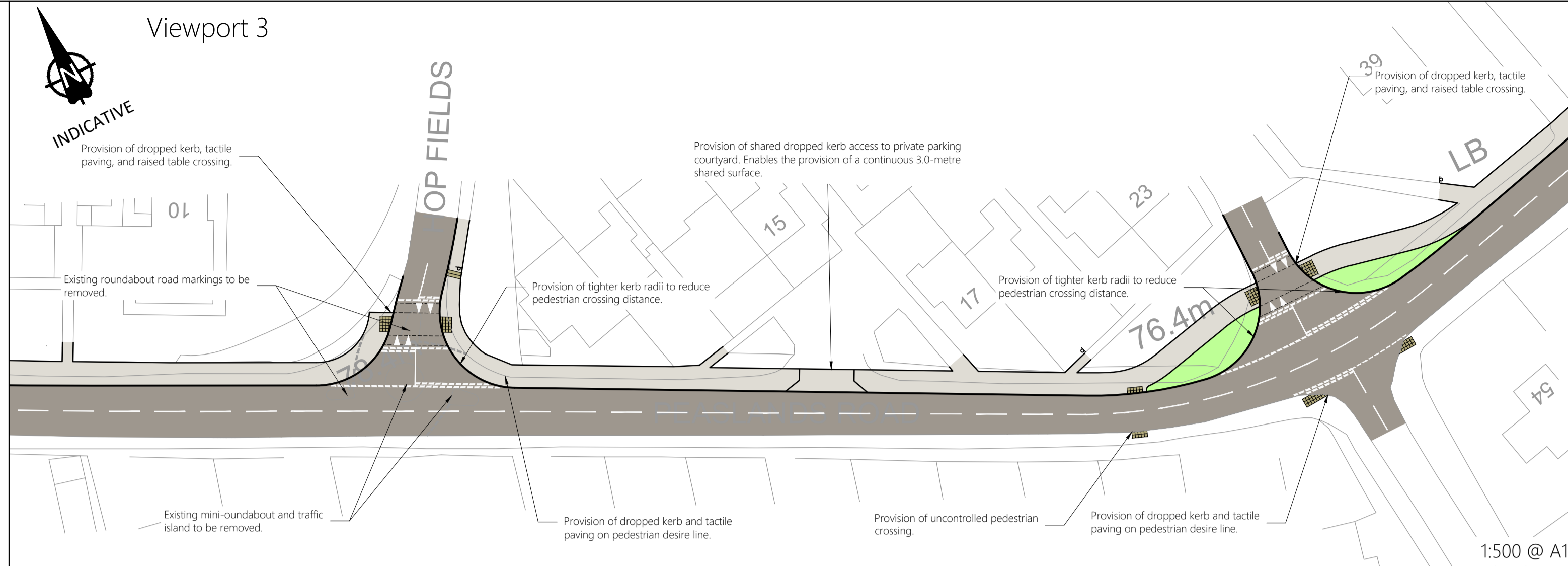
Additional consideration could be given to: -

- Removing the mini-roundabout between Peaslands Road and Hop Fields and provide a give-way priority junction, thereby reducing the number of potential conflicts for cyclists.
- Reduction in carriageway lane width to 3.25-metres wide along Pealands Road, which would enable a wider footway provision along the northern side of Peaslands Road.
- Provision of side entry treatment at various give-way priority junctions throughout the study area.
- Provision of advanced stop lines at the Mount Pleasant Road / Debden Road signalised junction.

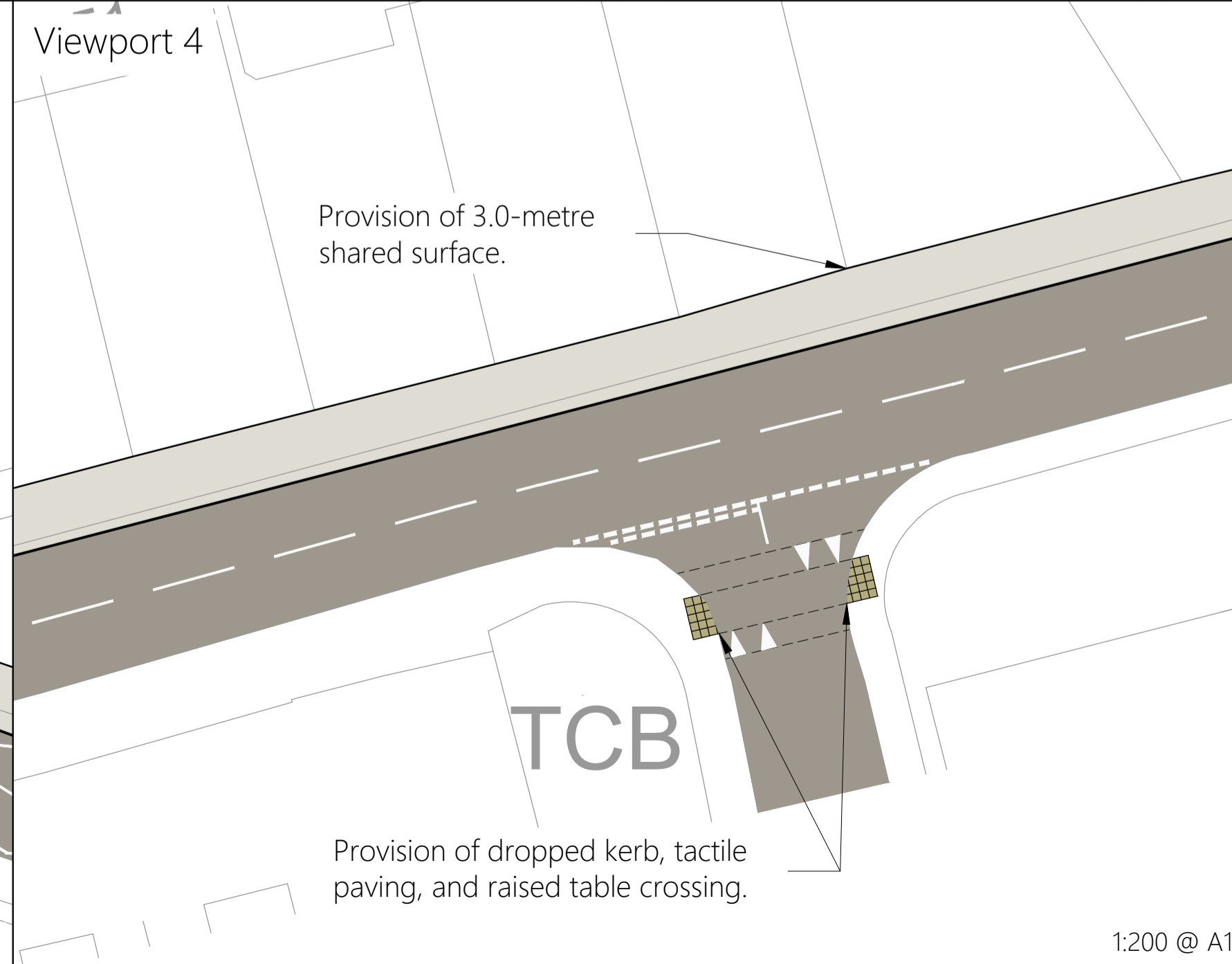
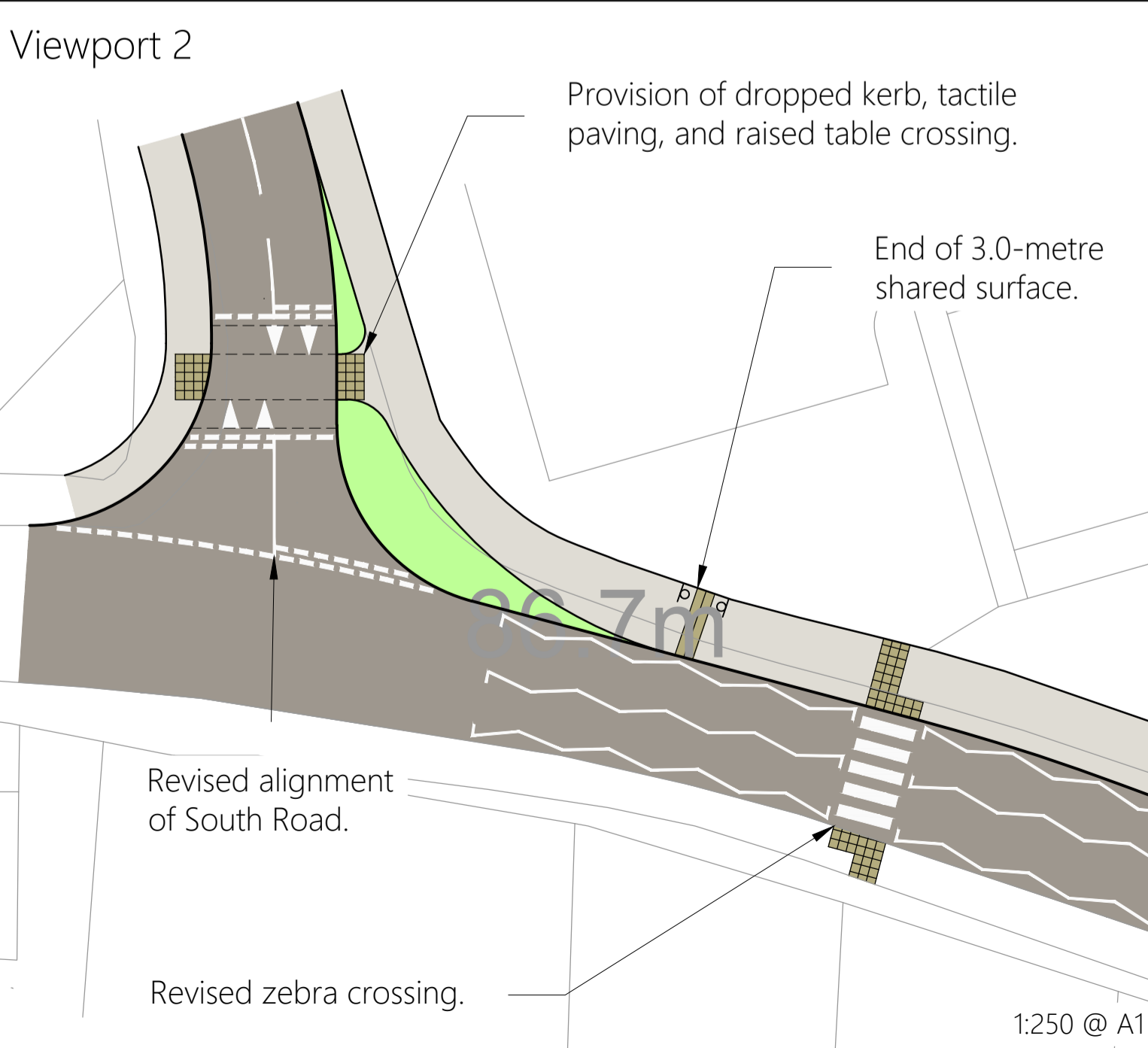
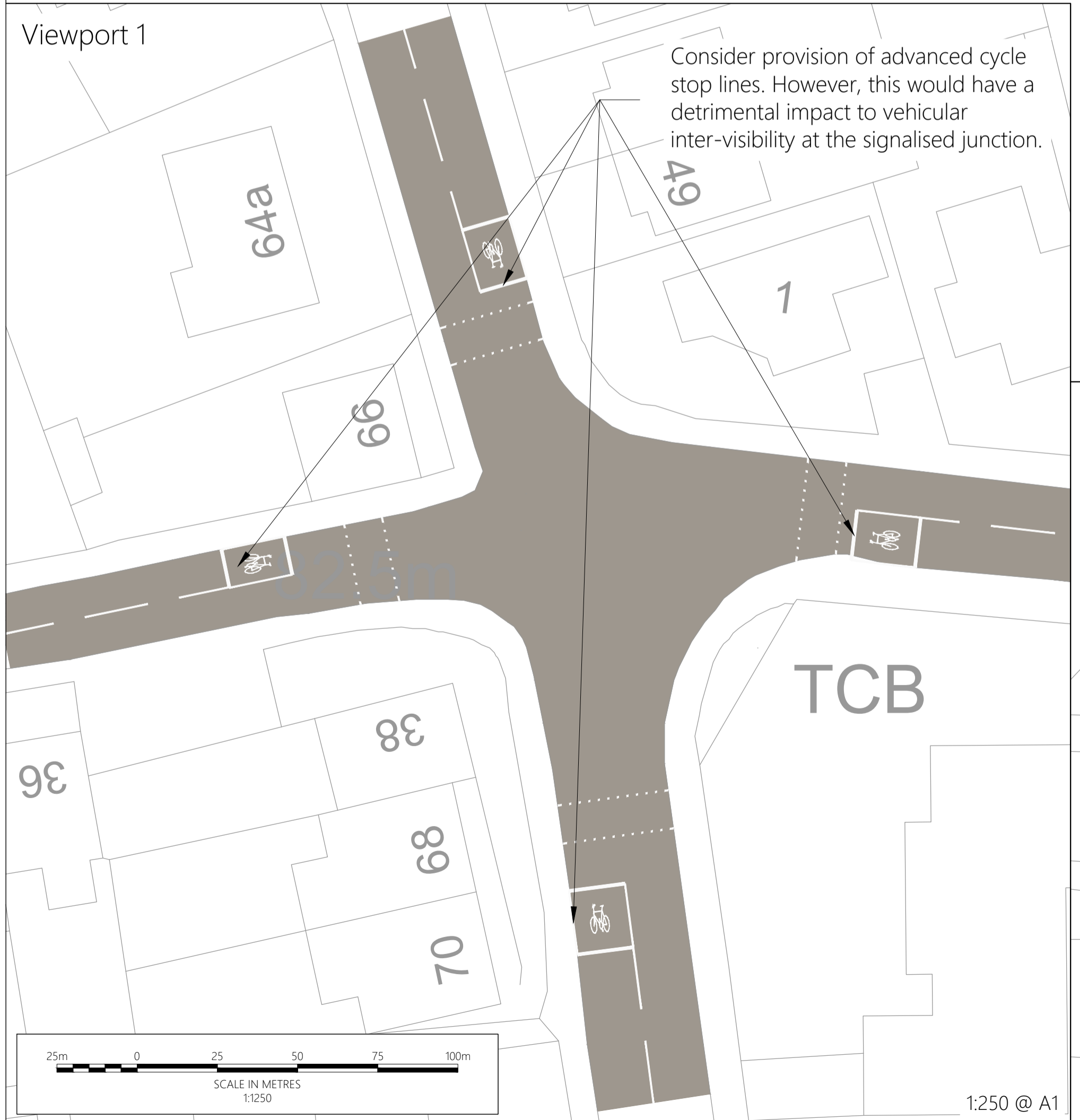
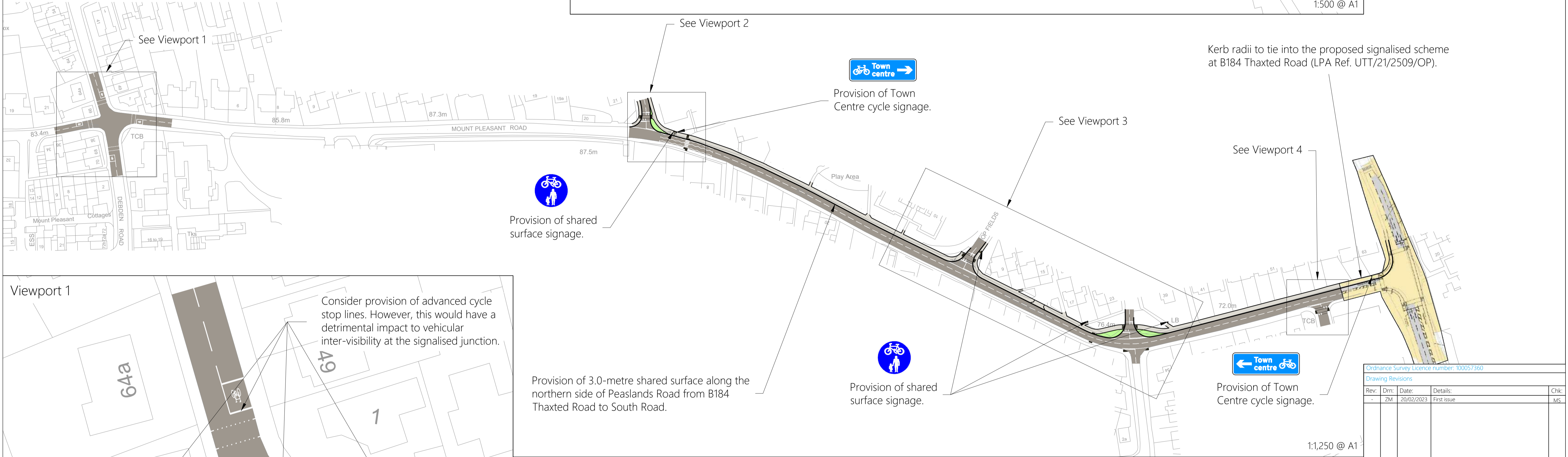
Appendix 12



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 Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.



Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev.	Drn.	Date	Details	CHK.
-	ZM	20/02/2023	First issue	MS

Client
Kier Ventures Limited

Project
Land West of Thaxted Road, Saffron Walden

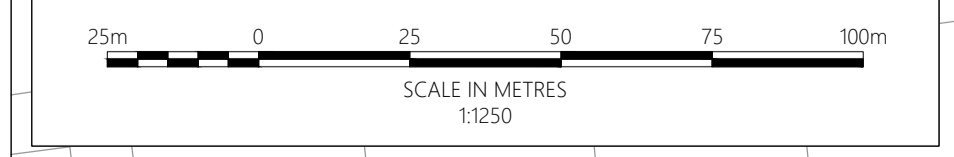
Title
Potential Active Travel Improvements (Peaslands Road / Mount Pleasant Road)

MILESTONE
TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
web: [redacted]

Drawing Number:
22078/008

Scale:
As Shown @ A1

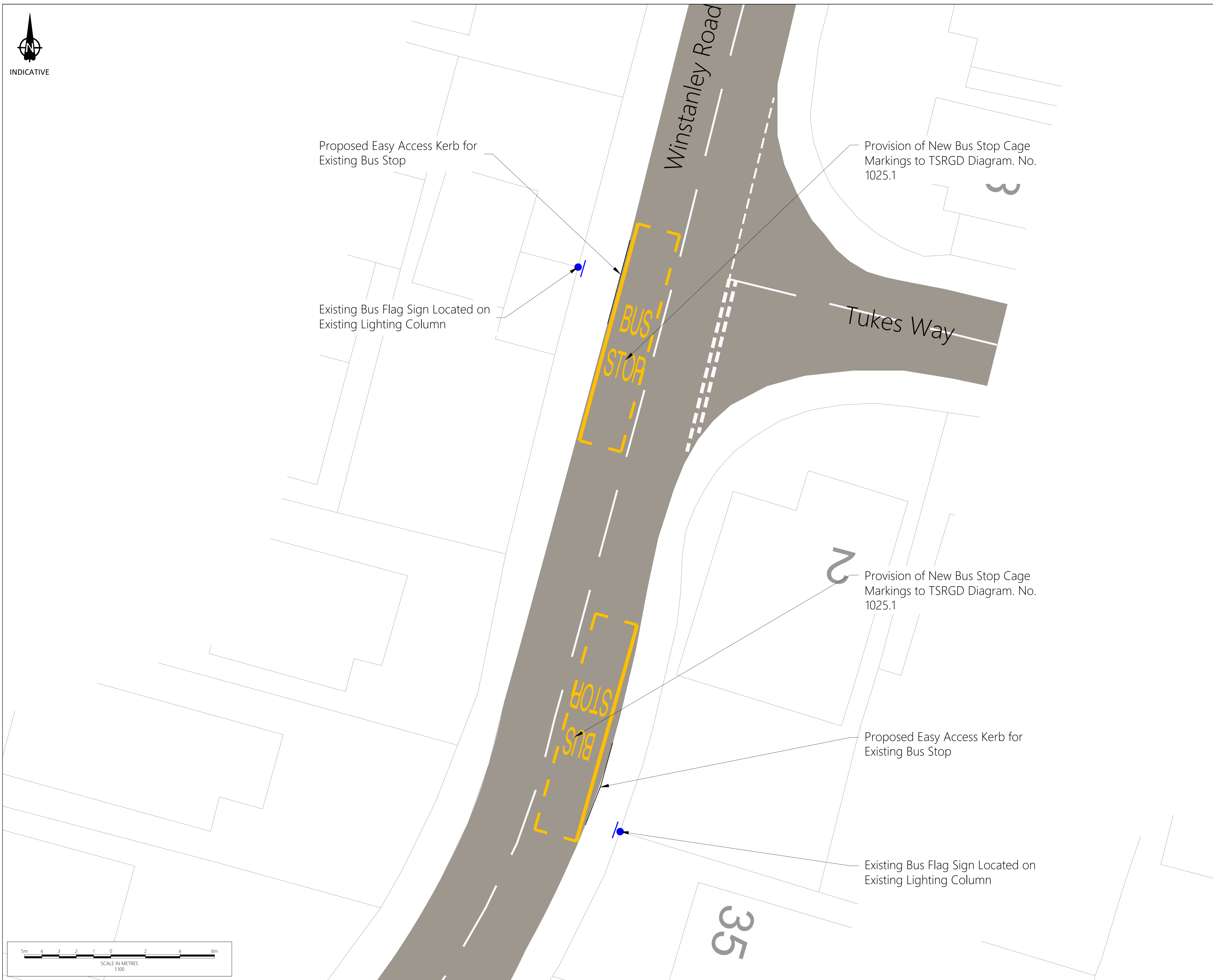
Revision:
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Appendix 13



INDICATIVE



- Notes
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 2. This drawing has been based upon Ordnance Survey data and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Drn:	Date:	Details:	Chk:
-	ARM	17/02/2023	First issue	MS

Client
Kier Ventures

Project
Land West of Thaxted Road, Saffron Walden

Title
Bus Stop Improvements – Winstanley Road (Tukes Way)

MILESTONE
TRANSPORT PLANNING

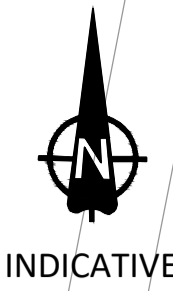
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 22078/009

Scale: 1:100 @ A1

Revision: -

Appendix 14



105

103

The Glebe

Ross Close

9

2a

4

2b

Proposed Easy Access Kerb for Proposed Bus Stop

Proposed Bus Stop Sign located on New Post

Cut Line

Ross Close

103

Provision of New Bus Stop Cage Marking to TSRGD Diag. No. 1025.1

Proposed Easy Access Kerb for Existing Bus Stop

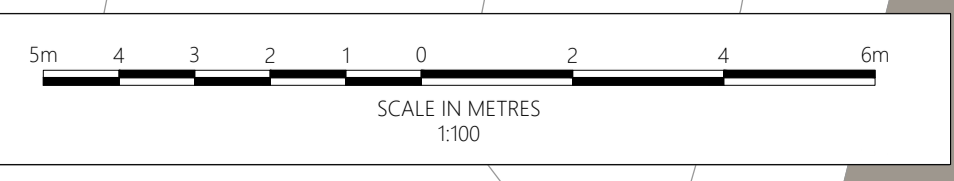
Provision of New Bus Stop Cage Markings to TSRGD Diagram. No. 1025.1

188

Existing Bus Flag Sign Located on Existing Lighting Column

178

Cut Line



- Notes
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Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Drn:	Date:	Details:	Chk:
-	ARM	17/02/2023	First issue	MS

Client
Kier Ventures

Project
Land West of Thaxted Road, Saffron Walden

Title
Bus Stop Improvements - Ross Close (The Glebe)

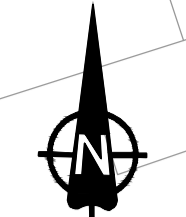
MILESTONE
TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
web: [REDACTED]

Drawing Number: 22078/010
Scale: 1:100 @ A1
Revision: -

Appendix 15

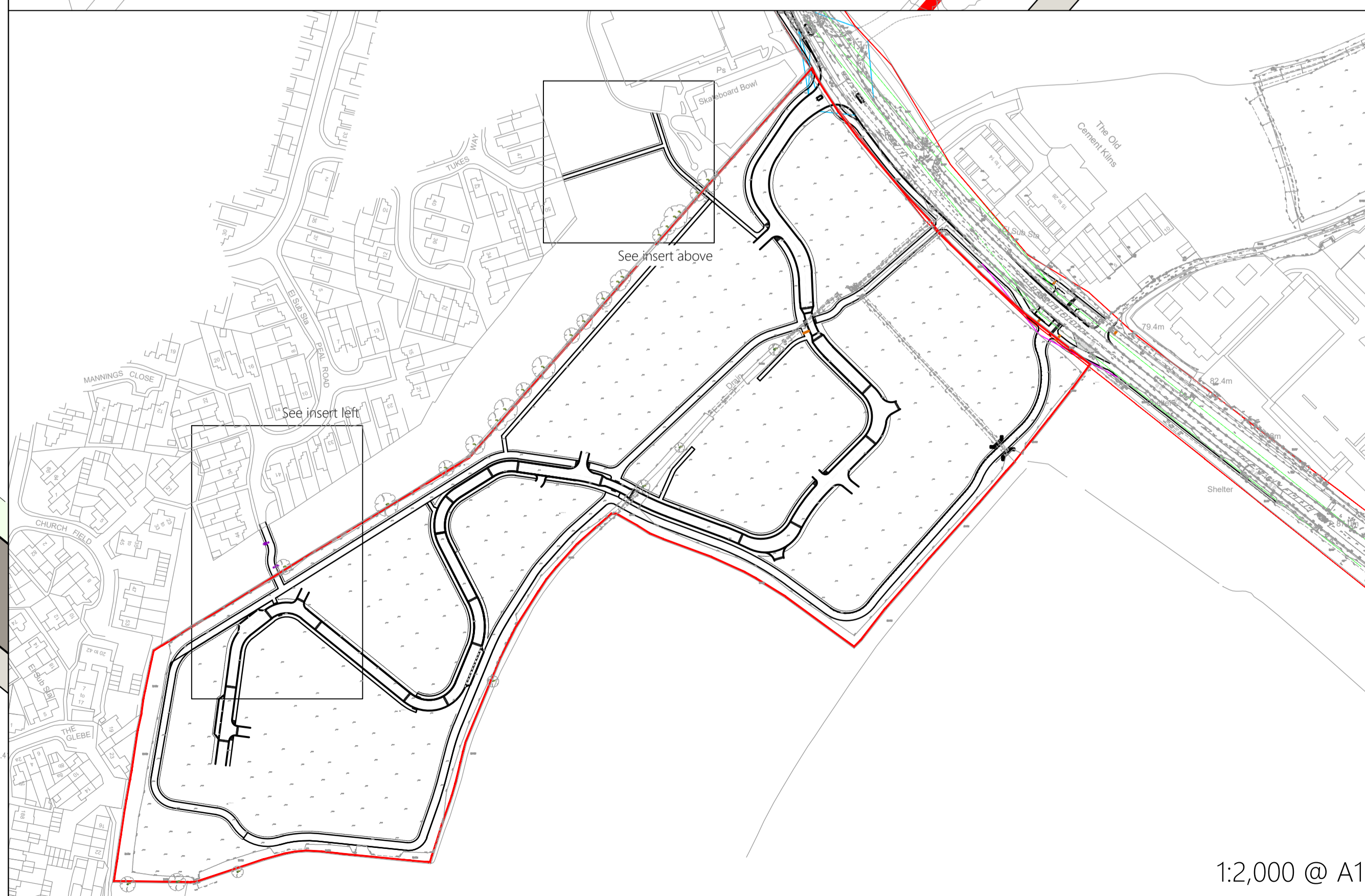
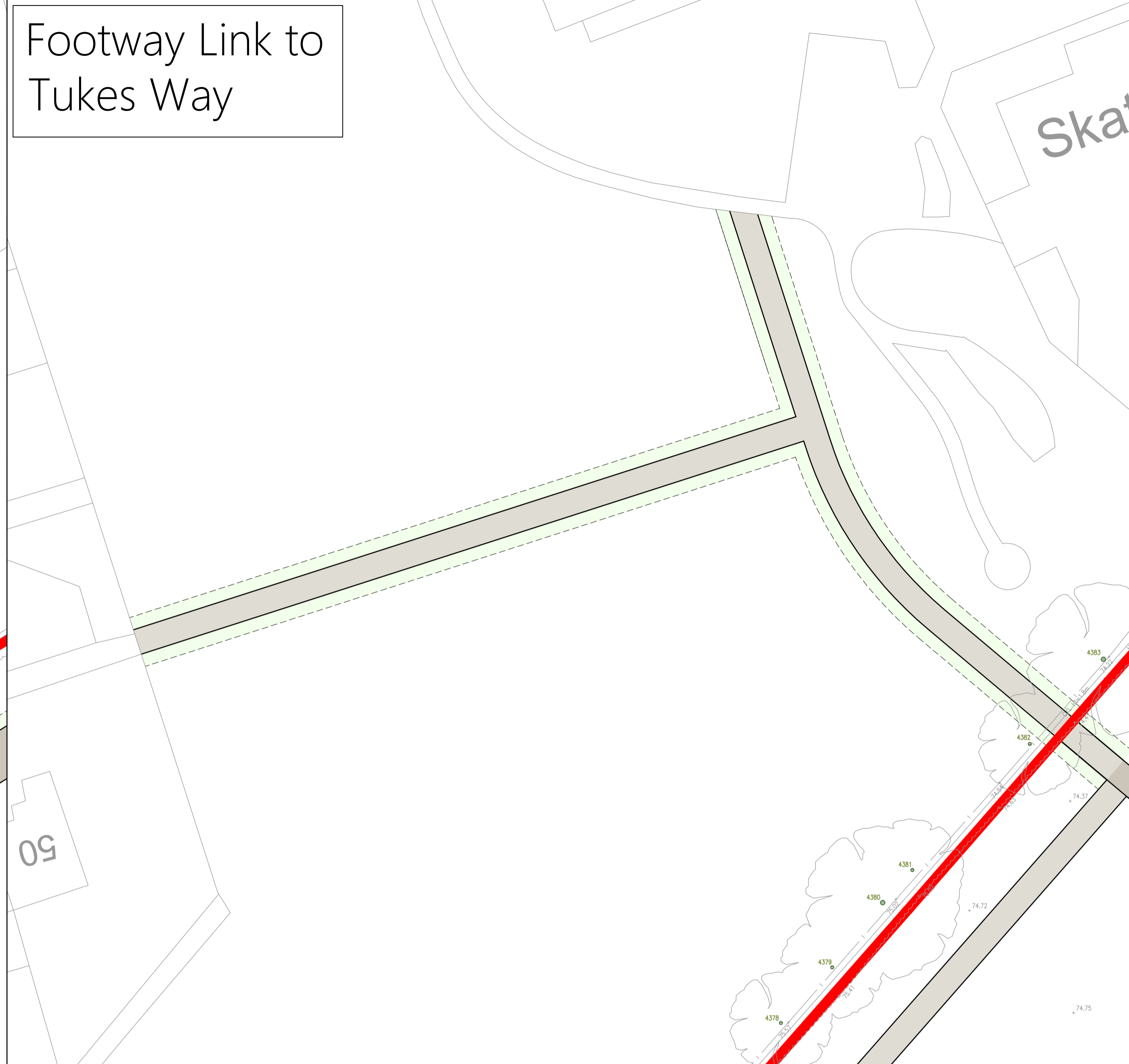
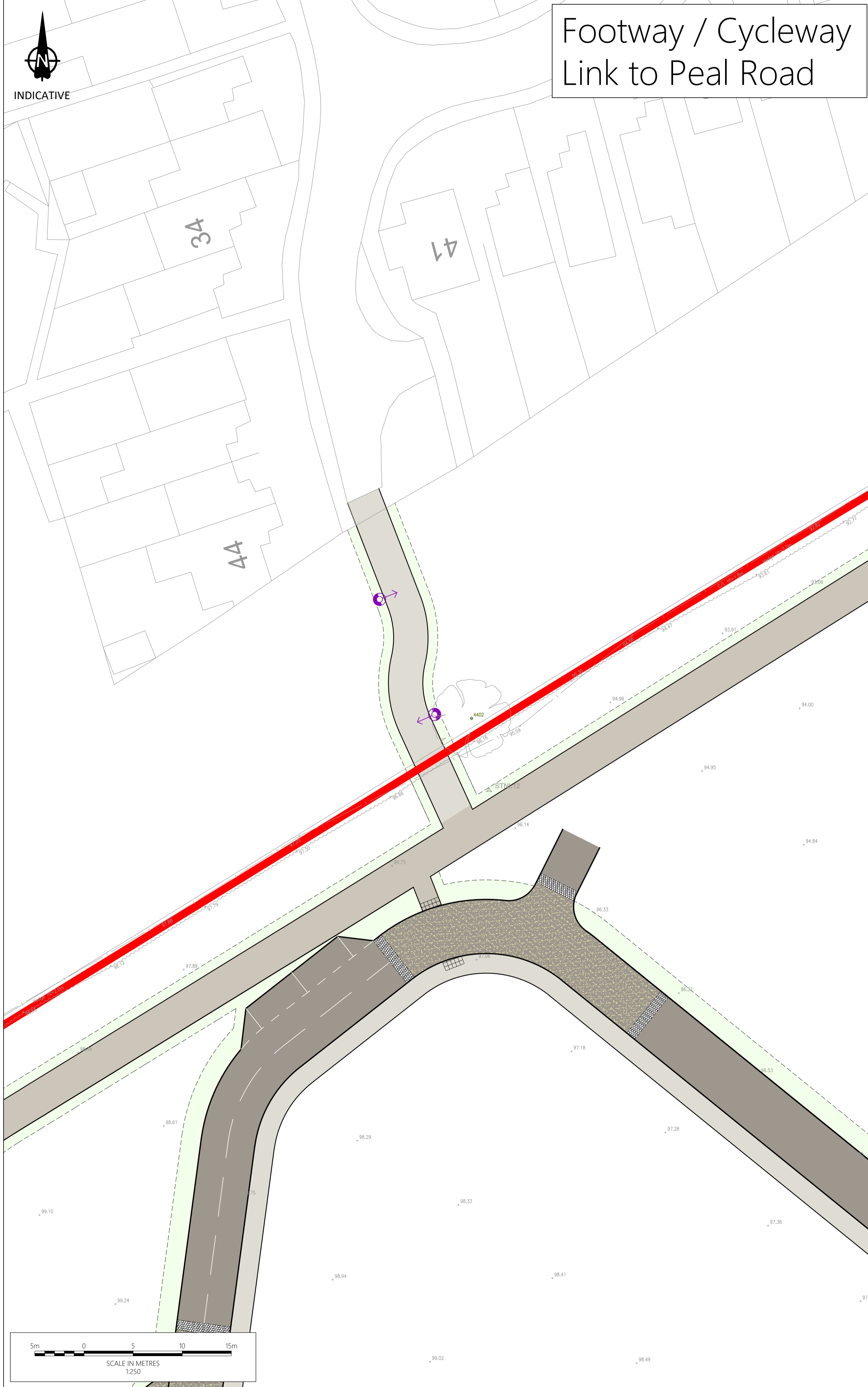
Footway / Cycleway
Link to Peal Road

Footway Link to
Tukes Way



INDICATIVE

- Notes**
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- Key**
- Carriageway
 - Footway
 - Cycleway
 - Greenway
 - Verge
 - Red Line Boundary
 - Lighting Column



Ordinance Survey Licence number: 100057360

Drawing Revisions

Rev.	Drn.	Date	Details	Chk.
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A	AM	06/02/2023	Minor amendments	MS
B	AM	17/02/2023	Minor amendments	MS

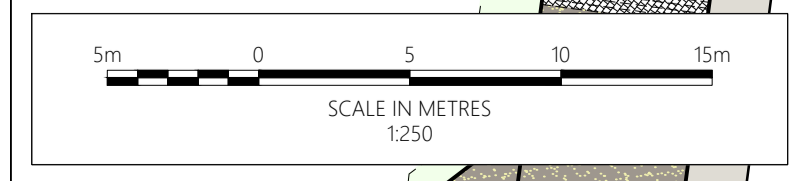
Client
Kier Ventures Limited

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
web: [REDACTED]

Drawing Number: 22078/003
Scale: 1:250 @ A1
Revision: B



1:2,000 @ A1